START

ROLL

149

TRANSPORT CANADA

REGIONAL OFFICES

CANCELLED AIRCRAFT REGISTRY FILES

SERIES 5008

DATE: 22-1-85

FILMED by F.S.

25X

25X

START

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

FILE NO. 5008 - D14 - 2

VOLUME NO. 1

VOL. 1

5008 - D14 - 2

DEPARTMENT OF TRANSPORT

FROM MAY 1946
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF - DNB — AERONCA 7AC.

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 29 1946	7334	S.A.R		GJ	JUN - 1 1946
JUN - 7 1946	8563	S.A.R		GJ	JUN 1
JUL 23	14924	SAR		CT	SEP 17 1946
SEP 17 1946		Treas		Jeley	SEP 19 1946
SEP 21 1946	23513	S.A.R		HW	SEP 20 1946
	Requested	CAR		[illegible]	APR
MAY 5 1947	Requested Mr Gault	Treas		[illegible]	MAY 6 1947
MAY 31 1947	6815	CAR		GJ	JUN 3 - 1947
FEB 10 48	36343	CAR		HSP	MAR 1 - 48
FEB 26 48	38474	CAR		HSP	FEB 19 48
JUN 5 48	9949	CAR		GJ	JUN 9 - 48
JUN 3 49	11221, 11222	CAR		GJ	JUN 16 1
		CAE		[illegible]	JUN 16 19
MAY 8 1950	Reg. Mr Finkle	CAR		[illegible]	MAY 9 - 1950
MAY 9 - 1950		R.F.L		[illegible]	MAY 9 - 19
MAY 9 - 1950		CAI		[illegible]	MAY 10 1950
MAY 19 1950	Reg. Mr Finkle	CAR		[illegible]	MAY 19 1950
NOV 9 1951	Reg Mr Gordon	CAR		[illegible]	NOV 12 1951

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

EXCLUSIVE CONNECTION WITH RN UNION CABLE SERVICE FORM 6109

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

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

TORONTO, May 28th, 1946.

TRANSPORT-RECORDS
MAY 29 A.M.
5008-D14-2
File

A 7334

Tom Senior,
c/o Aeronca Aircraft Corporation,
MIDDLETOWN, Ohio.

T-278 THIS WIRE YOUR AUTHORITY TO FLY AERONCA CF-DNB FROM CANADIAN BORDER TO TORONTO DAY CONTACT BEFORE JUNE 15th, 1946.

CIVIL AVIATION

91

noted
es

M

2

D14-2

TOR: 5008-D6-20

1 Montgomery Avenue, Toronto.
June 1st, 1946.

Mr. T. Senior,
109 Albion St.,
BRANTFORD, Ontario.

Dear Sir:

Receipt is acknowledged of your application for registration of Aeronca "Champion", Serial No. 7AC-2636, which you recently purchased and imported from the Aeronca Aircraft Corp., USA, through Leavens Bros. Air Services, Toronto. Receipt is also acknowledged of the following papers:

(a) Application forms.
(b) Fee of $10.00
(c) Bill of Sale - Aeronca to Leavens Bros.
(d) " " - Leavens to Gordon Munro.
(e) " " - Gordon Munro to Tom Senior.
(f) Receipt for Customs duties - Entry No. 25003.
(g) Letter re Certificate of Airworthiness for Export.

Receipt No. 28278 for the $10.00 fee in the name of Leavens Bros. Air Services was given to that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF/DMB as a commercial (landplane)day contact flying. The all-up weight of the aircraft is not to exceed 1,220 lbs. This authority is valid until June 30th, 1946.

Noted
ESJ

Yours truly,

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

DGJ/KC



DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS
REGIONAL MANAGER
CIVIL AERONAUTICS ADMINISTRATION
c/o Aeronca Aircraft Corp.
Middletown, Ohio

3

May 29, 1946

Aeronca Aircraft Corporation
Municipal Airport
Middletown, Ohio

Subject: Aeronca Model 7AC, Serial No. 2636,
Identification No. CF-DNB

Gentlemen:

The application for Certificate of Airworthiness for Export for subject aircraft was forwarded complete with all supporting documents to our Washington Office via the Chicago Regional Office on May 29, 1946.

Certificate of Airworthiness should reach your customer in the very near future.

Very truly yours,

R. J. Curry

R. J. Curry,
Sr. Aircraft Factory Inspector
Middletown Office

S. G. BENNE[illegible] B. J. WHITMORE

B. 1
2,000,000-6-45
K.P. 24363

Port of TORONTO MAY 30th 1946
Arriving per AIR R.I. 4%.
Imported by LEAVENS BROS. AIR SERVICE LTD.
Goods Exported to Canada Direct from U.S.A.
Via DIRECT
(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

COPY
Report No.
Entry No. 25003 LMA
Outport
Port

Marks and Numbers	Number of Packages	Description of Goods No. 9343	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.	T. I. Ap
ADD	1	AIRPLANE - Aircraft, not including engines, under regulations prescribed by the Minister (Model 7AC - CF-DNB Serial 7AC-2536)	1	1407.49	1407.	20%	281.40	1688.40		135.07			44[illegible]
		AIRCRAFT ENGINE - when imported for use only in the equipment of aircraft NOP	1	494.76	495.	17½%	86.63	581.63		46.53			44[illegible]
							368.03			181.60			
		(Engine Continental A65-8F) (Engine Serial 4382068)											
		Inv. Aeronca Aircraft Corpn. 5-27-46											
		Sworn to only at West Toronto Consigned to Toronto, Ontario.											

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 1721.50

MAY 31 1946

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. 370
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

INITIALS		
	DUTY	360
	W.E. TAX	
	SALES TAX	181
	EXCISE TAX	
	TOTAL	549.

National Revenue Customs and Excise DUTY PAID MAY 31 1946 TORONTO

5

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title, and interest in,

Aeronca "Champion" CF-DNB

to Tom Senior

for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at TORONTO, Ont. this 1st day of June 1946

~~LEAVENS BROS. AIR SERVICES LTD.~~
MUNRO AIR ACTIVITIES

M. E. Menzie
(Witness)

Gordon Munro
(Owner)

6

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title, and interest in, Aeronca "Champion" Regis. CF-DNB. Serial No. 7AC-2636. to Munro Air Activities, R.R. #1, Waterloo, Ontario, for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at TORONTO, Ont. this 31st day of May 1946

LEAVENS BROS. AIR SERVICES LTD.

V.A. Denton
(Witness)

C.R. Leavens
(Owner)

CERTIFIED TRUE COPY

....C.R. Leavens

AERONCA AIRCRAFT CORPORATION

Certificate of Transfer

B I L L OF S A L E

KNOW ALL MEN BY THESE PRESENTS, that on this 28th day of MAY 19 46, the AERONCA AIRCRAFT CORPORATION, Municipal Airport, Middletown, Ohio, a corporation existing under the laws of the State of Ohio, Manufacturer and Sole Owner of the below described airplane.

Manufacturer's Trade Name AERONCA, Type 7AC

Manufacturer's Serial No. 7AC-2636 Civil Aeronautics Auth. No. CF-DNB

in consideration of One Dollar ($1.00) and other good and valuable consideration to it paid by

LEAVENS BROS. AIR SERVICES LTD.

BARKER AIRPORT (Street or Airport) of TORONTO (City) ONTARIO CANADA (State)

the receipt of which is hereby acknowledged, has bargained, sold, granted and conveyed, and by these presents does hereby grant, bargain, sell and convey unto the said

LEAVENS BROS. AIR SERVICES LTD.

his/their executors, administrators, and assigns all its rights, title and interests in and to the afore-described airplane, to have and to hold the same unto the said

LEAVENS BROS. AIR SERVICES LTD.

his/their executors, administrators and assigns forever.

IN WITNESS WHEREOF the said AERONCA AIRCRAFT CORPORATION has caused its corporate name to be hereunto subscribed and its corporate seal hereunto affixed by (Signed) F. C. REED its ASSISTANT SECRETARY, thereunto duly authorized by resolution of its Board of Directors, this 28TH day of MAY, 1946.

AERONCA AIRCRAFT CORPORATION

By .....F. C. REED.....

(Title) .ASSISTANT SECRETARY.....

STATE OF OHIO, COUNTY OF BUTLER, SS:

Be it remembered, that on this 28TH day of MAY, 19 46, before me the subscriber, a Notary Public, in and for said County and State, personally appeared F. C. REED ASSISTANT SECRETARY, of AERONCA AIRCRAFT CORPORATION, the corporation whose name is subscribed to and which executed the foregoing instrument, and for himself and as such officer, and for and on behalf of said corporation, acknowledged the signing and execution of said instrument; and acknowledge that he executed said instrument by authority of the Board of Directors, and on behalf of said corporation; and that the signing and execution of said instrument is his free and voluntary act and deed, his free act and deed as such officer, and the free and voluntary act and deed of said corporation for the uses and purposes in said instrument mentioned.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my Notarial Seal on the day and year last aforesaid.

HILDA CURTIS

Notary Public for Butler County

2413
6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness ..... X $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Tom Senior .....

Date of Application ..... May 31st, 1946 .....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
TOM SENIOR	109 ALBION STREET, BRANTFORD, 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 ..... Brantford, Ont. .....

Date of manufacture or reconstruction ..... May 28th, 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 ...Aeromea Aircraft Corporation, Ohio

Type ...High Wing Monoplane... Maker's No. ...7AC- 2636...

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 Ft.	
Length o/a in feet	21 Ft. 6 In.	
Height o/a in feet	6 Ft. 6 In.	

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

Weight equipped, but without load, fuel, or oil ...753...

Total weight authorized (fully loaded) in lbs. ...1220 lbs.... Air speed ...100 mph... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ...Compass, Air Speed, Altimeter...
2. Gauges ...Oil Temperature, Oil Pressure, Tachometer...
3. Lights ...nil...
4. Signals ...nil...
5. Fire Extinguishers ...one...
6. Parachutes ...nil...
7. Tools ...nil...
8. Other Equipment ...nil...

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8 4 cylinder opposed flat			
Pusher or Tractor	Tractor			
Right or Left Hand	left			
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

2
8-45

TORONTO, June 6th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	AERONCA "CHAMPION" CF-DNB Serial No. 7AC-2636	5008-D14-2

TRANSPORT-RECORDS
JUN 7 A.M.
File 5008-D14-2

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

A 8563

1. Attached hereto are the following papers relating to registration of Aeronca "Champion", CF-DNB, Serial No. 7AC-2636, recently purchased by Mr. T. Senior from the Aeronca Aircraft Corporation U.S.A. through Leavens Bros. Air Services, Toronto.

(a) Application forms.
(b) Fee of $10.00 (See Cash Book 158, Receipt No. 28278)
(c) Bill of Sale - Aeronca to Leavens Bro.
(d) " " " - Leavens to Gordon Munro.
(e) " " " - Gordon Munro to Tom Senior.
(f) Receipt for Customs duties - Entry No. 25003.
(g) Letter re Certificate of Airworthiness for Export.
(h) Copy of letter of temporary authority.

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

DGJ/HT.

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-9832

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the **aircraft** specified below and more particularly described in the accompanying specifications **has** been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board **and complies with the special requirements of Canada.**

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-42.

Actual empty weight: 753 pounds.

Standard weight: 1,220 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	AERONCA AIRCRAFT CORPORATION - MAY 25, 1946
Type	LAND MONOPLANE
Model	AERONCA 7AC
Serial No.	7AC-2636
Date	MAY 27, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

JFM

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

AIRCRAFT SPECIFICATION October 18, 1945

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: Aeronca Aircraft Corporation
Middleton, Ohio

I - Model 7AC 2 PCLM Approved October 18, 1945

Engine	Continental A-65-8	
Fuel	73 minimum octane (CFR) aviation gasoline	
Engine limits	For all operations	2300 rpm (65 hp)
Airspeed limits	Level flight or climb	95 mph True Ind.
	Glide or dive	129 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2200 Not less than 2010	
	Diameter - Not more than 72 in. Not less than 70 in.	
C.G. range	(+10.9)(18.0% MAC) to (+21.5)(36.0% MAC)	
Datum	Wing leading edge	
MAC	58.84 in. Leading edge MAC (+0.28)	
Leveling means	Any portion of the cabin floor to level laterally and longitudinally	
Standard weight	1220 lbs.	
No. seats	2 (1 at (+11.5), 1 at (+42))	
Baggage	40 lbs. (+64) (See Note 1)	
Fuel capacity	14 gals. (-15)	
Oil capacity	1 gal. (-33)	
Control surface movements	Elevator	Up 25° Down 15-1/2°
	Elevator trim tab	Up 20° Down 34-1/2°
	Ailerons	Up 28-1/2° Down 18°
	Rudder	Right 24° Left 25°
Serial nos. eligible	7AC1 and up	
Required equipment	1, 101, 102, 201, 202	

Specifications Pertinent to All Models

Certification basis	Type Certificate No. 759
Production basis	Production Certificate No. 2
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane Skiplane - not eligible (b) All other countries except Australia, Great Britain 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 72C-44 or any other fixed pitch wood propeller eligible for the engine speed and power and which meets the static rpm and diameter limits specified on page 1	9 lbs. (-52)

Engines and Engine Accessories - Fuel and Oil Systems

101.	Carburetor air heater	1 lb. (-40)
102.	Carburetor air scoop (Continental A-5810)	2 lbs. (-47)
103.	Carburetor air filter	+1 lb. (-47)

Landing Gear and Floats

201.	6.00-6 wheels (Goodyear L6HMBD) with brakes and 6.00-6 2 or 4 ply tires	36 lbs. (0)
202.	6x2.00 steerable tail wheel Scott Aviation Corp. (Model AST-8) with leaf spring	11 lbs. (+186)

Electrical and Radio Equipment
None

Interior Equipment
None

Miscellaneous (not listed above)
600. Miscellaneous items as noted under this number in approved weight and balance report.

NOTE 1. The baggage compartment shall be placarded as follows: "Maximum Baggage - 40 lbs. solo front, 20 lbs. solo rear".

A. A. Vollmecke
Chief, Aircraft Engineering Division

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-3

CONTINENTAL

A-65-1, -1J
A-65-3, -3J
A-65-6, -6J
A-65-7, -7J
A-65-8 (O-170-3), -8J
A-65-9 (O-170-5), -9J
A-65-14

March 14, 1945

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer: Continental Motors Corporation, Muskegon, Michigan

Model A-65	-1	-3, -6	-7	-8, -9	-14
Type	4HOA	- -	- -	- -	- -
Rating:					
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -
Take-off (one minute), hp, rpm, at full throttle	65-2350	65-2300	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	160	170, 173	160	170, 173	170
Propeller shaft, SAE No.	0 (Taper)	- -	- -	- -	- -
Carburetor (See NOTE 2)	Stromberg NA-S3A1 carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling(25° retard)	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S Auto-Lite 18A-1	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -
Exhaust port	Up	- -	Down	- -	- -
NOTES	1,2,3,5,6	1,2,3,5,6	1,2,3,5,6	1,2,3,4,5	1,5,7

"- -" indicates "same as preceding model."
"___" does not apply."

Certification basis: Type Certificate No. 205
Production basis: Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively.

NOTE 2. Include A-65-( )J models, at a weight increase of 3 lbs., which incorporate a Fuel Injector Corporation High model A fuel injector instead of a carburetor.

NOTE 3. Engine serial Nos. 340793 and up incorporate a modified crankcase for use with rubber shock mountings and a modified engine mount with a weight increase of 3 lbs.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

NOTE 5. The following accessories are eligible as noted, at the indicated additional weights:

Accessory	Weight (lbs.)	Engine Models A-65-6,-9	Engine Models A-65-1,-3,-7,-8,-14
Starter			
Eclipse (electric) Type 635	16	Yes	—
Eclipse (electric) Type E-80	18	Yes	—
Hummer (mechanical) Type X	11 to 14	Yes	—
Fuel Pump			
AC Type CP 8527	4	Yes	Yes
Air Filter and Scoop			
Assembly Nos. A-5810 or A-5904	3	Yes	Yes
Radio Shielding	3	Yes	Yes

NOTE 6. Approvals for models A-65-1, -1J, -3, -3J, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date, or with serials numbers above the following are eligible for use in certificated aircraft:

Model	Serial Nos.	Model	Serial Nos.
A-65-1	379991	A-65-6	389096
-1J	None manufactured	-6J	373296
-3	387593	-7	575897
-3J	None manufactured	-7J	None manufactured

NOTE 7. Model A-65-14 differs from A-65-8 in that it incorporates special pistons, rocker arms, and exhaust valves, seats and guides.

A. A. Vollmecke

A. A. Vollmecke
Chief, Aircraft Engineering D
Division

EJB:cs

SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thick-ness	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

12026

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
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

22026

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thick-ness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517 (Left hand of 90BA)											
90C	TC 517 (Same as 90A)											3
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90E	TC 517 (Left hand of 90C)											3
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586 (Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)											
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T	TC 586	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

22026

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"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft & Components Service

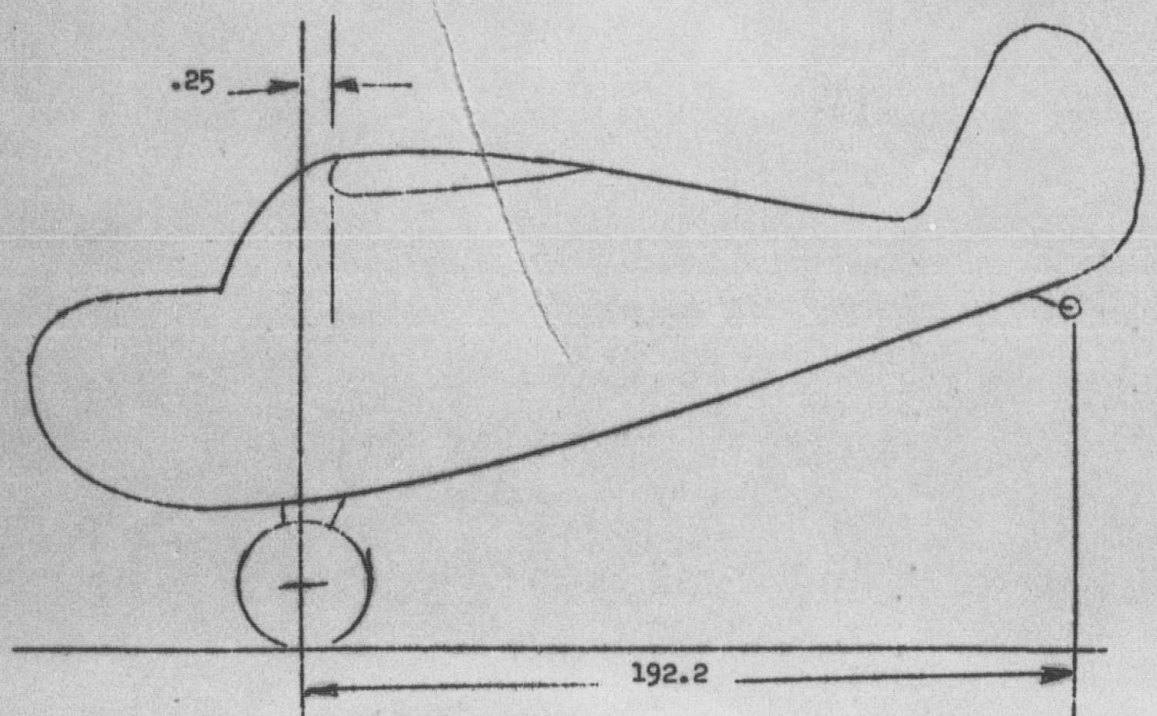
Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

22016

WEIGHT STATEMENT

NC No. CF-DNB

Serial No. 7AC-2636



Scale

	Scale Reading	Tare	Net
Left Wheel	347.62	0	347.62
Right Wheel	342.61	0	342.61
Tail Wheel	62.77	0	62.77
		Total	753.00

$\frac{T.W \times 192.2}{Total}$ = C.G. Aft Wheel Center Line

$\frac{(62.77) \times 192.2}{753}$ = 15.89 Aft Wheel Center Line

15.89 - .25 = 15.64 Aft Wing Leading Edge

PREPARED BY FTL
CHECKED BY AEM
APPROVED BY RFH

AERONCA AIRCRAFT CORPORATION
MIDDLETOWN, OHIO

WEIGHT AND BALANCE

PAGE
REPORT
SECTION

NO. CF-DNB

SERIAL NO. 7AC-2636

Datum line taken at wing leading edge (aft +, forward -)

Most Forward C.G. Position

	Wt.	Arm	Moment
Weight Empty	753.0	15.64	11,777
Fuel, 13 gals.	78.0	-14.70	-1,147
Oil, 4 qts.	7.5	-32.8	- 246
Pilot, front seat	190.0	+11.5	+2,185
	1,028.5	12.22	12,569

C.G. aft of datum = $\frac{12,569}{1,028.5}$ = 12.22 in.

C.G. in % MAC = $\frac{12.22 \quad -0.28}{58.84}$ (100) = 20.29%

Most Rearward C.G. Position

	Wt.	Arm	Moment
Weight Empty	753.0	15.64	11,777
Fuel, 5.42 gal.(Ref:Car 04, 4211)	32.5	-14.7	- 478
Oil, 4 qts	7.5	-32.8	- 246
Pilot, rear seat	190.0	+42.0	+7,980
Baggage	20.0	+64.1	+1,282
	1,003	20.25	20,315

C.G. aft % datum = $\frac{20,315}{1,003}$ = 20.25 in.

C.G. in. % = $\frac{20.25 \quad -0.28}{58.84}$ (100) = 33.94%

Weight and Balance Computed by F. T. Loy

Checked by CAA R Flenny

REVISIONS:

ENG-12

CF-DNB

The following items of equipment were installed in Airplane Aeronca Model 7AC, Serial 7AC-2636, Identification CF-DNB

1	Req.	Propeller - Wood (Fixed)	-52	9 lbs.
101	"	Carburetor air heater	-40	1 lb.
102	"	Carburetor air scoop	-40	2 lbs.
201	"	6.00-6 wheels (Goodyear 95-2311)	0	35.4 lbs.
202	"	6x2.00 steerable tail wheel Scott Aviation Corporation (Model 3000)	186.3	11.1 lb.
103		Carburetor air filter	-47	1 lb.
600		Cabin heater	-36	2 lbs.

INSTRUMENTS

Compass	-4	2 lbs.
Altimeter	-4	1 lb.
Airspeed	-4	1 lb.
Tachometer	-4	1 lb.
Oil Pressure Indicator	-4	1/4 lb.
Oil Temp. Indicator	-4	1/4 lb.

R. J. CURRY

AERONCA AIRCRAFT CORPORATION

MIDDLETOWN, OHIO

REPORT 7A-P-4

RIGGING MANUAL

MODEL 7A

PREPARED BY L.J. Girault
L.J. Girault
Liaison Engineer

CHECKED BY Eugene J. Dugan
E.J. Dugan
Structures Engineer

COMPLETED

APPROVED BY Ray Hermes
R.F. Hermes
Chief Engineer

REVISIONS

LET.	DATE	BY	NO. PAGES	CHANGES	PAGES AFFECTED

ORIGINAL NO. PAGES

ENG. 8

FOREWORD

This Manual will present
the approved rigging procedures
for the Aeronca Model 7AC.

TABLE OF CONTENTS

SECTION	TITLE	PAGE
	Foreword	2
.0	General	4
.00	Scope	4
.01	Description	4
.02	Dimensional Data	8
.1	Rigging Procedure	11
.10	Leveling the Airplane	11
.11	Rigging the Wings	12
.12	Rigging the Control Surfaces	13

.0 GENERAL

.00 SCOPE

This report will present the approved methods of rigging the Aeronca Model 7AC. For the general information of the operator a great many dimensions of both the airplane and engine are included.

.01 DESCRIPTION

.010 GENERAL

The Aeronca Model 7AC, "The Champion", is a two-place, tandem, strut-braced, high-wing, cabin, land monoplane powered by a four cylinder, horizontally opposed air cooled engine.

.011 FUSELAGE

The fuselage is made of S.A.E. 1025 and X4130 steel tubing welded into a Warren truss type frame with wood fairing and fabric covering. The cabin portion of the fuselage is comprised of four longerons, whereas three longerons, forming a triangle with the apex up, form the aft portion.

Full data on repair and replacement of parts may be obtained from Civil Aeronautics Manual 18 or by writing the manufacturer.

.012 WINGS AND STRUTS

The wings are of the conventional two wood spar, single wire drag truss construction with one piece stamped 52S aluminium ribs and fabric covering. The ribs are braced laterally with reinforcing tape. The leading edge of the wing is covered with -52S aluminum alloy with the trailing edge formed of aluminum sheet. The wing tip is made of SAE 1025 round steel tubing. The spars are made of spruce with birch plywood pads at the root end and strut point.

The struts are made of SAE 1010 steel forming a "Vee" with the apex at the fuselage attaching point. The jury struts connect the midpoint of the struts vertically with the spars and are made of X4130 steel oval tube.

.013 AILERONS

The ailerons are of the semi-frise type fabricated from formed 52S aluminum ribs, leading edge, and trailing edge. The entire assembly is riveted together and covered with fabric.

.014 EMPENNAGE

The stabilizer (tail plane), elevator, fin, and rudder which make up the empennage, are all made of welded steel construction. The leading and trailing edges which act as spars are made of SAE 1025 or X4130 steel tubing with die stamped 1010 steel ribs welded to

them. The fin is built as an integral part of the fuselage frame with the other portions of the empennage built as seperate units. A trim tab which is fabricated from aluminum sheet is attached to the left elevator and is controllable from the cabin. The fin and stabilizers are wire braced to the fuselage.

.015 ALIGHTING GEAR

.0150 MAIN LANDING GEAR

The main landing gear is of the conventional tripod type utilizing a combination spring and oleo shock absorption unit.

The case for the oleo-spring unit together with the drag strut forms an "A" frame that is fabric covered and attached to the lower fuselage longerons. The oleo-spring unit fits inside this case with the lower end of the unit pinned near the lower end of one of the split-axle legs which completes the tripod.

The wheel is a product of the Cleveland Aircraft Products Co. called the VanSickel C-6000 wheel and brake. The tire is a 6:00 x 6 low pressure tire inflated to 13-15 pounds per square inch pressure depending on the load in the airplane. The brakes are cable operated by heel pedals installed near the rudder pedals in the cabin.

.0151 TAILWHEEL

The tailwheel is attached to the fuselage with a three piece cantilever spring. It is steerable by means of springs attached to horns projecting from the lower end of the rudder spar. The tire is solid rubber mounted on a cast wheel.

.0152 FLOATS

At the present time there is no approved float installation.

.0153 SKIIS

At the present time there is no approved ski installation.

.016 CONTROL SYSTEM

All control surfaces are cable operated from either seat. AN X-4130 tube is used to connect the front and rear control sticks. All control cables except those actuating the rudder are rigged to a definite load as given in Table .1-1. The rudder cables are held taut by means of springs attached to each rudder pedal.

.017 POWER PLANT

.0170 ENGINE

The engine used on the Model 7AC is a Continental engine, Model A-65-8. This is a four-cylinder, horizontally opposed, aircooled engine having a displacement of 171 cu. in. and producing 65 hp at 2300 RPM at sea level.

REVISIONS:

.0171 PROPELLER

The propeller is of laminated wood construction of the two-blade fixed pitch type. Maximum permissible diameter is 74 inches.

.02 DIMENSIONAL DATA

.020 MAJOR AIRPLANE DIMENSIONS

Length, overall, level	21'5 13/16"
Height, overall, 3-point	7'0"
Height, level position	8' 7 5/8"
Wing Span	35' 1 3/4"
Wing chord	60"
Stabilizer span	10' 2 1/4"
Wheel tread, static	70"
Wheel base, static, level	16' 0 3/16"

Wing Area, incl. fuselage	170.22 sq.ft.
Aileron area	16.54 sq.ft.
Stabilizer area	14.08 sq.ft.
Elevator area	11.92 sq.ft.
Fin area, not incl. fuselage	5.17 sq.ft.
Rudder area	6.80 sq.ft.
Elevator tab area	.83 sq.ft.

Wing dihedral	+2°
Wing incidence	+1°
Stabilizer incidence	-5° (approx.)
Fin offset	3/8" left

.021 MAJOR ENGINE DATA

Manufacturer	Continental Motors Corp. Aircraft Engine Div. Muskegon, Michigan, U.S.A.
Model	A-65-8
Type Certificate	ATC 205
Type	Horizontally opposed, 4 cylinder, air cooled
Bore and stroke	3 7/8 x 3 5/8
Piston displacement	171 cu. in.
Compression ratio	6.3:1
Rated H.P. at Sea Level	65HP@ 2300 RPM
Maximum speed	2300 RPM
Cruising speed	2150 RPM
Crankshaft rotation	Clockwise (viewed from rear)
Tachometer drive shaft rotation	Counter clockwise (viewed from rear)
Oil required	Warm weather -SAE #40 Cold weather -SAE #30
Oil pressure	10-35 lbs./sq.in.
Oil temperature	Min.-130° F Max. 220°F
Oil consumption, cruise	.25 U.S. pints/hr. (.21 Imperial pints /hr.)

Carburetion.....	Stromberg NA-S3A1 Carburetor
Fuel required.....	73 Octane or better
Fuel consumption.....	4.25 U.S. gallons per hr. (3.52 Imperial gallons per hour)
Ignition.....	Bendix - Scintilla or Eiseman magnetos. Champion C-26 Spark plugs.
Firing order.....	1-3-2-4
Spark advance	30° B.T.C. (with both magnetos)

Right magneto fire upper spark plugs.

.1 RIGGING PROCEDURE

.10 LEVELING THE AIRPLANE

The airplane is first leveled in the fore and aft direction by supporting the tail end on a stand, taking preliminary precautions to prevent the airplane from nosing over. Whether the airplane is longitudinally level may be determined by placing a bubble level either on the front window sill or on the cabin floor.

As an alternate but more exact method this procedure may be followed. First determine the size of the square tubes that have the spar attachments on them. If the front tube is 7/8 in. in diameter and the rear tube is 3/4 in. in diameter the tail must be raised 1/2° higher than the level position. If the tubes are the same size no correction need be made to the level position. After this check has been made a bubble level may be placed across the square tubes being certain that the level is in firm contact with the tubes through the upholstering.

The airplane may be laterallyleveled by placing a bubble level along the square tube connecting the rear spars. Access to the tube is obtained through the rear slide fastener in the cabin headlining. Precautions must be taken to prevent the headlining seam interfering with the reading.

.11 RIGGING THE WINGS

The angle of incidence of the wings, which is +1°, is fixed in the manufacture of the airplane by the root fittings on the fuselage.

The wing dihedral angle of +2° is also fixed by the length of the front strut.

When assembling the wing on the airplane the angle of incidence of the wing at the strut point can be made to correspond to the angle of incidence at the root by using the screw adjustment at the lower end of the rear strut. If, after flight test, the airplane has a tendency toward wing heaviness, the necessary wash-in or wash-out may be added by adjusting the rear strut at its lower end.

In determining the angle of incidence for rigging purposes a straight-edge may be laid along the lower flange of the rib. This angle should not be construed as being the true angle of incidence but rather a reference angle for use in adjusting the outer portion of the wing. Care should also be taken that the readings are obtained from similar datum points, e.g. spar to spar or corresponging points on both the inboard and outboard ribs.

If, after rigging the wings, a yawing motion of the airplane persists, it may be corrected by adding a tab, Aeronca drawing 1-2190, to the trailing edge of the rudder. The tab must be attached to the same side as the direction of yaw.

.12 RIGGING THE CONTROL SURFACES

.120 GENERAL

For approved rigging loads in the control cables and for control surface travel and tolerances see Table .1-1.

.121 ELEVATOR

To adjust the tension in the elevator control cables, turnbuckles are installed in the cables just aft of the rear seat at the floor.

.122 RUDDER

Any necessary adjustment for alignment of the rudder pedals may be made at the sector plates attached to the rear rudder pedals. Tension in the cables and return of the pedals to the neutral position is maintained by means of springs attached to the rudder pedals.

.123 AILERON

The turnbuckles to adjust the tension in the aileron cables are located, one on each side of the cabin, directly aft of the rear vertical door sill on the right side and directly aft of the vertical member between the side windows on the left side. Another turnbuckle for adjusting the tension can be reached through the rear slide fastener in the cabin headlining.

.124 ELEVATOR TAB

The tension in the elevator tab system can be adjusted by the turnbuckles attached directly to the tab horn. For adjustment in flight, a friction knob is available through a slide fastener in the cabin head-lining directly above the pilot.

It should be noted here that the tab travel angles are measured with respect to the elevator and not with respect to the elevator datum line.

TABLE .1-1

RIGGING DATA

SURFACE	TRAVEL AND TOLERANCES	RIGGING LOAD
AILERON	UP - 28.5° +1° -2°	45-55 lbs.
	DOWN - 18.0° +1° -2°	
RUDDER	RIGHT -25.0° +1° -2°	Spring Tension
	LEFT - 25.0° +0° -2°	
ELEVATOR	UP - 25.0° +0° -2°	45-55 lbs.
	DOWN - 15.5° ± 2°	
ELEVATOR TAB	UP - 30.0° +2° -0°	15-20 lbs.
	DOWN - 34.5° +2° -0°	
TAIL BRACE WIRES		350-450 lbs.

.1331 AILERON RIGGING

To adjust aileron travel the following proceedure is correct:-

With cables slack adjust aileron push rod (1-2341) to give aileron up travel of 27.5° to 28.5°, when sector stop hits aileron hinge bracket. Each side is to be initially set in this manner.

Stick is to be centralized by the tensioning of the actuation cables at the turnbuckles forward of the rear windows. Tension of 45-55 pounds and droop 1/8 - 1/4" can be obtained by the additional adjustment of the foregoing in conjunction with the balance cable turnbuckle accessible through the rear cabin lining slide fastener.

While aileron is in the down position with opposite stick held over the aileron rod should be inspected to ensure clearance at the aileron sector bushing.

Fine adjustment for wing heaviness may be obtained after test flight by adjusting aileron rods half a turn each - one shorter, the other longer.

Final check should be made to see that the rod threads cover the inspection holesand that the jam nuts are tightened.

Ref. No. A-300

9B

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25

In reply, address not the signer of this letter, but "Aircraft and Components Service Attention: Certification and Recordation Section"

June 14, 1946

TRANSPORT-RECORDS
JUN 20 AM
File

Mr. J. A. Wilson
Director of Air Services
Department of Transport
Ottawa, Ontario, Canada

Dear Mr. Wilson:

Enclosed are certificates of airworthiness for export, listed below, covering Aeronca 7AC aircraft which have been purchased by Leavens Bros. Air Service, Ltd., Barker Airport, Toronto, Ontario, Canada from Aeronca Aircraft Corporation, Middletown, Ohio:

Number	Serial No.	
E-9831	7AC-2634	CF-DFI
E-9832	7AC-2636	CF-DVB ✓
E-9833	7AC-2890	CF-DVE

Very truly yours,

John T. Morgan, Chief
Certification and Recordation Section
Aircraft and Components Service

By Florence J. Burrows
Florence J. Burrows

Enclosures - 3

Copies to:
Leavens Bros. Air Service, Ltd.
Barker Airport
Toronto, Ontario, Canada

Aeronca Aircraft Corporation
Middletown
Ohio

5008-D14-2

10

1 Montgomery Avenue, Toronto,
July 22nd, 1946.

Kitchener-Waterloo Flying Club,
R.R. #1,
WATERLOO, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for re-registration of Aeronca, CF-DNB, Serial No. 7AC-2636, which you recently purchased from the Munro Air Activities, with the following papers:-

(a) Application form in triplicate.
(b) $5.00 fee.
(c) Bill of Sale - Tom Senior to Munro Air Activities, dated July 12th, 1946.
(d) Bill of Sale - Munro Air Activities to Kitchener-Waterloo Flying Club, dated July 12th, 1946.

Receipt No. 63220 for the $5.00 fee was given to you on July 15th.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DNB as a commercial aircraft (land-plane), on day contact flying, until August 21st, 1946. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

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

CAB/AC
c.c. Headquarters

11

Bill Of Sale

This is to certify that I have sold, assigned and transferred all rights, title, and interest in,
Aeronca "Champion" CF - DNB
to Munro Air Activities
for the sum of one ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged.
I also certify that there is no lien or encumbrance against this machine.

Dated at KITCHENER, Ont. this 12th day of July 1946.

Kenneth Carr — (Witness)

Don Bernier — (Owner)

12

BILL OF SALE

This is to certify that I have sold, assigned and transferred all rights, title, and interest in, Aeronca "Champion" CF - DNB
to KITCHENER - WATERLOO FLYING CLUB
for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. I also certify that there is no lien or encumbrance against this machine.

Dated at KITCHENER, Ont. this 12th day of July, 1946.

Kenneth Parr
(Witness)

Gordon Munro
(Owner)

MUNRO AIR ACTIVITIES
R. R. No. 1
Waterloo - Ontario

10

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 Kitchener Waterloo Flying Club Per. A. W^m. Gulston Sec.-Treas.

Date of Application July 15/44

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Kitchener Waterloo Flying Club	Waterloo Ont.	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
THEO. DIETRICH	PRESIDENT	ST. AGATHA Ont.	CANADIAN
J. R. BEATON	VICE PRESIDENT	WATERLOO, Ont.	CANADIAN
A. W. GULSTON	SEC.-TREAS	Y.M.C.A. KITCHENER	CANADIAN

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

Usual Station Kitchener - Waterloo Airport

Date of manufacture or reconstruction May 28/44

Crew required one

Accommodation for what number of passengers one

noted

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

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by Veronca Aircraft Corporation. Ohio

Type High Wing Monoplane Maker's No. 7AC-2634

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 FT.	
Length o/a in feet	21 Ft. 6"	
Height o/a in feet	6 FT 6"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 753

Total weight authorized (fully loaded) in lbs 1220 lbs Air speed 100 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass, Air Speed, Altimeter
2. Gauges Oil Temperature, Oil Pressure, Tachometer
3. Lights nil
4. Signals nil
5. Fire Extinguishers one
6. Parachutes nil
7. Tools nil
8. Other Equipment nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65-8 4 Cylinder opposed Hor.			
Pusher or Tractor	Tractor			
Right or Left Hand	Left			
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

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

14

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, July 22nd, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-2	AERONCA CF-DNB	5008-D14-2

TRANSPORT-RECORDS
JUL 23 A.M.
File 5008-D14-2

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

A14924

1. Attached hereto are the following papers relating to the re-registration of Aeronca, CF-DNB, Serial No. 7AC-2636, recently purchased by the Kitchener-Waterloo Flying Club from Munro Air Activities:-

(a) Application form in duplicate.
(b) $5.00 fee.
(c) Bill of Sale - Tom Senior to Munro Air Activities, dated July 12th, 1946.
(d) Bill of Sale - Munro Air Activities to Kitchener-Waterloo Flying Club, dated July 12th, 1946.
(e) Copy of letter of temporary authority.

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

CAB/AC

3292 (K)
1312 (A)

FORM 612

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

TORONTO, August 21st, 1946.

TRANSPORT-RECORDS
AUG 22 A.M.
File 5608-1014-2

KITCHENER-WATERLOO FLYING CLUB
R.R. #1,
WATERLOO

A19262

T 417 THIS WIREEXTENSION OF AUTHORITY GRANTED YOU IN OUR LETTER OF JULY 22nd/46 TO OPERATE CHARLIE FOX DASH DOG NAN BAKER AS A COMMERCIAL AIRCRAFT (LANDPLANE DAY CONTACT FLYING UNTIL SEPTEMBER 20th/46 STOP ALL-UP WEIGHT OF THE AIRCRAFT NOT TO EXCEED 1,220 lbs.

CIVIL AVIATION.

17

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3792

NATIONALITY AND REGISTRATION MARKS CF-DNB

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-2636
4. Name of owner	Kitchener-Waterloo Flying Club,
5. Address of owner	Waterloo, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Kitchener-Waterloo 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 1st day of June, 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-DNB and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

O. Travis.

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

VALID IN CANADA ONLY.
ISSUED IN LIEU OF U.S. DEPT. OF COMM[illegible] CERTIFICATE OF AIRW[illegible]HINESS FOR EXPORT #E-9832 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY. 14

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1312

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Kitchener - Waterloo Flying Club.
2. Christian name
3. Address Waterloo, Ontario.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DNB

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-2636
8. Place and year of construction of aircraft Middletown, Ohio, 1946.

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d A e
15. Maximum span (in flying position) 35'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 2300 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude H.P. at revolutions per minute. (International number of revolutions)

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

22. Fuel: (a) (b)
23. Oil: (a) (b)
24. Airscrews — Number fitted: One Types: Sensenich No.
    Pitch Diameter

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	753 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	756 lbs. (9.2.48)

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	84 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 12 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	204 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	1220 lbs. (9-2-48)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: Twelve hundred & twenty pounds
    Seaplane:
    Skiplane: Twelve hundred & twenty pounds (9.2.48)
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 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 1, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 19th day of August, 19 46.

for C. P. Edwards
Superintendent, Air Regulations.

MIM/ZC/LEM

15

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

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

Acrobatic Category

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

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

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

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

June 20, 1939.

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. (11.6.49)

~~Total weight authorized does not permit~~ of carrying the total number of passengers unless a suitable reduction in the quantity ~~of fuel is made.~~ (11.6.49)

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 1, 1947 2/6/49 1.6.50	

(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.

(K.P. 39811)

18

5008-D14-2

REGISTERED

Ottawa, Sept. 12th, 1946.

Kitchener-Waterloo Flying Club,
Waterloo, Ont.

Dear Sir:-

No. 3792 Enclosed please find Certificate of Registration and Certificate of Airworthiness No. 1512 for your 7AC-2636. Aeronca 7AC aircraft CF- DNB, Serial No.

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.

8

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

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

September 19th, 1946

To Kitchener Waterloo Flying Club,
R.R. #1,
WATERLOO, Ontario.

A23513

TRANSPORT-RECORDS
SEP 20 P.M.
File 5808-60 14-2

T 513 THIS WIRE FURTHER EXTENSION OF AUTHORITY TO OPERATE CHARLIE FOX DASH DOG NAN BAKER AS COMMERCIAL AIRCRAFT LANDPLANE DAY VISUAL FLYING UNTIL NOVEMBER 19th/46. PENDING ISSUE OF FORMAL CERTIFICATES.

CIVIL AVIATION

/RM

20

5008-DL4-2

REGISTERED

OTTAWA, Ontario.
April 18th , ~~2046~~. 1947.

Kitchener-Waterloo Flying Club,
Waterloo,
Ontario.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-~~LNB~~.

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

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

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

21

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, May 29th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-2	AERONCA CF/DNB Serial No. 7AC-2636	5008-D14-2

A 6815

TRANSPORT-RECORDS
MAY 30 P.M.
File 5008 D14-2

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

1. Aeronca CF-DNB Serial No. 7AC-2636 owned by the Kitchener-Waterloo Flying Club has recently been reconditioned.

2. Proper entries have been made in the log books of this aircraft that it was airworthy on May 28th/47.

3. These entries were signed by Mr. James Pickersgill as air engineer, and Mr. K.Parr as test pilot.

4. The Certificate of Registration No. 3792, and Certificate of Airworthiness 1312 have been renewed until May 28th, 1948.

Mrs. Jones
Tr mole & P.A.

Noted
[illegible]

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

DGJ/HT.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2 2 — 2 — 6-46

1 Montgomery Avenue, Toronto, February 9th, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-2	Aeronca 7AC - C F - D N B Kitchener-Waterloo Flying Club	5008-D14-2

A36343

TRANSPORT-RECORDS
FEB 10 A.M.
File 5008-D14-2

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Certificate of Airworthiness No. 1312 for Aeronca 7AC aircraft, C F - D N B has been amended as follows:

Item 8 - Skiplane.

Item 25 - (c) Skiplane - 756 lbs. ✓

Item 32 - Skiplane - 1,220 lbs. ✓

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

Miss Jones
To note & return
HEL 12-2-48

D/7

DGJ:alb

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

Noted
GW

Item 31 ?

HTP/HMC

23

OTTAWA ONTARIO FEBRUARY 18 1948

5008-D13-14;
5008-D13-10;
5008-E14-10;
5008-D14-2;
5008-D16-15;
5008-E19-14;

AMENDMENTS TO CERTIFICATES OF AIRWORTHINESS
CF-EMN, CF-EMJ, CF-ENJ, CF-ENB, CF-EPO, CF-ESN

~~5008-D13-14~~
~~5008-D13-10~~
~~5008-E14-10~~
~~5008-D14-2~~
~~5008-D16-15~~
~~5008-E19-14~~

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

1. May the additional amendments be included in the Certificates of Airworthiness for the following aircraft:-

a. Cessna 140, CF-EMN, C. of A. 1407,
Item 31. Landplane and skiplane - 249 lbs.

b. Cessna 140, CF-EMJ, C. of A. No. 1351,
Item 31. Landplane and skiplane - 248 lbs.

c. Fleet 80, CF-ENJ, C. of A. No. 2561,
Item 31. Skiplane - 209 lbs.

d. Aeronca 7AC, CF-ENB, C. of A. No. 1312,
Item 31. Skiplane - 201 lbs.

e. Fleet 80, CF-EPO, C. of A. No. 1316,
Item 31. Skiplane - 210 lbs.

f. Stinson 108-1, CF-ESN, C. of A. 1679,
Item 31. Skiplane 514 lbs.
Item 32. Skiplane 2,230 lbs.
Item 33. Write, 2,230 lbs.

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 when operating as a seaplane."

(S. Graham),
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

24

2
6-47

1 Montgomery Avenue, Toronto, February 25th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-2	Aeronca 7AC - aircraft CF-DNB Kitchener - Waterloo Flying Club	5008-D14-2

TRANSPORT-RECORDS
26 A.M.
File 5008 D01 4-2

Controller of Civil Aviation
Department of Transport,
OTTAWA.

A38474

1. Certificate of Airworthiness no. 1312 issued in favour of Aeronca 7AC aircraft, C F - D N B, has been amended as follows:

Item 31. Skiplane - 201 lbs.

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

/alb

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 5

2
6-47

TORONTO June 4th, 1948

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-2	Renewal of Certificates - C F/D N B. Serial #7AC-2636	

TRANSPORT-RECORDS
JUN 5 A.M.
File 5008-D14-2

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

A 9949

1. Aeronca aircraft, C F/D N B, owned by Kitchener-Waterloo Flying Club was recently inspected for the renewal of the Certificate of Airworthiness by the Sky Harbour Air Services, Goderich, Ont.

2. Proper entries to the effect that the aircraft was airworthy as of June 2nd, 1948, were made in the log books. These entries were signed by Messrs. THOMPSON and J. PICKERSGILL as Air Engineers and K. PARR as TEST PILOT.

3. Certificate of Registration No. 3792 and Certificate of Airworthiness No. 1312 were renewed as being valid until June 2nd, 1949.

S.T. Grant.
(for District Inspector, Air Regulations)
Toronto.

S.T. Grant/KC

Miss Jones
to note [illegible]

Noted
[illegible]

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

26 2 6-47

Toronto, Ontario, June 11th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-2	Aeronca 7AC aircraft CF-DNB	5008-D14-2

11221

Director of Air Services,
Department of Transport,
OTTAWA.

TRANSPORT-RECORDS
JUN 15 A.M.
File 5008-D14-2

1. Please be advised that Certificate of Airworthiness No. 1312 relating to the subject noted aircraft has been amended this date as follows:

Item 24. Landplane 772 lbs. ✓

Item 31. " 185 lbs. ✓

Noted D.J.

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

27

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-D14-2

11222

TOR: 5008-D14-2

Toronto, Ontario.

TRANSPORT-RECORDS
JUN 15 A.M.
5008-D14-2
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 - D N B

Aircraft Type Aeronca 7AC

Owner Kitchener-Waterloo Flying Club

Place of Inspection Sky Harbour Air Services, Goderich, Ont. ✓

Date of Inspection June 1st, 1949

Satisfactory inspection report has been received from Air Engineers E.C.G. Thompson and Jas. Pickersgill and Test Pilot K. Parr

C. of R. No. 3792 and C. of A. No. 1312 were renewed on June 11th, 1949 ✓ valid until June 1st, 1950

Remarks Certificate of Airworthiness endorsed to read:-

"The Weight and Balance Report forms part of this ✓ Certificate of Airworthiness and must be carried in the aircraft during flight."

noted

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

W

CF-DNB

ENGINE LOG BOOK

ENGINE TYPE Continental A65-8 No. 491-8768

PRICE $1.75

FILE NO. _____

LEAVENS BROS. AIR SERVICES LTD.
ENGINE REPAIR LOG SHEET

TEST REPORT NO. _____
MFRS. ENG. NO. 4914768
WORK ORDER NO. 227

Make Continental
Eng. Type A65-8
Number 4914768

Running Time	Hrs.	Mins.
Since Last Overhaul		
Since New	574	10

Received from Ontario County Flying Club, Oshawa, Ont.
By Delivery Date December 10th, 1947
For Complete overhaul (Exchange)
Under Covering Authority of
Despatched to Leavens Bros. (Spare) Date January 26th, 1948

Service Complete and Engine Passed as Airworthy By C E Leavens Shop Insp.

INVENTORY OF ACCESSORIES

General Description						Received	Despatched
Carburetor 1	Make Stromberg	Type NA S3B	Serial No.			35885	35885
Fuel Pump	Make	Type	Serial No.				
Fuel Pump	Make	Type	Serial No.				
Magnetos 1	Make Case	Type 4 CAM	Serial No.			C3331	C10888
1	Make Case	Type 4 CAM	Serial No.			C10785	C10793
Ign. Harness 1	Make Continental	Type Unshielded	Serial No.			1	1
Ign. Coil	Make	Type	Quantity				
Spark Plugs 8	Make Champion	Type C26	Quantity			8	8
Engine Starter	Make	Type	Serial No.				
Generator	Make	Type	Serial No.				
Control Box	Make	Type	Serial No.				
Vacuum Pump	Make	Type	Serial No.				
Hydraulic Pump	Make	Type	Serial No.				
Con. Speed Unit	Make	Type	Serial No.				
Propeller Hub NA (Flanged Shaft)			Quantity				
Extras Oil temperature bulb adaptor, 3 ignition lead brackets							

Brief Description of Work Done

Engine completely dismantled. All parts thoroughly cleaned and decarbonized. All steel parts magnafluxed. All parts inspected for condition and wear out of specified limits. New parts installed where necessary. Engine assembled, installed on test stand and given run in as per report. Complete service after run in.

Supervised by H. Smith (SHOP FOREMAN)

Passed by C E Leavens (SHOP INSPECTOR)

REPLACEMENTS

Qty.	Description	Part No.	Qty.	Description	Part No.
1	Set main bearings	40237A1	36	1/4" pal nuts	
8	Connecting rod bearings	35897	16	5/16" pal nuts	
1	Set piston rings .005 O/S	35670A1	12	3/8" pal nuts	
1	Gasket set	A3972	16	7/16" pal nuts	
1	Crankshaft oil seal	530019	24	1/4" internal teeth washers	
8	Rocker arm bushings	24122	8	7/64" cotter keys	
4	Inner valve springs	21365	4	C26 spark plugs	
1	Crankshaft gear	21083			
1	Oil pump gear	21343			
1	Hydraulic tappet body	21608			
8	Push rod rubbers	21274			
8	Intake pipe hose assemblies	23576			
1	Pilot dowel cap screw	21218			
2	Cylinder hold down nuts	2443			
6	1/2" plain nuts	2437			
2	1/4" cap screws, rocker cover	500/A416-8			
1	Ignition lead bracket	22493			
1	Ignition lead gromet	22495			

LEAVENS BROS. AIR SERVICES LTD.

LOG OF ENGINE TEST

TEST REPOR.

MFRS. ENG. NO. 4914760

WORK ORDER NO. 227

TESTING DATE January 26th, 1948

DYN. CONSTANT · WEATHER Clear · BAROMETER 29.59 · TEMPERATURE 24° F

AIRSCREW SERIAL NO. · DRAWING NO. Test · TYPE Club · PITCH · DIAMETER

TIME			POWER OUTPUT				FUEL			LUBRICATION				
FROM	TO	TIME RUN	R.P.M.	MAX. HEAD TEMP. DEG. F.	CYLINDER NO.	MAN. PRESS.	PRESS LBS.□"	PTS. PER HR.	CARB. TEMP. DEG. F.	PRESS. LBS. □"	IN TEMP. DEG. F.	OUT TEMP. DEG. F.	LBS. OIL ON SCALE	CONSUMPTION PER HOUR
P.M. 1:00	1:30	.30	900	230	2					35	86			
1:30	2:00	.30	1000	266	2					35	90			
2:00	2:30	.30	1100	248	2					35	95			
2:30	3:00	.30	1200	266	2					37	100			
3:00	4:00	.60	1300	302	2					38	104			
4:00	5:00	.60	1400	302	2					38	110			
5:00	5:01	.01	2150	392	2	FULL THROTTLE				40	122			

4 Hrs. 01 Min. ← TOTAL TIME ON TEST

PERFORMANCE CHECK

Idles R.P.M.	600
Slow Acceleration	ok
Rapid Acceleration	ok
Altitude Control	Rich
Min. Oil Press. Lbs. □"	25
Max. Oil Press. Lbs.. □"	40
R.P.M. Both Mags.	2150
R.P.M.—L.H. Mag. Only	2100
R.P.M.—R.H. Dist. Mag. Only	2100
Starter Check	NA
Fuel	91 Octane
Oil	#60

MODIFICATIONS INCORPORATED AND REMARKS

All modifications checked for being incorporated to date.

Tested By H. Smith

Passed By J Cairns (SHOP INSPECTOR)

ENGINE

Type A65 - 8F Series or Mark .....

Maker's Serial Number 4914768

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 Continental Motors

Address Detroit, Michigan, U.S.A.

OWNER

Name Ontario County Flying Club,

Address Oshawa, Ont.

Nationality .....

DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
1-6-47			New log book opened, entries & times transcribed from original log book.	
			Time since Manufacture 228:50 hrs.	
				S.m. Burk.
3-6-47		25	90 hr. check carried out on engine.	
			Oil changed, filter cleaned. Gas	
			filter cleaned. Engine Airworthy	S.m. Burk.
4-6-47	2	20		
5-6-47	1	00		
8-6-47	5	00		
9-6-47		40		
10-6-47	1	45	Engine Airworthy	S.m. Burk.
12-6-47	2	20		
15-6-47	4	15		
16-6-47	3	55	Engine Airworthy	S.m. Burk.
17-6-47	3	45		
21-6-47	1	55	Condenser replaced in port mag.	
			Mag. retimed. Engine Airworthy	S.m. Burk.
22-6-47	4	50		
23-6-47	1	40	Engine Airworthy	S.m. Burk.
24-6-47	2	45		
25-6-47	1	05		
TOTAL TIME FOR DOUBLE PAGE	37	40		

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary	228	50	Total from previous Summary			Total from previous Summary	63	40
Total this Double Page	37	40	Total this Double Page			Total this Double Page	37	40
TOTAL	266	30	TOTAL			TOTAL	101	20

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
26-6-47			120 hr. check carried out on engine. Oil changed, filter cleaned. Gas filter cleaned. Spark plugs removed, cleaned + checked. Engine Airworthy	S.m. Burk.
26-6-47	1	25		
27-6-47	1	25		
28-6-47		35		
29-6-47	5	45		
30-6-47	1	00	Engine Airworthy	S.m. Burk.
1-7-47	1	45		
3-7-47	1	40		
4-7-47		20		
5-7-47	4	10		
6-7-47	6	20		
7-7-47	2	10	Engine Airworthy	S.m. Burk.
8-7-47	3	55		
9-7-47	1	10		
10-7-47	1	50		
11-7-47			30 hr. check carried out on engine. "	"
			Oil changed, filter cleaned. Gas filter cleaned. Engine Airworthy	S.m. Burk
11-7-47	2	00		
12-7-47	3	45		
13-7-47	6	35		
15-7-47	1	40	Engine Airworthy	S.m. Burk.
	47	30		

DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
16-7-47	2	05		
18-7-47	2	15		
19-7-47	2	05		
20-7-47	7	10		
21-7-47	1	45	Engine Airworthy	S.m. Burk.
23-7-47			60 hr. check carried out. Oil changed filter cleaned. Gas filter cleaned. Spark plugs, removed, cleaned. & checked. Engine Airworthy	S.m. Burk.
23-7-47	1	20		
24-7-47		50		
25-7-47	1	10		
26-7-47	2	55		
27-7-47		30		
28-7-47	2	05	Engine Airworthy	S.m. Burk.
29-7-47	1	30		
30-7-47		55		
31-7-47		50		
1-8-47	1	40		
2-8-47	3	05		
3-8-47	6	10		
4-8-47	5	20	Engine Airworthy	S.m. Burk.
5-8-47	1	00		

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	92	10	Total from previous Summary	266	30	Total from previous Summary			Total from previous Summary	101	20
			Total this Double Page	92	10	Total this Double Page			Total this Double Page	92	10
			TOTAL	358	40	TOTAL			TOTAL	193	30

4

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
6-8-47.			90 hr. check carried out. Oil changed, filter cleaned. Gas filter cleaned. Engine Airworthy	S.M. Burk.
6-8-47	1	20		
7-8-47	5	25		
8-8-47	3	15		
9-8-47	9	15		
10-8-47	9	05		
11-8-47	2	30		
12-8-47	3	05		
			Total time to date 392.35	
			Engine Airworthy Aug 14/47 R.C. Slater.	
14-8-47		30		
15-8-47		25		
17-8-47	5	40		
18-8-47			Engine Airworthy	S.M. Burk.
19-8-47.		30	New contact points & condensers installed in port & Stb'd. magnetos. Airworthy	S.M. Burk
20-8-47	1	05		
21-8-47	3	25		
24-8-47	3	10		
25-8-47.			Engine Airworthy	S.M. Burk.
27-8-47	3	30		
28-8-47		45		
29-8-47	1	10		
30-8-47	2	30		
31-8-47	6	35	Engine Airworthy	S.M. Burk

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
1-9-47	1	35		
2-9-47			30 hr. check carried out. Oil changed filter cleaned. Gas filter cleaned & Carb. bowl screen cleaned. Engine Airworthy	S. M. Burk.
6-9-47	2	05		
7-9-47	5	05		
8-9-47	2	05		
9-9-47		50	Engine Airworthy	S. M. Burk.
12-9-47	2	30		
13-9-47	3	50		
14-9-47	6	40		
16-9-47	2	45	Engine Airworthy	S. M. Burk.
17-9-47		30		
19-9-47	1	05		
21-9-47	1	00		
24-9-47			Engine Airworthy	S. M. Burk.
24-9-47			Stb'd. oam replaced on magneto. #14 packard cable installed from switch to stbd magneto & ground.	S. M. Burk.
25-9-47	2	35		
27-9-47	5	25		
28-9-47	6	20		

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.
	107	30

Time since manufacture	Hrs.	Mins.
Total from previous Summary	358	40
Total this Double Page	107	30
TOTAL	466	10

Since cpte. overhaul	Hrs.	Mins.
Total from previous Summary		
Total this Double Page		
TOTAL		

Since top overhaul	Hrs.	Mins.
Total from previous Summary	193	30
Total this Double Page	107	30
TOTAL	301	00

6

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
30-9-47.			60 hr. check carried out. Oil changed, filter cleaned. Gas filter cleaned. Spark plugs removed cleaned & checked. Engine Airworthy	S.m. Burk.
5-10-47	9	00	Engine Airworthy	S.m. Burk.
9-10-47	5	45		
11-10-47	6	50		
12-10-47	6	05		
13-10-47	3	00	Engine Airworthy	S.m. Burk
18-10-47	7	50		
19-10-47	4	55		
20-10-47			Engine Airworthy	S.m. Burk
20-10-47.			90 hr. check carried out. Oil changed, filter cleaned. Gas filter cleaned, & carb. bowl screen cleaned. Spark plugs checked. Airworthy.	S.m. Burk.
24-10-47	10	05		
25-10-47	6	20		
26-10-47	4	20	Stbd. exhaust stack replaced.	S.m. Burk.
30-10-47		25	Engine Airworthy	S.m. Burk
1-11-47	6	35		
2-11-47	6	30		
7-11-47			120 hr. check carried out. Oil changed, filter cleaned. Gas filter removed & cleaned. Spark plugs removed, cleaned & checked. Airworthy	S.m. Burk

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
8-11-47	4	00		
9-11-47		50		
15-11-47	1	30	Engine Airworthy	S. m. Burk
16-11-47	1	40		
20-11-47	1	50		
22-11-47			Engine Airworthy	S. m. Burk.
23-11-47	11	55		
28-11-47	5	05		
29-11-47			Engine Airworthy	S. m Burk.
30-11-47	3	20		
1-12-47			Engine removed from Aeronca Champion CF-DNR series # 7AC-4293. for Major Overhaul. Total time. 574:00 hrs.	
Dec 2-47			Engine received at Fearns Bros Air Services for complete overhaul. JCairns.	
Jan 26-48			Engine completely overhauled as per report in fly leaf of this log book & run in on test stand	JCairns
	4	01		
MAR 29-48			Engine prepared for shipment	JCairns.
APRIL 2-48			Engine installed in Airframe Aeronca Champion 7AC Series # 7AC-2636. Registration CF-DNB. New gaskets installed where required. all points oiled. 4 qts new oil added.	
			Certified Airworthy	Jas. Pickersgill

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	111	50	Total from previous Summary	466	10	Total from previous Summary	574	00	Total from previous Summary	301	—
			Total this Double Page	111	50	Total this Double Page	4	00	Total this Double Page	107	50
			TOTAL	578	—	TOTAL	578	00	TOTAL	408	50

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
4/4/48	3	20		
6/4/48	1	10		
9/4/48			Certified Airworthy	Jas. Pickersgill
10/4/48		35		
16/4/48			Certified Airworthy	Jas. Pickersgill
18/4/48		20		
18/4/48	3	30		
21/4/48	1	55		
22/4/48		30		
23/4/48			FUEL & OIL FILTERS CHECKED NEW GASKET INSTALLED ON FUEL - FILTER	Certified Airworthy Jas Pickersgill
24/4/48		25		
25/4/48	2	55		
28/4/48	1	40		
1/5/48	4	05	Certified Airworthy	Jas Pickersgill
7/5/48	5	40		"
11/5/48		35		"
5/5/48				
7/5/48			Certified Airworthy	Jas Pickersgill
9/5/48	1	45		
14/5/48			SERIAL No P4228 SENSENICH PROPELLER INSTALLED	
16/5/48	3	30	TRACK CHECKED OK. CERTIFIED AIRWORTHY	Jas Pickersgill
20/5/48		10		
22/5/48		40	CERTIFIED AIRWORTHY	Jas. Pickersgill
23/5/48	1	25		
24/5/48		25		
26/5/48		25		

35 —

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
28/5/48		30	Certified Airworthy	Jas. Pickersgill
29/5/48		50		
30/5/48	3	15		
June 2/48	2	35		
" 3/48		10		
" 4/48			Certified Airworthy	Jas Pickersgill.
" 6/48	2	05		
" 11/48		10	Certified Airworthy	Jas. Pickersgill
" 12/48	2	30		
" 13/48	1	20		
" 16/48		10		
" 18/48			Certified Airworthy	Jas. Pickersgill
" 19		45		
" 20	2	20		
" 23		20		
" 26	1	05	Certified Airworthy	Jas. Pickersgill
" 27	2	35		
" 30		25		
July 1	1	80		
July 2			Certified Airworthy	Jas Pickersgill
" 3/48	1	00		
" 4/48	1	15		
" 7/48				
" 9/48			Certified Airworthy	Jas. Pickersgill

TOTAL TIME FOR DOUBLE PAGE	59	45'

	Time since manufacture Hrs.	Mins.	Since cpte. overhaul Hrs.	Mins.	Since top overhaul Hrs.	Mins.
Total from previous Summary	578	00	4			
Total this Double Page	59	45'	59	45'		
TOTAL	637	45'	63	45'		

10

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
July 10		15		
" 11	1	25		
" 13		30		
" 14		10		
" 15	1	55		
" 16				
" 17				
" 18	1	15		
" 28		35	Certified Airworthy	Jas Pickersgill
" 21	1	25		
" 28	1	—		
" 30			Certified Airworthy	Jas Pickersgill
Aug 1		25		
" 7		40	Engine airworthy	W. Lachman
" 8	2	15		
Aug 14	1	10	Engine airworthy	W. Lachman
" 15	1	10		
Aug 21	1	00	Engine airworthy	W. Lachman
" 22		40		
" 28		10	Engine Airworthy	Jas Pickersgill
" 29		26		
Sept 1/48		35		
" 3/48		10	Engine Airworthy	Jas Pickersgill
" 4/48	1	30		
" 5/48	1	15		
" 7/48		40		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
SePT 8/48		35		
" 9/48		20	OIL CHANGED, FILTERS CLEANED 4 QTS NEW	
" 10/48			OIL ADDED Engine Airworthy	Jas Pickersgill
" 11/48	1	15		
" 12/48	2	25		
" 15/48		25		
" 17/48			Engine Airworthy	Jas Pickersgill
" 18/48	1	50		
" 19/48	1	25		
" 21/48		10		
" 22/48		30		"
" 25/48		40	Engine Airworthy	Jas Pickersgill
" 26/48	1	10		
" 28/48		35		
" 29/48		25		
Oct 1/48			Engine Airworthy	Jas Pickersgill
" 2/48	1	20		
" 3/48	1	25		"
" 6/48		25		
" 8/48			Engine Airworthy	Jas Pickersgill
" 14/48		10		
" 16/48			Engine Airworthy	Jas Pickersgill
" 17/48		50		
" 21/48		15		

TOTAL TIME FOR DOUBLE PAGE	Hrs.	Mins.	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	36	55	Total from previous Summary	637	45	Total from previous Summary	63	45	Total from previous Summary		
			Total this Double Page	36	55	Total this Double Page	36	55	Total this Double Page		
			TOTAL	674	40	TOTAL	100	40	TOTAL		

12 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
OCT 22/48		15	OIL CHANGED. FILTERS CLEANED. SPARK PLUGS CLEANED ENGINE MOUNTS RETIGHTENED, Engine Airworthy	Jas Pickersgill
" 24/48	2	25		
" 26/48				
" 27/48		46		
" 28/48				
" 29/48				
" 31/48		10	Engine Airworthy	Jas. Pickersgill
NOV 6/48			Engine airworthy	Jas Pickersgill
" 7/48		45		
" 12/48			Engine Airworthy	Jas Pickersgill
" 14/48	2	05		
" 16/48		10		
" 19/48			Engine Airworthy	Jas Pickersgill
" 21/48	2	—		
" 27/48			Engine Airworthy	Jas Pickersgill
" 28/48	2	35		
Dec 3/48			Engine Airworthy	Jas. Pickersgill
" 4/48		30		
" 9/48		20		
" 10/48			ENGINE AIRWORTHY	Jas Pickersgill
" 12/48		35	OIL CHANGED 4 QTS NEW OIL ADDED FILTERS CLEANED.	Jas. Pickersgill.
" 17/48			ENGINE AIRWORTHY	Jas Pickersgill
" 24/48			ENGINE AIRWORTHY	Jas Pickersgill
" 31/48	2	25		Jas. Pickersgill
Jan 7/49			Engine Airworthy	Jas Pickersgill
" 8/49	1	05		

MICRO SAFETY

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Jan 9/49	3	20		
" 14/49			Engine Airworthy	Jas Pickersgill
" 16/49	1	05		
" 21/49			Engine Airworthy	Jas Pickersgill
" 22	1	30		
" 23		55		
" 28			Engine Airworthy	Jas Pickersgill
" 29		40		
" 30	1	05		
Feb 3/49		55		
" 5/49		25		
" 6/49	3	15		
" 9/49	1	25		
" 11/49			Engine Airworthy	Jas. Pickersgill
" 13/49	3	15		
" 16/49	1	05	Engine Airworthy	Jas Pickersgill
" 18/49				
" 19/49		30		
" 20/49	3	20		
" 23/49			Engine Airworthy	Jas Pickersgill
" 26/49	1	25		
" 27/49	2	00		
MAR 4/49			Engine Airworthy	Jas Pickersgill
MAR 6/49		50		
MAR 11/49			OIL CHANGED. 3½ QTS NEW OIL ADDED FUEL & OIL FILTERS CLEANED. ENGINE INSPECTED Engine Airworthy	Jas. Pickersgill
TOTAL TIME FOR DOUBLE PAGE	43	05		

	Time since manufacture Hrs.	Mins.	Since cpte. overhaul Hrs.	Mins.	Since top overhaul Hrs.	Mins.
Total from previous Summary	677	40	100	40		
Total this Double Page	43	05	42	05		
TOTAL	720	45	143	45		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Mar 13/49	1	30		
" 18/49				
" 19/49		10	Engine Airworthy	Jas Tickersgill
" 20/49	1	30		
" 26/49			Engine Airworthy	Jas. Tickersgill
APRIL 2/49	1	10	Engine Airworthy	Jas Tickersgill
" 3/49	2	35		
" 6/49		20		
" 9/49		30	Engine Airworthy	Jas Tickersgill
" 10/49	3	35		
" 14/49	1	—		
" 15/49			Engine Airworthy	Jas. Tickersgill
" 17/49	2	35		
" 20/49		30		
" 22/49			Engine Airworthy	Jas Tickersgill
" 24/49	1	15		
MAY 6/49	1	40	6.40. Oil CHANGED. 40TB Added. Engine Airworthy	Jas Tickersgill
" 7/49		40		
" 8/49	4	20		
" 10/49	3	00	3.00 B.	
" 11/49		30		
" 12/49		10		
" 14/49		10	Engine Airworthy	Jas Tickersgill
" 20/49		10	Engine Airworthy	Jas Tickersgill
" 22/49		40		
" 24/49	2	10		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
May 27			Engine Airworthy	Jas Pickering
" 29	2	25		
" 29	3	20		
" 31		45		

TOTAL TIME FOR DOUBLE PAGE	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	Total from previous Summary	720	46	Total from previous Summary	143	45	Total from previous Summary		
	Total this Double Page	34	10	Total this Double Page	34	10	Total this Double Page		
	TOTAL	754.	55	TOTAL	177	55	TOTAL		

16 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			For complete report on work carried out for C of A see aircraft log Certified Airworthy	E C Glampson
June 1/49	1	55	Engine Airworthy	Jas Pickersgill
" 2/49				
" 3/49	1	—		
" 5/49	2	40	Engine Airworthy	Jas Pickersgill
" 8/49		30		
" 10/49		10	Engine & Aircraft Airworthy	Jas Pickersgill
" 12/49	1	55		
" 19			Engine Airworthy	Jas Pickersgill
" 19/49	2	50	Engine Airworthy	Jas Pickersgill
" 23	1	—		
" 24		35		
" 25		55		
" 26	1	35	Engine Airworthy	Jas Pickersgill
July 2/49			Engine Airworthy	Jas Pickersgill
" 3/49	1	30		
" 6/49		45		
" 9/49			Engine Airworthy	Jas Pickersgill
" 10/49	2/3	25		
" 13/49		40	Engine Airworthy	Jas Pickersgill
" 17/49	1	20		
" 20/49		40	Engine Airworthy	Jas Pickersgill
" 21/49		25		
" 24/49	1	25	Engine Airworthy	Jas Pickersgill

DATE	94.55 Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
July 27		55		
July 28		25		
July 30		20	Engine Airworthy	Jas Pickersgill
" 31/49	1	15	OIL CHANGED 4 QTS NEW OIL ADDED FILTERS	
Aug 3/49			CLEANED & SAFTIED. Engine Airworthy	Jas Pickersgill
" 7/49	2	55		
" 13/49	1	10	Engine Airworthy	Jas Pickersgill
" 14/49	2	30		
" 19/49			Engine Airworthy	Jas Pickersgill
" 21/49	1	50		
" 24/49		25		
" 27/49			Engine Airworthy	Jas Pickersgill
Aug 28	1	15		
Sept 2/49			Engine Airworthy	Jas. Pickersgill
Sept 4/49		40		
Sept 9/49			Engine Airworthy	Jas Pickersgill
" 11/49	1	45		
" 16/49		15	Engine Airworthy	Jas Pickersgill
" 18/49	2	15		
" 25/49	2	10	Engine Airworthy	Jas Pickersgill
Oct 1/49			Engine Airworthy	Jas Pickersgill
" 2/49	1	45		
" 5/49	1	—		
" 7/49			Engine Airworthy	Jas Pickersgill

TOTAL TIME FOR DOUBLE PAGE	47	35	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
			Total from previous Summary	754	55	Total from previous Summary	177	15	Total from previous Summary		
			Total this Double Page	47	25	Total this Double Page	47	25	Total this Double Page		
			TOTAL	801	20	TOTAL	224	40	TOTAL		

18

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Oct 9/49		50		?
Oct 14/49			ENGINE AIRWORTHY	E.C. Simpson
" 16/49	2	30		
" 21/49			Engine inspected & certified airworthy	J.P. Shuatt
" 23/49		35		
" 28/49			ENGINE AIRWORTHY	E.C. Simpson
" 30/49	1	30		
Nov 4/49			Engine certified Airworthy	E.C. Simpson
" 6/49		10		
" 6/49		30	Engine certified Airworthy	E.C. Simpson
" 11/49			100 hr inspection Carried out Engine Certified Airworthy	E.C. Simpson.
" 18/49				E.C. Simpson.
" 20/49	1	55		
" 25/49			10 hr inspection Carried out Engine Certified Airworthy	E.C. Simpson
" 26/49	1	45		
" 27/49	1	30		
Dec 2/49			10 hr inspection Carried out Engine Certified Airworthy	E.C. Simpson
" 6/49		45		
Dec 9/49			10 hr inspection Carried out Engine Certified Airworthy	E.C. Simpson
Dec 16/49			10 hr inspection Carried out Engine Certified Airworthy	E.C. Simpson
" 17/49	1	-		
" 23/49			10 hr inspection Carried out Engine Certified Airworthy	E.C. Simpson
" 29/49		40		
" 30/49			10 hr inspection carried out Engine Certified Airworthy	E.C. Simpson
" 31/49	2	40		
Jan 6/50			10 hr inspection carried out Engine Certified Airworthy	E.C. Simpson

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Jan 8/50	1	35		
Jan 11-50			10 hr inspection carried out Engine Certified Airworthy	E C Hampson
Jan 20-50			10 hr inspection carried out Engine Certified Airworthy	E C Hampson
" 27-50		50		
" 27-50			10 hr inspection carried out Engine Certified Airworthy	E C Hampson
" 29-50		NF	Certified Airworthy	E C Hampson
Feb 5-50		40	10 hr inspection carried out Engine Certified Airworthy	E C Hampson
" 12-50	1	15	10 hr inspection carried out Engine Certified Airworthy	E C Hampson
" 19-50	1	20	10 hr inspection carried out Engine Certified Airworthy	E C Hampson
" 26-50	1	20	10 hr inspection carried out Engine Certified Airworthy	E C Hampson
Mar 5	1	50	10 hr inspection carried out Engine Certified Airworthy	E C Hampson

TOTAL TIME FOR DOUBLE PAGE	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	Total from previous Summary	802	30	Total from previous Summary	234	40	Total from previous Summary		
	Total this Double Page			Total this Double Page			Total this Double Page		
	TOTAL			TOTAL			TOTAL		

20 DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT

INSPECTION RELEASE CERTIFICATE

Continental engine, Model A65-8, Serial No. 401478

Aero Engines, Propellers, Relevant Accessories, & Any Parts Thereof Assembled or Overhauled in Canada

(Including Special Engine Parts Overhauled by the Engine manufacturer for the Canadian Agent)

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

Documentary evidence in our possession substantiates that:-

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

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

LEAVENS BROS. AIR SERVICES LTD.

Signed J. T. Cairns
(Chief Inspector)

Date Jan. 26, 1948

The Aero engine(s) described herein has (have) been satisfactorily constructed, inspected and tested, and is (are) eligible for use in airworthy aircraft.

Signed _____
(Resident Inspector, A.I.D.)

Date _____

INSPECTION RELEASE CERTIFICATE

Continental engine, Model A65-8, Serial No. 4914768

Aero Engines, Propellors, Relevant Accessories, & Any Parts Thereof Assembled or Overhauled in Canada

(Including Special Engine Parts Overhauled by the Engine manufacturer for the Canadian Agent)

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

Documentary evidence in our possession substantiates that:-

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

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

LEAVENS BROS. AIR SERVICES LTD.

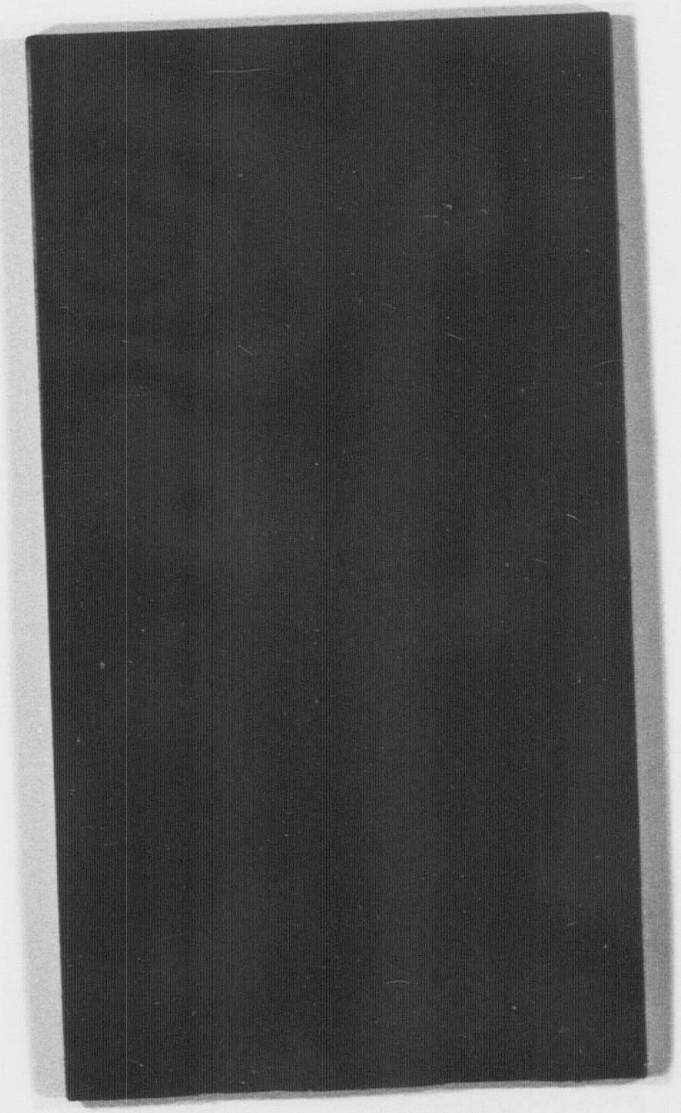
Signed J. T. Cairns
(Chief Inspector)

Date Jan. 26. 1948

The Aero engine(s) described herein has (have) been satisfactorily constructed, inspected and tested, and is (are) eligible for use in airworthy aircraft.

Signed _____
(Resident Inspector, A.I.D.)

Date _____



CF-DNB

CF-DNB

JOURNEY and AIRCRAFT

LOG BOOK

Price, $1.75

AIRCRAFT

1. Nationality British
2. Registration marks CF-DNB
3. Certificate of Airworthiness No. 1312 dated June 1, 1946.
4. Certificate of Registration No. 3792 dated June 1, 1946.
5. Classification of Aircraft (Category, Subdivision) Commercial
6. Station Kitchener-Waterloo Airport
7. Owner Kitchener-Waterloo Flying Club,
8. Address Waterloo, Ont.
9. Nationality British

DESCRIPTION OF THE AIRCRAFT

10. Builder Aeronca Aircraft Corp.
11. Type of aircraft Aeronca 7AC
12. Series No. 7AC-2636
13. Maximum span (flying position) 35' 0"
14. Maximum length (flying position) 21' 6"
15. Total height 6' 6"
15. Lifting surface —
17. Maximum total weight authorized: Landplane 1220 lbs. Seaplane ... lbs. Skiplane ... lbs.
18. Weight empty: Landplane 753. lbs. Seaplane ... lbs. Skiplane ... lbs.
19. Pay load (with crew and full tanks): Landplane 204 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 12 gals.
24. Oil 1 gal.
25. Flying hours at normal power (— pts. per B.H.P. hour) —
26. Marks and types of engines Continental A65/8
27. Normal revolutions 2300
28. Normal horse power 65
29. Airscrews 1 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 8th day of November, 1946.

[signature]

34. Superintendent Air Regulations

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.
April 23/47		Brought forward			290	40						
" 24/47	Kitchener Local	Parr - Club				40						
" 25/47	"	"				1.30						
" 26/47	"	"				:10						
" 29/47	"	"				3:05						
May 2/47	"	"				1.10						
May 3/47	"	"				3.20						
May 4/47	"	"				1.25						
May 9/47	"	"				25						
" 10/47	"	"				3.15						
" 11/47	"	"				4.45						
" 13/47	"	"				.35						
" 14/47	"	"				1:10						
" 15/47	"	"				1:05						
" 16/47	"	"				N.F.						
" 17/47	"	"				1.15						
" 18/47	"	"				6.05						
" 20/47	"	"				9.20						
" 22/47	"	"				2.10						
" 23/47	"	"				2:25						
" 24/47	"	"				1:45						
" 27/47	"	"				2:15						
		Carried forward				331:30						

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
Total time brought forward from temporary Log Book		
Time certified correct April 23, 1947. Barr Instructor.		
		Barr
95 HR INSPECTION CARRIED OUT AS PER MFGs SERVICE MANUAL CERTIFIED AIRWORTHY	Jas Pickersgill A2205	Barr P. M Ganci
CERTIFIED AIRWORTHY	Jas Pickersgill A2205	Barr Barr Barr
CERTIFIED AIRWORTHY	Jas Pickersgill A2205	P M Ganci Barr Barr Barr Barr
certified airworthy	Jpickersgill A2205	Barr Barr Barr Barr Barr Barr
100 HR INSPECTION CARRIED OUT AS PER MFG MAINTENANCE MANUAL CERTIFIED AIRWORTHY	Jpickersgill A2205	
CERTIFIED AIRWORTHY	Jpickersgill A2205	
may 27/47 SENSENICH PROPELLER SERIAL NO J 3055 RE-INSTALLED AFTER BEING OVERHAULED BY CUB AIRCRAFT CO. AND RELEASED AS AIRWORTHY ON CERT NO. R3240 PROPELLER TRACKED & SATISFIED. CERTIFIED AIRWORTHY	Jas Pickersgill	

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				331:30						
May 28/47	Kitchener Local	Parr - CLUB				.15						
						331.45						

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
Test flown – found to be satisfactory		Parr C1818
May 28/47 (ENTRY IN ACCORDANCE WITH T/7/40) AIRCRAFT CLEANED DOWN, ALL INSPECTION PLATES REMOVED, AIRCRAFT THOROUGHLY INSPECTED THROUGHOUT AND FINDING NO WORK NECESSARY.: 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 James Pickerogill Air Engineer, Certificate No A2205		
CERTIFIED THAT – ALL AIRCRAFT CONTROLS HAVE BEEN EXAMINED IN DETAIL FOR SOUNDNESS, CORRECT ACTION, AND PRESENCE OF ALL LOCKING AND SAFETY DEVICES DATE May 28/47 ENGINEERS SIGNATURE Jas Pickerogill LICENSE NO A2205		
DATE May 28/47 ENGINEERS SIGNATURE W. Lachman LICENSE NO. Air Engineer cat. a & c.		
TEST FLOWN AND FOUND TO BE SATISFACTORY.– SIGNED.		Parr.

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.
May 30/47	Kitchener Local	Brought forward				331.05						
" 30/47	"	Patt - Club				—						
" 31/47	"	"				.15						
June 1/47	"	"				2-30						
" 3/47	"	"				2-15						
" 4/47	"	"				.10						
" 6/47												
" 7/47	"	"				:10						
" 8/47	"	"				5:10						
" 12/47	"	"				1:20						
" 13/47	"	"				1:10						
" 14/47	"	"				.30						
" 15/47	"	"				3.10						
" 17/47	"	"				2.40						
" 18/47	"	"				1:20						
" 19/47	"	"				25						
" 20/47	"	"				40						
" 21/47	"	"				1.55						
" 22/47	"	"				2.15						
" 24/47	"	"				1:30						
" 25/47	"	"				:40						
" 26/47	"	"				:40						
" 27/47	"	"				2:00						
" 28/47	"	"				:15						
		Carried forward				369.45						

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
		Barr
		Barr
		Barr
		Barr
CERTIFIED AIRWORTHY	J Pickersgill	
		Barr
		Barr
		Barr
② OLEO STRUTS EXCHANGED WITH LEAVENS BROS TORONTO FOR MODIFIED AND CERTIFIED AIRWORTHY TYPE,	J pickersgill	Barr
CERTIFIED AIRWORTHY	J pickersgill	Barr
		Barr
		Barr
		Barr
		Barr
aircraft airworthy	W. Lachman	Barr
		Barr
		Barr
		Barr
right wing panel repaired at trailing edge of tip.	W. Lachman	Barr
		Barr
aircraft airworthy	W. Lachman	Barr
		Barr
24 208		

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.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				363.15						
June 29/47	KITCHENER LOCAL	PARR - CLUB				3.55						
" 30/47	" "	"				:50						
July 1/47	" "	"				:40						
" 2/47	" "	"				1:00						
" 3/47	" "	"				2:00						
" 4/47	" "	"				2:00						
" 5/47	" "	"				2:00						
" 6/47	" "	"				3:00						
" 8/47	" "	"				1.05						
" 9/47	" "	"				2.25						
" 10/47	" "	"				1:20						
" 11/47	" "	"				3:25						
" 12/47	" "	"				1.20						
" 13/47	" "	"				5:00						
" 16/47	" "	"				1:45						
" 18/47	" "	"				:15						
" 19/47	" "	"										
" 20/47	" "	"				5.15						
" 23/47	" "	"				:55						
" 24/47	" "	"				:55						
" 25/47	" "	"				1.05						
" 26/47	" "	"				30						
" 27/47	" "	"				1—						
		Carried forward				405.25						

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
		Bobmoore
		Bobmoore
		Bobmoore
		Bobmoore
		Bobmoore
aircraft airworthy	W. Lackman	Bobmoore
		Bobmoore
		Barr
		Barr
		Barr
		Barr
aircraft airworthy	Jpickersgill	Barr
		Barr
		Barr
		Barr
aircraft airworthy	Jpickersgill	Barr
		Barr
		Barr
		Barr
		Barr
		Barr
50 HR INSPECTION CARRIED OUT AS PER MFG SERVICE MANUAL PARTS NO. 3-428-3 leaf SPRING, 1-557-1 pad, 1-557-2 PAD, #1860 BUSHING (TAIL WHEEL ASSY)		
INSTALLED CERTIFIED AIRWORTHY	Jas Pickersgill	Barr
		Barr

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.
July 28/47		Brought forward				405.25						
" 28/47	KITCHENER-LOCAL	PARR - CLUB				40						
" 29	"	"				55						
" 30/47	"	"				:30						
" 31/47	"	"				1:05						
AUG 1/47	"	"				:10						
" 2/47	"	"				2.20						
" 3/47	"	"				5.20						
" 4/47	"	"				2:25						
" 5/47	"	"				1:15						
" 6/47	"	"				:55						
" 7/47	"	"				1:10						
" 8/47	"	"										
" 9/47	"	"				:10						
" 9/47	MUSKOKA	COULTER				1.40						
" 10/47	MUSKOKA-KW. LOCAL	COULTER-PARR				4:25						
" 12/47	KITCHENER-LOCAL	PARR-CLUB				30						
" 13/47	" "	" "				1.55						
" 14/47	"	"				:10						
" 15/47	"	"				2:25						
" 16/47	"	"				1:10						
" 17/47	"	"				5:05						
" 19/47	"	"				:45						
" 20/47						35						
		Carried forward				441 -						

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
		Barr
		Barr
		Barr
		Barr
certified Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
		Barr
		Barr
certified airworthy	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
		Barr

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.
AUG 21/47		Brought forward				444 -						
" 21/47	KITCHENER-LOCAL	PARR - CLUB				:10						
" 22/47	"	"				1:20						
" 23/47	"	"				3.35						
" 24/47	"	"				4.25						
" 26/47	"	"				1.10						
" 27/47	"	"				2.20						
" 29/47	"	"				1.10						
" 29/47	"	"				6.45						
" 30/47						6.45	NO FLYING					
" 31/47	GODERICH	ROOD				1.05						
"	KITCHENER	"				1.00						
"	" LOCAL	PARR-CLUB				2.45						
SEPT 5/47	"					3.55						
" 6/47	"					40						
"	GRAND BEND	BUCNER				.50						
7/47	KITCHENER	"				45						
"	" LOCAL	PARR - CLUB				4.45						
9/47	"	"				.30						
10/47	"	"				1.10						
12/47	"	"				1.50						
13/47	"	"				1.35						
14/47	"	"				6.20						
16/47	"	"				2.10						
		Carried forward				489.45						

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
		Barr
certified airworthy	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
		Barr
		Barr
		Barr
certified airworthy	Jas Pickersgill	
		Barr
		Barr
75 HR INSPECTION CARRIED OUT FABRIC BREAKS PATCHED		Barr
& DOPED CERTIFIED AIRWORTHY	Jas Pickersgill	
		Barr
		Barr
		Barr
		Barr
		Barr
VENTURI TUBE TYPE THB-900 TOGETHER WITH PIONEER TURN & BANK INDICATOR AND SENSITIVE ALTIMETER INSTALLED, TEST FLOWN		Barr
AND FOUND SATISFACTORY CERTIFIED AIRWORTHY	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
01.102		

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.
SEPT 12/47		Brought forward				489.45						
" 17/47	KITCHENER - LOCAL	PARR - CLUB				3.10						
" 18/47	"	"				2.25						
" 19/47	"	"				.55						
" 20/47	"	"				3.30						
" 21/47	"	"				2.10						
" 23/47	"	"				1.40						
" 24/47	"	"				1.10						
" 25/47	"	"				1.40						
" 26/47	"	"				.40						
" 27/47	"	"				1.50						
" 28/47	"	"				2.15						
" 30/47	"	"				.30						
OCT 1/47	"	"				.15						
" 2/47	"	"				.40						
" 3/47	"	"				.40						
" 4/47	"	"				3.30						
" 5/47	"	"				5.05						
" 8/47	"	"				1.30						
" 9/47	"	"				1.40						
" 10/47	"	"				1.40						
" 11/47	"	"				1.10						
" 12/47	"	"				3.30						
" 13/47	"	"				1.50						
		Carried forward				531.10						

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
		Barr
100 HR INSPECTION CARRIED OUT AS PER MFG		Barr
SERVICE MANUAL certified airworthy	Jas Pickersgill	Barr
		Barr
		Barr
		Bob moore
		Bob moore
		Bob moore
CERTIFIED AIRWORTHY	Jas Pickersgill	
	"	Barr
	"	Barr
		Barr
	"	Barr
		Barr
25 HR INSPECTION CARRIED OUT CERTIFIED AIRWORTHY	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
		Barr
CERTIFIED AIRWORTHY	Jas Pickersgill	Barr
		Barr
	"	Barr
	"	Barr

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				531.10						
Oct 15/47	KITCHENER - LOCAL	PARR - CLUB				2.10						
" 16/47	"	"				.20						
" 17/47	"	"				1.—						
" 18/47	"	"				.30						
" 19/47	"	"				3.45						
" 21/47	"	"				.15						
" 24/47												
" 25/47	"	"				.25						
" 26/47	"	"				5.25						
NOV 1/47	"	"				2.10						
" 2/47	"	"				3.55						
" 8/47	"	"				1.15						
" 14/47	"	"				.35						
" 16/47	"	"				1.15						
" 21/47												
" 22/47	"	"				.30						
" 23/47	"	"				3.—						
" 29/47	"	"				.10						
" 30/47	"	"				1.50						
DEC 4/47	"	"				.40						
" 5/47												
" 7/47	"	"				.40						
" 12/47												
		Carried forward				561—						

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
		Barr
		Barr
CERTIFIED AIRWORTHY	Jas Pickersgill	Barr
		Barr
		Barr
Certified Airworthy	Jas Pickersgill	
		Barr
		Barr
50HR INSPECTION CARRIED OUT, certified Airworthy	Jas Pickersgill	Barr
		Barr
certified Airworthy	Jas Pickersgill	Barr
Certified Airworthy	Jas Pickersgill	Barr
		Barr
Certified Airworthy	Jas. Pickersgill	
		Barr
FEDERAL SKIIS SERIAL NO4781 INSTALLED TO MFG DRAWINGS & SPECIFICATIONS & GENERAL ENGINEERING PRACTICE. Certified Airworthy	Jas. Pickersgill	Barr
		Barr
		Barr
Certified Airworthy	Jas Pickersgill	
		Barr
Certified Airworthy	Jas. Pickersgill	

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				561—						
Dec 13/47	Kitchener-Local	Parr - Club				.10						
" 14/47	"	"				2.45						
" 20/47	"	"				.10						
" 21/47	"	"				2:00						
" 26/47												
JAN 2/47												
Jan 8. 48	To Toronto RET	Parr				1.35						
JAN 9/48												
JAN 9/48												
" 10/48	Kitchener-Local	Parr - Club				1.50						
" 11/48	"	"				3.40						
" 18/48	"	"				1.10						
" 23/48	"	"										
" 19/48	"	"				1.55						
" 24/48	"	"				1.15						
" 25/48	"	"				.50						
" 29/48												
" 31/48	"	"				1.45						
FEB 1/48	"	"				.55						
		Carried forward				581—						

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
		Barr
		Barr
Certified Airworthy	Jas Pickersgill	Barr
		Barr
Certified Airworthy	Jas. Pickersgill	
25 HR INSPECTION CARRIED OUT Certified Airworthy	Jas Pickersgill	
		Barr
Mainplane nose ribs, P.K. screws and nose skins inspected as per Dept of Transport instructions contained in Telegram GA 276 107, GB, NL-FD, Ottawa Ont 20 Dec 20-1948	J. T. Cairns	
Certified Airworthy	Jas Pickersgill	
		Barr
		Barr
Certified Airworthy	Jas Pickersgill	Barr
Certified Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
Certified Airworthy	Jas Pickersgill	
	"	Barr
		Barr

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.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward										
						581 –						
FEB 7/45	KITCHENER – LOCAL	PARR – Club				35						
" 8/45	"	"				1.35						
" 10/45	"	"				2.40						
" 11/45	"	"				1.15						
" 12/45	"	"				.35						
" 14/45												
" 15/45	"	"				3.30						
" 21/45	"	"				.50						
		Carried forward				592 –						

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
SKI INSTALLATION		
INSTALLED FEDERAL ALL METAL SKIS TYPE A1500A ATC NO 82 Prod. NO 40		
SERIAL NOs 4781 R.&L. WITH UNIVERSAL SHOCK CORD + CABLE RIGGING KIT A1500A		
TOGETHER WITH TAIL SKI AT-1500A + TAIL SKI. SHOCK CORD + CABLE RIGGING		
TYPE ATS-1500.		
GROSS WEIGHT CAPACITY PER SET 1500 LBS. PLUS TAIL SKI GROSS WEIGHT OF 175 LBS TOTAL APPROVED GROSS 1675 LBS.		
MAIN SKIS 28 LBS MAIN WHEELS & TIRES 29 LBS		
RIGGING KIT 2 " TAIL WHEEL 2 "		
TAIL SKI 4 . 31 LBS		
34 LBS		
AIRCRAFT EMPTY WEIGHT INCREASES 3 LBS.		
CERTIFIED ABOVE SKI INSTALLATION WAS CARRIED OUT TO DRAWINGS & INSTRUCTIONS AS PROVIDED BY MANUFACTURER AND THAT THE AIRCRAFT IS AIRWORTHY	Jas Pickersgill	Parr Parr Parr Parr
Certified Airworthy	Jas. Pickersgill	Parr
SKI INSTALLATION REMOVED, WHEELS AND BRAKES INSTALLED		
Certified Airworthy	Jas. Pickersgill	

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				5 92						
Feb 22/48	Kitchener - Local	Patt - Club				2.35						
" 27/48												
" 29/48	Kitchener - Local	Patt - Club				:10						
MAR 5/48	"	"				~~1.55~~						
" 6/48	"	"				1.25						
" 12/48												
" 13/48	"	"				2.10						
" 14/48	"	"				1.25						
" 20/48	"	"				2.55						
" 21/48	"	"				1.40						
" 23/48	"	"				1.20						
" 25/48												
" 26/48	"	"				1.10						
" 24/48	"	"				.45						
" 28/48	"	"				.10						
" 31/48												
Apr 1/48												
APRIL 4/48	"	"				3.20						
" 6/48	"	"				1.10						
" 9/48												
" 10/48	"	"				.35						
		Carried forward				62.50						

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
SKIS RE INSTALLED Certified Airworthy	Jas. Pickersgill	
MAIN PLANE NOSE RIBS INSPECTED AS PER TOR/T3		Barr
Certified Airworthy	Jas. Pickersgill	Barr
Certified Airworthy	Jas Pickersgill	Barr
Certified Airworthy	Jas. Pickersgill	Barr
		Barr
		Barr
SKIS REMOVED, WHEELS INSTALLED, BRAKES ADJUSTED, CERTIFIED AIRWORTHY	Jas. Pickersgill	Barr
		Barr
		Barr
#4 PK SCREWS INSTALLED IN NOSE RIBS AS PER MFG		Barr
BULLETIN IDENTIFICATION PLATE INSTALLED TO INFORMATION		Barr
CIRCULAR 0/36/47 Certified Airworthy	Jas. Pickersgill	Barr
CONTINENTAL ENGINE A-65-8 Serial # 4382868 removed from Airframe		
Continental Engine A65-8 Serial # 4914768 installed. Engine Mounts inspected & treated		
with P27 Zinc Chromate New rubber mounts installed, all points safteed where necessary		
Certified Airworthy	Jas. Pickersgill	Barr
		Barr
Brakes readjusted, checked OK. Certified Airworthy	Jas. Pickersgill	Barr

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				617.50						
Apr 16/48	Kitchener - Local	Parr - Club										
" 17/48	"	"				.20						
" 18/48	"	"				3.30						
" 21/48	"	"				1.55						
" 22/48	"	"				.30						
" 23/48												
" 24/48	"	"				.25						
" 25/48	"	"				2.55						
" 28/48	"	"				1.40						
May 1/48	"	"				4.05						
" 2/48	"	"				5.40						
" 4/48	"	"				.35						
" 5/48	"	"				.35						
" 7												
" 9/48	"	"				1.45						
" 14/48												
" 16/48	"	"				3.30						
" 20/48	"	"				.10						
" 22/48	"	"				.40						
" 23/48	"	"				1.25						
" 24/48	"	"				.35						
" 26/48	"	"				.25						
" 28/48	"	"				.30						
		Carried forward				643.50						

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
Certified Airworthy	Jas. Pickersgill	Barr
		Barr
		Barr
Certified Airworthy		Barr
Certified Airworthy	Jas. Pickersgill	Barr
CARBURETOR HEAT CONTROL CABLE REPLACED, FUNCTIONING CHECK FOR FULL "ON" & "OFF" POSITION & Certified Airworthy	Jas. Pickersgill	Barr
		Barr
Certified Airworthy	Jas. Pickersgill	Barr
		Barr
		Barr
Certified Airworthy	Jas. Pickersgill	Barr
		Barr
NOSE SECTION OPENED AT. NO FRACTURES OF RIBS, DENTS REMOVED IN NOSE SECTION. Certified Airworthy	Jas. Pickersgill	Barr
		Barr
Certified Airworthy	Jas. Pickersgill	Barr
		Barr
		Barr
		Barr
Certified Airworthy	Jas. Pickersgill	Barr

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				143-50						
May 29/48	Kitchener-Local	Parr-Glob				50						
" 30/48	"	"				3.15						

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
		Farr
		Farr

ATURE

RAFT
YING
IGHT

SKY HARBOUR AIR SERVICES GODERICH ONT.

Aircraft CF-DNB was received from Kitchiner,Waterloo Flying Club,Kitchiner Ont. for inspection for renewal of C of A. Work and inspection carried out by J.Pickersgill Engineer for the above named Flying Club. Final inspection carried out as follows:-

Aircraft time since new	647:55	Type Aeronca Champion Model 7 AC	Mfg.#263
Engine time since new	617:35	Type Continental	Mfg.#4914768
" " since Overhaul	43:35	Model A 65-8F	
Propeller Type Sensenich	Mfg.# P4228		

FUSELAGE

Frame checked for condition as to rust and corrosion and found to be in good condition.Wing attachment fittings checked and found O.K.Undercarrage attachment fittings checked and found satisfactory.Engine mount attachment bolts checked O.K. Covering found to be satisfactory.

WINGS

Opened up at all inspection points and wings inspected throughout. Drag wires checked for condition,tension and proper installation.Wing attachment fittings and bolts inspected. Front and rear spars inspected. Main ribs and compression ribs inspected and found to be in good condition.Wing coverings found to be in good condition. Aileron hinges and bolts inspected for condition bolts replaced.

EMPENAGE

New hinge pins installed in rudder and elevators.attachment fittings inspected and found to be O.K. All coverings on these components found to be in good condition

FLIGHT CONTROLS

All flight controls inspected throughout.Cables cleaned and and treated with lionoil and blue. Bolts on the rudder control arms replaced.

INSTRUMENTS

All instruments flight and engine checked for condition,installation and function and found to be satisfactory. Compass reswung.

UNDERCARRAGE

Full kit of replacement fittings,bushings and bolts installed.Wheels removed ,bearings inspected and greased.Brakes cleaned and inspected and found satisfactory. CAA Airworthiness Directive No.48-8-2 does not apply.

ENGINE

Engine recently overhauled. Oil changed?filters cleaned,Tank drained and flushed, 100 hr inspection carried out as per Manufacturers Specifications. RPM 2150 with 50 Rpm drop on each Mag.

GENERAL

Saftey belts checked for condition and proper installation
Fire extinguisher checked
Indentification tag installed as per requirements of section 5 Para 5.1 Information Circular O/36/47
CAA Airworthiness Directive 48-4-2 has been complied with.

I hereby certify that all Manufacturers Service Bulletins affecting saftey have been complied with to date.That no unapproved modifications or parts have been incorporated and That the Aircraft is Airworthy.

Signed E R Simpson Date.June 2nd.1948
"B" & "D" Air Engineer #853

Certified that all Aircraft controls have been examined in detail for soundness,correct action and presence of all locking and saftey devices

Signed E R Simpson. Date. June 2nd 1948
"B" & "D" Air Engineer #853

Signed Jas Pickersgill Date. June 2nd 1948
"A" & "C" Air Engineer #2205

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				647:55						
June 2/48	Kitchener-Local	Parr				:30						
June 4/48	"	Parr-Club				10						
June 6/48	"	"				2.05						
June 2/48	"	"				2.05						
" 11/48	"	"				.10						
" 12/48	"	"				1.30						
" 13/48	"	"				1.20						
" 16/48	"	"				.10						
" 18/48												
" 19	"	"				.45						
" 20	"	"				2.20						
" 23	"	"				.20						
" 26	"	"				1.05						
" 27	"	"				2.20						
" 30	"	"				1.30						
July 1	"	"				1.35						
" 2	"	"										
" 3/48	"	"				1.00						
" 4/48	"	"				1.15						
" 7/48	"	"										
" 9/48												
" 10/48	"	"				.15						
" 11/49	"	"				1.25						
		Carried forward				670:50						

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
TEST FLIGHT	Jas Pickersgill	Barr
Certified Airworthy	Jas Pickersgill	Barr
Certified Airworthy	Jas Pickersgill	Barr
Certified Airworthy	Jas. Pickersgill	Barr
Certified Airworthy	Jas. Pickersgill	Barr
Certified Airworthy	Jas Pickersgill	Barr
Certified Airworthy	Jas. Pickersgill	Barr
— " —	"	Barr

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				670:50						
July 13/48												
"	Kitchener-local	Patz-Club				.30						
" 14/48	"	"				.40						
" 15/48	"	"				1.55						
" 16/48												
" 17 "												
" 18 "	"	"				1.15						
" 21 "	"	"				.35						
" 22 "	"	"				1.25						
" 28/48	"	"				1.—						
" 30/48												
Aug 1	5 "	"				25						
" 7	5 "	"				40						
" 8	"	"				2:15						
Aug 14	"	"				1:10						
" 15	"	"				1:10						
Aug 21	"	"				1:00						
" 22	"	"				:40						
" 28	"	"				:10						
" 29	"	"				:25						
Sept 1/48	"	"				.35						
" 3/48						:10						
" 4/48						1:30						
" 5/48						1:15						
" 7/48						:40						
" 8/48						:35						
		Carried forward				690:20						

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
		Parr
		Parr
Certified Airworthy	Jas Pickersgill	Parr
		Parr
Certified Airworthy	Jas Pickersgill	Parr
		Parr
Certified Airworthy	Jas Pickersgill	
		Parr
aircraft airworthy	W. Lachman	Parr
		Parr
aircraft airworthy	W. Lachman	Parr
aircraft airworthy	W. Lachman	J. L. Schmidt
Aircraft Airworthy	Jas Pickersgill	
		Parr
Aircraft Airworthy	Jas Pickersgill	

DEPARTMENT OF TRANSPORT AIR TRANSPORT BOARD ENGINEERING BRANCH CANADA

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.
SEPT 9/48		Brought forward				690:20						
SEPT 9/48	Kitchener local	Patt-Club				:20						
SEPT 10/48	"											
" 11/48	"	"				1.15						
" 12/48	"	"				2.25						
" 15/48						.35						
" 17/48												
" 18/48	"	"				1.50						
" 19/48	"	"				1.25						
" 21/48	"	"				.10						
" 22/48	"	"				.30						
" 25/48	"	"				.40						
" 26/48	"	"				1.10						
" 28/48	"	"				.35						
" 29/48	"	"				.35						
Oct 1/48												
" 3/48	"	"				1.20						
" 3/48	"	"				1.25						
" 6/48	"	"				.25						
" 8/48												
" 14/48	"	"				.10						
" 15/48												
" 17/48	"	"				.50						
" 31/48	"	"				1.15						
		Carried forward				706:05						

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
		Farr
Aircraft Airworthy	Jas. Pickersgill	Farr
		Farr
		Farr
		Farr
Aircraft Airworthy	Jas Pickersgill	
		Farr
		Farr
		Farr
		Farr
Aircraft Airworthy	Jas Pickersgill	Farr
		Farr
		Farr
		Farr
Aircraft Airworthy	Jas Pickersgill	
		Farr
		Farr
		Farr
Aircraft Airworthy	Jas Pickersgill	
		Farr
		Farr

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				706:05						
OCT 22/48	Kitchener-Local	Parr-CLUB				.15						
" 24/48	"	"				2.25						
" 26/48	"	"				4.10						
" 27/48	"	"				4.5						
" 28/48	"	"				3.10						
" 29/48												
" 31/48	"	"				.10	340	—	11	1	—	—
NOV 6/48												
" 7/48	"	"				1.15	340		11			
" 12/48												
" 14/48	"	"				2.05	340		11	1		
" 16/48	"	"				.10	170		11	1		
" 19/48												
" 21/48	"	"				2.—	340		12	1		
" 27/48												
" 28/48	"	"				2.35	340		12	1		
DEC 3/48												
" 4/48	"	"				.30	340		12	1		
" 5/48	"	"				2.0	340		12	1		
" 10/48												
" 17/48	"	"				3.5	340		12	1		
" 17/48												
" 24/48												
		Carried forward				718:50						

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
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	
AN 24-16 Cleco Bolts (2) AN 320-4 Shear nuts installed between 2-701 Control stick socket and 1-2383 Control stick connecting tube as per CAA airworthiness directive Certified Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
AIRCRAFT AIRWORTHY	Jas Pickersgill	Barr
AIRCRAFT AIRWORTHY	Jas Pickersgill	
AIRCRAFT AIRWORTHY	Jas. Pickersgill	

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				718:50						
Dec 31/48	Kitchener Local	Parr-Glub				2.25	340		12	1		
Jan 7/49	"	"				~~.05~~						
" 8/49	"	"				1.05	340		12	1		
" 9/49	"	"				3.20	340		12	1		
" 14/49												
" 16/49	"	"				1:05	340		12	1		
" 21/49												
" 22/49	"	"				1:30	340		12	1		
" 23/49	"	"				:55	340		12	1		
" 28/49												
" 29/49	"	"				:40	340		12	1		
" 30/49	"	"				1.05	340		12	1		
Feb 3/49	"	"				.55	340		12	1		
" 5/49	"	"				.25	340		12	1		
" 6/49	"	"				3.15	340		12	1		
" 9/49	"	"				1.25	340		12	1		
" 11/49												
" 13/49	"	"				3.15	340		~~12~~	1		
" 16/49	"	"				1.05	340		12	1		
" 18/49												
" 19/49	"	"				.30	340		12	1		
" 20/49	"	"				3.20	340		12	1		
" 25/49												
" 26/49	"	"				1.25	340		12	1		
		Carried forward				746.30						

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
Aircraft Airworthy	Jas. Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
FEDERAL TYPE A1500 A SERIAL 4781 HYR. SKIS INSTALLED TO ACCEPTED PRACTICE CERTIFIED AIRWORTHY	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
		Barr
		Barr
Certified Airworthy	Jas Pickersgill	Barr
		Barr
Certified Airworthy	Jas Pickersgill	Barr
		Barr
Certified Airworthy	Jas Pickersgill	Barr

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.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				746.30						
FEB 27/49	KITCHENER-LOCAL	PARR-Club				1.00	340		12	1		
MAR 4/49												
MAR 6/49	"	"				.50	340		12	1		
MAR 11/49												
" 13/49	"	"				1.30	340		12	1		
" 19/49	"	"				.10	170		12	1		
" 20/49	"	"				1.30	340		12	1		
" 22/49												
" 26/49												
APR 2/49	"	"				1.10	340		12	1		
" 3/49	"	"				2.35	340		12	1		
" 6/49	"	"				.20	340		12	1		
" 9/49	"	"				.30	340		12	1		
" 10/49	"	"				3.35	340		12	1		
" 14/49	"	"				1 —	340		12	1		
" 15/49												
" 17/49	"	"				2.35	340		12	1		
" 20/49												
" 22/49												
" 24/49	"	"				1.15	340		12	1		
MAY 6/49						765.30						
		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
		Barr
— Aircraft Airworthy	Jas Pickersgill	Barr
~~Air~~		
FEDERAL TYPE A1500A SERIAL NO 4791 L&R SKIS INSTALLED TO ACCEPTED PRACTICE Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas. Pickersgill	Barr
		Barr
WHEELS RE INSTALLED BEARINGS GREASE PACKED BRAKES CHECKED Aircraft Airworthy	Jas Pickersgill	
FOUR OLUS FASTENERS RENEWED ON ENGINE COWLING. Aircraft Airworthy	Jas. Pickersgill	
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
Aircraft Airworthy	Jas. Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr

MODIFICATION OF REAR FUSELAGE FITTING CARRIED OUT TO SERVICE HELPS AND HINTS NO#3 TO METHOD NO2. PARTS OBTAINED FROM LEAVENS [redacted]S.
ON RELEASE NOTE NO.

Certified Airworthy Jas Pickersgill
Inspected & found satisfactory - ~~June~~ MAY 6/49. C.E. Leavens

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				765.30						
May 6/49	TORONTO-	PARR K	1	0950	1000	.40	340		12	1		
"	Kitchener Local	"				1.00	340		09	1		
" 7/49	"	"				.40	340		12	1		
" 8/49	"	"				4.20	340		12	1		
" 10/49	"	"				30	340		12	1		
" 11/49	"	"				30	340		12	1		
" 12/49	"	"				10	340		12	1		
" 14/49	"	"				10	340		12	1		
" 15/49	"	"				10	340		12	1		
" 20/49	"	"				10	270		12	1		
" 22/49	"	"				.40	270		12	1		
" 24/49	"	"				2.10	270		12	1		
" 27/49						776.40						
" 28/49						2.25						
" 29/49						3.20						
" 31/49						1.15						
June 1/49						.30						
		Carried forward				783.40						

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
		Barr
		Barr
		Barr
		Barr
		Barr
		Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
Test flight		Barr

SKY HARBOUR AIR SERVICES GODERICH ONT.

Aircraft CF-DNB was received from Kitchiner,Waterloo Flying Club,Kitchiner Ont. for inspection for renewal of C.of A. Work and inspection carried out by J.Pickersgill Engineer for the above named Flying Club. Final inspection carried out as follows:-

Aircraft time since new 783 hrs 10 min. Type Aeronca T7-AC Mfg.# 263
Engine time since new 754 hrs 55 min Type-Continental Mfg.#4914768
Engine time since overhaul 177 hrs 15 min Model-A65-8F
Propeller Type- Sensenich Mfg.#P4228 Model-720 K-42

FUSELAGE

Frame checked as to condition as to rust,corrosion, cracks,flaws or any other damage.All wing attachment fittings checked.Undercarrage attachment fittings inspected.Engine attachment fittings checked.Stern post and tail wheel attachment fittings inspected and found to be satisfactory.Covering rejuvinated and re-doped.

WING STRUCTURES

Opened up at all inspection points and wings inspected throughout. drag wires checked for condition,tension and proper installation.Front and rear spars inspectedWing attachment fittings inspected and found satisfactory.Main ribs and compression ribs inspected and found to be in good condition. Wing rejuvinated and ring worm removed.New wing bolts installed.

EMPENAGE

Elevator attachment fittings inspected for condition and proper attachment. Rudder hinges inspected.Stabilizer inspected for condition and found satiafactory. Right lower stabilizer brace wire to be replaced.Fabric rejuvinated and re-doped.

UNDERCARRAGE

All struts,braces,shock leg,wheels,bearings and brakes checked for condition and proper installation and found satisfactory.All undercarrage bolts replaced.

FLIGHT CONTROLS

All flight controls inspected throughout and were found to be in good condition and properly attached.

INSTRUMENTS

All instruments flight and engine checked for condition,installation and function and were found to be satisfactory. Compass re-checked.

PROPELLER

Checked for condition,track and proper attachment to crankshaft.

ENGINE

Engine given a 100 hr. inspection according to Manufacturer's Specifications Engine mount inspected and found satisfactory.Attachment to fuselage checked. Engine controls checked for condition,proper attachment and operation.Engine ground run and found satisfactory.

GENERAL

Saftey belts checked for condition and proper installation.
Fire extinguisher checked.
CAA Airworthiness Directive 49-11-2 has been complied with.

I hereby certify that all Manufacturer's Service Bulletins affecting saftey have been complied with to-date.That no unapproved modifications or parts have been incorporated and that the Aircraft is Airworthy.The work on this Aircraft was carried out by J.Pickersgill

Signed E C Thompson Date June 1st.1949
"B" & "D" Air Engineer #A2743

Certified that all Aircraft controls have been examined in detail for soundness,correct action and presence of all locking and saftey devices.-

Signed Jas Pickersgill Date June 1st 1949
"A" & "C" Air Engineer #2205

Signed E C Thompson Date June 1st 1949
"B" & "D" Air Engineer #A2743

SKY HARBOUR AIR SERVICES GODERICH ONT.

Cont.

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

Signed Barr Date June 1st 1949

Test-Pilots License#

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				783:40						
June 3/49	Kitchener-Local	PAHR - Club				1:—	340		12	1		
" 5/49	"	"				2:40	340		12	1		
" 8/49	"	"				:30	340		12	1		
" 10/49	"	"				:40	340		12	1		
" 12/49	"	"				1:55	340		12	1		
" 18/49												
" 19/49	"	"				2.50	340		1½	1		
" 23/49	"	"				1:—	340		1½	1		
" 24/49	"	"				:35	340		1½	1		
" 25/49	"	"				:55	340		1½	1		
" 26/49	"	"				1:35	340		1½	1		
July 2/49												
" 3/49	"	"				1.30	340		1½	1		
" 6/49	"	"				:45	340		1½	1		
" 9/49												
" 10/49	"	"				2.25	340		1½	1		
" 13/49	"	"				:40	340		1½	1		
" 17/49	"	"				1.20	340		1½	1		
" 20/49	"	"				:40	340		1½	1		
" 21/49	"	"				:25	340		1½	1		
" 24/49	"	"				1.25	340		1½	1		
" 27/49	"	"				:55	340		1½	1		
" 28/49	"	"				:25	340		1½	1		
		Carried forward				907:20						

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
For complete report on work & Inspection Carried out for C of A see previous page Certified Airworthy	E C Thompson	
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	
		Barr
		Barr
Aircraft Airworthy	Jas. Pickersgill	
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr
Aircraft Airworthy	Jas Pickersgill	Barr
		Barr
		Barr

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				907:20						
July 30	Kitchener - local	Papp - Club				20	340		12	1		
" 31/49	"	"				1.15	340		12	1		
Aug 5/49	"	"				~~2.55~~	~~340~~		~~12~~	~~1~~		
" 7/49	"	"				2.55	340		12	1		
" 13/49	"	"				1.10	340		12	1		
" 14/49	"	"				2.30	340		12	1		
" 19/49												
" 21/49	"	"				1.50	340		12	1		
" 24/49	"	"				.25	340		12	1		
" 27/49												
" 28/49	"					1:15	340		12	1		
Sept 2/49												
Sept 4/49	"					:40						
Sept 9/49							340		12	1		
" 11/49	"	"				1.25	340		12	1		
" 16/49	"	"										
" 18/49	"	"				2:15	340		12	1		
" 25/49	"	"				2.10	340		12	1		
Oct 1/49												
" 2/49	"	"				1.45	340		12	1		
" 5/49	"	"				1 —	340		12	1		
" 7/49												
" 9/49	"	"				:50	340		12	1		
		Carried forward				939:05						

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
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	
Aircraft Airworthy	Jas Pickersgill	
Aircraft Airworthy	Jas Pickersgill	
Brakes re-adjusted Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr
Aircraft Airworthy	Jas Pickersgill	Barr

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				379:05						
Oct 14/49	FOR SIGNATURE Kitchener-Local	Parr-Club				2:30	340		12	1		
" 21/49												
" 23/49	"	"				:35	340		12	1		
" 28/49												
" 30/49	"	"				1.30	340		12	1		
Nov. 4/49												
" 6/49	"	"				.10	170		12	1		
" 6/49	"	"				.30	170		12	1		
" 11/49	"											
" 18/49	"											
" 20/49	"	"				1.55	170		12	1		
" 25/49												
" 26/49	"	"				1.45	340		12	1		
" 27/49	"	"				1.30	340		12	1		
Dec 2/49	"	"										
" 6/49	"	"				.45	340		12	1		
" 9/49												
" 16/49												
" 17/49						.60	340		12	1		
" 23/49												
" 29/49	"	"				.40	340		12	1		
Dec. 30/49												
" 31/49	"	"				2.40	340		12	1		
		Carried forward				394:35						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
AIRCRAFT AIRWORTHY	E C Simpson	B. Parr
Aircraft inspected & certified airworthy	J P Shiratt	Parr
AIRCRAFT AIRWORTHY	E C Simpson.	Parr
Aircraft Certified Airworthy	E C Simpson.	Parr
		Parr
10 hr check carried out Aircraft Certified Airworthy	E C Simpson.	
100 hr check carried out. Aircraft Certified Airworthy	E C Simpson.	Parr
10 hr check carried out Aircraft Certified Airworthy	E C Simpson.	Parr
		Parr
10 hr check carried out Aircraft Certified Airworthy	E C Simpson	Parr
10 hr check carried out Aircraft Certified Airworthy	E C Simpson.	
10 hr check carried out Aircraft Certified Airworthy	E C Simpson	Parr
10 hr check carried out Aircraft Certified Airworthy	E C Simpson.	Parr
10 hr check carried out Aircraft Certified Airworthy	E C Simpson.	Parr

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.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward				49:35						
Jan 6/50												
" 8/50	Kitchener-Local	Part-Club				1.25	340	12		1		
" 13-50												
" 20-50												
" 22-50	Kitchener-Local	"				:50	340	12		1		
" 27-50						NF						
" 29-50						NF						
Feb 5-50												
" 5-50	Kitchener-Local	"				40	340	12		1		
" 12-50	"	"				1.45	340	12		1		
" 19-50	"	"				1.20	340	12		1		
" 26-50	"	"				1.20	340	12		1		
Mar 5-50	"	"				1.50	340	12		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
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	B. Carr
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	B. Carr
Certified Airworthy	E C Simpson.	
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	B. Carr
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	B. Carr
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	B. Carr
10 h. check carried out Aircraft Certified Airworthy	E C Simpson	B. Carr

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.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward										
		Carried forward										

APPENDIX "C"

1. Aircraft & Engine
   Log Books.
   (C. of R. No. 3792
   C. of A. No. 1312)

2. Private Pilot's Licence.
   No. 7742. (Gendel).

3. Pilot's log book (Gendel).

CANADA

DEPARTMENT OF TRANSPORT

30

REFER TO FILE NUMBER

TOR:5008-D14-2

REGISTERED

260 Richmond St. W., Toronto,
June 11th, 1949.

Kitchener-Waterloo Flying Club,
Waterloo, Ontario.

Gentlemen:

Enclosed please find Certificates of Registration No. 3792 and Airworthiness No. 1312 together with the Weight and Balance Report, for Aeronca 7AC aircraft C F - D N B which have been renewed valid until June 1st, 1950.

The Certificate of Airworthiness has been amended as follows:

Item 25. Landplane 772 lbs.

Item 31. " 185 lbs.

The endorsement on page 3. Section D. para. 3 of the Certificate of Airworthiness is brought to your attention and it is the responsibility of the owner of the aircraft to ensure this endorsement is fulfilled in its entirety, otherwise the Certificate of Airworthiness will be considered invalid.

The Journey and Aircraft Log Book is herewith enclosed.

Yours truly,

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

encls.
/alb

29

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3792

NATIONALITY AND REGISTRATION MARKS CF-DNB

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-2636
4. Name of owner	Kitchener-Waterloo Flying Club,
5. Address of owner	Waterloo, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Kitchener-Waterloo 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 1st day of June, 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-DNB and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

for C. Travis
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 29th, 1947 renewed valid until May 28th, 1948

June 4th, 1948 - renewed valid until June 2nd, 1949

June 11th, 1949 - Renewed valid until June 1st, 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.

SKY HARBOUR AIR SERVICES

VALID IN CANADA ONLY.
ISSUED IN LIEU OF U.S. DEPT. OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E-9832 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1312

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Kitchener - Waterloo Flying Club.
2. Christian name
3. Address Waterloo, Ontario.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DNB

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-2636
8. Place and year of construction of aircraft Middletown, Ohio, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land & Skiplane
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'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 2300 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

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

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews { Number fitted One Types Sensenich No. ..... ; Pitch ..... Diameter ..... }
25. Weight of aircraft empty (including water in the radiators): (a) Landplane ..... 772 ~~753~~ lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... 756 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel ..... (at 7·2 lbs. per gallon)	84 lbs.
(a) Number of tanks One	
(b) Capacity of tanks 12 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 (ski.p. 201)	188 ~~201~~ lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	1220 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane Twelve hundred & twenty pounds
    Seaplane .....
    Skiplane Twelve hundred & twenty pounds
34. Minimum crew necessary One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 1, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 19th day of August, 1946.

C. P. Travers

Superintendent, Air Regulations.

SKY HARBOUR AIR SERVICES GODERICH ONT.

WEIGHT AND BALANCE REPORT FOR aAERONCA 8-AC REGRISTRATION CF-DNB MFG.#2636

ABSTRACT

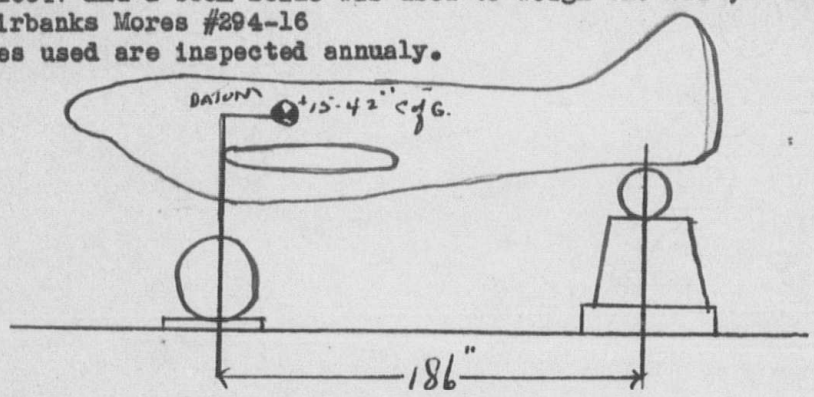
The purpose of this report on Aeronca Aircrat CF-DNB is to determine the C.of G. in accordance with the Department of Transport Circular T/14/48 Dated Nov.22 1948.

PORCEDURE

(1) The Aircraft CF-DNB was weighed in the Hangar of Sky Harbour Air Servoces on June 1st.1949

(2) The following conditions applied at the time in accordance with Civil Aeronautics Manual #18 Appendix 2.Page 106

(A) The Aircraft was in level landing position a master level having been placed on the cabin floor 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 harness,Fire extinguisher and all instruments.
(D) The scales used were two Fairbanks Mores platform scales Serial #53720 and 16647 and a boom scale was used to weigh the tail,it also was a Fairbanks Mores #294-16
(E) Scales used are inspected annualy.



Determination of Empty Weight C.of G. Location

Item	Scale Reading
Left Wheel	349 lbs
Right Wheel	359 "
Tail Wheel	64 "
	772 lbs

$$\frac{64 \times 186}{772} = +15.42"$$

Therefore empty weight C.of G. is +15.42" as measured from the Wing leading

In accordance with CAA Specification #A-759."When empty weight C.G. falls within (+14.1) to (+17.9) compution of critical fore and aft C.G. position is unnecessary."

Prepaired by E. Glanfrau "B" & "D" Air Engineer #2743 Witnessed By J. Sherratt "A" & "C" Air Engineer #A1207

Satisfactory
WDW
10 June 49

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

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

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

June 20. 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

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

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

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

Fire Extinguisher

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

D.—Special equipment:

Safety belt for each occupant

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

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

The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight.

Date 1/6/49 ..... Max 3.

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 1, 1947	
Kitchener Waterloo Flying Club.- Waterloo 28/5/47	"airworthy"	May 28th, 1948	
SKY HARBOUR AIR SERVICES, GODERICH -2.6.48	airworthy.	June 2nd, 1949	
June 1st, 1949 Sky Harbour Air Services - Goderich	Airworthy	June 1st, 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.

(K.P. 39811)

FW/SEK

5008-D14-2 31

MEMORANDUM FOR FILE

Aeronca aircraft registered CF-DNB was written off in an accident on March 5th, 1950.

Certificates of Registration and Airworthiness folio below.

H. W. Finkle
(H. W. Finkle),
Inspector, Air Regulations.

MR. PATTERSON
To note pls.
For details see 5002-233
H. F.

NOTED
GJ

FILE No. 5008 - D14 - 5

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

5008 - D14 - 5 VOL. 1

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DNE - AERONCA 11AC.

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

3-46
58825
L. Co.

FILE No. 5008 - D14 - 5

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

VOL. 5008 - D14 - 5

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DNE AERONCA

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 9 1946	8751	S.A.R.		GJ	JUN 12 194
JUN 19 1946	10032	S.A.R.		[illegible]	JUL 12 194
JUL 12 1946		Treas.		[illegible]	AUG 12 [illegible]
APR 17 1947	5098	CAE		[illegible]	APR 22 19
MAY 7 1947	3948	CAR		[illegible]	MAY 12 194
		CAE (1)		[illegible]	MAY 12 1947
JUN 9 - 1947	7826	CAR		GJ	JUN 19 1947
JUL 14 1947	11954	CAR		GJ	JUL 19 1947
JUL 22 1947	12727	CAR		GJ	JUL 23 1947
		CAE		[illegible]	JUL 23 1947
SEP 10 47	18591	CAR.		[illegible]	SEP 12 4
		CAI		[illegible]	[illegible]
AUG 3 48	18168	CAR		GJ	AUG 6 [illegible]
		CAE		P.D.	AUG 6 4
APR 19 1949	2460	CAR		[illegible]	APR 28 194
APR 28 1949		CAI (1)		[illegible]	APR 30 194
APR 30 1949		CRI (2)		[illegible]	APR 30 194
APR 30 1949		Free Accounts (3)		[illegible]	MAY 5 - 1949
JUN 8 - 1949 Mr. Finkel	9780.	CAR		[illegible]	JUN 9 - 19
JUN 9 - 1949		CAI		[illegible]	JUN 10 1949
SEP 14 1949	23800.	CAR		GJ	SEP 15 1949
		CAE		[illegible]	SEP 15 1949
NOV 17 1949	31242	CAR		[illegible]	NOV 18 194
NOV 18 1949		CAI		[illegible]	NOV 21 1949
JUN 5 1951	13211	CAR		GJ	JUN 6 195
JUN 6 1951		RJL		[illegible]	JUN 7 1951

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-9833

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-42.

Actual empty weight: 755.5 pounds.

Standard weight: 1,220 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	AERONCA AIRCRAFT CORPORATION - MAY 6, 1946
Type	LAND MONOPLANE
Model	AERONCA 7AC
Serial No.	7AC-2890 ✓
Date	JUNE 10, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

JHM

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-759-1
AERONCA
7AC

AIRCRAFT SPECIFICATION — October 18, 1945

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: Aeronca Aircraft Corporation
Middleton, Ohio

I - Model 7AC, 2 PCLM Approved October 18, 1945

Engine	Continental A-65-8	
Fuel	73 minimum octane (CFR) aviation gasoline	
Engine limits	For all operations	2300 rpm (65 hp)
Airspeed limits	Level flight or climb	95 mph True Ind.
	Glide or dive	129 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2200 Not less than 2010	
	Diameter - Not more than 72 in. Not less than 70 in.	
C.G. range	(+10.9)(18.0% MAC) to (+21.5)(36.0% MAC)	
Datum	Wing leading edge	
MAC	58.84 in. Leading edge MAC (+0.28)	
Leveling means	Any portion of the cabin floor to level laterally and longitudinally	
Standard weight	1220 lbs.	
No. seats	2 (1 at (+11.5), 1 at (+42))	
Baggage	40 lbs. (+64) (See Note 1)	
Fuel capacity	14 gals. (-15)	
Oil capacity	1 gal. (-33)	
Control surface movements	Elevator	Up 25° Down 15-1/2°
	Elevator trim tab	Up 20° Down 34-1/2°
	Ailerons	Up 28-1/2° Down 18°
	Rudder	Right 24° Left 25°
Serial nos. eligible	7AC1 and up	
Required equipment	1, 101, 102, 201, 202	

Specifications Pertinent to All Models

Certification basis	Type Certificate No. 759
Production basis	Production Certificate No. 2
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane Skiplane - not eligible (b) All other countries except Australia, Great Britain 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 72C-44 or any other fixed pitch wood propeller eligible for the engine speed and power and which meets the static rpm and diameter limits specified on page 1	9 lbs. (-52)
Engines and Engine Accessories - Fuel and Oil Systems		
101.	Carburetor air heater	1 lb. (-40)
102.	Carburetor air scoop (Continental A-5810)	2 lbs. (-47)
103.	Carburetor air filter	+1 lb. (-47)
Landing Gear and Floats		
201.	6.00-6 wheels (Goodyear L6HMBD) with brakes and 6.00-6 2 or 4 ply tires	36 lbs. (0)
202.	6x2.00 steerable tail wheel Scott Aviation Corp. (Model AST-8) with leaf spring	11 lbs. (+186)
Electrical and Radio Equipment		
None		
Interior Equipment		
None		
Miscellaneous (not listed above)		
600.	Miscellaneous items as noted under this number in approved weight and balance report.	

NOTE 1. The baggage compartment shall be placarded as follows:
"Maximum Baggage - 40 lbs. solo front, 20 lbs. solo rear".

A. A. Vollmecke
Chief, Aircraft Engineering Division

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-3
CONTINENTAL

A-65-1, -1J
A-65-3, -3J
A-65-6, -6J
A-65-7, -7J
A-65-8 (O-170-3), -8J
A-65-9 (O-170-5), -9J
A-65-14

March 14, 1945

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan				
Model A-65	-1	-3, -6	-7	-8, -9	-14
Type	4HOA	- -	- -	- -	- -
Rating:					
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -
Take-off (one minute), hp, rpm, at full throttle	65-2350	65-2300	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	160	170, 173	160	170, 173	170
Propeller shaft, SAE No.	0 (Taper)	- -	- -	- -	- -
Carburetor (See NOTE 2)	Stromberg NA-S3A1 carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling(25° retard)	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S	- -	- -	- -	- -
Oil sump, capacity (qts.)	Auto-Lite 18A-1 Wet - 4½	- -	- -	- -	- -
Exhaust port	Up	- -	Down	- -	- -
NOTES	1,2,3,5,6	1,2,3,5,6	1,2,3,5,6	1,2,3,4,5	1,5,7

"- -" indicates "same as preceding model."
"___" does not apply."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively.

NOTE 2. Include A-65-( )J models, at a weight increase of 3 lbs., which incorporate a Fuel Injector Corporation High model A fuel injector instead of a carburetor.

NOTE 3. Engine serial Nos. 340793 and up incorporate a modified crankcase for use with rubber shock mountings and a modified engine mount with a weight increase of 3 lbs.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

NOTE 5. The following accessories are eligible as noted, at the indicated additional weights:

Accessory	Weight (lbs.)	Engine Models A-65-6,-9	Engine Models A-65-1,-3,-7,-8,-14
Starter			
Eclipse (electric) Type 635	16	Yes	—
Eclipse (electric) Type E-80	18	Yes	—
Hummer (mechanical) Type X	11 to 14	Yes	—
Fuel Pump			
AC Type GP 8527	4	Yes	Yes
Air Filter and Scoop			
Assembly Nos. A-5810 or A-5904	3	Yes	Yes
Radio Shielding	3	Yes	Yes

NOTE 6. Approvals for models A-65-1, -1J, -3, -3J, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date, or with serials numbers above the following are eligible for use in certificated aircraft:

Model	Serial Nos.	Model	Serial Nos.
A-65-1	379991	A-65-6	389096
-1J	None manufactured	-6J	373296
-3	387593	-7	575897
-3J	None manufactured	-7J	None manufactured

NOTE 7. Model A-65-14 differs from A-65-8 in that it incorporates special pistons, rocker arms, and exhaust valves, seats and guides.

A. A. Vollmecke

A. A. Vollmecke
Chief, Aircraft Engineering D
Division

EJB:cs

SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	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 365	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

22026

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
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

22026

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
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	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

22026

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"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

22016

CF-DNE

The following items of equipment were installed in Airplane Aeronca Model 7AC, Serial 7AC-2890, Identification CF-DNE

1	Req.	Propeller - Wood (Fixed)	-52	9 lbs.
101	"	Carburetor air heater	-40	1 lb.
102	"	Carburetor air scoop	-40	2 lbs.
201	"	6.00-6 wheels (Cleveland Prod. Model DMB)	0	33 lbs.
103		Carburetor air filter	-47	1 lb.
600		Cabin heater	-36	2 lbs.

INSTRUMENTS

Compass	-4	2 lbs.
Altimeter	-4	1 lb.
Airspeed	-4	1lb.
Tachometer	-4	1 lb.
Oil Pressure Indicator	-4	1/4 lb.
Oil Temp. Indicator	-4	1/4 lb.

R. J. CURRY

AERONCA AIRCRAFT CORPORATION

MIDDLETOWN, OHIO

REPORT 7A-P-4

RIGGING MANUAL

MODEL 7A

PREPARED BY L.J. Girault
L.J. Girault
Liaison Engineer

CHECKED BY E.J. Dugan
E.J. Dugan
Structures Engineer

COMPLETED

APPROVED BY R.F. Hermes
R.F. Hermes
Chief Engineer

REVISIONS

LET.	DATE	BY	NO. PAGES	CHANGES	PAGES AFFECTED

ORIGINAL NO. PAGES

ENG. 8

FOREWORD

This Manual will present
the approved rigging procedures
for the Aeronca Model 7AC.

TABLE OF CONTENTS

SECTION	TITLE	PAGE
	Foreword	2
.0	General	4
.00	Scope	4
.01	Description	4
.02	Dimensional Data	8
.1	Rigging Procedure	11
.10	Leveling the Airplane	11
.11	Rigging the Wings	12
.12	Rigging the Control Surfaces	13

.0 GENERAL

.00 SCOPE

This report will present the approved methods of rigging the Aeronca Model 7AC. For the general information of the operator a great many dimensions of both the airplane and engine are included.

.01 DESCRIPTION

.010 GENERAL

The Aeronca Model 7AC, "The Champion", is a two-place, tandem, strut-braced, high-wing, cabin, land monoplane powered by a four cylinder, horizontally opposed air cooled engine.

.011 FUSELAGE

The fuselage is made of S.A.E. 1025 and X4130 steel tubing welded into a Warren truss type frame with wood fairing and fabric covering. The cabin portion of the fuselage is comprised of four longerons, whereas three longerons, forming a triangle with the apex up, form the aft portion.

Full data on repair and replacement of parts may be obtained from Civil Aeronautics Manual 18 or by writing the manufacturer.

.012 WINGS AND STRUTS

The wings are of the conventional two wood spar, single wire drag truss construction with one piece stamped 52S aluminium ribs and fabric covering. The ribs are braced laterally with reinforcing tape. The leading edge of the wing is covered with -52S aluminum alloy with the trailing edge formed of aluminum sheet. The wing tip is made of SAE 1025 round steel tubing. The spars are made of spruce with birch plywood pads at the root end and strut point.

The struts are made of SAE 1010 steel forming a "Vee" with the apex at the fuselage attaching point. The jury struts connect the midpoint of the struts vertically with the spars and are made of X4130 steel oval tube.

.013 AILERONS

The ailerons are of the semi-frise type fabricated from formed 52S aluminum ribs, leading edge, and trailing edge. The entire assembly is riveted together and covered with fabric.

.014 EMPENNAGE

The stabilizer (tail plane), elevator, fin, and rudder which make up the empennage, are all made of welded steel construction. The leading and trailing edges which act as spars are made of SAE 1025 or X4130 steel tubing with die stamped 1010 steel ribs welded to

them. The fin is built as an integral part of the fuselage frame with the other portions of the empennage built as seperate units. A trim tab which is fabricated from aluminum sheet is attached to the left elevator and is controllable from the cabin. The fin and stabilizers are wire braced to the fuselage.

.015 ALIGHTING GEAR

.0150 MAIN LANDING GEAR

The main landing gear is of the conventional tripod type utilizing a combination spring and oleo shock absorption unit.

The case for the oleo-spring unit together with the drag strut forms an "A" frame that is fabric covered and attached to the lower fuselage longerons. The oleo-spring unit fits inside this case with the lower end of the unit pinned near the lower end of one of the split-axle legs which completes the tripod.

The wheel is a product of the Cleveland Aircraft Products Co. called the VanSickel C-6000 wheel and brake. The tire is a 6:00 x 6 low pressure tire inflated to 13-15 pounds per square inch pressure depending on the load in the airplane. The brakes are cable operated by heel pedals installed near the rudder pedals in the cabin.

.0151 TAILWHEEL

The tailwheel is attached to the fuselage with a three piece cantilever spring. It is steerable by means of springs attached to horns projecting from the lower end of the rudder spar. The tire is solid rubber mounted on a cast wheel.

.0152 FLOATS

At the present time there is no approved float installation.

.0153 SKIIS

At the present time there is no approved ski installation.

.016 CONTROL SYSTEM

All control surfaces are cable operated from either seat. AN X-4130 tube is used to connect the front and rear control sticks. All control cables except those actuating the rudder are rigged to a definite load as given in Table .1-1. The rudder cables are held taut by means of springs attached to each rudder pedal.

.017 POWER PLANT

.0170 ENGINE

The engine used on the Model 7AC is a Continental engine, Model A-65-8. This is a four-cylinder, horizontally opposed, aircooled engine having a displacement of 171 cu. in. and producing 65 hp at 2300 RPM at sea level.

.0171 PROPELLER

The propeller is of laminated wood construction of the two-blade fixed pitch type. Maximum permissible diameter is 74 inches.

.02 DIMENSIONAL DATA

.020 MAJOR AIRPLANE DIMENSIONS

Length, overall, level	21'5 13/16"
Height, overall, 3-point	7'0"
Height, level position	8' 7 5/8"
Wing Span	35' 1 3/4"
Wing chord	60"
Stabilizer span	10' 2 1/4"
Wheel tread, static	70"
Wheel base, static, level	16' 0 3/16"
Wing Area, incl. fuselage	170.22 sq.ft.
Aileron area	16.54 sq.ft.
Stabilizer area	14.08 sq.ft.
Elevator area	11.92 sq.ft.
Fin area, not incl. fuselage	5.17 sq.ft.
Rudder area	6.80 sq.ft.
Elevator tab area	.83 sq.ft.
Wing dihedral	+2°
Wing incidence	+1°
Stabilizer incidence	-5° (approx.)
Fin offset	3/8" left

.021 MAJOR ENGINE DATA

Manufacturer	Continental Motors Corp. Aircraft Engine Div. Muskegon, Michigan, U.S.A.
Model	A-65-8
Type Certificate	ATC 205
Type	Horizontally opposed, 4 cylinder, air cooled
Bore and stroke	3 7/8 x 3 5/8
Piston displacement	171 cu. in.
Compression ratio	6.3:1
Rated H.P. at Sea Level	65HP@ 2300 RPM
Maximum speed	2300 RPM
Cruising speed	2150 RPM
Crankshaft rotation	Clockwise (viewed from rear)
Tachometer drive shaft rotation	Counter clockwise (viewed from rear)
Oil required	Warm weather -SAE #40 Cold weather -SAE #30
Oil pressure	10-35 lbs./sq.in.
Oil temperature	Min.-120° F Max. 220°F
Oil consumption, cruise	.25 U.S. pints/hr. (.21 Imperial pints /hr.)

Carburetion.....	Stromberg NA-S3A1 Carburetor
Fuel required.....	73 Octane or better
Fuel consumption.....	4.25 U.S. gallons per hr. (3.52 Imperial gallons per hour)
Ignition.....	Bendix - Scintilla or Eiseman magnetos Champion C-26 Spark plugs.
Firing order.....	1-3-2-4
Spark advance	30° B.T.C. (with both magnetos)

Right magneto fire upper spark plugs.

.1 RIGGING PROCEDURE

.10 LEVELING THE AIRPLANE

The airplane is first leveled in the fore and aft direction by supporting the tail end on a stand, taking preliminary precautions to prevent the airplane from nosing over. Whether the airplane is longitudinally level may be determined by placing a bubble level either on the front window sill or on the cabin floor.

As an alternate but more exact method this procedure may be followed. First determine the size of the square tubes that have the spar attachments on them. If the front tube is 7/8 in. in diameter and the rear tube is 3/4 in. in diameter the tail must be raised 1/2° higher than the level position. If the tubes are the same size no correction need be made to the level position. After this check has been made a bubble level may be placed across the square tubes being certain that the level is in firm contact with the tubes through the upholstering.

The airplane may be laterallyleveled by placing a bubble level along the square tube connecting the rear spars. Access to the tube is obtained through the rear slide fastener in the cabin headlining. Precautions must be taken to prevent the headlining seam interfering with the reading.

.11 RIGGING THE WINGS

The angle of incidence of the wings, which is +1°, is fixed in the manufacture of the airplane by the root fittings on the fuselage.

The wing dihedral angle of +2° is also fixed by the length of the front strut.

When assembling the wing on the airplane the angle of incidence of the wing at the strut point can be made to correspond to the angle of incidence at the root by using the screw adjustment at the lower end of the rear strut. If, after flight test, the airplane has a tendency toward wing heaviness, the necessary wash-in or wash-out may be added by adjusting the rear strut at its lower end.

In determining the angle of incidence for rigging purposes a straight-edge may be laid along the lower flange of the rib. This angle should not be construed as being the true angle of incidence but rather a reference angle for use in adjusting the outer portion of the wing. Care should also be taken that the readings are obtained from similar datum points, e.g. spar to spar or corresponging points on both the inboard and outboard ribs.

If, after rigging the wings, a yawing motion of the airplane persists, it may be corrected by adding a tab, Aeronca drawing 1-2190, to the trailing edge of the rudder. The tab must be attached to the same side as the direction of yaw.

.12 RIGGING THE CONTROL SURFACES

.120 GENERAL

For approved rigging loads in the control cables and for control surface travel and tolerances see Table .1-1.

.121 ELEVATOR

To adjust the tension in the elevator control cables, turnbuckles are installed in the cables just aft of the rear seat at the floor.

.122 RUDDER

Any necessary adjustment for alignment of the rudder pedals may be made at the sector plates attached to the rear rudder pedals. Tension in the cables and return of the pedals to the neutral position is maintained by means of springs attached to the rudder pedals.

.123 AILERON

The turnbuckles to adjust the tension in the aileron cables are located, one on each side of the cabin, directly aft of the rear vertical door sill on the right side and directly aft of the vertical member between the side windows on the left side. Another turnbuckle for adjusting the tension can be reached through the rear slide fastener in the cabin headlining.

.124 ELEVATOR TAB

The tension in the elevator tab system can be adjusted by the turnbuckles attached directly to the tab horn. For adjustment in flight, a friction knob is available through a slide fastener in the cabin head-lining directly above the pilot.

It should be noted here that the tab travel angles are measured with respect to the elevator and not with respect to the elevator datum line.

TABLE .1-1

RIGGING DATA

SURFACE	TRAVEL AND TOLERANCES	RIGGING LOAD
AILERON	UP - 28.5° +1° -2°	45-55 lbs.
	DOWN - 18.0° +1° -2°	
RUDDER	RIGHT -25.0° +1° -2°	Spring Tension
	LEFT - 25.0° +0° -2°	
ELEVATOR	UP - 25.0° +0° -2°	45-55 lbs.
	DOWN - 15.5° ± 2°	
ELEVATOR TAB	UP - 20.0° +2° -0°	15-20 lbs.
	DOWN - 34.5° +2° -0°	
TAIL BRACE WIRES		350-450 lbs.

.1331 AILERON RIGGING

To adjust aileron travel the following procedure is correct:-

With cables slack adjust aileron push rod (1-2341) to give aileron up travel of 27.5° to 28.5°, when sector stop hits aileron hinge bracket. Each side is to be initially set in this manner.

Stick is to be centralized by the tensioning of the actuation cables at the turnbuckles forward of the rear windows. Tension of 45-55 pounds and droop 1/8 - 1/4" can be obtained by the additional adjustment of the foregoing in conjunction with the balance cable turnbuckle accessible through the rear cabin lining slide fastener.

While aileron is in the down position with opposite stick held over the aileron rod should be inspected to ensure clearance at the aileron sector bushing.

Fine adjustment for wing heaviness may be obtained after test flight by adjusting aileron rods half a turn each - one shorter, the other longer.

Final check should be made to see that the rod threads cover the inspection holesand that the jam nuts are tightened.

REVISIONS:

AIR SERVICES
IVIL AVI TION DIVI ION

A 8751.

TOR:5802-32-29

1 Montgomery Avenue, Toronto,
June 7th, 1946.

Mr. T.P. Cornwall,
73 Clissold Road,
I LINGTON, Ontario.

TRANSPORT-RECORDS
JUN 8 AM
File 5808-1

2014-5

Dear Sir:

This letter will be your authority to fly Aeronca, CF-DNR, from the Canadian border to Toronto before June 30th, 1946, for ferry purposes only, on a day contact flight.

Yours truly,

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

C

Headquarters
eavens Bros.

AIR SERVICES
CIVIL AVIATION DIVISION

3

5008-D14-5

1 Montgomery Avenue, Toronto,
June 15th, 1946.

Messrs. H.S. Taylor & T.P. Cornwall,
NELSON, B.C.

Dear Sirs:

Receipt is acknowledged of your application for registration of Aeronca, CF-DNE, Serial No. 7AC-2890, which you recently purchased from the Aeronca Aircraft Corporation through Leavens Bros. Air Services, and imported from the United States, with the following papers:-

(a) Application form in triplicate.
(b) $10.00 fee.
(c) Bill of Sale - Aeronca Aircraft Corporation to Leavens Bros., dated June 10th, 1946.
(d) Bill of Sale - Leavens Bros. to Messrs. Taylor and Cornwall, dated June 12th, 1946.
(e) Receipt for Customs Duty - Entry No. 29266L.
(f) Letter from the U.S., C.A.A. re Certificate of Airworthiness for Export, dated June 10th, 1946.

Receipt No. 28316 for the $10.00 fee was handed to Mr. W. Leavens.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DNE as a commercial aircraft (landplane) on day contact flying, until July 15th, 1946. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

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

DGJ/AC

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS



DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS
REGIONAL MANAGER
CIVIL AERONAUTICS ADMINISTRATION
c/o Aeronca Aircraft Corp.
Middletown, Ohio

4

June 10, 1946

Aeronca Aircraft Corporation
Municipal Airport
Middletown, Ohio

Subject: Model 7AC, Serial No. 7AC-2890,
Identification No. CF-DNE

Gentlemen:

The application for Certificate of Airworthiness for Export for subject aircraft was forwarded complete with all supporting documents to our Washington Office via the Chicago Regional Office on June 10, 1946.

Certificate of Airworthiness should reach your customer in the very near future.

Very truly yours,

R. J. Curry
R. J. Curry,
Sr. Aircraft Factory Inspector
Middletown Office

B. 1
2,000,000-6-45
K.P. 24363

Port of 19 46
Arriving per Toronto, June. 12th
Imported by BY AIR. RJ 42
Goods Exported to Canada Direct from Leavens Bros. Air Services Ltd., U.S.A.
Via Direct (Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

COPY

Report No. .....
Entry No. { Outport .....
Port 292664

Marks and Numbers	Number of Packages	Description of Goods 9984	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
ABD	1	Airplane-- Aircraft, not including engines, under regulations prescribed by the Minister. (Model 7 AC CF/ DNE Serial No. 7 AC 2890)	1	$1490.09	$1490.	20%	$298.00	$1788.00		~~[illegible]~~ 143.04			440[illegible]
		Aircraft Engine-- when imported for use only in the equipment of aircraft NOP (Engine Continental "A65-8F (Engine Serial 4481168)	1	494.76	495.	17½%	86.63	581.63		46.53			440[illegible]
							$384.63			~~[illegible]~~ 189.57			
		Inv. Aerone a Aircraft Corp., 6-10-46 Sworn to only at the Port of West Toronto, Consigned to Toronto, Ont.											

National Revenue Canada
Customs and Excise.
DUTY PAID
JUN 12 1946
Cash
TORONTO, ON

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.A. Amount $1798.23

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

INITIALS		
DUTY	384.63	
W.E. TAX		$384.63
SALES TAX	189.57	
EXCISE TAX		189.57
TOTAL	$574.20	$574.20

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

FORM 1

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at this day of 19 ,

(*Signature*).....

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorised agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day of 19 ,

(*Signature*).....

.....*Witness.*

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirm.

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.

6

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title, and interest in, Aeronca "Champion" Regis. CF-DNE Serial No. 7AC-2890 to Mr. H.S. Taylor Mr. T.P. Cornwall Nelson B.C. .... for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at TORONTO, Ont. this 12th day of June 1946

LEAVENS BROS. AIR SERVICES LTD.

V.A. Danton (Witness)

C.H. Leavens (Owner)

CERTIFIED TRUE COPY

.....aleavens.....

7

AERONCA AIRCRAFT CORPORATION

Certificate of Transfer

B I L L O F S A L E

KNOW ALL MEN BY THESE PRESENTS, that on this 10th day of June 19 46, the AERONCA AIRCRAFT CORPORATION, Municipal Airport, Middletown, Ohio, a corporation existing under the laws of the State of Ohio, Manufacturer and Sole Owner of the below described airplane.

Manufacturer's Trade Name AERONCA, Type 7AC

Manufacturer's Serial No. 7AC-2890 Civil Aeronautics Auth. No. CF-DNE

in consideration of One Dollar ($1.00) and other good and valuable consideration to it paid by

LEAVENS BROS. AIR SERVICES LTD.

Barker Airport (Street or Airport) of TORONTO (City) ONTARIO CANADA (State)

the receipt of which is hereby acknowledged, has bargained, sold, granted and conveyed, and by these presents does hereby grant, bargain, sell and convey unto the said

LEAVENS BROS. AIR SERVICES LTD.

his/their executors, administrators, and assigns all its rights, title and interests in and to the afore-described airplane, to have and to hold the same unto the said

LEAVENS BROS. AIR SERVICES LTD.

his/their executors, administrators and assigns forever.

IN WITNESS WHEREOF the said AERONCA AIRCRAFT CORPORATION has caused its corporate name to be hereunto subscribed and its corporate seal hereunto affixed by (Signed) F. C. REED its ASSISTANT SECRETARY, thereunto duly authorized by resolution of its Board of Directors, this 10TH day of JUNE, 19 46.

AERONCA AIRCRAFT CORPORATION

By ....(Sgd.) F. C. Reed.....

STATE OF OHIO, COUNTY OF BUTLER, SS: (Title) ..Assistant Secretary.....

Be it remembered, that on this 10TH day of JUNE, 1946, before me the subscriber, a Notary Public, in and for said County and State, personally appeared F.C. Reed Assistant Sedretary, of AERONCA AIRCRAFT CORPORATION, the corporation whose name is subscribed to and which executed the foregoing instrument, and for himself and as such officer, and for and on behalf of said corporation, acknowledged the signing and execution of said instrument; and acknowledge that he executed said instrument by authority of the Board of Directors, and on behalf of said corporation; and that the signing and execution of said instrument is his free and voluntary act and deed, his free act and deed as such officer, and the free and voluntary act and deed of said corporation for the uses and purposes in said instrument mentioned.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my Notarial Seal on the day and year last aforesaid.

.....HILDA CURTIS.....
Notary Public for Butler County

160

241.3
9-39

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 ..... X $5.00

Certificate of Airworthiness ..... X $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant H. S. Taylor T. P. Cornwall

Date of Application June 15th, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
HARRY STUART TAYLOR	37 EARNSCLIFFE RD., TORONTO	CANADIAN
TEMPLE PELLY CORNWALL	359 ST. PAUL ST., KAMLOOPS B.C.	CANADIAN

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

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

Usual Station NELSON, BRITISH COLUMBIA.

Date of manufacture or reconstruction June 10th, 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 Aeronca Aircraft Corporation.

Type High Wing Monoplane Maker's No. 7AC-2890

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 Ft.	
Length o/a in feet	21 Ft. 6 In.	
Height o/a in feet	6 Ft. 6 In.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 756 Lbs.

Total weight authorized (fully loaded) in lbs 1,220 lbs. Air speed 100 MPH miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass, Air Speed, Altimeter
2. Gauges Oil Temperature, Oil Pressure, Tachometer
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One
6. Parachutes Nil
7. Tools Nil
8. Other Equipment Nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65/8 4 cylinder opposed flat			
Pusher or Tractor	Tractor			
Right or Left Hand	Left			
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

2 9
8-45

TORONTO, June 18th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-5	Aeronca CF-DNE	5008-D14-5

A10032



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

1. Attached hereto are the following papers relating to the registration of Aeronca, CF-DNE, Serial No. 7AC-2890, recently purchased by Messrs. H.S. Taylor and T. P. Cornwall:-

(a) Application form in duplicate.
(b) $10.00 fee (See page 160 in Cash Book, Receipt No. 28316).
(c) Bill of Sale - Aeronca Aircraft Corporation to Leavens Bros. Air Services, dated June 10th, 1946.
(d) Bill of Sale - Leavens Bros. to Messrs. Taylor and Cornwall, dated June 12th, 1946.
(e) Receipt for Customs Duty - Entry No. 29266L.
(f) Letter from the U.S., C.A.A. re Certificate of Airworthiness for Export, dated June 10th, 1946.
(g) Copy of letter of temporary authority.

3661(R)
1205(A)

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

DGJ/AC

12

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3661

NATIONALITY AND REGISTRATION MARKS CF-DNE

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-2890
4. Name of owner	Harry Stuart Taylor and T.P.Cornwall
5. Address of owner	37 Earnscliffe Rd., Toronto, Ont. 359 St.Paul St. Kamloops,B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Nelson, 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 18th day of June, 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-DNE and is of Canadian nationality.

Given at Ottawa this 29th day of June, 1946

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

13

Ottawa, July 11, 1946.

~~5008-D14-24~~
5008-D14-5

REGISTERED

District Inspector, Air Regulations,
420 Federal Bldg.,
Vancouver, B.C.

1. Enclosed please find Certificates of Registration and Airworthiness for the following aircraft:-

CF-DGX
CF-DNE

2. The Engine and Journey and Aircraft Log Books will be forwarded to the owners as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

(S. Graham),
Superintendent, Air Regulations.

Encls.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15

2
6-44

Vancouver, B.C., July 10th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aeronca 7AC CF-DNE - H.S.Taylor and T.P. Cornwall.	5008-D14-5.

TRANSPORT-RECORDS
JUL 15 P.M.
File 5008 D14-5

C.C.A.,
Ottawa, Ontario.

A13846

Attached please find copy of a letter from Resident Inspector, A.I.D., dated July 9th, 1946, regarding the marginally noted Aeronca aircraft - which is self-explanatory.

R. Carter Smeet.
D.I.A.R.

.GS
Encl.

Certificate issued

1

14

Vancouver, B.C., July 9th, 1946.

Aeronca 7AC CF-DNE - Messrs. H. S. Taylor and T.P. Cornwall. 5008-D14-5.

D.I.A.R.,
Vancouver, B.C.

This aircraft was inspected at Vancouver on July 5th and found to be satisfactory and in airworthy condition.

Aircraft is new and operating on temporary authority issued by the District Inspector, Air Regulations, Toronto, all details for issuance of Certificate of Airworthiness having been completed in Toronto.

Resident Inspector, A.I.D.

NCT/GS
cc:- C.C.A. ✓
C.A.E.

CLASS OF SERVICE	
Full Rate	X
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 16

TIME FILED 10:15a.m.

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

July 15th, 1946. Copy to Hdqs.

Civil Aviation Branch, 420 Federal Bldg, Vancouver, B.C.

S.A.R.

Taylor Cornwall Air Services, Cranbrook, B.C.

TRANSPORT-RECORDS
JUL 19 P.M.
File 5008 L014-5

A14459

PO

Sixty ~~Thirty~~ days extension granted ~~Certificate of Airworthiness~~ for Aeronca CF - DNE expiring ~~August~~ Sept 14th, 1946.

D.I.A.R.

M

17

5006-514-5

REGISTERED

OTTAWA, Ontario.
November 22nd , 1946.

Messrs. Harry S. Taylor & T.P. Cornwall,
359 St. Paul St.,
KAMLOOPS, 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,

(S. Graham),
Superintendent, Air Regulations.

/LN
Encl.

cc - D.I.A.R. Vancouver.

18

$$X = \frac{22,222.5}{1,269.5} = 18.11 \text{ in}$$

Allowed C.G.range $10.9 \leq X \leq 19.5$

3.Flight properties:
Shape and dimensions of parts mounted on the outside of the airplane such, that flight characteristics of the airplane should not be changed considerably and safe operation of the airplane should not be impaired.
Test flight was conducted to check behaviour of the airplane in different flight attitudes and pilots opinion in the enclosed letter.
Observed climbing characteristics below:

Time min.	1	2	3	4	5	6	7	8	9	10	11
Height ft.	340	600	890	1180	1460	1760	2090	2360	2640	2910	3160

Conditions during flight:
Atmosferic pressure 30.58 in.Hg.
Temperature 54.0° F
Test flight made with airplane loaded to 1,296.5 lbs /see pt.2./

Borisiuk.

B. PAUL WISNICKI, M.E.I.C., M.I.Ae.S.
Aeronautical Engineer

19

R e p o r t No.SP-A-1.

Spraying Installation,-Aeronca Champion,Model 7AC Airplane - Reg.CF-DNE

This report contains results of investigation of spraying equipment installed on the above mentioned airplane and its effect on the airworthiness of the airplane.

1.Strength of the airplane:
Gross weight of the airplane with spraying equipment,212 lbs of spraying compound max.amount of fuel 5.5 gals.and pilot /see point 2/ does not exceed max.approved weight,therefore strength of the whole structure not affected.
Weight of tank and spraying compound introduced into the fuselage structure in the same manner as weight of passenger,and because these two weights comparable no local overstresses caused.

2.Balance:
Results of weighing of the airplane empty with spraying equipment:

Right wheel	383 lbs.	Airplane weighed in flight line.
Left wheel	385 lbs.	
Tail wheel	79 lbs.	
Total weight empty	847 lbs.	

Datum line /wing leading edge/ 0.5 in aft main wheel axle
Distance between scales: 192,5 in.

C.G.Airplane empty $X = \frac{79 \times 192 - 0.5 \times 768}{847} = 17.44$ in.

Loading condition I.: Most forward C.G.position

Item	Weight lbs.	Arm in.	Moment lbin.
Airplane	847.0	17.44	14,784.0
Fuel /14 gals/	84.0	-15.0	- 1,260.0
Oil / 1 gal/	7.5	-33.0	- 247.5
Pilot	170.0	11.5	1,955.0
Total	1,108.5	13.74	15,231.5

$X = \frac{15,231}{1,108} = 13,74$ in

Loading condition II.: Most rearward C.G.position-

Item	Weight lbs.	Arm in	Moment lbin.
Airplane	847.0	17.44	14,784.0
Fuel /5.5 gals/	33.0	- 15.0	- 495.0
Oil /1 gal/	7.5	- 33.0	- 247.5
Pilot	170.0	11.5	1,955.0
Spraying compound	212.0	33.0	6,996.0
Total	1,269.5	18.11	22,992.5

/ max approved wt is 1220 lb. as per Spec. A-759-2 June 17/46
Z.W.

20

5802-36-91
5008-D14-5.

420 Federal Building,
Vancouver, B. C.
April 14th, 1947.

Mr. Harry S. Taylor,
359 St. Paul Street,
Kamloops, B. C.

Dear Sir:

This letter will constitute authority for you to fly Aeronca CF-BNE, from Vancouver, B. C. to Kamloops, B. C. as ferry flight only, no passengers allowed.

Yours truly,

(for) District Inspector,
Air Regulations.

RA
cc:cca

COPY

21

DEPARTMENT OF AGRICULTURE

Entomology Division — Kamloops, B. C.

March 31st, 1947.

Mr. N. C. Terry,
Resident Inspector, A.I.D.,
420 Federal Building,
Vancouver, B. C.

Dear Sir:

As you have probably understood from Mr. Taylor, of the Taylor-Cornwall Air Service of this city, it is our hope to initiate mosquito control by airplane in the Interior of B. C. this year. While a large amount of such work has been done in this line with great success in the States, there naturally are varying problems to cope with in applying this work to B. C., these including the difference in terrain, mosquito species, etc. As a consequence we were very anxious to have preliminary studies conducted here preparatory to the main outbreak of mosquitoes in May. Our early species is already on the wing, and it is with the larvae of these that we hope to experimentally treat with DDT mists. For this work we were looking forward to the cooperation of a Taylor-Cornwall plane, and have been waiting daily for its arrival from the States, where it has been equipped with the spraying apparatus. Upon the results of these tests hinge the planned controls of some dozen centers in the Interior.

In connection with the above, we have just learnt of a delay in the arrival of the anticipated plane, due to routine approval. To this end, may we please request that this matter be given every consideration, and if at all possible, the plane be released for immediate experimental observations. Having spent considerable effort in lining up this work we are very reluctant to see it fall through, particularly when public interest is now so keen.

Your cooperation will be very greatly appreciated.

Yours very truly,

(Signed) J. D. Gregson,
Officer in Charge.

Copy

22

5008-D14-5

420 Federal Building,
Vancouver, B. C.
1st April, 1947.

Department of Agriculture,
Entomology Division,
Kamloops, B. C.

Attention: Mr. J. D. Gregson

Dear Sirs:

In reply to your letter of 31st March, 1947, with reference to Aeronca 7AC, CF-DNE, the property of Taylor-Cornwall Air Service, please be advised that aircraft operation cannot be permitted unless requirements of this Department are met with as our requirements are based on safety regulations. You may rest assured that the delay is not caused by Department routine but it is absolutely essential that there is no question of safety factors. Unless all facts pertaining to installation, modifications, etc. on aircraft are sufficient this Department can make no final decision.

Yours truly,

District Inspector,
Air Regulations.

RCG/DB

Copy

x 3

BRISBANE AVIATION CO. LTD.

Vancouver AMF, B. C.

April 12, 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 Aeronca Champion CF-DNE for a period of forty minutes. I executed all normal manoeuvers and found that the aircraft performed satisfactorily.

Stall characteristics were not noticeably affected and no increase in stalling speed was indicated. Flying characteristics were normal in turns, both climbing and gliding; a slight increase in gliding angle is apparent.

see Rep SP-A-1 below.

It is my belief that, after a few hours test flying of the aircraft to determine the most efficient climbing speed; the rate of climb figures determined by this first test could be considerably bettered.

Yours truly,

(Signed) H. S. Taylor,
Limited Commercial, C-2739.

J.

Copy

B. Paul Wisnicki, M.E.I.C., M.I.Ae.S.
Aeronautical Engineer,
3751 Cartier St., Vancouver, B. C.

24

April 12th, 1947.

Department of Transport,
Civil Aviation Division,
420 Federal Building,
Vancouver, B. C.

Attention: Resident Inspector, A.I.D.

Dear Mr. Terry:

Acting for Taylor Cornwall Air Services, Kamloops, B. C., I am sending enclosed results of my investigation of the spraying installation on Aeronca Champion Reg. CF-DNE airplane.

These include drawings No. SP-A-01 and SP-A-02 and report No. SP-A-1 also statement of pilot conducting flight test of the above mentioned airplane giving information necessary for the approval of the installation.

Sincerely yours,

B. Paul Wisnicki.

3 encl.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Vancouver, B. C., April 15th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Crop Spraying Installation - Aeronca Champion CF-INE	5008-D14-5

5098

TRANSPORT - RECORDS
APR 17 A.M.
5008-D14-5
File

AIR MAIL

Controller of Civil Aviation,
Ottawa, Ontario.

Attention: Chief Aeronautical Engineer.

1. Herewith please find the following:
for your approval :-
(a) Drawing No. SP-A-01 and SP-A-02 in duplicate.
(b) Report No. SP-A-1 by Mr. Wisnicki in duplicate.

2. Copy of letter from Mr. Wisnicki and copy of Flight Test Report from Mr. H. S. Taylor, owner of the aircraft, are also enclosed.

3. With reference to correspondence herewith from Provincial Department of Agriculture, Entomology Division, Kamloops, B. C. , it can be seen that this aircraft is urgently required and it would be appreciated if this could receive your attention.

(N. C. Terry),
Resident Inspector, A.I.D.

NCT/RA
Encl. 10

LMN/SEK

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Ottawa, Ontario, April 21st, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Crop Spraying Installation Aeronca Champion 7AC. CF-DNE.	5008-D14-5.

M E M O - C. A. E.

1. The data enclosed with Mr. Terry's letter of April 15th, 1947, has been examined.

2. The spraying installation illustrated by drawings SP-A-01 and SP-A-02 is considered to be satisfactory as far as the aircraft structure is concerned.

3. The weight of spraying compound and fuel will have to be adjusted so that the maximum authorized gross weight of 1220 lbs. is not exceeded.

4. A flight test report by Mr. H. S. Taylor is on file. If Mr. Murphy is satisfied with this flight test report, it is recommended that the installation be approved subject to A.I.D. inspection. Its release is urgently required by the Department of Agriculture for experimental work on mosquito control.

L. M. Nesbitt.
(L. M. Nesbitt)

Mr Taylors report is acceptable but he should be required to submit the climb results to determine that it is not so adversly effected as to make the aeroplane unsuitable for this type of operation. 21/4/47.

climb results are in Rep SP-A-1 on file. LN

LMN/SEK.

27

Ottawa, Ontario, April 22nd, 1947.

Crop Spraying Installation
Aeronca Champion 7AC, CF-DNE. 5008-D14-5.

AIR MAIL.

District Inspector, Air Regulations,
420 Federal Building,
Vancouver, B.C.

Attention:- Resident Inspector, A.I.D.

1. With reference to your letter of April 15th, we are returning herewith single copies of drawings SP-A-01 and SP-A-02 covering the marginally noted installation, which is approved subject to A.I.D. inspection.

2. Referring to Mr. Wisnicki's Report Report SP-A-1 it will be necessary to adjust the weights of the spraying compound and fuel so that the maximum authorised gross weight of 1220 lbs. is not exceeded.

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

FORM 6129

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

STANDARD TIME 23 AM 2 32

8347

28

MOA28 16/15 NL=KAMLOOPS BC 22

DEPT OF TRANSPORT=

91 CIVIL AVIATION DIVN CHIEFS AERONAUTICAL ENGR OTTAWA=

REQUEST APPROVAL SPRAYING INSTALLATION AERONCA CHAMPION CF-DNE RECEIVE IMMEDIATE ATTENTION NEED FOR AIRCRAFT MOST URGENT=

TAYLOR CORNWALL AIR SERVICES.

Rec'd by SRR.
23/4/47 10:15 am.
JB

ENTERED ON CARD

b.a.f
23/4/47

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	CEW/TH	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS	TRANSPORT (AIR) 2120

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-D14-5
OTTAWA APRIL 23rd, 1947.

TAYLOR CORNWALL AIR SERVICES
KAMLOOPS B C

AR 27 REURTEL APRIL TWENTY THIRD CROP SPRAYING INSTALLATION IN AERONCA CHAMPION 7AC CHARLIE FOX DASH DOG HAN EASY TO DRAWINGS SP-A-01 AND 02 APPROVED SUBJECT TO A.I.D. INSPECTION PROVIDED AUTHORIZED GROSS WEIGHT 1220 LBS NOT EXCEEDED STOP AIR MAIL LETTER FORWARDED TO DISTRICT INSPECTOR VANCOUVER YESTERDAY

D Smith.

CIVIL AVIATION

DIAR VANCOUVER

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-46

Vancouver, B. C., May 3rd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF-DNE - Aeronca Champion 7AC - Crop Spraying Installation - Taylor-Cornwall Air Service	5008-D14-5

A 3948

TRANSPORT-RECORDS
MAY 7 A.M.
File 5008-D14-6

30

Controller of Civil Aviation,
Ottawa.

1. This is to advise that Certificate of Airworthiness No. 1205, for the marginally noted aircraft has been amended to include a foot note as follows:

2. "In order that maximum gross weight of 1220 lbs. is not exceeded, it will be necessary to adjust the spraying compound and/or fuel".

? SI

R. Quarterbrush.
District Inspector,
Air Regulations.

RCG/RA

SAR.
I presume he means "adjust the weights of the spraying compound and/or fuel carried in order that the gross weight of 1220 lbs is not exceeded." The question mark has no meaning. If O.K. initialled.
8. 5. 47.

31

5008-D14-5

420 Federal Building,
Vancouver, B. C.
June 3rd, 1947.

TRANSPORT-RECORDS
JUN 10 A.M.
File 5008-D14-5

Taylor-Cornwall Air Service,
359 St. Paul St.,
Kamloops, B. C.

A 7826

Dear Sirs:

This letter will constitute temporary renewal, pending inspection, of Certificate of Registration No. 3661 and Certificate of Airworthiness No. 1205, for your aircraft Aeronca Champion CF-DNE.

This temporary renewal valid for sixty days only, up to August 2nd, 1947.

Yours truly,

(for) District Inspector,
Air Regulations.

GCU/RA
cc:cca✓

32

Vancouver, B. C., July 8th, 1947.

CF-DNE Aeronca Champion 7AC -
Taylor-Cornwall Air Service

5008-D14-5

TRANSPORT-RECORDS
JUL 14 A.M.
File -5008 D 14

A11954

D.I.A.R.,
Vancouver.

1. This aircraft was inspected on June 21st, 1947, at Williams Lake, B. C. for renewal of C. of A.

2. Total time of aircraft - 261 hours.

3. Engine installed - Continental A65, No. 448116B.
Total time of engine - 247 hours 05 min.

4. Propeller installed - Sensenich #3729.

5. Instruments to specification.

6. Aircraft is considered airworthy and Certificate of Airworthiness No. 1205 and Certificate of Registration No. 3661 were endorsed valid until June 20th, 1948, by D.I.A.R.

(N. C. Terry),
Resident Inspector, A.I.D.

NCT/RA
cc:cca
cae

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

33 2/6-46

Vancouver, B. C., July 14th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-5	CF-DNE Aeronca Champion 7AC - Taylor-Cornwall Air Service	5008-D14-5

A12727

TRANSPORT-RECORDS
JUL 19 AM
File 5008-D1 4-5

C.C.A.,
Ottawa.

1. This is to advise that Certificate of Airworthiness No. 1205 and Certificate of Registration No. 3661, for the marginally noted aircraft, were renewed to be not valid after June 20th, 1948.

2. Inspection report by Resident Inspector, A.I.D. was forwarded on July 8th, 1947.

R. Carter Guest
D. I. A. R.

SCU/RA

34

5008-D14-5

A18591

420 Federal Building,
Vancouver, B. C.
September 5th, 1947.

Taylor-Cornwall Air Services,
Box 346,
Kamloops, B. C.

TRANSPORT-RECORDS
SEP 9 P.M.
File 5008-D14-5

Dear Sirs:

In reply to your letter dated August 19th, regarding removal of the spraying equipment on your aircraft Aeronca Champion CF-DNE, there is no objection to this being removed as this particular installation does not affect the airworthiness or weight and balance of this aircraft.

May we be supplied please, with a report from your engineer when removal of this equipment is completed.

Yours truly,

(N. C. Terry),
Resident Inspector, A.I.D.

NCT/RA
cc:cae

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

36 2 6-46

Vancouver, B.C. 26 July, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-5	CF-DNE - Aeronca 7AC - Serial No. 7AC-2890 Taylor-Cornwall Air Services.	5008-D14-5.

TRANSPORT-RECORDS
AUG 3 P.M.
File 5008-D14-5

A18168

D.C.A.,
Ottawa, Ont.

1. This is to advise that Certificate of Airworthiness No. 1205 and Certificate of Registration No. 3661 for the marginally noted aircraft have been renewed to be not valid after 8 July, 1949.

2. Attached find Inspection Report by Resident Inspector, A.I.D.

for D.I.A.R.

P.
Attach-1.

Miss Jones
to note / HSP
noted
[illegible]

JH

35

Vancouver, B.C. 26 July, 1948.

5008-D14-5 CF-DNE - Aeronca 7AC - Serial No. 7AC-2890 5008-D14-5.
Taylor-Cornwall Air Services.

D.I.A.R.,
Vancouver, B.C.

1. This aircraft was inspected for renewal of Certificate of Airworthiness at Kamloops, B.C. on July 9, 1948.

2. Total time of aircraft since new - 374:20 hrs.

3. Engine installed. Continental A65. No. 448116S. Total time of engine since new - 404:55 hrs.

4. Propellor installed. Sensenich. No. 3729.

5. Instruments installed to specifications. Fire Extinguisher and Seat Belts installed.

6. Aircraft considered satisfactory and airworthy, and it is recommended that the Certificate of Airworthiness be re-issued.

(N.C. Terry)
Resident Inspector, A.I.D.

NCT/p
cc: CCA

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-M4-5
37

420 Federal Bldg.,
Vancouver, B.C. April 14th, 1949.

Taylor Cornwall Air Service Ltd.,
KAMLOOPS, B.C.

Dear Sir:

This letter constitutes temporary Certificate of Registration and Airworthiness for Aeronca 7AC aircraft CF - [redacted], to be not valid after June 13th, 1949 pending issuance of permanent Certificates of Registration and Airworthiness.

All-up weight of this aircraft is not to exceed 1220. 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:lW
cc DAS

AC-5-29

38

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3661

NATIONALITY AND REGISTRATION MARKS CF-DNE

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-2890
4. Name of owner	Harry Stuart Taylor and T.P.Cornwall
5. Address of owner	37 Earnscliffe Rd., Toronto, Ont. 359 St.Paul St. Kamloops,B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Nelson, 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 15th day of June, 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-DNE and is of Canadian nationality.

Given at Ottawa this 29th day of June, 1946

G. Graham

Superintendent, Air Regulations.

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

~~3.5.47 In order that maximum gross weight of 1220 lbs. is not exceeded, it will be necessary to adjust the spraying compound and/or fuel.~~ 16 Y

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

21-6-47
Renewed not valid after 20-6-48 R. Carter Asst.
9-7-48
Renewed not valid after 8-7-49 R. Carter Asst.

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

39

"COMPANIES ACT"

ARTICLES OF ASSOCIATION

OF

TAYLOR-CORNWALL AIR SERVICE LIMITED

(1) The Articles of Association of the Company shall be those contained in Table "A" in the first Schedule of the Companies Act R.S.B.C., 1936 and amending acts and hereinafter called Table "A" to the additions and modifications as hereinafter set forth.

(2) The whole of Clause 2 of the said Table "A" shall be omitted.

(3) The whole of Clause 3 of the said Table "A" shall be omitted.

(4) The Company shall be a private Company within the meaning of the Companies Act R.S.B.C. 1936, and amending acts.

(5) No shareholder shall dispose of his shares in the Company without first having offered same to the other shareholders at a set price and the other shareholder shall have thirty days in which to either accept or reject such offer; in event of rejection, the shareholder may sell his share to others but not at a less price than that they were offered to the shareholders.

(6) The number of members of the Company shall not exceed fifty.

(7) Any invitation to the public to subscribe for shares or debentures in the Company is hereby prohibited.

Full Names, Addresses & Descriptions of Subscribers	No. of shares taken by each
H.S. Tayler	1
T.P. Cornwall	1
F.T. Cornwall	1

DATED this 25th day of January, 1949
WITNESS "M.F. Burris"
ADDRESS Kamloops, B.C.
OCCUPATION Stenographer

(SEAL)

I hereby certify that the foregoing is a true copy of the Articles of Association, filed with the Registrar of Companies, at Victoria, B.C.

(sgd) H.S. Tayler
Secretary.

40.

Form No. 140. Bill of Sale (Absolute) THE WILLSON STATIONERY CO., LTD., VANCOUVER, B. C.

This Indenture,

in duplicate
made the 9th day of April in the year of our Lord one thousand nine hundred and forty-nine

In Pursuance of the "Bills of Sale Act"

Between HARRY STUART TAYLOR and TEMPLE PELLY CORNWALL, carrying on business under the name and style of TAYLOR-CORNWALL AIR SERVICES, of Fulton Airport, near Kamloops, B. C.

Insert full Names, Addresses and Occupations of Parties

(hereinafter called the Grantor) of the First Part
AND

TAYLOR-CORNWALL AIR SERVICE LIMITED, a Company incorporated under the B.C. Companies Act and having its registered office at 210 Victoria Street, Kamloops, 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 TWO THOUSAND SEVEN HUNDRED AND FIFTY ($2750.00) ----------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:

Aircraft CF-DNE

Type - Aeronca 7AC Serial #7AC-2890

Registration - CF-DNE

Engine - Continental A75 Serial #4481168

All of which goods and personal chattels are now in the possession of TAYLOR-CORNWALL AIR SERVICES and are situate, lying and being in, upon or about Fulton Airport in the Kamloops District of in the County of Yale 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.

Signed, Sealed and Delivered
IN THE PRESENCE OF

SIG. OF WITNESS: [signature]
ADDRESS [illegible]
OCCUPATION Solicitor

[signature] Taylor
T. P. Cornwall

This is the paper-writing marked "A" referred to in the Affidavit of [signature] sworn before me this 9th day of April A.D. 1949

A Notary Public in and for the Province of British Columbia.
~~A Commissioner for taking Affidavits within British Columbia.~~

"BILLS OF SALE ACT"

Acknowledgment of Officer of Corporation

I, ...of.....

.....of the,.....
(State whether President, Secretary or Director) (Name of Corporation)

make oath and say as follows:—

1. That the paper-writing hereto annexed and marked "A" is a true copy of a bill of sale, and of (*or, when an original bill of sale is filed,* is a bill of sale together with) every schedule or inventory thereto annexed or therein referred to as made, given, and executed by the said .....
(Name of Corporation)

2. That I, as.....of the said Corporation, being duly authorized
(State whether President, Secretary or Director)
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 .....of the said Corporation, and did duly deliver the said bill of sale
(State whether President, Secretary or Director)
as the act and deed of the said Corporation on the.....day of.....194.....

3. That the head office or chief place of business of the said Corporation in British Columbia is situate at .....in the said Province.
[State fully the whereabouts of the head office or chief place of business, such as street and number (if any).]

Subscribed to and sworn before me this
.....day of .....194.....

.....
A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

.....

"BILLS OF SALE ACT"

BRITISH COLUMBIA, TO WIT: I, H. S. Taylor of the City of Kamloops Secretary & Director of Taylor Cornwall Air Service 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 Two Thousand Seven Hundred and Fifty ($2,750.00)---------- dollars; as set forth in the said Bill of Sale; and not for the purpose of enabling me this deponent to hold the goods and chattels mentioned therein as against the creditors of the said grantor; and that said Bill of Sale is not given for the purpose of protecting the goods and chattels mentioned therein against the creditors of the grantor or of preventing such creditors from obtaining payment of any claim against the grantor.

Sworn before me at the City of Kamloops in the Province of British Columbia, this 9th day of April A.D. 1949

H S Taylor

W. Crossley

A Notary Public in and for the Province of British Columbia.
~~A Commissioner for taking affidavits within British Columbia.~~

Dated April 1949

HARRY STUART TAYLOR
and
TEMPLE PELLY CORNWALL

—TO—

TAYLOR-CORNWALL AIR SERVICE LIMITED

Bill of Sale
(ABSOLUTE)

The Wilson Stationery Co. Ltd., Vancouver, B. C.

CORNWALL, KENNEDY & COLTHURST
Barristers and Solicitors
KAMLOOPS, B.C.

"BILLS OF SALE ACT"

British Columbia TO WIT: I, Temple Cornwall of Kamloops BC 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 H.S. Taylor and T.P.Cornwall

2.—That the Bill of Sale was made and given by the said H.S. Taylor and T.P. Cornwall on the 9th day of April, in the year of our Lord one thousand nine hundred and forty-nine

3.—That I was present and did see the said Harry Stuart Taylor and Temple Pelly Cornwall----------, in the said Bill of Sale mentioned, and whose name is signed thereto, sign and execute the same on the said 9th day of April in the year aforesaid.

4.—That the said H.S. Taylor and T.P. Cornwall at the time of making and giving the said Bill of Sale, resided and still reside at Kamloops, British Columbia and then was and still are Aviation Pilots

5.—That the name T. Temple Cornwall 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 359 St Paul St. Kamloops and am a Solicitor

Subscribed to and Sworn before me this 9th day of April A.D., 1949 at the City of Kamloops in the Province of British Columbia.

T Temple Cornwall

W. Crossley

A Notary Public in and for the Province of British Columbia.
~~A Commissioner for taking affidavits within British Columbia.~~

41

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 ..... Per Taylor Cornwall Air Service Limited T. P. Cornwall President

Date of Application ..... Per H. S. Taylor Secretary

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Taylor-Cornwall Air Service Limited	210 Victoria Street, Kamloops, 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
Harry Stuart Taylor	Sec-Treas.	1167 Pine, Kamloops	Canadian
Temple Pelly Cornwall	President	Box 346, Kamloops	Canadian
Frederick Temple Cornwall	Director	Box 370 Kamloops	Canadian

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

Usual Station Fulton Field Kamloops

Date and place of manufacture or reconstruction Aeronca Aircraft Corp. Middletown, Ohio June, 1948

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 (1949)

DESCRIPTION OF AIRCRAFT

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

Type 7AC Maker's No. 7AC-2890

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'	N/A
Length o/a in feet	21'6"	N/A
Height o/a in feet	6'6"	N/A

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 756 lbs.

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

EQUIPMENT—(Give number and type).

1. Instruments Magnetic compass, altimeter, air speed indicator, engine revolutions counter
2. Gauges Fuel gauge, oil pressure and temperature gauges
3. Lights Nome
4. Signals None
5. Fire Extinguishers One Pyrene hand extinguisher
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 A65-8F modified			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	Four			
H.P.	75			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Not Inspected - Change of Ownership only

Particulars accurate as corrected -----

Modifications from type are indicated on annexed sheet Nil

Registration recommended with the following special conditions Satisfactory

Date April 14th, 1949

Signature J.G. Clapperton D.T.A.R.

Registration approved and Registration Mark C.F. [redacted] allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

42 2/2-48

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

420 Federal Bldg.,
Vancouver, B.C. April 14th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF-DNE - Aeronca 7AC - Serial No. 7AC-2890 Taylor Cornwall Air Service Limited	5008-D14-5

TRANSPORT-RECORDS
APR 19 A.M.
File 5008-D14-5

D.A.S.
Ottawa.

1. Attached please find the following:

Application for re-registration (in duplicate).
Bill of Sale from Harry Stuart Taylor and Temple Pelly Cornwall to Taylor-Cornwall Air Service Limited.
Copy of Articles of Association of Taylor-Cornwall Air Service Limited.
Certificate of Registration No. 3661.
Certificate of Airworthiness No. 1205.
Copy of temporary Certificates of Registration and Airworthiness valid to June 13th, 1949.

2460

2. Fee of $5.00 was paid on April 13th, 1949, reference Financial Receipt No. 66317, which will be forwarded to you with the next Cash Book Folio Sheet.

3. May Certificates of Registration and Airworthiness be re-issued, please.

for D.C.A.S.

7889(R)
1205(A)

To DDAR

44

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7889

NATIONALITY AND REGISTRATION MARKS CF-DNE

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-2890
4. Name of owner	Taylor-Cornwall Air Service Limited,
5. Address of owner	210 Victoria Street, Kamloops, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Fulton Field, Kamloops, 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 14th day of April 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-DNE and is of Canadian nationality.

Given at Ottawa this 27th day of April 19 49.

Superintendent, Air Regulations.

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

Not valid after July 8th, 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

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

VALID IN CANADA ONLY.
ISSUED IN LIEU OF U.S. DEPARTMENT
OF COMMERCE CERTIFICATE OF AIRWORTHINESS
FOR [redacted]RT #E9833 AND SUBJECT TO THE
CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

43 4

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1205

(Heavier than air)

FIRST PART

(14.4.49) TAYLOR-CORNWALL AIR SERVICE LIMITED

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

1. Surname of owner (or name of Company) ~~Taylor and Cornwall~~
2. Christian name ~~Harry Stuart~~ ~~Temple Pelly~~
3. Address ~~67 Barnesdale Road, Toronto.~~ ~~369 St. Paul St., Kamloops, B.C.~~ 210 Victoria Street, Kamloops, B.C.
4. Nationality ~~British~~

NAME OF CONSTRUCTOR

5. Name Aeroma Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DNE

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-2890
8. Place and year of construction of aircraft Middletown, Ohio, 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) 35'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

3.5.47. In order that maximum gross weight of 1220 lbs. is not exceeded, it will be necessary to adjust the spraying compound and/or fuel.

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 2300 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	756 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	84 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 12 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	201 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 ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 15, 1946. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 29th day of June, 19 46.

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

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

Acrobatic Category

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

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

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

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

June 20, 1939.

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
		June 15, 1947. 8/7/49 31.8.50	

(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.

/RH

45

Ottawa, Ontario. April 27th, 1949.

5008-D14-5 Aeronca 7AC CF-DNE 5008-D14-5

REGISTERED

District Controller of Air Services,
420 Federal Building,
Vancouver, B.C.

Attention: District Inspector, Air Regulations.

1. Enclosed please find Certificate of Registration No. 7889 and Certificate of Airworthiness No. 1205, for the above-mentioned aircraft owned by Taylor-Cornwall Air Service Limited.

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.

NOTED
MAY 5 1949
Revenue Audit
Dept. of Transport.

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

ENCLS.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

420 Federal Building,
Vancouver, B.C. 1st June, 1949.
PLACE DATE

46

YOUR FILE	SUBJECT	OUR FILE
	Accident to CF-DNE 27th May, 1949.	5008-D14-5 5802-12-185

TRANSPORT-RECORDS
JUN 7 P.M.
File 5008-D 14-5

9780

D.A.S.
Ottawa.

1. Copies of correspondence as under are forwarded in connection with a taxi-ing accident which occurred to Aeronca CF-DNE near Blackpool, B.C. on 27th May, 1949.

2. No further action is recommended.

(1) Letter from Taylor-Cornwall Air Services dated 29th May, 1949;
(2) Letter from J.I. Foster, 29th May, 1949.

Noted JB
9/6/49.

pr. G C Cipson
D.C.A.S.

Encs: 2.

minor accident
Rd. J C

12800.

C O P Y

TAYLOR-CORNWALL AIR SERVICES

Fulton Field,
Kamloops, B.C.

29th May, 1949.

District Inspector,
Air Regulations,
420 Federal Building,
Vancouver, B.C.

Dear Sir:

Re: Accident Aeronca CF-DNE, May 27, 11:15 a.m.

This aircraft was doing mosquito control work in the vicinity of Blackpool, B.C. approximately 50 miles north of Kamloops, where the accident occurred. The Aircraft had done 1 hour flying or approximately four landings, when after landing on the field at McGregor's farm the pilot taxiing b back had the right front under-carriage fitting break along the wheel to fold up under the fuselage and the aircraft swung around, catching the extreme end of the right wing on the ground, bending the wing bow and the last rib. The jar was sufficient to spring both the struts and it is our opinion that the right wing will have to be realigned. There is no visible sign of broken spars or other internal damage to the wing root fittings or fuselage. The right undercarriage is beyond repair, but the fuselage suffered no damage. The propeller was broken in the accident.

The undersigned dismantled the aircraft and had it trucked to Vernon for repair. We hope you will appreciate our point of view in moving the aircraft so quickly, but we are in the middle of our busiest spraying season and our contracts must be completed.

No injuries of any type were suffered by anyone in this accident. We are enclosing the pilot's report on the accident.

Yours truly,

TAYLOR-CORNWALL AIR SERVICES LTD.

T.P. Cornwall - Manager.

C O P Y

TAYLOR-CORNWALL AIR SERVICES

Fulton Field,
Kamloops, B.C.

May 29, 1949.

District Inspector,
Air Regulations,
420 Federal Building,
Vancouver, B.C.

Dear Sir:

Re: Accident Aeronca CF-DNE, May 27, 11:15 a.m.

On the morning of this accident I had made two trips with this aircraft from the field at McGregors, which was not very smooth but was servicable in my opinion, we had used the highway at the McGregor Ranch, which was smoother but not sufficient clearance to be entirely safe. We therefore considered the field was suitable, considering the fact that we were operating with half loads of spray and reduced gas.

It is my opinion that the failure of the right front undercarriage fitting could not have been detected prior to its failure, and it was due to metal fatigue brought about by continual landings and rough fields. When I first noticed anything wrong I was taxiing back after landing when, before I knew what had happened, the aircraft dropped suddenly to the right damaging the right wing tip and folding the right wheel under the fuselage. The propellor was damaged before I could shut it down. I do not consider I was taxiing at an excessive speed and believe the failure was due, as mentioned, to metal fatigue and continual landing.

Yours truly,

J. I. Foster
C-4839.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

420 Federal Building,
Vancouver, B.C. 9th September, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-5	Aeronca 7AC - CF-DNR	5008-D14-5

23800

TRANSPORT - RECORDS
SEP 13 P.M.
File 5008-D14-5

D.A.S.,
Ottawa.

1. Please be advised that Certificate of Registration No.7889 and Certificate of Airworthiness No. 1205 for the marginally noted aircraft, have been renewed valid to 31st August, 1950. ✓

2. Attached please find copy of Inspection Report by District Aircraft Inspector, and copy of Logbook Entry.

for D.C.A.S.

Encs: 2.

noted
ESJ

B

420 Federal Building,
Vancouver, B.C. 9th September, 1949.

5008-M14-5 Aeronca 7AC - CF-DMH 5008-M14-5

48

D.I.A.R.,
Vancouver.

1. The subject aircraft was inspected at Vancouver on September 5th, 1949, for renewal of Certificate of Airworthiness.

2. Herewith please find copy of Logbook Entry, Certification of Airworthiness and Test Flight Report.

3. This aircraft is satisfactory, and it is recommended that Certificate of Airworthiness be renewed.

(H. C. Terry)
District Aircraft Inspector.

Enc: 1.
HCT/ego

L & M AIR SERVICE
LIMITED

47

VERNON
British Columbia

September 6, 1949.

RECEIVED
Air Regulations Branch
SEP 7 1949
DEPARTMENT OF TRANSPORT
VANCOUVER, B.C.

Inspection for C of A and C of R renewal Aeronca 7AC CF-DNE, owned by Taylor Cornwall Air Services Ltd. Kamloops B.C.

Aeronca 7AC
CF-DNE
Serial #2890
Since New 542 hours 30 min.

Engine

Continental--A75-8F
Serial #4481168
Since new 633 hours 45 min.
Since O.H. 125 hours 45 min.

Propellor

Sensenich 720K42
Serial # P6140

I hereby certify that all Airworthiness Directives (or equivalent) and manufacturers service bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is Airworthy.

L Batema A1038
Air Engineer "B"

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

Pilot T. A. Cornwall.
C2262

COPY

TRANSPORT - RECORDS
NOV 16 P.M.
File 5008-D14-5

ORIGINAL ON FILE.....5802-26942.....

COPY FOR FILE.....5008-D14-5.....

420 Federal Building
Vancouver, B.C. November 8th, 1949.

aircraft CF-DNE Aeronca and
ROSENEAU, Richard Wm. S.P.Permit No. 1465

D.A.S.
OTTAWA.

31242

1. The following correspondence with reference to an accident which occurred to Aeronca aircraft CF-DNE at Kamloops Airport on October 18th, 1949, when piloted by Student Pilot Richard William Rosenau, are attached.

Statement by R.W. Rosenau dated October 18th, 1949.
Letter from Taylor-Cornwall to Robt. S.Day - October 18, 1949.
" " " " " Air Regs. - " " "
" " " " " AirR.C.Guest- " " "
" to R.W. Rosenau from D.C.A.S. - " 26, "
" from R.W. Rosenau to D.C.A.S. - undated
" to R.W. Rosenau from D.C.A.S. - November 8, "

This accident may be attributed to disregard of Condition 5, Conditions of Issue of Student Pilot permit, and infraction of the last paragraph of Information Circular O/44/41, and to inexperience on the part of Student Pilot, R.W. Roseneau.

You will note that a letter of warning has been forwarded to Mr. Roseneau, copy of which is included with this letter.

D.C.A.S.

Enc.

8
4-49

RSW/SFT

51

OTTAWA, Ontario, November 17th, 1949.

5802-31-137
5008-D14-5

Richard William ROSENAU, Student Pilot 1465
Accident to Aeronca 7 AC aircraft CF-DNE

5802-26942 (CAR)
5008-D14-5

District Inspector of Air Regulations,
420 Federal Building,
VANCOUVER, British Columbia.

1. Reference is made to your letter dated November 8th, 1949, regarding Aeronca 7 AC aircraft CF-DNE and Student Pilot Richard William ROSENAU.

2. May we be provided with a copy of the letter dated November 8th to Mr. Rosenau by the District Controller of Air Services, which we do not appear to have received with the other correspondence relating to this accident.

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

Copy to DCAS Vancouver.

COPY 52

ORIGINAL ON FILE 5008-D14-5

COPY FOR FILE

420 Federal Building, Vancouver
November 8th, 1949.

Mr. Richard W. Rosenau,
Canim Lake, B.C.

Dear Sir:

Your undated letter received November 7th, 1949, with reference to the accident which occurred to Aeronca aircraft CF-DNE at Kamloops Airport on October 18th, 1949, when you were acting as student pilot (solo) of the aircraft, is acknowledged.

The explanation is not satisfactory in that you flew the aircraft without proper authority from your flying instructor, thus violating Condition 5 of the Conditions of Issue of your Student Pilot Permit, and the last paragraph of Information Circular o/44/41.

You are hereby warned against any further infractions of Air Regulations.

Yours truly,

District Inspector,
Air Regulations.

8
4-49

D

COPY

5098-D14-5

53

ORIGINAL ON FILE.....5802-26942.....

COPY FOR FILE.....

DEPARTMENT OF TRANSPORT

Vancouver, B.C. November 21, 1949.

Aircraft CF-DNE Aeronca and
Rosenau, Richard William S.P.P. #1465.

32549

D.A.S.
Ottawa.

1. On accordance with your request dated November 17, 1949, we enclose herewith copy of letter addressed to Mr. Rosenau by our District Controller of Air Services.

Upson
for D.C.A.S.

Enc.

for action
see 5802-2694/2
DK

D

8
4-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

61

2
9-49

401 Winch Building,
Vancouver, B.C. 29th May, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-5	Aeronca 7AC - CF-DNE	5008-D14-5

13211

TRANSPORT - RECORDS
JUN 5 P.M. 1951
File 5008-D14-5

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

1. Please find returned herewith for cancellation Certificate of Airworthiness No. 1205 and Certificate of Registration No. 7869 for the marginally noted aircraft.

2. Letter of request from the owners, Taylor-Cornwall Air Services, Ltd., is also enclosed.

/12 District Controller of Air Services.

Encs: 3.

Cancelled 6.6.51

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7889

NATIONALITY AND REGISTRATION MARKS CF-DNE

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-2890
4. Name of owner	Taylor-Cornwall Air Service Limited,
5. Address of owner	210 Victoria Street, Kamloops, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Fulton Field, Kamloops, 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 14th day of April 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-DNE and is of Canadian nationality.

Given at Ottawa this 27th day of April 19 49.

H. L. Patteson

Superintendent, Air Regulations.

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

Not valid after July 8th, 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

1-9-49. Renewed to be not valid after 31st August, 1950. R. Carter Smith D.I.A.R.

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

VALID IN CANADA ONLY.
ISSUED IN LIEU OF U.S. DEPARTMENT
OF COMMERCE CERTIFICATE OF AIRWORTHINESS
FOR EXPORT #E9833 AND SUBJECT TO THE
CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

19

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1205

(Heavier than air)

FIRST PART

(14.4.49) TAYLOR-CORNWALL AIR SERVICE LIMITED

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

1. Surname of owner (or name of Company) ~~Taylor and Cornwall~~
2. Christian name ~~Harry Stuart ------- Temple Polly~~
3. Address ~~37 Earnscliffe Road, Toronto,~~ ~~359 St. Paul St., Kamloops, B.C.~~ 210 Victoria Street, Kamloops, B.C.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DNE

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-2890
8. Place and year of construction of aircraft Middletown, Ohio, 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) 35'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

3.5.47 In order that maximum gross weight of 1220 lbs. is not exceeded, it will be necessary to adjust the spraying compound and/or fuel.

Department of Transport Aviation Division CANADA

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 2300 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: *(a)* ..... *(b)* .....

23. Oil: *(a)* ..... *(b)* .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	756 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	84 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 12 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	201 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 ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 15, 1946. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 29th day of June, 1946.

E. Graham

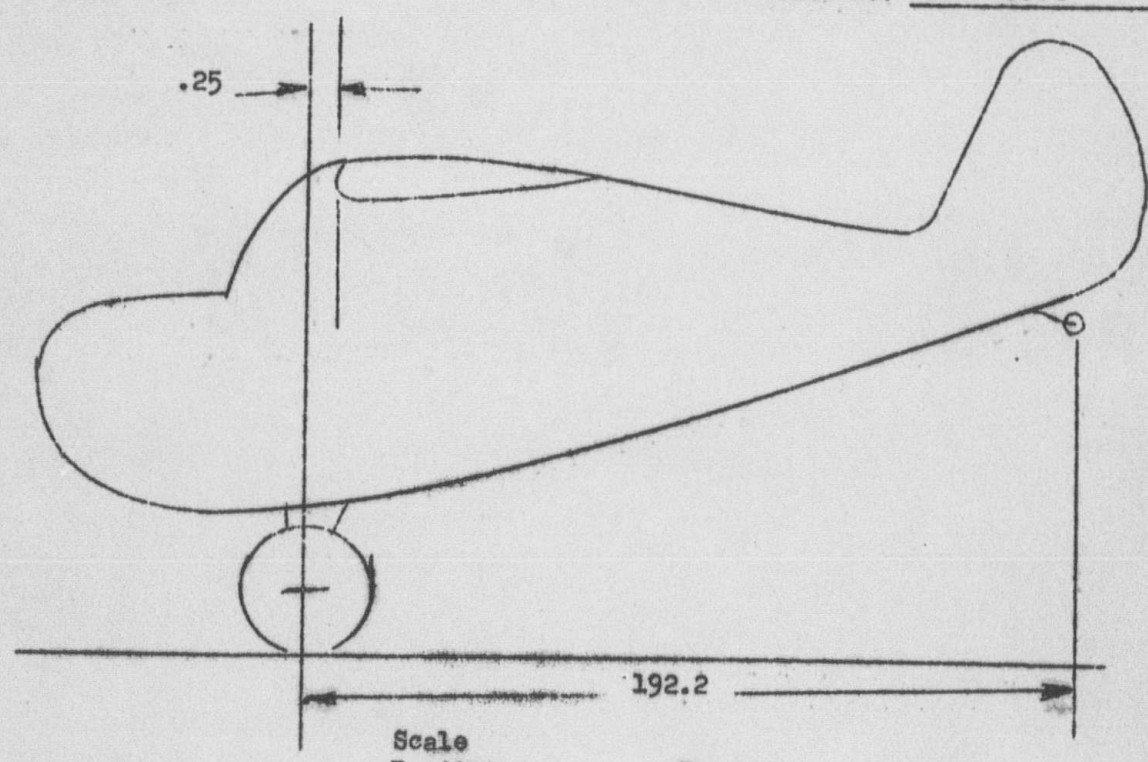
Superintendent, Air Regulations.

58

WEIGHT STATEMENT

NC No. CF-DNE

Serial No. 7AC-2890



	Scale Reading	Tare	Net
Left Wheel	354.61	0	354.61
Right Wheel	338.62	0	338.62
Tail Wheel	62.27	0	62.27
		Total	755.50

$\frac{T.W \times 192.2}{Total}$ = C.G. Aft Wheel Center Line

$\frac{(62.27) \times 192.2}{755.5} = 15.84$ Aft Wheel Center Line

15.84 - .25 = 15.59 Aft Wing Leading Edge

PREPARED BY FTL
CHECKED BY AEM
APPROVED BY RFH

AERONCA AIRCRAFT CORPORATION
MIDDLETOWN, OHIO

WEIGHT AND BALANCE

PAGE
REPORT
SECTION 5-7

NO. CF-DNE

SERIAL NO. 7AC-2890

Datum line taken at wing leading edge (aft +, forward -)

Most Forward C.G. Position

	Wt.	Arm	Moment
Weight Empty	755.5	15.59	11,778
Fuel, 13 gals.	78.0	-14.70	-1,147
Oil, 4 qts.	7.5	-32.8	- 246
Pilot, front seat	190.0	+11.5	+2,185
	1031.0	12.19	12,570

C.G. aft of datum = $\frac{12,570}{1031.0}$ = 12.19 in.

C.G. in % MAC = $\frac{12.19 \quad -0.28}{58.84}$ (100) = 20.24 %

Most Rearward C.G. Position

	Wt.	Arm	Moment
Weight Empty	755.5	15.59	11,778
Fuel, 5.42 gal. (Ref: Car 04, 4211)	32.5	-14.7	- 478
Oil, 4 qts	7.5	-32.8	- 246
Pilot, rear seat	190.0	+42.0	+7,980
Baggage	20.0	+64.1	+1,282
	1005.5	20.20	20,316

C.G. aft % datum = $\frac{20,316}{1005.5}$ = 20.20 in.

C.G. in. % = $\frac{20.20 \quad -0.28}{58.84}$ (100) = 33.85 %

Weight and Balance Computed by F. T. Loy

Checked by CAA R Flenniken

REVISIONS:

ENG-12

MIM/ZC/LEM

56

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.

~~1/4/49 Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight.~~

The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight. R. Carstensen

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 15, 1947.	[illegible]
Kamloops B.C. 21-6-47	Satisfactory	20-6-48	R Carter Inspt.
9-7-48 Kamloops.	Satisfactory	8-7-49	R Carter Inspt.
		31st August, 1950	R Carter Inspt. D.I.A.E

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

All modifications affecting airworthiness should be noted.

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

(K.P. 39811)

COPY

ORIGINAL ON FILE 5008-D14-5 (VR)

COPY FOR FILE 5008-D14-5 (DAS)

May 28, 1951.

Superintendent
Air Regulations,
Vancouver, B.C.

Dear Sir:

Enclosed find Certificate of Registration and Certificate of Airworthiness for Aeronca CF-DME. These are being returned for cancellation as this aircraft is now damaged beyond repair.

Yours truly,
Taylor Cornwall Air Services Ltd.

"T. P. Cornwall"

T. P. Cornwall.

8
9-49

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

FILE No. 5008 - D14 - 8

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JUNE 1946
TO

VOL. 5008 - D14 - 8

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - DNH - AERONCA 7AC

CROSS REFERENCES
5n 2-179

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 25 1946	10924	S.A.R		GJ	JUN 26 1946
JUN 27 1947	11304	S.A.R		GJ	JUN 29 1947
JUL 12 1946	13374	S.A.R		[illegible]	OCT [illegible]
OCT 1 1946		Treas		D.	OCT 16 1946 OCT 22 1946
JAN 3 1947	64264	SAR		[illegible]	MAR 17 1947
JUN 17 1947	8801	EAR		[illegible]	JUN 25 1947
JUN 25 1947		CAI (1)		[illegible]	JUN 25 1947
		Treas. A		[illegible]	JUN 27 1947
JUN 24 48	15[illegible]	CAI		[illegible]	JUN 26 48
SEP 27 48	25960	CAR		GJ	SEP 28 48
SEP 28 48		CAI		[illegible]	SEP 29 48

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

1

1-558

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 21, 1946.

TRANSPORT-RECORDS
JUN 24 P.M.
File 5008-D 14 - 8

R. B. Birch, Esq.,
Western Airmotive Ltd.,
Municipal Airport,
Edmonton, Alberta.

A10924

Dear Sir:

This letter constitutes your temporary authority to ferry Aeronca CF-DNH from the Canadian-United States Border to Edmonton, Alta., via Winnipeg, at which point Customs Formalities, etc., are to be complied with.

This ferry flight is to be carried out under Visual Flight Rules, day flying only, with one passenger 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 July 7, 1946.

Yours very truly,

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

KFS/M
ccP CH
DIAR Winnipeg

Noted

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

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.

CHECK 2

TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

STRAIGHT WIRE

CANADIAN NATIONAL

JUNE 26th, 1946.

TRANSPORT-RECORDS
JUN 27 A.M.
File 5008-10-1478

A11304

R.B. BIRCH
% AERONCA AIRCRAFT CORPORATION
MIDDLETOWN, Ohio.

T:308: THIS WIRE YOUR AUTHORITY TO FLY AERONCA CF / DNH FROM CANADIAN BORDER TO EDMONTON DAY CONTACT FLYING BEFORE JULY 26TH, 1946

CIVIL AVIATION

CONFIRMATION
DGJ/KC

noted

WESTERN AIRMOTIVE LTD.

COPY

6

Certified True Copy
C. Leavens

AERONCA AIRCRAFT CORPORATION

Certificate of Transfer

B I L L O F S A L E

KNOW ALL MEN BY THESE PRESENTS, that on this 25th day of June 1946, the Aeronca Aircraft Corp. Municipal Airport, Middletown, Ohio, a corp. existing under the laws of the State of Ohio, Manufacturer and Sole Owner of the below described airplane.

Manufacturer's Trade Name AERONCA Type 7AC
Manufacturer's Serial No. 7AC-3314 Civil Aeronautics Auth. No. CF-DNH
in consideration of One Dollar ($1.00) and other good and valuable consideration to it paid by LEAVENS BROS. AIR SERVICES LTD.
BARKER AIRPORT of TORONTO ONTARIO CANADA
the receipt of which is hereby acknowledged, has bargained, sold, granted and conveyed, and by these presents does hereby grant, bargain, sell and convey unto the said
LEAVENS BROS. AIR SERVICES LTD.
his/their executors, administrators, and assigns all its rights, title and interests in and to the afore-described airplane, to have and to hold the same unto the said
LEAVENS BROS. AIR SERVICES LTD.
his/their executors, administrators and assigns forever.
IN WITNESS WHEREOF the said AERONCA AIRCRAFT CORPORATION has caused its corporate name to be hereunto subscribed and its copporate seal hereunto affixed by F. C. REED its ASSISTANT SECRETARY thereunto duly authorized by resolution of its board of Di ectors, this 25th day of June, 1946.

AERONCA AIRCRAFT CORPORATION
by F. C. REED
TITLE ASSISTANT SECRETARY

STATE OF OHIO, COUNTY OF BUTLER, SS:

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title and interest in Aeronca Champion Aircraft, Regis. CF-DNH, Ser. 7AC-3314 to Western Airmotive Limited, Edmonton, Alberta. for the sume of one dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at TORONTO, Ont. this 2nd day of July 1946.

LEAVENS BROS. AIR SERVICES LTD.

V. A. Denton

C. Leavens

(Owner.)

NATIONAL REVENUE, CANADA
(CUSTOMS AND EXCISE)
REVENU NATIONAL DU CANADA
(DOUANES ET ACCISE)

5

EDMONTON: ALTA
Port of JULY 5TH, 1946
Bureau de

Inspector of Civil Aviation,
Department of Transport,
Blowey Henry Building, EDMONTON: ALTA FILE 340/146

Dear Sir,

Please be advised that Model 7AC Aeronca Airplane, C.F.- DNH, Serial No: 7AC-3314 Engine Continental A-65-8F Engine Serial 4502568, was cleared Customs on July 3rd, 1946, on Edmo ton entry 6529.

Yours truly,

Actg. Collector of Customs & Excise.

JUL 6 1946

4

1-557

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
July 6, 1946.

Western Airmotive Limited,
No. 1 Municipal Hangar,
Edmonton Airport,
Edmonton, Alberta.

Dear Sirs:

Pending issue by our Headquarters of formal Certificates of Registration and Airworthiness, this letter constitutes your temporary authority to operate Aeronca aircraft CF-DNH, commercially, for a period of forty-five (45) days, within the following conditions:

Day flying only.
Landplane empty weight..... 760 lbs.
Landplane gross weight.....1220 lbs.

This authority to be not valid after August 19, 1946.

Yours very truly,

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

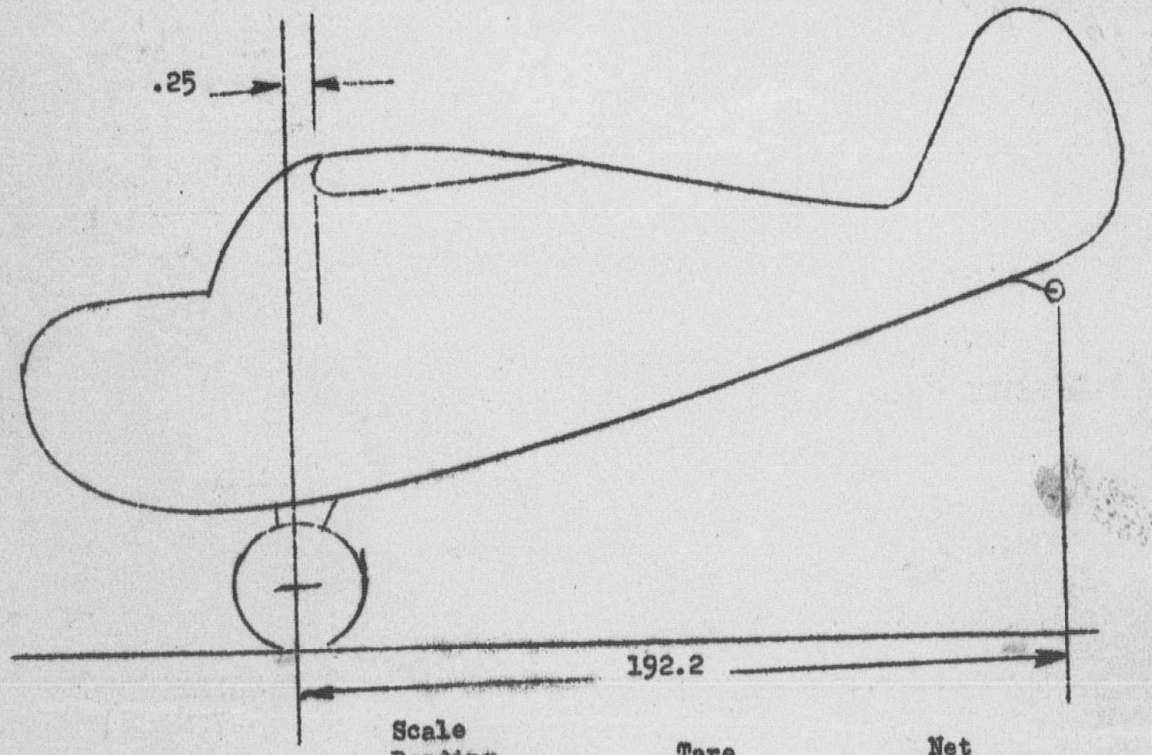
M
Ch

3

WEIGHT STATEMENT

NC No. CF-DNH

Serial No. 7AC-3314



	Scale Reading	Tare	Net
Left Wheel	352.62	0	352.62
Right Wheel	343.61	0	343.61
Tail Wheel	64.27	0	64.27
		Total	760.50

$\frac{T.W \times 192.2}{Total}$ = C.G. Aft Wheel Center Line

$\frac{(64.27) \times 192.2}{760.5} = 16.24$ Aft Wheel Center Line

16.24 - .25 = 15.99 Aft Wing Leading Edge

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-9962

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-42.

Actual empty weight: 760.5 pounds.

Standard weight: 1,220 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	AERONCA AIRCRAFT CORPORATION - JUNE 25, 1946
Type	LAND MONOPLANE
Model	AERONCA 7AC
Serial No.	7AC-3314
Date	JUNE 25, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

CF-DNH

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-759-2
AERONCA
7AC

AIRCRAFT SPECIFICATION

June 17, 1946

An aircraft complying with the terms of this specification and conforming with the approved data on file with the Civil Aeronautics Administration will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer: Aeronca Aircraft Corporation
Middleton, Ohio

I - Model 7AC 2 PCLM Approved October 18, 1945

Engine	Continental A-65-8	
Fuel	73 minimum octane (CFR) aviation gasoline	
Engine limits	For all operations	2300 rpm (65 hp)
Airspeed limits	Level flight or climb	95 mph True Ind.
	Glide or dive	129 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2200 Not less than 2010	
	Diameter - Not more than 72 in. Not less than 70 in.	
C.G. range	(+10.9)(18.0% MAC) to (+21.5)(36.0% MAC)	
Datum	Wing leading edge	
MAC	58.84 in. Leading edge MAC (+0.28)	
Leveling means	Any portion of the cabin floor to level laterally and longitudinally	
Maximum weight	1220 lbs.	
No. seats	2 (1 at (+11.5), 1 at (+42))	
Baggage	40 lbs. (+64) (See Note 1)	
Fuel capacity	14 gals. (-15)	
Oil capacity	1 gal. (-33)	
Control surface movements	Elevator	Up 25° Down 15-1/2°
	Elevator trim tab	Up 20° Down 34-1/2°
	Ailerons	Up 28-1/2° Down 18°
	Rudder	Right 24° Left 25°
Serial nos. eligible	7AC1 and up	
Required equipment	1, 101, 102, 201, 202	

Specifications Pertinent to All Models

Certification basis	Type Certificate No. 759
Production basis	Production Certificate No. 2
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation. Maximum pedestal height 8½ inches, tread 66-5/8 inches. Maximum weight 1220 lbs. (b) All other countries except Australia, Great Britain 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 72C-44 or any other fixed pitch wood propeller eligible for the engine speed and power and which meets the static rpm and diameter limits specified on page 1	9 lbs. (-52)

Engines and Engine Accessories - Fuel and Oil Systems

101.	Carburetor air heater	1 lb. (-40)
102.	Carburetor air scoop (Continental A-5810)	2 lbs. (-47)
103.	Carburetor air filter	+1 lb. (-47)

Landing Gear and Floats

201.	6.00-6 wheels (Goodyear L6HMBD) with brakes and 6.00-6 2 or 4 ply tires	36 lbs. (0)
202.	6x2.00 steerable tail wheel Scott Aviation Corp. (Model AST-8) with leaf spring	11 lbs. (+186)
203.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum weight for the ski-plane will be the same as for the corresponding land-plane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change
	(a) Federal A-1500 (Maximum 1500 lbs.)	

Electrical and Radio Equipment
None

Interior Equipment
None

Miscellaneous (not listed above)

600.	Miscellaneous items as noted under this number in approved weight and balance report.

NOTE 1. The baggage compartment shall be placarded as follows: (Maximum Baggage - 40 lbs. solo front, 20 lbs. solo rear".

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. 49—p. 2

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S Auto-Lite 18A-1	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23/62

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

Starter	Weight, lbs.
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type GP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40622	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	375897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	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 BC146 incl. same as 86RA-62. Serial Nos. BC147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	-
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8"	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8"	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8"	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

* Production basis - Production Certificate No. 1

22026

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
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thick-ness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
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	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

22026

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"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

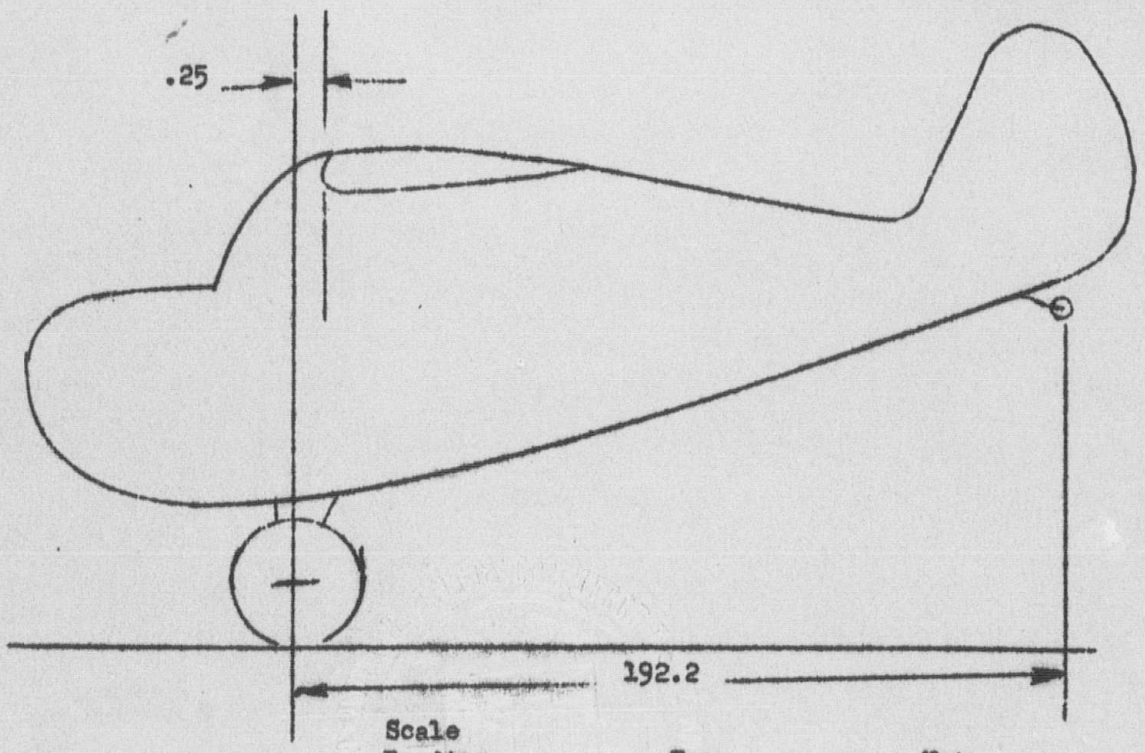
Charles F. Dyer, Eng.
Charles F. Dyer, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

22016

WEIGHT STATEMENT NC No. CF-DNH

Serial No. 7AC-3314



	Scale Reading	Tare	Net
Left Wheel	352.62	0	352.62
Right Wheel	343.61	0	343.61
Tail Wheel	64.27	0	64.27
		Total	760.50

$\frac{T.W \times 192.2}{Total}$ = C.G. Aft Wheel Center Line

$\frac{64.27 \times 192.2}{760.5}$ = 16.24 Aft Wheel Center Line

16.24 - .25 = 15.99 Aft Wing Leading Edge

PREPARED BY FTL
CHECKED BY AEM
APPROVED BY RFH

AERONCA AIRCRAFT CORPORATION
MIDDLETOWN, OHIO

WEIGHT AND BALANCE

PAGE
REPORT
SECTION

NO. CF-DNH

SERIAL NO. 7AC-3314

Datum line taken at wing leading edge (aft +, forward -)

Most Forward C.G. Position

	Wt.	Arm	Moment
Weight Empty	760.5	15.99	12,160
Fuel, 13 gals.	78.0	-14.70	-1,147
Oil, 4 qts.	7.5	-32.8	- 246
Pilot, front seat	190.0	+11.5	+2,185
	1,036.0	12.50	12,952

C.G. aft of datum = $\frac{12,952}{1,036.0}$ = 12.50 in.

C.G. in % MAC = $\frac{12.50 \quad -0.28}{58.84}$ (100) = 20.77 %

Most Rearward C.G. Position

	Wt.	Arm	Moment
Weight Empty	760.5	15.90	12,160
Fuel, 5.42 gal.(Ref:Car 04, 4211)	32.5	-14.7	- 478
Oil, 4 qts	7.5	-32.8	- 246
Pilot, rear seat	190.0	+42.0	+7,980
Baggage	20.0	+64.1	+1,282
	1,010.5	20.48	20,698

C.G. aft % datum = $\frac{20,698}{1010.5}$ = 20.48 in.

C.G. in. % = $\frac{20.48 \quad -0.28}{58.84}$ (100) = 34.33 %

Weight and Balance Computed by F. T. Loy

Checked by CAA R. Fleming

REVISIONS:

ENG-12

CF-DNH

The following items of equipment were installed in Airplane Aeronca Model 7AC, Serial 7AC-3314, Identification CF-DNH:

1	Req.	Propeller - Wood (Fixed)	-52	9 lbs.
101	"	Carburetor air heater	-40	1 lb.
102	"	Carburetor air scoop	-40	2 lbs.
201	"	6.00-6 wheels (Cleveland Prod. Model DMB)	0	33 lbs.
202	"	6x2.00 steerable tail wheel Scott Aviation Corp. (Model 3000)	186.3	11.1 lbs.
103		Carburetor air filter	-47	1 lb.
600		Cabin heater	-36	2 lbs.

INSTRUMENTS

Compass	-4	2 lbs.
Altimeter	-4	1 lb.
Airspeed	-4	1 lb.
Tachometer	-4	1 lb.
Oil Pressure Indicator	-4	¼ lb.
Oil Temp. Indicator	-4	¼ lb.

R. J. CURRY

AERONCA AIRCRAFT CORPORATION

MIDDLETOWN, OHIO

REPORT 7A-P-4

RIGGING MANUAL

MODEL 7A

PREPARED BY L.J. Girault
L.J. Girault
Liaison Engineer

CHECKED BY E.J. Dugan
E.J. Dugan
Structures Engineer

COMPLETED

APPROVED BY R.F. Hermes
R.F. Hermes
Chief Engineer

REVISIONS

LET.	DATE	BY	NO. PAGES	CHANGES	PAGES AFFECTED

ORIGINAL NO. PAGES

ENG. 8

FOREWORD

This Manual will present
the approved rigging procedures
for the Aeronca Model 7AC.

TABLE OF CONTENTS

SECTION	TITLE	PAGE
	Foreword	2
.0	General	4
.00	Scope	4
.01	Description	4
.02	Dimensional Data	8
.1	Rigging Procedure	11
.10	Leveling the Airplane	11
.11	Rigging the Wings	12
.12	Rigging the Control Surfaces	13

.0 GENERAL

.00 SCOPE

This report will present the approved methods of rigging the Aeronca Model 7AC. For the general information of the operator a great many dimensions of both the airplane and engine are included.

.01 DESCRIPTION

.010 GENERAL

The Aeronca Model 7AC, "The Champion", is a two-place, tandem, strut-braced, high-wing, cabin, land monoplane powered by a four cylinder, horizontally opposed air cooled engine.

.011 FUSELAGE

The fuselage is made of S.A.E. 1025 and X4130 steel tubing welded into a Warren truss type frame with wood fairing and fabric covering. The cabin portion of the fuselage is comprised of four longerons, whereas three longerons, forming a triangle with the apex up, form the aft portion.

Full data on repair and replacement of parts may be obtained from Civil Aeronautics Manual 18 or by writing the manufacturer.

.012 WINGS AND STRUTS

The wings are of the conventional two wood spar, single wire drag truss construction with one piece stamped 52S aluminium ribs and fabric covering. The ribs are braced laterally with reinforcing tape. The leading edge of the wing is covered with -52S aluminum alloy with the trailing edge formed of aluminum sheet. The wing tip is made of SAE 1025 round steel tubing. The spars are made of spruce with birch plywood pads at the root end and strut point.

The struts are made of SAE 1010 steel forming a "Vee" with the apex at the fuselage attaching point. The jury struts connect the midpoint of the struts vertically with the spars and are made of X4130 steel oval tube.

.013 AILERONS

The ailerons are of the semi-frise type fabricated from formed 52S aluminum ribs, leading edge, and trailing edge. The entire assembly is riveted together and covered with fabric.

.014 EMPENNAGE

The stabilizer (tail plane), elevator, fin, and rudder which make up the empennage, are all made of welded steel construction. The leading and trailing edges which act as spars are made of SAE 1025 or X4130 steel tubing with die stamped 1010 steel ribs welded to

them. The fin is built as an integral part of the fuselage frame with the other portions of the empennage built as seperate units. A trim tab which is fabricated from aluminum sheet is attached to the left elevator and is controllable from the cabin. The fin and stabilizers are wire braced to the fuselage.

.015 ALIGHTING GEAR

.0150 MAIN LANDING GEAR

The main landing gear is of the conventional tripod type utilizing a combination spring and oleo shock absorption unit.

The case for the oleo-spring unit together with the drag strut forms an "A" frame that is fabric covered and attached to the lower fuselage longerons. The oleo-spring unit fits inside this case with the lower end of the unit pinned near the lower end of one of the split-axle legs which completes the tripod.

The wheel is a product of the Cleveland Aircraft Products Co. called the VanSickel C-6000 wheel and brake. The tire is a 6:00 x 6 low pressure tire inflated to 13-15 pounds per square inch pressure depending on the load in the airplane. The brakes are cable operated by heel pedals installed near the rudder pedals in the cabin.

.0151 TAILWHEEL

The tailwheel is attached to the fuselage with a three piece cantilever spring. It is steerable by means of springs attached to horns projecting from the lower end of the rudder spar. The tire is solid rubber mounted on a cast wheel.

.0152 FLOATS

At the present time there is no approved float installation.

.0153 SKIIS

At the present time there is no approved ski installation.

.016 CONTROL SYSTEM

All control surfaces are cable operated from either seat. AN X-4130 tube is used to connect the front and rear control sticks. All control cables except those actuating the rudder are rigged to a definite load as given in Table .1-1. The rudder cables are held taut by means of springs attached to each rudder pedal.

.017 POWER PLANT

.0170 ENGINE

The engine used on the Model 7AC is a Continental engine, Model A-65-8. This is a four-cylinder, horizontally opposed, aircooled engine having a displacement of 171 cu. in. and producing 65 hp at 2300 RPM at sea level.

.0171 PROPELLER

The propeller is of laminated wood construction of the two-blade fixed pitch type. Maximum permissible diameter is 74 inches.

.02 DIMENSIONAL DATA

.020 MAJOR AIRPLANE DIMENSIONS

Length, overall, level	21'5 13/16"
Height, overall, 3-point	7'0"
Height, level position	8' 7 5/8"
Wing Span	35' 1 3/4"
Wing chord	60"
Stabilizer span	10' 2 1/4"
Wheel tread, static	70"
Wheel base, static, level	16' 0 3/16"
Wing Area, incl. fuselage	170.22 sq.ft.
Aileron area	16.54 sq.ft.
Stabilizer area	14.08 sq.ft.
Elevator area	11.92 sq.ft.
Fin area, not incl. fuselage	5.17 sq.ft.
Rudder area	6.80 sq.ft.
Elevator tab area	.83 sq.ft.
Wing dihedral	+2°
Wing incidence	+1°
Stabilizer incidence	-5° (approx.)
Fin offset	3/8" left

.021 MAJOR ENGINE DATA

Manufacturer	Continental Motors Corp. Aircraft Engine Div. Muskegon, Michigan, U.S.A.
Model	A-65-8
Type Certificate	ATC 205
Type	Horizontally opposed, 4 cylinder, air cooled
Bore and stroke	3 7/8 x 3 5/8
Piston displacement	171 cu. in.
Compression ratio	6.3:1
Rated H.P. at Sea Level	65HP@ 2300 RPM
Maximum speed	2300 RPM
Cruising speed	2150 RPM
Crankshaft rotation	Clockwise (viewed from rear)
Tachometer drive shaft rotation	Counter clockwise (viewed from rear)
Oil required	Warm weather -SAE #40 Cold weather -SAE #30
Oil pressure	10-35 lbs./sq.in.
Oil temperature	Min.-120° F Max. 220°F
Oil consumption, cruise	.25 U.S. pints/hr. (.21 Imperial pints /hr.)

Carburetion.....	Stromberg NA-S3A1 Carburetor
Fuel required.....	73 Octane or better
Fuel consumption.....	4.25 U.S. gallons per hr. (3.52 Imperial gallons per hour)
Ignition.....	Bendix - Scintilla or Eiseman magnetos Champion C-26 Spark plugs.
Firing order.....	1-3-2-4
Spark advance	30° B.T.C. (with both magnetos)

Right magneto fire upper spark plugs.

.1 RIGGING PROCEDURE

.10 LEVELING THE AIRPLANE

The airplane is first leveled in the fore and aft direction by supporting the tail end on a stand, taking preliminary precautions to prevent the airplane from nosing over. Whether the airplane is longitudinally level may be determined by placing a bubble level either on the front window sill or on the cabin floor.

As an alternate but more exact method this procedure may be followed. First determine the size of the square tubes that have the spar attachments on them. If the front tube is 7/8 in. in diameter and the rear tube is 3/4 in. in diameter the tail must be raised 1/2° higher than the level position. If the tubes are the same size no correction need be made to the level position. After this check has been made a bubble level may be placed across the square tubes being certain that the level is in firm contact with the tubes through the upholstering.

The airplane may be laterallyleveled by placing a bubble level along the square tube connecting the rear spars. Access to the tube is obtained through the rear slide fastener in the cabin headlining. Precautions must be taken to prevent the headlining seam interfering with the reading.

.11 RIGGING THE WINGS

The angle of incidence of the wings, which is +1°, is fixed in the manufacture of the airplane by the root fittings on the fuselage.

The wing dihedral angle of +2° is also fixed by the length of the front strut.

When assembling the wing on the airplane the angle of incidence of the wing at the strut point can be made to correspond to the angle of incidence at the root by using the screw adjustment at the lower end of the rear strut. If, after flight test, the airplane has a tendency toward wing heaviness, the necessary wash-in or wash-out may be added by adjusting the rear strut at its lower end.

In determining the angle of incidence for rigging purposes a straight-edge may be laid along the lower flange of the rib. This angle should not be construed as being the true angle of incidence but rather a reference angle for use in adjusting the outer portion of the wing. Care should also be taken that the readings are obtained from similar datum points, e.g. spar to spar or corresponging points on both the inboard and outboard ribs.

If, after rigging the wings, a yawing motion of the airplane persists, it may be corrected by adding a tab, Aeronca drawing 1-2190, to the trailing edge of the rudder. The tab must be attached to the same side as the direction of yaw.

.12 RIGGING THE CONTROL SURFACES

.120 GENERAL

For approved rigging loads in the control cables and for control surface travel and tolerances see Table .1-1.

.121 ELEVATOR

To adjust the tension in the elevator control cables, turnbuckles are installed in the cables just aft of the rear seat at the floor.

.122 RUDDER

Any necessary adjustment for alignment of the rudder pedals may be made at the sector plates attached to the rear rudder pedals. Tension in the cables and return of the pedals to the neutral position is maintained by means of springs attached to the rudder pedals.

.123 AILERON

The turnbuckles to adjust the tension in the aileron cables are located, one on each side of the cabin, directly aft of the rear vertical door sill on the right side and directly aft of the vertical member between the side windows on the left side. Another turnbuckle for adjusting the tension can be reached through the rear slide fastener in the cabin head-lining.

.124 ELEVATOR TAB

The tension in the elevator tab system can be adjusted by the turnbuckles attached directly to the tab horn. For adjustment in flight, a friction knob is available through a slide fastener in the cabin head-lining directly above the pilot.

It should be noted here that the tab travel angles are measured with respect to the elevator and not with respect to the elevator datum line.

TABLE .1-1

RIGGING DATA

SURFACE	TRAVEL AND TOLERANCES	RIGGING LOAD
AILERON	UP - 28.5° +1° -2°	45-55 lbs.
	DOWN - 18.0° +1° -2°	
RUDDER	RIGHT -25.0° +1° -2°	Spring Tension
	LEFT - 25.0° +0° -2°	
ELEVATOR	UP - 25.0° +0° -2°	45-55 lbs.
	DOWN - 15.5° ± 2°	
ELEVATOR TAB	UP - 20.0° +2° -0°	15-20 lbs.
	DOWN - 34.5° +2° -0°	
TAIL BRACE WIRES		350-450 lbs.

.1331 AILERON RIGGING

To adjust aileron travel the following proceedure is correct:-

With cables slack adjust aileron push rod (1-2341) to give aileron up travel of 27.5° to 28.5°, when sector stop hits aileron hinge bracket. Each side is to be initially set in this manner.

Stick is to be centralized by the tensioning of the actuation cables at the turnbuckles forward of the rear windows. Tension of 45-55 pounds and droop 1/8 - 1/4" can be obtained by the additional adjustment of the foregoing in conjunction with the balance cable turnbuckle accessible through the rear cabin lining slide fastener.

While aileron is in the down position with opposite stick held over the aileron rod should be inspected to ensure clearance at the aileron sector bushing.

Fine adjustment for wing heaviness may be obtained after test flight by adjusting aileron rods half a turn each - one shorter, the other longer.

Final check should be made to see that the rod threads cover the inspection holesand that the jam nuts are tightened.

2413
8-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

Registration ..... ✓ $5.00

Certificate of Airworthiness ..... X $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Joe Keith

Date of Application ..... July 3, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
WESTERN AIRMOTIVE LIMITED	No. 1, Municipal Hangar, Edmonton Airport, Edmonton, Alta.	Canadian.

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
JOSEPH MORRIS KEITH	President	10157 - 122 St. Edmonton, Alta.	Canadian
PHILIP JOSEPH BROCHU	Secretary	10947 - 98th St. Edmonton, Alta.	Canadian
MAURICE ALLAN FALLOW	Vice President	15 Wellington Cres., Edmonton, Alta.	Canadian

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

Usual Station ..... Edmonton, Alberta.

Date of manufacture or reconstruction ..... June 22nd, 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.

Fee of $10.00 rec'd
Folio # 3 Rec. # 55365

DESCRIPTION OF AIRCRAFT

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

Type: 7 AC — Maker's No.: 7AC-3314

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 ft.	
Length o/a in feet	21 ft. 6 inches	
Height o/a in feet	6 ft. 5 inches	

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: 760 lbs.

Total weight authorized (fully loaded) in lbs.: 1,220. Air speed: 100 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments: Tachometer, Altimeter, Oil Temp., Oil Pressure, Compass.
2. Gauges: Air Speed
3. Lights: Nil
4. Signals: Nil
5. Fire Extinguishers: One
6. Parachutes: Nil
7. Tools: Nil
8. Other Equipment: Nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type		Continental - A65 #4502568		
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: 6-7-46

Signature: K. F. Saunders A/D.I.A.B.

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

9 2 8-45

Edmonton, Alta. July 6, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aeronca 7AC CF-DNH Serial No. 7AC-3314	1-557

TRANSPORT RECORDS
JUL 12 A.M.
File 500 8-A/4-8

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of Western Airmotive Ltd. of Edmonton, together with:

A13374

(a) Bill of Sale from Aeronca Aircraft Corporation to Leavens Bros. Air Services Ltd.

(b) Bill of Sale from Leavens Bros Air Services Ltd. to Western Airmotive Ltd.

(c) Copy of letter from National Revenue Dept. dated July 5/46 covering Customs Clearance.

(d) Weight Statement.

(e) Copy of our letter dated July 6, 1946, to Western Airmotive Ltd. granting them authority to operate the aircraft to be not valid after August 19, 1946.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #3, Receipt No. 55365.

3. We recommend that formal Certificates of Registration and Airworthiness be issued this aircraft in the name of Western Airmotive Ltd. and forwarded direct to the Owners, please.

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

KFS/M
Enc.

3767 (R)
1287 (A)

9A

1-557

TRANSPORT-RECORDS
AUG 20 A.M.
File 500 8 1014-8

A18818

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
August 17, 1946.

Western Airmotive Limited,
No. 1 Municipal Hangar, Airport,
Edmonton, Alberta.

Dear Sirs:

Pending issue of the formal Certificates of Registration and Airworthiness by our Headquarters, this letter constitutes your temporary authority to operate Aeronca aircraft CF-DNH, for a further period of thirty days, VFR, day flying only.

The aircraft is to be operated within the following weight limits:

Landplane.....Empty..... 760 lbs.
Gross.....1220 lbs.

This authority to be not valid after September 16, 1946.

Yours truly,

G. C. Bulger
for A/D.I.A.R.

MP
cc: Hqs.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6101

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER
TORONTO

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

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			CIVIL AVIATION DIVISION 1 MONTGOMERY AVE. TORONTO

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

TRANSPORT RECORDS
SEP 13 P.M.
File

Toronto, September 11th, 1946 19

To Mr. B.E. Hoyt,
HOYT STATION,
N.B.

~~A-22231~~

T. 489: THIS WIRE YOUR AUTHORITY TO OPERATE C F / D Q H AS COMMERCIAL AIRCRAFT UNTIL NOVEMBER 11th, 1946, PENDING FORMAL ISSUE OF CERTIFICATES

CIVIL AVIATION

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	C
NIGHT MESSAGE	C
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

TRANSPORT-RECORDS
SEP 13 P.M.
File 5008 4

TORONTO, September 11th, 1946 19

To
Mr. B.E. Hoyt,
HOYT STATION,
N.B.

14-8

A22230

T. 499: THIS WIRE YOUR AUTHORITY TO OPERATE C F / D Q H AS COMMERCIAL AIRCRAFT UNTIL NOVEMBER 11th, 1946, PENDING FORMAL ISSUE OF CERTIFICATES

CIVIL AVIATION

A23410

1-557

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 16, 1946.

TRANSPORT-RECORDS
SEP 18 P.M.
File 5808-14-8

Western Airmotive Ltd.,
No. 1 Municipal Hangar,
Airport,
Edmonton, Alta.

Dear Sirs:

Pending issue of the formal Certificates of Registration and Airworthiness by our Headquarters, this letter constitutes your temporary authority to operate Aeronca aircraft CF-DNH, for a further period of sixty days, VFR, day flying only.

The aircraft is to be operated within the following weight limits:

Landplane empty weight..... 760 lbs.
Landplane gross weight.....1220 lbs.

This authority to be not valid after November 15, 1946.

Yours truly,

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

KFS/M
Ch

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3767

NATIONALITY AND REGISTRATION MARKS CF-DNH

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corp., Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-3314
4. Name of owner	Western Airmotive Ltd.,
5. Address of owner	#1 Municipal Hangar, Edmonton Airport, Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 21st day of June, 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-DNH and is of Canadian nationality.

Given at Ottawa this 19th day of Aug., 1946.

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

12

5008-D14-8

REGISTERED

Ottawa, Oct.7th , 1946.

Western Airmotive Ltd.,
#1 Municipal Hangar,
Edmonton Airport,
Edmonton, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3767 and Certificate of Airworthiness No. 1287 for your Aeronca 7AC aircraft CF- DNH , Serial No. 7AC-3314.

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.

2

/38

13

5008-D14-8

REGISTERED

OTTAWA, Ontario.
November 20 , 1946.

Western Airmotive Limited,
/1 Municipal Hangar,
Edmonton Airport,
Edmonton, Alta.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-DNE.

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

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc DIAR EDMONTON

2

14

2
8-45

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Edmonton, Alta. Dec. 28, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-8	Aeronca 7AC CF-DNH Serial No. 7AC-3314	1-557

TRANSPORT-RECORDS
JAN 3 A.M.
File 5008-D14-8

64264

Controller of Civil Aviation,
Ottawa.

1. Please be advised that the C of A No. 1287 covering the subject aircraft was amended on this date as follows:

noted Rm.

Item 25: Skiplane empty weight 766 lbs.
Item 31: Max. commercial load Skiplane 191 lbs.
Items 32 & 33: Max. total weight Skiplane 1220 lbs.

2. Submitted for your information and records.

3. Log Book was altered accordingly.

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

KFS/M

M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15 2 8-45

Edmonton, Alberta, June 11, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aeronca 7AC CF-DNH	1-557

District Inspector Air Regulations,
EDMONTON.

1. The subject aircraft was weighed empty as a landplane at Edmonton on June 10, 1947. The following weights were obtained:

	1st	2nd	3rd
Left	320 lbs.	320 lbs.	300 lbs.
Right	340 lbs.	300 lbs.	340 lbs.
Tail	100 lbs.	100 lbs.	100 lbs.
	760 lbs.	720 lbs.	740 lbs.

Mean empty aircraft weight 740 lbs.

J J Currie m.

JJC:h
c/CAE

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

16.

1-557

402 Blowey-Henry Bldg.,
Edmonton, Alberta,

June 11, 1947.

Mr. C. R. Wetterley,
c/o Northwest Industries Ltd.,
P.O. Box 517,
EDMONTON, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Aeronca 7AC
Serial No.: 7AC-3314
Registration Marks: CF-DNH

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....	84 lbs.
Oil.....	9 lbs.
Crew.....	170 lbs.

	Empty	Commercial	Gross
Landplane	740 lbs.	263 lbs.	1220 lbs.
Seaplane			
Skiplane			

Minimum number of crew..... One
Number of passengers permitted... One
Commercial No.
Private Yes.
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after... August 10, 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.

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

Noted

KFS/M
Ch H.Q. file: 5008-D14-8

17

Continental A65-8
Serial - 4502568

June 10th, 1947.

WORK SHEET

Engine completely serviced and installation inspected. Oil changed, spark plugs serviced and filters cleaned.

"This is to certify the engine has been inspected and maintained in accordance with accepted practice; that no unauthorized modifications have been incorporated, that all Manufacturer's Service Bulletins to date have been complied with, and the engine is airworthy."

Jas Keith
Air Engineer "D" A1017

18

Aeronca Champion
CF-DNH - Serial 7AC-3314

June 10th, 1947.

WORK SHEET

Aircraft completely inspected and serviced. Instruments removed for inspection and re-calibration. Aircraft re-weighed.

"This is to certify the aircraft has been inspected and and maintained in accordance with the accepted practice; that all manufacturer's Service Bulletins affecting safety have been complied with to date, that no unauthorized modifications have been incorporated, and that the aircraft is airworthy."

* Jon Keith
Air Engineer "B" A1017

19

BILL OF SALE

This is to certify that we have this day sold, assigned and transferred all right, title and interest in Aeronca Champion, CF-DNH, Serial Number 7AC-3314, for the sum of one ($1.00) dollar, and other valuable consideration, to Mr. Cyrille R. Wetterley, of Edmonton, Alberta, receipt of which is hereby acknowledged. We also certify that there is no lein or encumberence against this machine.

Dated at Edmonton, Alberta.....this 7th day of May, 1947.

Witness G. Ryland..... Owner Jon Keith.....

WESTERN AIRMOTIVE LIMITED.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3767

NATIONALITY AND REGISTRATION MARKS CF-DNH

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corp., Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-3314
4. Name of owner	Western Airmotive Ltd.,
5. Address of owner	#1 Municipal Hangar, Edmonton Airport, Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 21st day of June, 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-DNH and is of Canadian nationality.

Given at Ottawa this 19th day of Aug., 1946.

E. Graham

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

Not valid after June 21, 1947.....28-12-46

Department of Transport Civil Aviation CANADA

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

241.3

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 } $5.00 rec'd Folio # 2 Rec # 1294

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant Cyrille R. Wetterley

Date of Application May 17, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CYRILLE R. WETTERLEY	c/o Northwest Industries Ltd. P.O. Box 517, Edmonton, Alberta.	Canadian.

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

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

Usual Station Edmonton, Alberta.

Date of manufacture or reconstruction June 22, 1946

Crew required ~~One~~ Pilot.

Accommodation for what number of passengers One

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

DESCRIPTION OF AIRCRAFT

Heavier than, ~~or Lighter than~~ Air Aeronca Champion made by Aeronca Aircraft Corp.

Type 7AC Maker's No. 7AC-3314

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 Feet	
Length o/a in feet	21½ Feet	
Height o/a in feet	6½ Feet	
Cubic Capacity (of Airship or Balloon)	———	
Weight equipped, but without load, fuel, or oil	761 lbs.	

Total weight authorized (fully loaded) in lbs. 1220 lbs. Air speed 100 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments TACHOMETER, ALTIMETER, COMPASS, AIR SPEED
2. Gauges OIL PRESSURED, OIL TEMP.
3. Lights NIL
4. Signals NIL
5. Fire Extinguishers ONE
6. Parachutes NIL
7. Tools NIL
8. Other Equipment NIL Norado

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	CONTINENTAL-A65-8 #4502568			
Pusher or Tractor	TRACTOR			
Right or Left Hand	RIGHT			
No. of Cylinders	4			
H.P.	65			
Bore	3 1/8"			
Stroke	3 5/8"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 10/8/47

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 direct to owner as applied for please.

Date 11/6/47

Signature [signature] D.I.A.R.

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

22 2 8-45

PLACE Edmonton, Alta. June ~~11~~ 13, 1947.

YOUR FILE	SUBJECT	OUR FILE
5008-D14-8	Aeronca 7AC CF-DNH Serial No. 7AC-3314	1-557

TRANSPORT-RECORDS
JUN 18 P.M.
File 5008 D14-8

AIR MAIL - Registered
Controller of Civil Aviation,
Ottawa.

1. Herewith, for your approval please, application in duplicate for:

Registration..... N.A.
Re-registration.....Yes
Commercially..... No
Privately.....Yes

A 8807

of the subject aircraft in the name of..... Mr. C. R. Wetterley of Edmonton, Alta.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from Western Airmotive Ltd. of Edmonton to Mr. Wetterley.

(b) Weight and Balance report N.A.
Customs' Declaration B1 N.A.
Copy of our temporary C of R and C of A issued this aircraft dated June 11/47 yes.
Inspection report dated.. N.A.
Weighing report dated ~~N.A.~~ YES AID
C of R No...3767....for Cancellation
C of A No.....1287..for change of name
Work Report covering Engine No. 4502568.
Work report covering aircraft... yes.
Release Certificate A1-1 N.A.
Release Certificate AI-6 Issue 3 N.A.

O.K Re-Reg. C/A Valid to June 10-48

3. Fee of $.5.00.....has been received and will be forwarded to H.Q. under Folio #..?.....Receipt No...1294...

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.

5821 (R)
1287 (A)

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

Reg books sent

KFS/ M Encls.

/RM

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5821

NATIONALITY AND REGISTRATION MARKS CF-DNH

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio.
3. Constructor's serial number	7AC-3314
4. Name of owner	Cyrille R. Wetterley,
5. Address of owner	c/o Northwest Industries Ltd., P.O. Box 517, Edmonton, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alta.,
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 11th 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-DNH and is of Canadian nationality.

Given at Ottawa this 23rd day of June 19 47.

Superintendent, Air Regulations.

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

Not valid after June 10th, 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

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 IN CANADA ONLY.
ISSUED IN LIEU OF U.S. DEPT. OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E-9962 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY

73

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1287

(Heavier than air)

FIRST PART

(11.6.47) WETTERLEY,

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

1. Surname of owner (or name of Company) Western Airmotive Limited
2. Christian name Cyrille, R.,
3. Address c/o Northwest Industries Ltd., P.O. Box 517, Edmonton, Alta. #1 Municipal Hangar, Edmonton Airports, Edmonton, Alta.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DNH

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-3314
8. Place and year of construction of aircraft Middletown, Ohio, 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 n.a.w.d t-c
15. Maximum span (in flying position) 35'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 2300 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

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

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews { Number fitted One Types Sensenich No. ..... ; Pitch ..... Diameter ..... }

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	761 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane (28.12.46.)	766 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	84 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks One	
(b) Capacity of tanks 12 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 191 lbs. 28.12.46.)	196 lbs.
	lbs.
32. Maximum total weight authorized	1220 lbs.
Landplane	lbs.
Seaplane	1220 lbs.
Skiplane (28.12.46.)	

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane Twelve hundred and twenty pounds
    Seaplane .....
    Skiplane Twelve hundred and twenty pounds (28.12.46.)
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 ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 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 19th day of August, 19 46.

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

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

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

June 20, 1939.

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
		June 21/47 June 10th, 1948.	

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

All modifications affecting airworthiness should be noted.

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

/RM

5008-D14-8 75

REGISTERED

OTTAWA, June 23rd, 1947.

Mr. Cyrille R. Wetterley,
c/o Northwest Industries Ltd.,
P.O. Box 517,
Edmonton, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5821 and Certificate of Airworthiness No. 1287 for your Aeroma 7AC aircraft CF-DNH, Serial No. 7AC-3314.

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 10th, 1948.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

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

DNH

JOURNEY and AIRCRAFT

LOG BOOK

Price, $1.75

AIRCRAFT

1. Nationality British 2. Registration marks CF-DNH

3. Certificate of Airworthiness No. 1287 dated June 21, 1946.

4. Certificate of Registration No. 3767 dated June 21, 1946.

5. Classification of Aircraft (Category, Subdivision) ~~Commercial~~ Private 6. Station Edmonton, Alta.

7. Owner ~~Western Airmotive Ltd.,~~ Lyrelle R. Wetterley 8. Address #1 Municipal Hangar, Edmonton Airport, Edmonton, Alta. 9. Nationality British P.O Box 517

DESCRIPTION OF THE AIRCRAFT

10. Builder Aeronca Aircraft Corp., 11. Type of aircraft Aeronca 7AC 12. Series No. 7AC-3314

13. Maximum span (flying position) 35'0" 14. Maximum length (flying position) 21'6"

15. Total height 6'6" 15. Lifting surface —

17. Maximum total weight authorized: Landplane 1220 lbs. Seaplane ..... lbs. Skiplane 1220 lbs. 18. Weight empty 28/12/46 [illegible]: Landplane 761 lbs. Seaplane ..... lbs. Skiplane 766 lbs. [illegible] 28/12/46 19. Pay load (with crew and full tanks): Landplane 196 lbs. Seaplane ..... lbs. Skiplane 191 lbs. [illegible] 28/12/46

20. Compulsory crew One 21. Maximum number of persons to be carried (including crew) Two

22. Fuel: 23. Capacity of fuel tanks ..... 24. Oil .....
25. Flying hours at normal power (— pts. per B.H.P. hour) —

26. Marks and types of engines Continental A65/8 27. Normal revolutions 2300 28. Normal horse power 65

29. Airscrews 1 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 7th day of November, 1946

T. J. [illegible]

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
NOVEMBER 25. 1946		
AIRCRAFT DELIVERED FROM AERONCA AIRCRAFT CORP., MIDDLETOWN, OHIO. U.S.A. ON JUNE 26/1946		
TOTAL FLYING TIME TO DATE.	339: 30 - HOURS.	

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				339.30						
20-11-46						1.05						
22-11-46						3.25						
24-11-46						1.00						
26-11-46						.45						
28-11-46						1.25						
30-11-46						2.00						
1-12-46						1.20						
3-12-46						2.30						
3-12-46						.30						
4-12-46						1.50						
6-12-46												
8-12-46						1.40						
9-12-46						2.10						
13-12-46						1.05						
14-12-46						1.50						
17-12-46						50						
18-12-46						1.25						
19-12-46						1:35						
20-12-46						1:00						
21-12-46						2:05						
22-12-46						2:00						
27-12-46						1:05						
28-12-46						:40						
29-12-46		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
340:35	Aircraft Certified Aeroworthy	J.M.Keith	
344:00			
345:00			
345:45	Aircraft Certified airworthy	P.Broche	
347:10			
349:10			
350:30			
353:00	Aircraft Certified airworthy	P.Broche	
353:30			
355:20			
357:00	Aircraft Certified airworthy	P.Broche	
359:10			
360:15			M.D.Fallon
361:05	Aircraft Airworthy	J.M.Keith	M.D.Fallon
361:55			M.D.Fallon
364:20			M.D.Fallon
365:55			M.D.Fallon
366:55	Aircraft Inspected, Airworthy	J.M.Keith	M.D.Fallon
369:00			M.D.Fallon
371:00			M.D.Fallon
372:05	Aircraft Airworthy	J.M.Keith	M.D.Fallon
374:45			M.D.Fallon

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										
29-12-46						1.30						
4-1-47						1:00						
5-1-47						2:05						
6-1-47												
7-1-47												
8-1-47												
9-1-47	Baptiste Lake	Wales - Schumacher				1:05						
	Athabasca	"				:10						
10-1-47	"	" "				:10						
	"	" "				:10						
	"	" ×	1			:10						
11-1-47	"	" "				:10						
	"	"	1			:10						
	"	"	1			:10						
	Edmonton	" "				1:00						
14-1-47												
19-1-47						1:55						
23-1-47						1:15						
25-1-47						3:30						
26-1-47						2.35						
9-2-47						3.25						
10-2-47						1.30						
11-2-47						40						
		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
374:45			
374:15			M DeFallon
375:15	aircraft airworthy	P Brochu	M DeFallon
377:20			M DeFallon
378:25	aircraft airworthy	P Brochu	D Mendes
378:35			D Mendes
378:45			D Mendes
378:55			D Mendes
379:05			D Mendes
379:15			D Mendes
379:25			D Mendes
379:35			D Mendes
380:35	Thirty hour checks. airworthy	P Brochu	D Mendes
382:30			M DeFallon
383:45	Engine airworthy	P Brochu	M DeFallon
387:15			M DeFallon
389:50	Aircraft Inspected Airworthy	Jenkins	M DeFallon
393:15	Aircraft Inspected Aircraft	Jenkins	M DeFallon
394:45			M DeFallon
395:25			M DeFallon

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										
12-2-47						3:25						
13-2-47						1:05						
14-2-47						3:30						
15-2-47						5:00						
16-2-47						2:45						
17-2-47												
19-2-47						55						
24-2-47						1:00						
27-2-47						2:00						
1-3-47						1:50						
2-3-47						2:35						
3-3-47												
4-3-47						2:45						
5-3-47						2:35						
6-3-47						2:20						
7-3-47						2:25						
12-3-47												
12-3-47	THOR HIGD	ANDERSON	1			45						
12-3-47	EDMONTON	ANDERSON	1			40						
8-3-47						15						
9-3-47						6:40						
13-3-47						40						
15-3-47						1:25						
		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
395:25			
398:50			M D A Fallon
98:50			M D A Fallon
399:55			M D A Fallon
00:25	Aircraft airworthy	J M Keith	M D A Fallon
05:25			M D A Fallon
8:10			M D A Fallon
	Aircraft airworthy	J M Keith	
09:05 30 hr	check aircraft airworthy	P Broche	M D A Fallon
410:05 30 hr			M D A Fallon
412:05	aircraft airworthy	P Broche	M D A Fallon
413:55			M D A Fallon
416:30			M D A Fallon
	aircraft airworthy	P Broche	
419:15			M D A Fallon
421:50			M D A Fallon.
424:10			M D A Fallon
26:35			M D A Fallon.
	Aircraft airworthy	J M Keith	
27.20			G J Anderson
28.00			G J Anderson
28:15			M D A Fallon
34:55			M D A Fallon
35:35			M D A Fallon
37:00	aircraft airworthy	P Broche	M D A Fallon.

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										
16-3-47						5:45						
16-3-47						1:00						
17-3-47						2:30						
18-3-47						1:35						
19-3-47						4:35						
20-3-47						1:20						
21-3-47						1:25						
22-3-47						1:45						
23-3-47						4:00						
24-3-47						3:15						
25-3-47						2:35						
26-3-47						1:00						
27-3-47						1:00						
28-3-47						1:55						
30-3-47						2:55						
31-3-47						1:25						
3-4-47						2:40						
5-4-47						1:35						
6-4-47						5:50						
7-4-47						1:25						
8-4-47						2:15						
9-4-47						2:05						
14-4-47						:30						
		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
442:45		M Da Fallon
443:45		M Da Fallon
446:15		M Da Fallon
447:50		M Da Fallon
452:25 30 hr check completed.		M Da Fallon
453:45 aircraft airworthy	P Bracken	M Da Fallon
455:30		M Da Fallon
456:55		M Da Fallon
460:55		M Da Fallon
464:10		M Da Fallon
466:45 aircraft airworthy	P Bracken	M Da Fallon
467:45		M Da Fallon
468:45		M Da Fallon
470:40		M Da Fallon
473:35		M Da Fallon
475:00 aircraft airworthy	P Bracken	M Da Fallon
475:40		M Da Fallon
477:15		M Da Fallon
483:05		M Da Fallon
484:30		M Da Fallon
486:45 aircraft airworthy	P Bracken	M Da Fallon
488:50		M Da Fallon
489:20		M Da Fallon

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										
15-4-47						2:30						
16-4-47						30						
17-4-47						30						
18-4-47						2:55						
19-4-47						1:10						
19-4-47	-					20						
20-4-47						25						
22-4-47						30						
24-4-47						2:25						
25-4-47						2:35						
26-4-47						1:25						
27-4-47						3:55						
28-4-47						2:50						
29-4-47						:20						
1-5-47						5:05						
3-5-47						1:00						
5-5-47						:30						
11-5-47						2:35						
JUNE 10-47												
5-14-47						1:00						
18-5-47						2:00						
21-5-47						:30						
24-5-47						:25						
		Carried forward										

Aeronca Champion
CF-DNH - Serial 7AC-3314

June 10th, 1947.

WORK SHEET

Aircraft completely inspected and serviced. Instruments removed for inspection and re-calibration. Aircraft re-weighed.

"This is to certify the aircraft has been inspected and and maintained in accordance with the accepted practice; that all manufacturer's Service Bulletins affecting safety have been complied with to date, that no unauthorized modifications have been incorporated, and that the aircraft is airworthy."

* J. W. Keith
Air Engineer "B" A1017

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
489:20		
491:50 Aircraft airworthy	P. Brochu	M D A Fallow
492:20		M D A Fallow
492:50		M D A Fallow
495:45		M D A Fallow
496:55		M D A Fallow
497:15 30 hr check	P. Brochu	M D A Fallow
497:40		M D A Fallow
498:10 aircraft airworthy	P. Brochu	M D A Fallow
500:35		M D A Fallow
503:10		M D A Fallow
504:35 aircraft airworthy	P. Brochu	M D A Fallow
508:30		M D A Fallow
511:20		M D A Fallow
511:40		M D A Fallow
516:45 Aircraft Airworthy	J M Keith	M D A Fallow
517:45		M D A Fallow
518:15		M D A Fallow
520:50 Aircraft Airworthy	J M Keith	M D A Fallow
Aircraft Certified Airworthy	J M Keith	C R Wetterley
521:50		C R Wetterley
523:50		C R Wetterley
524:20		C R Wetterley
524:45		C R Wetterley

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										
May 25, 1947	Local	C. Wetterley		7:25	7:50	:25						
June 11, 1947	Local	C. Wetterley		9:00	9:25	:25						
12, 1947	Local	C. Wetterley		4:00	4:25	:25						
12, 1947	Local	C. Wetterley		4:35	4:45	:10						
15, 1947	Local	G. Zawick-Pilot	1	10:45	11:00	:15						
15, 1947	Local	C. Wetterley-Pilot	1	9:05	9:30	:25						
18, 1947	Local	C. Wetterley-Pilot		5:40	6:25	:45						
19, 1947	Local	C. Wetterley-Pilot		7:35	7:55	:20						
20, 1947	Edmonton-Whitecourt	G. Zawick-Pilot	1	11:57	1:30	1:33						
20, 1947	Whitecourt-Hash Lake	G. Zawick-Pilot	1	4:25	5:11	:46						
20, 1947	Hash Lake Local	G. Zawick-Pilot	1	6:30	7:00	:30						
20, 1947	Hash Lake-Whitecourt	G. Zawick-Pilot	1	9:45	10:15	:30						
21, 1947	Whitecourt-Edmonton	G. Zawick-Pilot	1	1:00	2:07	1:07						
26, 1947	Edmonton-Whitecourt	G. Zawick-Pilot	1	8:10	9:25	1:15						
26, 1947	Whitecourt-Hash Lake-Return	G. Zawick-Pilot	1	12:35	1:47	1:12						
26, 1947	Whitecourt-Tony Creek-Return	G. Zawick-Pilot		4:55	5:40	:45						
27, 1947	Whitecourt-Hash Lake-Return	G. Zawick-Pilot	1	11:35	12:50	1:15						
27, 1947	Whitecourt-Hash Lake	G. Zawick-Pilot	1	3:12	3:57	:45						
29, 1947	Hash Lake-Whitecourt	G. Zawick-Pilot	1	8:55	10:37	1:42						
30, 1947	Whitecourt-Edmonton	G. Zawick-Pilot	1	3:35	4:50	1:15						
July 4, 1947	Edmonton Local	C. Wetterley-Pilot		9:25	10:02	:37						
7, 1947	Edmonton Local	C. Wetterley-Pilot		8:10	8:55	:45						
8, 1947	Edmonton Local	C. Wetterley-Pilot		7:45	8:55	1:10						
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
524: 45		
525: 10		C R Wetterley
525: 35		C R Wetterley
526: 00		C R Wetterley
526: 10		C R Wetterley
526: 25		G M Rawlick
526: 50		C R Wetterley
527: 35		C R Wetterley
527: 55		C R Wetterley
528: 28		G M Rawlick
530: 14		G M Rawlick
530: 44		G M Rawlick
530: 14		G M Rawlick
532: 21		G M Rawlick
533: 38		C R Wetterley
534: 48		C R Wetterley
535 93		C R Wetterley
536: 48		C R Wetterley
537: 33		C R Wetterley
538: 10		C R Wetterley
539: 25		C R Wetterley
540: 02		C R Wetterley
540: 47		C R Wetterley
541: 57		C R Wetterley

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 12, 1947	Edmonton - Local	C. Wetterley - Pilot		7:10	7:55	:45						
15, 1947	Edmonton - Local	C. Wetterley - Pilot		8:45	9:30	:45						
23, 1947	Edmonton - Local	C. Wetterley - Pilot		6:30	7:03	:33						
24, 1947	Edmonton - Local	C. Wetterley - Pilot		8:25	9:12	:47						
28, 1947	Edmonton - Local	G. Zowick - Pilot		10:10	10:30	:20						
28, 1947	Edmonton - Seba	C. Wetterley - Pilot		2:15	2:55	:40						
28, 1947	Seba - Edmonton	C. Wetterley - Pilot		6:35	7:15	:40						
Aug 2, 1947	Edmonton - Penhold	W. E. Hooper	1	7:15	8:15	1:00						
2, 1947	Penhold - Calgary	W. E. Hooper	1	8:30	9:47	1:17						
3, 1947	Calgary - Local	W. E. Hooper	1	3:50	5:45	1:55						
4, 1947	Calgary - Penhold	W. E. Hooper	1	6:30	7:45	1:15						
4, 1947	Penhold - Edmonton	W. E. Hooper	1	8:00	9:10	1:10						
Aug. 18th 1947	Edmonton											
30.10.47.	Edmonton.											
30.10.47	Edmonton - Local.	A.T. HILL.	—	1115	1155	:40						
Nov 22, 1947	" "	C. Wetterley Pilot	1	14:10	14:55	:45						
22, 1947	" "	" " "		14:55	15:45	:50						
22, 1947	" "	G. W. Zowick "	1	16:15	16:35	:20						
23, 1947	" "	C. Wetterley "		16:00	16:25	:25						
		Carried forward				556:04						

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
541:57		
542:42		C R Wetterley
543:27		C R Wetterley
544:00		C R Wetterley
544:47		C R Wetterley
545:07		[illegible] Ramick
545:47		C R Wetterley
546:27		C R Wetterley
547:27		
548:44		
550:39		
551:54		
553:04		
Engine removed from aircraft at Northwest Industries Ltd. for complete overhaul.	J. G. Portlock A2226	
Engine reinstalled. Installation satisfactory Airworthy for test flight	J G Portlock A2226.	A. T. Shie.
553:14 Test Flight.		
554:29		C R Wetterley
555:19		C R Wetterley
555:39		C R Wetterley
556:04		C R Wetterley

ENGINE No. / DATE 1947	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				556:05						
Nov 30, 1947	Edmonton Local	G.W. Zawick	1	10:15	10:40	:30						
Dec 4, 1947	" "	C.R. Wetterley	1	3:45	4.45	1:00						
5, 1947	" "	" "	1	4:00	4.45	:45						
6, 1947	" "	" "	1	2:45	3.45	1:00						
11, 1947	" "	" "	1	10:35	11:15	:40						
12, 1947	" "	" "		2:30	3:10	:40						
18, 1947	" "	- -		11:20	12:00	:40						
18, 1947	" "	- -	1	3:00	3:50	:50						
19, 1947	" "	" -	1	11:25	11:55	:30						
19, 1947	" "	W. Hooper		1.55	2:15	:20						
21, 1947	" "	C.R. Wetterley		1:55	2.40	:45						
21, 1947	" "	G.W. Zawick.	1	3:30	3.50	:20						
23, 1947	" "	C.R Wetterley		2:25	3:05	:40						
26, 1947	" "	G.W. Zawick.	1	3:45	4:30	:45						
28, 1947	" "	G.W. Zawick	1	10:35	11:30	:55						
30, 1947	" "	C.R. Wetterley		11.00	11:35	:35						
Jan 4, 1948	" "	G.W. Zawick	1	10:45	12:15	1:30						
4, 1948	" "	" "	1	4:00	4:30	:30						
18, 1948	" "	Mr. Long		10:35	12:15	1.40						
25, 1948	" "	C.R. Wetterley		11:15	11:45	:30						
25, 1948	" "	" "		3:20	3.45	:25						
28, 1948	" "	Mr. Long		2:45	3:10	:25						
Feb 12, 1948	" "	C.R. Wetterley	1	4:50	5:25	:35						
		Carried forward				572:34						

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
		Gordon W Zawicki
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		W E Hamilton
		C R Wetterley
		G W Zawicki
		C R Wetterley
		G W Zawicki
		C R Wetterley
		C R Wetterley
		G W Zawicki
		G W Zawicki
		C R Wetterley
		C R Wetterley
25 Hour Check		
		C R Wetterley

ENGINE No.	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				572:34						
Feb. 12th.													
22nd	Edmonton	Local	G.W Zawick	1	10:15	11:00	:45						
23rd	"	"	C.R. Wetterley		1:15	1:45	:30						
23rd	"	"	C.R. Wetterley		2:30	3:05	:35						
26th	"	"	C.R. Wetterley		2:15	3:00	:45						
March 2nd	"	"	C.R. Wetterley	1	5:00	5:45	:45						
6th	"	"	C.R. Wetterley	1	4:05	4:30	:25						
7th	"	"	C.R. Wetterley	1	3:00	3:45	:45						
7th	"	"	C.R. Wetterley	1	4:15	4:30	:15						
11th	"	"	C.R. Wetterley	1	5:00	6:00	1:00						
13th	"	"	C.R. Wetterley	1	3:25	4:05	:40						
14th	"	"	C.R. Wetterley	1	2:45	3:15	:30						
14th	"	"	C.R. Wetterley	1	3:25	3:55	:30						
14th	"	"	C.R. Wetterley	1	4:15	4:30	:15						
21st	"	"	C.R. Wetterley	1	2:15	3:05	:50						
21st	"	"	C.R. Wetterley	1	3:15	3:35	:20						
21st	"	"	C.R. Wetterley	1	3:40	4:00	:20						
21st	"	"	G.D. Zawick	1	5:10	5:40	:30						
28th	"	"	C.R. Wetterley	1	3:45	4:05	:20						
28th	"	"	C.R. Wetterley	1	4:25	4:55	:30						
30th	"	"	C.R. Wetterley	1	5:10	5:40	:30						
April 4th	"	"	G.W. Zawick	1	11:15	11:45	:30						
4th	"	"	C.R. Wetterley	1	2:30	3:45	1:15						
4th	"	"	G.W. Zawick	1	4:45	5:15	:30						
			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
		G W Zawick
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		G W Zawick
		C R Wetterley
		C R Wetterley
		C R Wetterley
		G W Zawick
		C R Wetterley
		G W Zawick
		G W Zawick

ENGINE No.	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				585.50						
Apr. 10	Edmonton Local	C. R. Wetterley	1	4:05	4:45	:40						
11	" "	G. W. Zawick	1	4:30	5:30	1:00						
18	" "	C. R. Wetterley	1	9:15	10:05	:50						
18	" "	G. W. Zawick	1	10:50	11:30	:40						
18	" "	C. R. Wetterley	1	3:15	4:00	:45						
19	" "	G. W. Zawick	1	5:00	5:40	:40						
23rd	" "	C. R. Wetterley	1	6:50	7:30	:40						
24	" "	C. R. Wetterley	1	12:30	1:40	1:10						
28												
2-5-48												
May 1	Edmonton Local	C. R. Wetterley	1	3:45	4:20	:35						
1	" "	C. R. Wetterley	1	4:25	4:40	:15						
5	" "	C. R. Wetterley	1	4:55	5:15	:20						
5	" "	C. R. Wetterley	1	5:20	5:40	:20						
5	" "	C. R. Wetterley	1	5:45	6:10	:25						
8	" "	C. R. Wetterley	1	3:15	4:15	1:00						
8	" "	C. R. Wetterley	1	4:15	4:30	:15						
15	" "	C. R. Wetterley	1	1:15	2:30	1:15						
19	" "	C. R. Wetterley	1	7:15	7:50	:35						
22	Edmonton - Penhold	C. R. Wetterley	1	12:45	1:55	1:10						
22	Penhold - Calgary	C. R. Wetterley	1	2:30	3:20	:40						
22	Calgary - Banff	C. R. Wetterley	1	6:15	7:05	:50						
23	Banff - Lake Louise Ret...	C. R. Wetterley	1	2:50	3:00	1:10						
		Carried forward										

550 15 10 585 50 18-10 604 60 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
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
50 Hour inspection Completed.		
Aircraft Certified Airworthy.	H F Fairbairn	
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley
		C R Wetterley

ENGINE No.	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.	Equip-ment Lbs.	Fuel Gals.	Oil Gals.	Passengers Lbs.	Cargo Lbs.
		Brought forward										
May 24, 1948	Banff - Calgary	C. R. Wetterley	1	1:45	2:45	1:00						
24, 1948	Calgary - Edmonton	C. R. Wetterley	1	6:20	8:20	2:00						
		Carried forward										

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
		C R Letterley
		C R Letterley

/RM

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-D14-8

REGISTERED

OTTAWA, June 23rd, 1947.

Mr. Cyrille R. Wetterley,
c/o Northwest Industries Ltd.,
P.O. Box 517,
Edmonton, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5821 and Certificate of Airworthiness No. 1287 for your Aeronca 7AC aircraft CF-DNH, Serial No. 7AC-3314.

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 10th, 1948.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

/RM

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5821

NATIONALITY AND REGISTRATION MARKS CF-DNH

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio.
3. Constructor's serial number	7AC-3314
4. Name of owner	Cyrille R. Wetterley,
5. Address of owner	c/o Northwest Industries Ltd., P.O. Box 517, Edmonton, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alta.,
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 11th 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-DNH and is of Canadian nationality.

Given at Ottawa this 23rd day of June 19 47.

Superintendent, Air Regulations.

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

Not valid after June 10th, 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

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 IN CANADA ONLY.
ISSUED IN LIEU OF U.S. DEPT. OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #X-9962 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1287

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) ~~Western Airmotive Limited~~ (11.6.47) WETTERLEY,
2. Christian name Cyrille R.,
3. Address c/o Northwest Industries Ltd., P.O. Box 517, Edmonton, Alta. ~~#1 Municipal Hangar, Edmonton Airport, Edmonton, Alta.~~
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DNH

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-3314
8. Place and year of construction of aircraft Middletown, Ohio, 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~~ a
15. Maximum span (in flying position) 35'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 2300 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	761	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane	766 WS	lbs. 28-12-46

WEIGHT OF FUEL AND OIL

26. Fuel	84	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks: One		
(b) Capacity of tanks: 12 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 191 lbs...28-12-46 WS	196	lbs.
32. Maximum total weight authorized		lbs.
Landplane	1220	lbs.
Seaplane		lbs.
Skiplane	1220 WS	lbs. 28-12-46

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Twelve hundred and twenty pounds
Seaplane .....
Skiplane Twelve hundred and twenty pounds. WS 28-12-46
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 ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 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 19th day of August, 19 46.

E. Graham
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

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

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

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

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

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

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

Fire Extinguisher

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

D.—Special equipment:

Safety belt for each occupant

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

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

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 21/47 June 10th, 1948.	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.

(K.P. 59811)

CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER 1-557

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 16, 1946.

Western Airmotive Ltd.,
No. 1 Municipal Hangar,
Airport,
Edmonton, Alta.

Dear Sirs:

Pending issue of the formal Certificates of Registration and Airworthiness by our Headquarters, this letter constitutes your temporary authority to operate Aeronca aircraft CF-DNH, for a further period of sixty days, VFR, day flying only.

The aircraft is to be operated within the following weight limits:

Landplane empty weight..... 760 lbs.
Landplane gross weight.....1220 lbs.

This authority to be not valid after November 15, 1946.

Yours truly,

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

KFS/M
Ch

Rena! Please make a record of this

Department of Transport
Civil Aviation Division
CANADA

DEPARTMENT OF TRANSPORT

CANADA

1-557

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 11, 1947.

Mr. C. R. Wetterley,
c/o Northwest Industries Ltd.,
P.O. Box 517,
EDMONTON, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Aeronca 7AC
Serial No.: 7AC-3314
Registration Marks: CF-DNH

This authority is issued for:

VFR
Day flying only
Weights:

	Empty	Commercial	Gross
Fuel.....	84 lbs.		
Oil.....	9 lbs.		
Crew.....	170 lbs.		
Landplane	740 lbs.	263 lbs.	1220 lbs.
Seaplane			
Skiplane			

Minimum number of crew..... One
Number of passengers permitted....One
Commercial No.
Private Yes.
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after....August 10, 1947.....unless extended or renewed.

If aircraft is registered commercially you must be in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

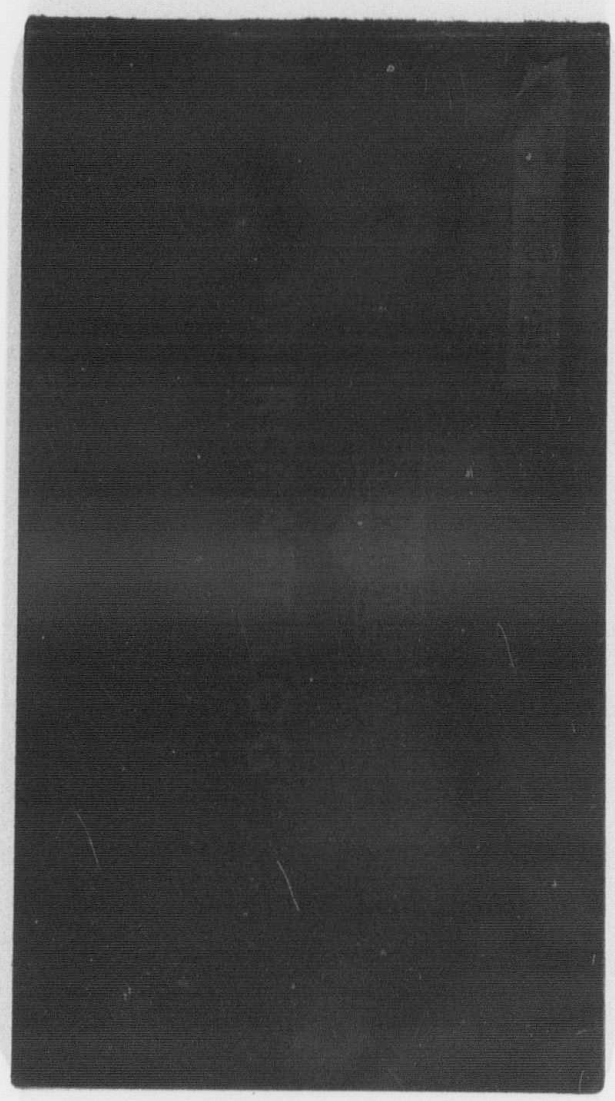
This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

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

Department of Transport Civil Aviation Division CANADA

KFS/ M
Ch H.Q. file: 5008-D14-8



AIRCRAFT DESCRIPTION

AERONCA AIRCRAFT

Manufacturer MIDDLETOWN, OHIO Place Date

License No. CF-DNH Type 7AC Serial 7AC-3311

Description

Reconstructed By Place Date

Seating Capacity (Crew included) Weight Empty Weight Loaded

Wing Area Sq. Ft. Control Area Sq. Ft. Span Length

Tires Main Tire Tail Brakes

Owner Address

City State

EQUIPMENT DESCRIPTION

Propeller	Hub Design	Hub Serial No.	
Blade Design	Blade Serial No.	Blade Serial No.	
Pitch	Width	Diameter	
Engine	Model	Serial No.	4502568
Rated H. P.	Bore	Stroke	
Receiver	Model	Serial No.	
Transmitter	Model	Serial No.	Output
Generator	Model	Serial No.	Amp. Volt
Starter	Model	Serial No.	Volts
Power Unit	Model	Serial No.	Volts

FLIGHT LOG

DATE 1946	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
6-29						30		FLIGHT TEST O. K.	H. J. ROSING	56621
					27	10		Ferry Flight		
								Farm Factory.		
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
6-7-46			3	15	30	55		P Brochu	Mafallon	
10-8-46			1	45	32	40			Mafallon	
11-7-46			2	00	34	40			Mafallon	
12-7-46			1	40	36	20			Mafallon	
13-7-46			1	50	38	10		P Brochu	Mafallon	
14-7-46			2	55	41	05			Mafallon	
15-7-46			2	20	43	25			Mafallon	
16-7-46			3	05	46	30			Mafallon	
18-7-46			3	55	50	25			Mafallon	
19-7-46			2	10	52	35			Mafallon	
TOTALS FORWARD			27	40						
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
20-7-46			4.	40	57	15		20 hr check	P Butcher	
21-7-46			1	00	58	15			Mafallon	
22-7-46			1	20	59	35			Mafallon	
23-7-46			7	00	66	35			Mafallon	
24-7-46			8	05	74	40			Mafallon	
25-7-46			8	55	83.	35			Mafallon	
26-7-46			1	45	85	20			Mafallon	
27-7-46			2	25	87	45			Mafallon	
28-7-46			3	55	91	40		Answering [illegible]	[illegible]	
29-7-46			4.	25	96	05			Mafallon	
30-7-46			3	15	99	20			Mafallon	
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
31-7-46			6	05	105	25			[illegible]	
1-8-46			4	25	109	50			[illegible]	
2-8-46			2	00	111	50		Airworthy - [illegible]	[illegible]	
3-8-46			3	00	114	50			[illegible]	
4-8-46			1	30	116	20			[illegible]	
5-8-46			2	20	118	40			[illegible]	
6-8-46				40	119	20			[illegible]	
8-8-46			4	00	123	20			[illegible]	
9-8-46			3	20	126	40	30	hr clerks	[illegible]	
10-8-46			3	20	130	00		[illegible]	[illegible]	
11-8-46			4	10	134	10			[illegible]	
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
13-8-46			1	40	135	50			[illegible]	
14-8-46			2	05	137	55			[illegible]	
15-8-46			4	10	142	05			[illegible]	
17-8-46			4	05	146	10		[illegible]	[illegible]	
18-8-46			2	30	148	40			[illegible]	
18-8-46			1	20	150	00		[illegible]	[illegible]	
19-8-46			1	30	151	30			[illegible]	
20-8-46			2	45	154	15			[illegible]	
21-8-46			3	25	157	40			[illegible]	
22-8-46			2	30	160	10			[illegible]	
23-8-46			1	45	161	55			[illegible]	
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
24-8-46			4.	05	166	00		P Brochu	M Fallon	
25-8-46			5.	20	171	20			M Fallon	
26			3	20	174.	40			M Fallon	
27			3	40	178.	20			M Fallon	
28			2	30	180.	50			M Fallon	
29			1	10	182.	00		30hr check	P Brochu	
30			2	10	184	10			M Fallon	
31			1	55	186	05			M Fallon	
1-9-46			1	25	187	30			M Fallon	
3-9-46				45	188	15			M Fallon	
5-9-46			1	20	189	35		J M Keith	M Fallon	
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
7-9-46			1	40	190	55			M D A Fallon	
8-9-46			4	00	194	55			M D A Fallon	
9-9-46				35	195	30			M D A Fallon	
10-9-46			1	00	196	30			M D A Fallon	
11-9-46			2	25	198	55			M D A Fallon	
12-9-46			3	55	202	50		Anniversary J M Keith	M D A Fallon	
13-9-46			1	20	204	10			M D A Fallon	
14-9-46			1	45	205	55			M D A Fallon	
15-9-46			2	55	208	50			M D A Fallon	
17-9-46			2	30	211	20	30	hr check	[illegible]	
18-9-46			4	20	215	40				
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
19-9-46			2	25	218	05			[illegible]	
20-9-46			3	30	221	35			[illegible]	
22-9-46				45	222	20			[illegible]	
23-9-46			2	10	224	30			[illegible]	
24-9-46			4	05	228	35		P Brochet	[illegible]	
25-9-46			4	20	232	55			[illegible]	
26-9-46			1	00	233	55			[illegible]	
27-9-46				30	234	25			[illegible]	
28-9-46			1	45	236	10			[illegible]	
30-9-46			3	00	239	10			[illegible]	
1-10-46			3	55	243	05		P Brochet	[illegible]	
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
2-10-46					243	05		30 hr check	P Brochu	
3-10-46			1	55	245	00			[illegible]	
5-10-46			4	00	249	00			[illegible]	
6-10-46			2	55	251	55			[illegible]	
7-10-46				35	252	30		P. Brochu	[illegible]	
[illegible]-10-46			1	00	253	30			[illegible]	
[illegible]-10-46			1	05	254	35			[illegible]	
[illegible]-10-46			1	00	255	35			[illegible]	
[illegible]-10-46			1	15	256	50			[illegible]	
[illegible]-10-46			1	05	267	55		P Brochu	[illegible]	
[illegible]-10-46			1	05	264	00				
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

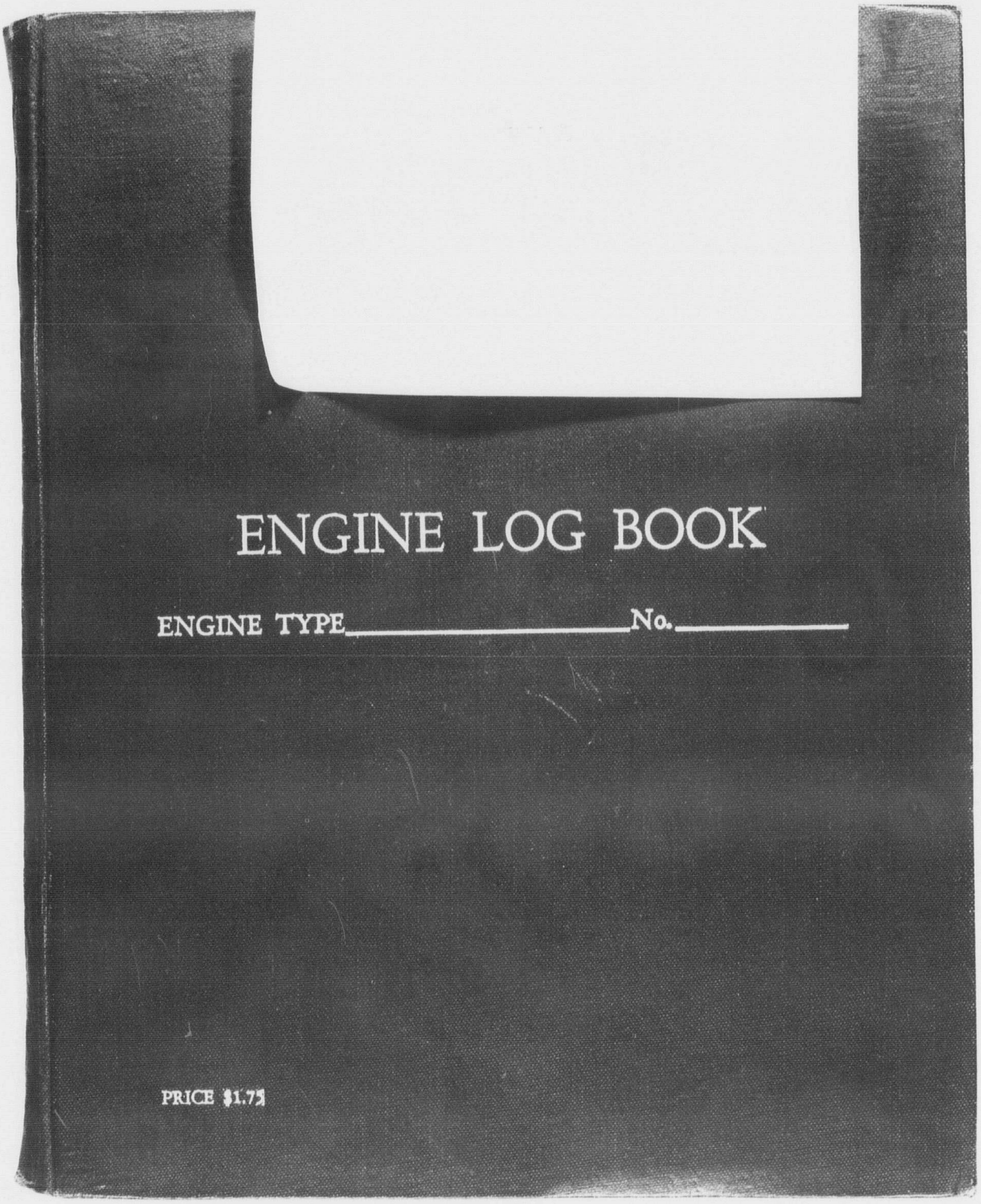
DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
13/10/46			1	40	265	40			[illegible] Fallon	
16-10-46			1	20	267	00			[illegible] Fallon	
17-10-46			4	30	271	30			[illegible] Fallon	
18-10-46			3	35	275	05			[illegible] Fallon	
19-10-46			5	35	280	40			[illegible] Fallon	
20-10-46			2	00	282	40		* P Bushes [illegible]	[illegible] Fallon	
21-10-46				40	283	20		30 hr check	P Bushes	
22-10-46			1	45	285	05			[illegible] Fallon	
24-10-46			1	35	286	40			[illegible] Fallon	
25-10-46			1	10	287	50			[illegible] Fallon	
26-10-46			2	50	290	40			[illegible] Fallon	
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
27-10-46			6	00	296	40		P Brochu	M DeFallon	
29-10-46			3	00	299	40			M DeFallon	
30			3	15	304	55			M DeFallon	
31				40	303	35			M DeFallon	
31/10/46					1	00	304.35	A/c airworthy	P Brochu	
1-11-46					3.	40	308.15		E. Brown	
3-11-46					3.	05	311.20		E. Brown	
4-11-46					3	00	314.20		E Brown	
4-11-46				35	314.	55			M DeFallon	
5-11-46			4	40	319.	35			M DeFallon	
6-11-46			2	10	321.	45		P Brochu	M DeFallon	
TOTALS FORWARD										
TOTALS TO DATE										

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT Up	TIME OF FLIGHT Down	TIME IN AIR Hours	TIME IN AIR Min.	Miles Flown	REPAIRS — ADJUSTMENTS REMARKS	SIGNATURE	LICENSE NUMBER
7-11-46			2	40	3	25			M O'Fallon	
8-11-46			2	45	3	10		30 hr check F Bueche	M O'Fallon	
9-11-46			1	45	3	35			M O'Fallon	
11-11-46			2	40	3	15			M O'Fallon	
12-11-46				40	3	35			M O'Fallon	
13-11-46			1	40	3	15		F Bueche	M O'Fallon	
14-11-46				30	3	45			M O'Fallon	
16-11-46			1	00	3	45			M O'Fallon	
10-11-46			1	45	3	30		F Bueche	M O'Fallon	
TOTALS FORWARD										
TOTALS TO DATE										


ENGINE LOG BOOK
ENGINE TYPE_____No._____
PRICE $1.75

ENGINE

Type CONTINENTAL. Series or Mark A-65-8F

Maker's Serial Number 4502568

Gear Reduction Ratio DIRECT DRIVE

Direction of Rotation of Airscrew RIGHT HAND TRACTOR

	Normal	Maximum
R.P.M. Airscrew		2300
B.H.P.	65.	2300

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 CORP.

Address MUSKEGON, MICHIGAN. USA.

OWNER

Name .....

Address .....

Nationality .....

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			NOVEMBER 25, 1946	
			ENGINE DELIVERED IN AERONCA CF-DNH, FROM AERONCA AIRCRAFT CORP., MIDDLETOWN, OHIO, U.S.A. ON JUNE 26, 1946	
			TOTAL TIME TO DATE. 339:30 HOURS.	
5-11-46			Engine certified Airworthy 339:30	J.M. Keith
2-11-46	1	05	340:35	
4-11-46	3	25	344:00	
6-11-46		45	Engine" Certified airworthy 344:45.	F. Brochu
7-11-46	1	00	345:45	
-11-46	1	25	347:10	
12-46	2	00	349:10	
12-46	1	20	Engine Certified airworthy 350:30	F. Brochu
12-46	2	30	353:00	
12-46		30	353:30	
12-46	1	50	355:20	
12-46			Engine Certified airworthy	F. Brochu
12-46	1	40	357:00	
12-46	2	10	359:10	
12-46	1	05	360:15	

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	

DATE	Time Run Hrs.	Time Run Mins.		DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
14-1r-46	1	50	36r:05	Engine Airworthy	J.M.Keith
17-1r-46		50	36r:55		
18-1r-46	1	25	364:r0		
19-1r-46	1	35	365:55		
r0-1r-46	1	00	366:55	Engine Airworthy	J.M.Keith
21-1r-46	2	05	369:00		
rr-12-46	2	00	371:00		
27-12-46	1	05	372:05	Engine Airworthy	J.M.Keith
r6-1r-46		40	37r:45		
29-1r-46	1	30	374:15		
4-Jan 47	1	00	375:15	Engine airworthy G.Brochu.	
5-Jan-47	2	05	377:r0		
6 Jan					
7 Jan					
8 Jan					
9 Jan	1	15	378:35	Engine airworthy	G.Brochu
10 Jan-47		30	379.05		
11 Jan-47	1	30	380:35		
14-1-47				Top overhaul engine, and thirty hour check and oil changed	
				Engine airworthy	G.Brochu
19-1-47	1	55	382:30		
23-1-47	1	15	383:45	Engine airworthy	G.Brochu
25-1-47	3	30	387:15		
26-1-47	2	35	389.50	Engine Airworthy	J.M.Keith

4

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
9 FEB 47	3	25	393:15 Engine Airworthy	J.M.Keith
10 FEB 47	1	30	394:45	M.O'Fallon
11 FEB 47		40	395:25	M.O'Fallon
12 FEB 47	3	25	398:50	M.O'Fallon
13 FEB 47	1	05	399:55	M.O'Fallon
14 FEB 47		30	400:25 Engine Airworthy	M.O'Fallon J.M.Keith
15 FEB 47	5	00	405:25	M.O'Fallon
16 FEB 47	2	45	408:10	M.O'Fallon
17 " 47			Engine Airworthy	M.O'Fallon
19/2/47		55	409:05 30 hr check Engine airworthy	J.M.Keith
24-2-47	1	00	410:05	J.Bocher
27-2-47	2	00	412:05 Engine airworthy	J.Bocher
1-3-47	1	50	413:55	
2-3-47	2	35	416:30	
3-3-47			Engine Airworthy	J.Bocher
4-3-47	2	45	419:15	J.Bocher
5-3-47	2	35	421:50	M.O'Fallon
6-3-47	2	20	424:10	M.O'Fallon
7-3-47	2	25	426:35	
12-3-47	1	25	428,00 Engine Airworthy	J.M.Keith
8-3-47		15	428:75	
9-3-47	6	40	434:55	
13-3-47		40	435:35	
15-3-47	1	25	437:00 Engine Airworthy	J.Bocher

6

DATE	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
16-3-47	5	45	442:45	
16-3-47	1	00	443:45	
17-3-47	2	30	446:15	
18-3-47	1	35	447:50	
19-3-47	4	35	452:25 30 hr. check Completed	
20-3-47	1	20	453:45 Engine airworthy	P. Broche
21-3-47	1	25	455:10	
22-3-47	1	45	456:55	
23-3-47	4	00	460:55	
24-3-47	3	15	464:10	
25-3-47	2	35	466:45 Engine airworthy	P. Broche
26-3-47	1	00	467:45	
27-3-47	1	00	468:45	
28-3-47	1	55	470:40	
30-3-47	2	55	473:35	
31-3-47	1	25	475:00 Engine airworthy	P. Broche
3-4-47		40	475:40	
5-4-47	1	35	477:15	
6-4-47	5	50	483:05	
7-4-47	1	25	484:30	
8-4-47	2	15	486:45 Engine airworthy	P. Broche
9-4-47	2	05	488:50	
14-4-47		30	489:20	
15-4-47	2	30	491:50 Engine airworthy	P. Broche
16-4-47		30	492:20	
17-4-47		30	492:50	

Continental A65-8
Serial - 4502568

June 10th, 1947.

WORK SHEET

Engine completely serviced and installation inspected. Oil changed, spark plugs serviced and filters cleaned.

"This is to certify the engine has been inspected and maintained in accordance with accepted practice; that no unauthorized modifications have been incorporated, that all Manufacturer's Service Bulletins to date have been complied with, and the engine is airworthy."

* J. M. Keith
Air Engineer "D" A1017

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
18-4-47	2	55	495:45	
19-4-47	1	10	496:55	
19-4-47		20	497:15 30 hr checks and oil changed	J. Bracken
20-4-47		25	497:40	
22-4-47		30	498:10 Engine Airworthy	J. Bracken
24-4-47	2	25	500:35	
25-4-47	2	35	503:10	
26-4-47	1	25	504:35 Engine airworthy	J Bracken
27-4-47	3	55	508:30	
28-4-47	2	50	511:20	
29-4-47		20	511:40	
1-5-47	5	05	516:45 Engine Airworthy	J Keith
3-5-47	1	00	517:45	
4-5-47		30	518:15 *	
4-5-47	2	35	520:50 Engine Airworthy	J Keith
NE-W/47			Engine Airworthy	J Keith
1/6/47		25	521:15	
1/6/47		35	521:50	
1/5/47	1	00	522:50	
1/5/47	2	00	524:50	
1/5/47		30	525:20	
1/5/47		25	525:45	
1/5/47		25	526:10	
1/6/47		15	526:25	

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		

8

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
June 16, 1947		25	526:50	
18, 1947		45	527:35	
19, 1947		20	527:55 30 hours check	
20, 1947	3	19	531:14	
21, 1947	1	07	532:21	
26, 1947	3	12	535:33	
27, 1947	2	00	537:33	
29, 1947		37	538:00	
30, 1947	1	15	539:25	
July 4, 1947		37	540:02	
7, 1947		45	540:47	
8, 1947	1	10	541:57	
12, 1947		45	542:42	
15, 1947		45	543:27	
23, 1947		33	544:00	
24, 1947		47	544:47	
28, 1947	1	40	546:27	
Aug 2, 1947	2	17	548:44	
3, 1947	1	55	550:39	
4, 1947	2	25	553:01	
Aug. 18th 1947			Engine removed from Aircraft CF-DNH at Northwest Industries Ltd Edmonton for complete overhaul.	J.G. Pentlock A 2236.

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
	553	04	Engine completely overhauled at Northmost Industries Ltd. Edmonton in accordance with attached work sheet, engine test report and D.O.T form A1-6 Issue 3, serial # 26.	J.G. Puttock A2226.
	5	00.	Engine run-in and test.	
			Engine re-installed in Avanca CF-DNH.	
			Installation checked - Satisfactory	
24.10.47			Engine ground tested - Satisfactory	J.G. Puttock A2226
25.10.47			Serviceable for test flight	J.G. Puttock A2226.
30.10.47			Serviceable for test flight.	J.G. Puttock A2226.
30.10.47		40	5:40 Test Flight	H. Thiel
Nov 22, 1947	1	55	7:35	
23,		25	8:00	
30,		3/40	8:20	
Dec 4,	1	00	9:20	
5		45	10:05	
6	1	00	11:05	
11		40	11:55	
12		40	12:35	
18	1	30	14:05	
19		30	14:35	
19		20	14:55	
21	1	05	16:00	
23		40	16:40	

TOTAL TIME FOR DOUBLE PAGE	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	Total from previous Summary	553	04	Total from previous Summary	---		Total from previous Summary		
	Total this ~~Double~~ Page	16	40	Total this ~~Double~~ Page	16	40	Total this Double Page		
	TOTAL	569	44	TOTAL			TOTAL		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			16:40	
Dec 26, 1947		45	17:25	
28, 1947		55	18:20	
30, 1947		35	18:55	
1948 Jan 4, 1948	2	00	20:55	
18, 1948	1	40	22:35	
25, 1948		55	23:30	
28, 1948		25	23:55	25 hour check.
Feb 12, 1948		35	24:30	
22, 1948		45	25:15	
23, 1948	1	05	26:20	
26, 1948		45	27:05	
Mar 2, 1948		45	27:50	
6, 1948		25	28:15	
7, 1948	1	00	29:15	
11, 1948	1	00	30:15	
13, 1948		40	30:55	
14, 1948	1	15	32:10	
21, 1948	2	00	34:10	
28, 1948		50	35:00	
30, 1948		30	35:30	
Apr 4, 1948	2	15	37:45	
10, 1948		40	38:25	
11, 1948	1	00	39:25	
18, 1948	2	55	42:20	
23, 1948		40	43:00	

DATE 1948	Time Run Hrs.	Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
April 24	1	10	44:10	
28			50 Hour inspection Completed.	
2-5-48			Engine Certified Airworthy	[illegible]
May 1.		50	45:00	
5	1	05	46:05	
8	1	15	47:20	
15	1	15	48:35	
19		35	49:10	
22	2	40	51:50	
23	1	10	53:00	
24	3	00	56:00	

TOTAL TIME FOR DOUBLE PAGE	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
	Total from previous Summary	569	04	Total from previous Summary	16	40	Total from previous Summary		
	Total this Double Page			Total this Double Page			Total this Double Page		
	TOTAL			TOTAL			TOTAL		

A1-6 Issue 5

R.N. Serial No. 26

INSPECTION RELEASE CERTIFICATE.

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)

This Release Note covers the following:

Description ~~Continental A65 - 8F~~ Ser. No. 4502568

Time Since Manufactured ~~558.04~~ Time Since Overhaul 5.00 (test run time)

I hereby certify that the aero engine, propellers, relevant accessories or parts of any of them covered by the Report of Materials Shipped or Packing Sheet No. ~~[illegible] - Standard Aero Engine Works~~

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

Documentary evidence in our possession substantiates that:

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

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

Signed [signature] DATE 30,10,47
Chief Inspector

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

Signed [signature] Date ~~30,10,47~~

Air Engineer 'D' License No. ~~A2226~~

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

Signed [signature] Date NOV 3. 1947
Resident Inspector A.I.D.

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

NORTH ... LTD. NOV 4 - 1947 Ans. EDM...

Work Carried out at Northwest Industries Ltd. on Continental A65-8F

Serial No. 4502568.

Time since new. 554.04 hours.

The engine, magnetos and carburettor were completely overhauled and the engine was test run for five hours after completion of assembly. (see attached test sheet.)

The following new parts were fitted. Engine Serial No. 4502568.

4 Exhaust valves
4 Exhaust valve guides
16 Bronze bushings for rocker shafts.
4 Modified cam ground pistons and rings complete.
4 Piston pin bushings
4 Connecting rod bearings
3 Crankshaft main bearings

New gaskets, oil seals etc. fitted throughout.
8 New spark plugs. Champion C26 supplied.

Magneto. Case Type CAM. Serial 4191 (Impulse)

The following new parts were fitted,

Modified set of contact points
Magnet
Condenser.

Magneto. Case Type CAM. Serial 4455 (Direct)

The following new parts were fitted,

Modified set of contact points
Condenser.

Both magnetos were reassembled and tested 7 m/m spark was obtained at 125 rpm.

Carburettor - Stromberg Model NA - S3.

Carburettor dismantled, cleaned, and reassembled.
Float level adjusted to correct level at 19" head of 73 octane aviation fuel.

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

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

NORTHWEST INDUSTRIES LTD.
RECEIVED
NOV 4 - 1947
Ans'd.....
EDMONTON, ALTA.

NORTHWEST INDUSTRIES LIMITED
EDMONTON, ALBERTA

Date 11 October, 1947
Model Continental A65 - 8F
Engine No. 4502568

423 Job No.
— First T.
Re-run

ENGINE RUN-IN REPORT

	TIME			R. P. M.			CONSUMPTION			TEMPERATURE					PRESSURE			WEATHER			
	Start	Stop	Total	Right Mag.	Left Mag.	Both	Fuel Units Per Hr.	Oil Lbs. on Scale	Oil Lbs. Per Hr.	Oil °F. In	Oil °F. Out	Carb. °F.	Cylinder Head	Cylinder Base	Oil Lbs.	Fuel Lbs.	Man. in "HG"	Baro. Pressure	Temp. °F. In	Temp. °F. Out	
	0915	1000	0.15			900				60°F	-				30	-	-			45°F	
	1000	1030	.45			900				95	-		140		32	-	-				
	1030	1045	1.00			900				100	-		150		32	-	-				
	1045	1100	1.15			900				105	-		150		32	-	-				
	1100	1115	1.30			900				108	-		150		32	-	-				
	1115	1200	2.15			900				108	-		150		32	-	-				
16/10	1300	1330	2.45			1000				80	-		150		32	-	-			45°F	
	1330	1400	3.15			1100				105	-		150		32	-	-				
	1400	1445	4.00			1200				120	-		150		32	-	-				
20/10				No. 1 cylinder removed, Engine inspected internally. Screen removed, checked and replaced. Cylinder replaced.																	
25/10	0930	1000	4.30			1300				120			150		33	-	-				Acceleration poor
				Carburettor removed, inspected internally, reassembled and replaced. Float level re-checked.																	
29/10	1500	1530	5.00	25	25	1300	-	-	Negligible	120	-	-	150		33	-	-				Acceleration good
				Engine run up to full rpm for short periods. Satisfactory 2300 rpm. Oil pressure 35.																	
															Idling Pressure						

ENGINE TIMING		SPECIFICATIONS				CARB. PER.		REMARKS
Cyl. No.		Prop. Type No.		Oil	S.A.E. 20.	Make Stromberg	Set No. 49	
Inl. Open	Close	Comp. Ratio		Fuel Oct.	73	Accl. Slow OK	Rapid OK	No external oil leaks.
Exh. Open Standard	Close	Blower Ratio	-	Spark Plugs	Champion C26	Idling	700 rpm	
Clearance		Red. Gear Ratio	-			Idling Cutout	-	
M. Rod Cyls.		Tach. Ratio	.500:1			Full Th. R.P.M.	2300	
		Rated H.P.	65			Over R. R.P.M.	-	
		Rated R.P.M.	2300			Closed Th. R.P.M.	700	

Tested
Approved [signature]

Insp.

RECEIVED NOV 4 - 1947 Ans'd..... EDMONTON

A2226

A1-6 Issue 5

R.N. Serial No. 26

INSPECTION RELEASE CERTIFICATE.

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)

This Release Note covers the following:

Description Continental A65 - 8F Ser. No. 4502568

Time Since Manufactured 558.04 Time Since Overhaul 5.00 (test run time)

I hereby certify that the aero engine, propellers, relevant accessories or parts of any of them covered by the Report of Materials Shipped or Packing Sheet No. [illegible] - Standard Aero Engine Works.

From [illegible]

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

Documentary evidence in our possession substantiates that:

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

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

Signed [signature] DATE 30,10,47
Chief Inspector

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

Signed [signature] Date 30,10,47

Air Engineer 'D' License No. A2226

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

Signed [signature] Date NOV 3 1947
Resident Inspector A.I.D.

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

NORTHWEST IN[illegible] LTD. 4 1947

Work Carried out at Northwest Industries Ltd. on Continental A65-8F

Serial No. 4502568.

Time since new. 554.04 hours.

The engine, magnetos and carburettor were completely overhauled and the engine was test run for five hours after completion of assembly. (see attached test sheet.)

The following new parts were fitted. Engine Serial No. 4502568.

4 Exhaust valves
4 Exhaust valve guides
16 Bronze bushings for rocker shafts.
4 Modified cam ground pistons and rings complete.
4 Piston pin bushings
4 Connecting rod bearings
3 Crankshaft main bearings

New gaskets, oil seals etc. fitted throughout.
8 New spark plugs. Champion C26 supplied.

Magneto. Case Type CAM. Serial 4191 (Impulse)

The following new parts were fitted,

Modified set of contact points
Magnet
Condenser.

Magneto. Case Type CAM. Serial 4455 (Direct)

The following new parts were fitted,

Modified set of contact points
Condenser.

Both magnetos were reassembled and tested 7 m/m, spark was obtained at 125 rpm.

Carburettor - Stromberg Model NA - S3.

Carburettor dismantled, cleaned, and reassembled.
Float level adjusted to correct level at 19⁸ head of 73 octane aviation fuel.

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

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

NORTHWEST INDUSTRIES LTD. RECEIVED NOV 4 - 1947 Ans'd..... EDMONTON, ALTA.

Date 11 October, 1947

Model Continental A65 - 8F

Engine No. 4502568

NORTHWEST INDUSTRIES LIMITED
[illegible]
EDMONTON, ALBERTA

ENGINE RUN-IN REPORT

423 Job No.

— First T.

Re-run

	TIME			R. P. M.			CONSUMPTION			TEMPERATURE					PRESSURE			WEATHER			
	Start	Stop	Total	Right Mag.	Left Mag.	Both	Fuel Pints Per Hr.	Oil Lbs. on Scale	Oil Lbs. Per Hr.	Oil °F. In	Oil °F. Out	Carb. °F.	Cylinder Head	Cylinder Base	Oil Lbs.	Fuel Lbs.	Man. in "HG"	Baro. Pressure	Temp. °F. In	Temp. °F. Out	
	0915	1000	0.15			900				60°F	-				30	-	-			45°F	
	1000	1030	.45			900				95	-		140		32	-	-				
	1030	1045	1.00			900				100	-		150		32	-	-				
	1045	1100	1.15			900				105	-		150		32	-	-				
	1100	1115	1.30			900				108	-		150		32	-	-				
	1115	1200	2.15			900				108	-		150		32	-	-				
16/10	1300	1330	2.45			1000				80	-		150		32	-	-			45°F	
	1330	1400	3.15			1100				105	-		150		32	-	-				
	1400	1445	4.00			1200				120	-		150		32	-	-				
20/10				No. 1 cylinder removed, Engine inspected internally. Screen removed, checked and replaced. Cylinder replaced.																	
25/10	0930	1000	4.30			1300				120			150		33	-	-				Acceleration poor
				Carburettor removed, inspected internally, reassembled and replaced. Float level re-checked.																	
29/10	1500	1530	5.00	25	25	1300	-	-	Negligible	120	-	-	150		33	-	-				Acceleration good
				Engine run up to full rpm for short periods. Satisfactory 2300 rpm. Oil pressure 35.																	
															Idling Pressure						

ENGINE TIMING		SPECIFICATIONS				CARB.	PER.	REMARKS
Cyl. No.		Prop. Type	No.	Oil	S.A.E. 20.	Make	Stromberg Set No. 49	
Inl. Open	Close	Comp. Ratio		Fuel Oct.	73	Accl. Slow	OK Rapid OK	No external oil leaks.
Exh. Open	Standard Close	Blower Ratio	-	Spark Plugs	Champion C26	Idling	700 rpm	
Clearance		Red. Gear Ratio	-			Idling Cutout	-	
M. Rod Cyls.		Tach. Ratio	.500:1			Full Th. R.P.M.	2300	
		Rated H.P.	65			Over R. R.P.M.	-	
		Rated R.P.M.	2300			Closed Th. R.P.M.	700	

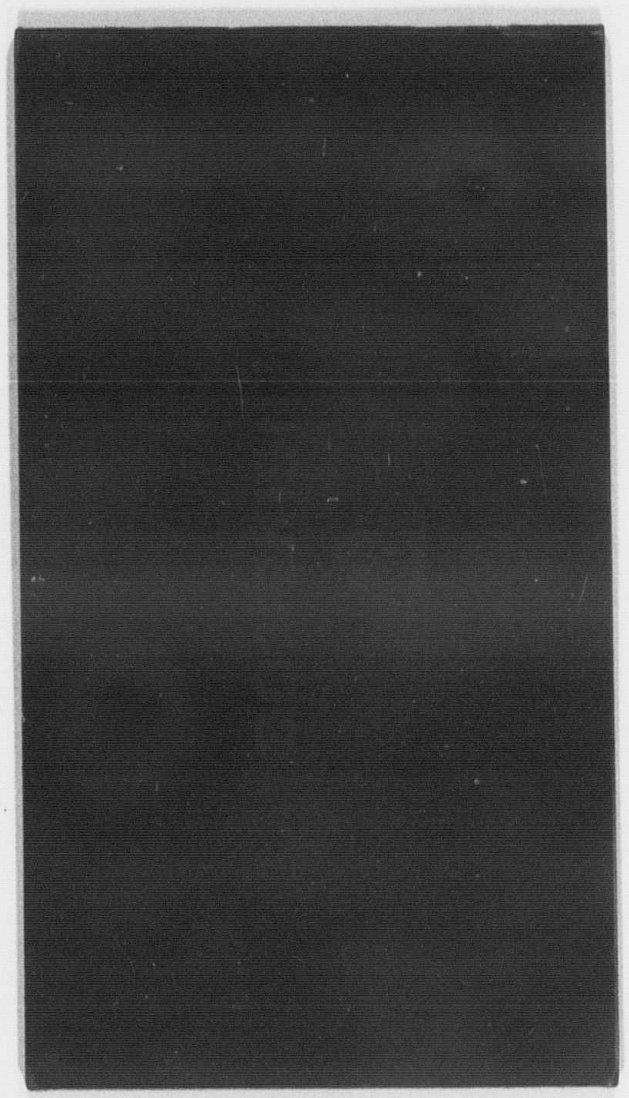
Tested

Approved [signature]

A2226

Insp.

NOV 4 - 19[illegible]
Ans'd
EDMONTON, ALT.



ENGINE

Type A65-8 Gear Reduction Ratio

H. P. 65 Serial No. 4502568 Oper. Oil Pressure

Wt. Complete (Dry) Lbs. Displacement

Bore Stroke

R. P. M. Normal Maximum

B. H. P. Normal Maximum

Propeller—Make Type

Rotation of Propeller Pitch Dia.

MANUFACTURER	OWNER
Name CONTINENTAL MOTORS,	Name
Address DETROIT, MICHIGAN.	Address

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
1646	Bro't Forward									
629						33			FLIGHT TEST O. K.	H. J. ROSING 56621
					27	10	27	40	Ferry Flight Factory.	

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
8-7-46					3	15	30	55	P Buschi	
10-7-46					1	45	32	40		
11-7-46					2	00	34	40		
12-7-46					1	40	36	20		
13-7-46					1	50	38	10	P Buschi	
14-7-46					2	55	41	05		
15-7-46					2	20	43	25		
16-7-46					3	05	46	30		
18-7-46					3	55	50	25		
19-7-46					2	10	52	35		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
20-7-46					4.	40	57	15	30 hr check	F Brocken
21-7-46					1	00	58	15		
22-7-46					1	20	59	35		
23-7-46					7	00	66	35		
24-7-46					8	05	74	40		
25-7-46					8	55	83.	35		
26-7-46					1	45	85	20		
27-7-46					2	25	87	45		
28-7-46					3	55	91	40	Airworthy	J Kirkett
29-7-46					4.	25	96	05		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
30-7-46					3	15	99	20		
31-7-46					6	05	105	25		
1-8-46					4	25	109	50		
2-8-46					2	00	111	50		Jm Kent
3-8-46					2	00	114	50		
4-8-46					1	30	116	20		
5-8-46					2	20	118	40		
6-8-46						40	119	20		
8-8-46					4	00	123	20		
9-8-46					3	20	126	40	30 hr Check	F. Bracher

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M.		Time on Ground		Time in Air		Total Time		Repairs or Adjustments	Signature
	Ground	Air	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.		
	Bro't Forward									
10-8-46					3	20	130	00		
11-8-46					4	10	134	10		
13-8-46					1	40	135	50		
14-8-46					2	05	137	55		
15-8-46					4	10	142	05		
17-8-46					4	05	146	10	P. Brocher	
18-8-46					2	30	148	40		
18-8-46					1	20	150	00	P. Brocher	
19-8-46					1	30	151	30		
20-8-46					2	45	154	15		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M.		Time on Ground		Time in Air		Total Time		Repairs or Adjustments	Signature
	Ground	Air	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.		
	Bro't Forward									
21-8-46					3	25	157	40		
22-8-46					2	30	160	10		
23-8-46					1	45	161	55		
24-8-46					4	05	166	00	P Brochu	
25-8-46					5	20	171	20		
26-8-46					3	20	174	40		
27-8-46					3	40	178	20		
28-8-46					2	30	180	50		
29-8-46					1	10	182	00	30 hr check	P Brochu
30-8-46					2	10	184	10		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
31-8-46					1	55	186	05		
1-9-46					1	55	187	30		
3-9-46						45	188	15		
5-9-46					1	40	189	35	J M Keith	
7-9-46					1	40	190	55		
8-9-46					4	00	194	55		
9-9-46						35	195	30		
10-9-46					1	00	196	30		
11-9-46					2	25	198	55		
12-9-46					3	55	202	50	Arnold,	J M Keith

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
13-9-46					1	20	204	10		
14-9-46					1	45	205	55		
15-9-46					2	55	208	50		
17-9-46					2	30	211	20	30 hr check	P Brooks
18-9-46					4	20	215	40		
19-9-46					2	25	218	05		
20-9-46					3	30	221	35		
22-9-46						45	222	20		
23-9-46					2	10	224	30		
24-9-46					4	05	228	35		P Brooks

Place Last Top Overhaul_____ Date_____

Place Last Complete Overhaul_____ Date_____

Engine Transferred To_____ Date_____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
25-9-46					4	20	232	55		
26-9-46					1	00	233	55		
27-9-46						30	234	25		
28-9-46					1	45	236	10		
30-9-46					3	00	239	10		
1-10-46					3	55	243	05	P Brocher 30 hr check P Brocher	
2-10-46										
3-10-46					1	55	245	00		
5-10-46					4	00	249	00		
6-10-46					2	55	251	55		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
7-10-46						35	252	30	A Bracha	
8-10-46					1	00	253	30		
10-10-46					1	05	254	35		
11-10-46					1	00	255	35		
12-10-46					1	15	256	50		
13-10-46					6	05	262	55	A Bracha	
14-10-46					1	05	264	00		
15-10-46			.		1	40	265	40		
16-10-46					1	20	267	00		
12-10-46					4	30	271	30		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
18-10-46					3	25	275	05		
19-10-46					5	35	280	40		
20-10-46					2	00	282	40	P Brophy	
21-10-46						40	283	20	30 hr check	P Brophy
22-10-46					1	45	285	05		
24-10-46					1	35	286	40		
25-10-46					1	10	287	50		
26-10-46					2	50	290	40		
27-10-46					6	00	296	40	P Brophy	
28/10/46					3	00	299	40		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M. Ground	R. P. M. Air	Time on Ground Hrs.	Time on Ground Min.	Time in Air Hrs.	Time in Air Min.	Total Time Hrs.	Total Time Min.	Repairs or Adjustments	Signature
	Bro't Forward									
30/10/46					3	15	302	55		
31/10/46						40	303	35	Engine airworthy	J Broche
31-10-46					1	00	304	35		E Brown
1-11-46					3	40	308	15		E Brown
3-11-46					3	05	311	20		E Brown
4-11-46					3	00	314	20		E. Brown
4-11-46						35	314	55		McCallon
5-11-46					4	40	319	35		
6-11-46					2	10	321	45	J Broche	
7-11-46					2	40	324	25		

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

ENGINE LOG

Date	R. P. M.		Time on Ground		Time in Air		Total Time		Repairs or Adjustments	Signature
	Ground	Air	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.		
	Bro't Forward									
8-11-46					2	45	327	10	30 hr check	P. Brocha
9-11-46					2	25	329	35		
11-11-46					3	40	333	15		
12-11-46						20	333	35		
13-11-46					1	40	335	15	P. Brocha	
14-11-46						30	335	45		
16-11-46					1	00	336	45		
20-11-46					2	45	339	30	P. Brocha	

Place Last Top Overhaul _____ Date _____

Place Last Complete Overhaul _____ Date _____

Engine Transferred To _____ Date _____

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

HWF/TH

26

2
2-48

OTTAWA, June 23rd, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
		5008-D14-8

MEMO FOR FILE

1. Aeronca aircraft CF-DNH was written off in an accident at Vermilion, Alberta, on May 25th, 1948.

2. See File 5002-179.

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

Noted
29-8-48

MR. BURBRIDGE

To note, pls.

C.g.A. & C.g.R. below.

H. F.

Mr Jones please note

BAB 22-6-1948

Noted
GJ

Noted
26-6-48

W

M.P.G.

COPY

TRANSPORT-RECORDS
SEP 27 A.M.
File 5008-D14-8

ORIGINAL ON FILE 5002-179

COPY FOR FILE 5008-D14-8

DEPARTMENT OF TRANSPORT

EDMONTON ALBERTA SEPTEMBER 23,1948.

Aeronca ..... CF-DNH. A25960

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

Attention: Controller of Civil Aviation.

1. Herewith for your information and records, please, copy of letter from Mr. T.H. Wetterley, dated September 22nd, 1948, regarding salvage of the subject aircraft, and which is self-explanatory.

2. Please note that Certificates of Airworthiness and Registration were forwarded to Headquarters under date of June 9, 1948.

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

GVP/H
Encl.

8
6-48

FILE No. 5008 - D14 - 13

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

VOL. 1

5008 - D14 - 13

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DNM - AERONCA 7AC

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
FEB 14 1952	56628	CAR		HTP	FEB 16 1952
FEB 16 1952	—	CAE		[illegible]	FEB 18 1952
FEB 25 1952	58052	CAR		GJ	FEB 25 1952
FEB 25 1952	—	CAE		[illegible]	FEB 26 1952
JUN 6 - 1952	WV Gordon 13353	CAR		WVG	JUN 10 195
JUN 10 1952	—	CAI	~~23/6/52~~	[illegible]	JUN 12 1952
	Reg. Miss Jones	CAR		GJ	JUN 20 1952
	15042	CAR		GJ	JUN 19 1952
JUN 19 1952		RJL		WM	JUN 20 1952
		CAI		Rae	JUN 23 1952
21/6/52 JUN 20 1952	BF 23/6/52	CAI		Ray	JUN 23 1952

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

1
4-51

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

FILE NO. 5008 - D14 - 13

VOLUME NO. 1

VOL. 1 — 5008 - D14 - 13

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - DNM AERONCA

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 29 1946	15207	SAR			NOV 23 1946
		Treas.			NOV
NOV 23 1946					
MAR 1 - 48	Requested	CAR			MAR 1 - 48
OCT 15 1948	Reg. Mr Fink	CAR.			OCT 18 1948
	Mrs Jones	CAR			OCT 18 1948
OCT 27 1949	30464	CAR			OCT 29 1949
		CAE			OCT 29 1949
OCT 10 1950	21509	CAR	~~19 MAR 50~~		OCT 11 1950
		CAE			OCT 11 1950
OCT 17 1950	D.F. 18/10/50	CAR			OCT 18 1950
JAN 6 1951	37800	CAR			JAN 9 - 1951
JAN 9 - 1951		CAE (1)			JAN 10 1951
JAN 10 1951		CAL (2)			JAN 18 1951
JAN 16 1951		CR (3)			
JAN 11 1951		Treas A (4)			JAN 16 1951
JAN 18 1951		RFL			JAN 18 1951
JUN 20 1951	16853	CAR			JUN 23 1951
JUN 23 1951		CAE (1)			JUN 25 1951
JUN 25 1951		CAL (2)			JUN 26 1951
JUN 26 1951		CR (3)			JUN 27 1951
JUN 27 1951		Treas H (4)			
JUL 4 1951		RFL	18/7/51		JUL 4 1951
JUL 17 1951	DF July 1951	RFL			JUL 18 1951
FEB 1 - 1952	54895	CAR			FEB 5 - 1952
FEB 4 - 1952	54896	CAR			FEB 5 - 1952
FEB 5 - 1952		CAE			FEB 7 1952

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

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

JUL 26 [illegible]
File 500 & 101 4-13

TORONTO, July 24th, 1946

Mr. D.T. Helmer,
c-o Aeronca Aircraft Corp.,
MIDDLETOWN, Ohio.

A15207

T-344 THIS WIRE YOUR AUTHORITY TO FLY AERONCA CHARLIE FOX DASH DOG NAN MIKE FROM ROCHESTER TO OTTAWA BEFORE AUGUST 8TH ~~xxx~~ 1946 FERRY PURPOSES ONLY ON DAY CONTACT FLIGHT.

CIVIL AVIATION.

Ira Brethour

Weight & Balance Report
removed from file
& forwarded to
Mr. Buchanan
26 4/49.

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10057

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-42.

Actual empty weight: 760 pounds.

Standard weight: 1,220 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	AERONCA AIRCRAFT CORPORATION - JULY 22, 1946
Type	LAND MONOPLANE
Model	AERONCA 7AC
Serial No.	7AC-3820
Date	JULY 23, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

CF-DNM

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

CIVIL AE... ...RATION
WASH...

A-759-2
AERONCA
7AC

AIRCRAFT SPECIFICATION

June 17, 1946

An aircraft complying with the terms of this specification and conforming with the approved data on file with the Civil Aeronautics Administration will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer — Aeronca Aircraft Corporation
Middleton, Ohio

I - Model 7AC 2 PCLM Approved October 18, 1945

Engine	Continental A-65-8	
Fuel	73 minimum octane (CFR) aviation gasoline	
Engine limits	For all operations	2300 rpm (65 hp)
Airspeed limits	Level flight or climb	95 mph True Ind.
	Glide or dive	129 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2200	
	Not less than 2010	
	Diameter - Not more than 72 in.	
	Not less than 70 in.	
C.G. range	(+10.9)(18.0% MAC) to (+21.5)(36.0% MAC)	
Datum	Wing leading edge	
MAC	58.84 in. Leading edge MAC (+0.28)	
Leveling means	Any portion of the cabin floor to level laterally and longitudinally	
Maximum weight	1220 lbs.	
No. seats	2 (1 at (+11.5), 1 at (+42))	
Baggage	40 lbs. (+64) (See Note 1)	
Fuel capacity	14 gals. (-15)	
Oil capacity	1 gal. (-33)	
Control surface movements	Elevator	Up 25° Down 15-1/2°
	Elevator trim tab	Up 20° Down 34-1/2°
	Ailerons	Up 28-1/2° Down 18°
	Rudder	Right 24° Left 25°
Serial nos. eligible	7AC1 and up	
Required equipment	1, 101, 102, 201, 202	

Specifications Pertinent to All Models

Certification basis — Type Certificate No. 759

Production basis — Production Certificate No. 2

Export eligibility — Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook:

(a) Canada - Landplane
Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation. Maximum pedestal height 8½ inches, tread 66-5/8 inches. Maximum weight 1220 lbs.

(b) All other countries except Australia, Great Britain 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 72C-44 or any other fixed pitch wood propeller eligible for the engine speed and power and which meets the static rpm and diameter limits specified on page 1	9 lbs.	(-52)
Engines and Engine Accessories - Fuel and Oil Systems			
101.	Carburetor air heater	1 lb.	(-40)
102.	Carburetor air scoop (Continental A-5810)	2 lbs.	(-47)
103.	Carburetor air filter	+1 lb.	(-47)
Landing Gear and Floats			
201.	6.00-6 wheels (Goodyear L6HMBD) with brakes and 6.00-6 2 or 4 ply tires	36 lbs.	(0)
202.	6x2.00 steerable tail wheel Scott Aviation Corp. (Model AST-8) with leaf spring	11 lbs.	(+186)
203.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum weight for the ski-plane will be the same as for the corresponding land-plane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change	
	(a) Federal A-1500 (Maximum 1500 lbs.)		
Electrical and Radio Equipment			
	None		
Interior Equipment			
	None		
Miscellaneous (not listed above)			
600.	Miscellaneous items as noted under this number in approved weight and balance report.		

NOTE 1. The baggage compartment shall be placarded as follows:
(Maximum Baggage - 40 lbs. solo front, 20 lbs. solo rear".

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.

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	5-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- -	- -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Auto-Lite 18A-1 Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23/62

NOTE 5. The following typical accessories are eligible e[illegible] additional weight:

	Weight, lbs.
Starter	
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16½
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type CP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3 6
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	375897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SUPERSEDES P-644

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Drilling Dia.	Thickness	Weight (lbs.)	Notes
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to BC146 incl. same as 86RA-62. Serial Nos. BC147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	-
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8"	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8"	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8"	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

* Production basis - Production Certificate No. 1

22026

All Sensenich Wood Propeller Specificati[on] -670

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	[Bo]les	Mounting Dia. Holes	Mounting Dia. Bolt Circle	Dia.	Thick-ness	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"	[illegible]"	4-1/8"	16	1
72HBS	TC 538	235	3000	72"	67"-65"	8	3/8"	7"	8"	4-1/8"	16	1
72L	TC 678	50	2200	72"	41"	6	3/8"	4-5/8"	6-1/8"	3-1/2"	10	-
72LY	TC 678	55	2300	72"	41"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	1
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	[illegible]"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	[illegible]"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	[illegible]-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LI	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

22026

All Sensenich Wood Propeller S.

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	No. Blades	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
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										
90C	TC 517	(Same as 90A)										3
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90E	TC 517	(Left hand of 90C)										3
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T	TC 586	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

All Sensenich Wood Propeller Specificatio.

P-70

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Holes	Dia. Holes	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"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyce
Charles F. Dyce, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

22026

AERONCA AIRCRAFT CORPORATION

MIDDLETOWN, OHIO

REPORT 7A-P-4

RIGGING MANUAL

MODEL 7A

PREPARED BY L.J. Girault
L.J. Girault
Liaison Engineer

CHECKED BY E.J. Dugan
E.J. Dugan
Structures Engineer

COMPLETED

APPROVED BY R.F. Hermes
R.F. Hermes
Chief Engineer

REVISIONS

LET.	DATE	BY	NO. PAGES	CHANGES	PAGES AFFECTED

ORIGINAL NO. PAGES

ENG. 8

FOREWORD

This Manual will present
the approved rigging procedures
for the Aeronca Model 7AC.

TABLE OF CONTENTS

SECTION	TITLE	PAGE
	Foreword	2
.0	General	4
.00	Scope	4
.01	Description	4
.02	Dimensional Data	8
.1	Rigging Procedure	11
.10	Leveling the Airplane	11
.11	Rigging the Wings	12
.12	Rigging the Control Surfaces	13

.0 GENERAL

.00 SCOPE

This report will present the approved methods of rigging the Aeronca Model 7AC. For the general information of the operator a great many dimensions of both the airplane and engine are included.

.01 DESCRIPTION

.010 GENERAL

The Aeronca Model 7AC, "The Champion", is a two-place, tandem, strut-braced, high-wing, cabin, land monoplane powered by a four cylinder, horizontally opposed air cooled engine.

.011 FUSELAGE

The fuselage is made of S.A.E. 1025 and X4130 steel tubing welded into a Warren truss type frame with wood fairing and fabric covering. The cabin portion of the fuselage is comprised of four longerons, whereas three longerons, forming a triangle with the apex up, form the aft portion.

Full data on repair and replacement of parts may be obtained from Civil Aeronautics Manual 18 or by writing the manufacturer.

.012 WINGS AND STRUTS

The wings are of the conventional two wood spar, single wire drag truss construction with one piece stamped 52S aluminium ribs and fabric covering. The ribs are braced laterally with reinforcing tape. The leading edge of the wing is covered with 52S aluminum alloy with the trailing edge formed of aluminum sheet. The wing tip is made of SAE 1025 round steel tubing. The spars are made of spruce with birch plywood pads at the root end and strut point.

The struts are made of SAE 1010 steel forming a "Vee" with the apex at the fuselage attaching point. The jury struts connect the midpoint of the struts vertically with the spars and are made of X4130 steel oval tube.

.013 AILERONS

The ailerons are of the semi-frise type fabricated from formed 52S aluminum ribs, leading edge, and trailing edge. The entire assembly is riveted together and covered with fabric.

.014 EMPENNAGE

The stabilizer (tail plane), elevator, fin, and rudder which make up the empennage, are all made of welded steel construction. The leading and trailing edges which act as spars are made of SAE 1025 or X4130 steel tubing with die stamped 1010 steel ribs welded to

them. The fin is built as an integral part of the fuselage frame with the other portions of the empennage built as seperate units. A trim tab which is fabricated from aluminum sheet is attached to the left elevator and is controllable from the cabin. The fin and stabilizers are wire braced to the fuselage.

.015 ALIGHTING GEAR

.0150 MAIN LANDING GEAR

The main landing gear is of the conventional tripod type utilizing a combination spring and oleo shock absorption unit.

The case for the oleo-spring unit together with the drag strut forms an "A" frame that is fabric covered and attached to the lower fuselage longerons. The oleo-spring unit fits inside this case with the lower end of the unit pinned near the lower end of one of the split-axle legs which completes the tripod.

The wheel is a product of the Cleveland Aircraft Products Co. called the VanSickel C-6000 wheel and brake. The tire is a 6:00 x 6 low pressure tire inflated to 13-15 pounds per square inch pressure depending on the load in the airplane. The brakes are cable operated by heel pedals installed near the rudder pedals in the cabin.

.0151 TAILWHEEL

The tailwheel is attached to the fuselage with a three piece cantilever spring. It is steerable by means of springs attached to horns projecting from the lower end of the rudder spar. The tire is solid rubber mounted on a cast wheel.

.0152 FLOATS

At the present time there is no approved float installation.

.0153 SKIIS

At the present time there is no approved ski installation.

.016 CONTROL SYSTEM

All control surfaces are cable operated from either seat. AN X-4130 tube is used to connect the front and rear control sticks. All control cables except those actuating the rudder are rigged to a definite load as given in Table .1-1. The rudder cables are held taut by means of springs attached to each rudder pedal.

.017 POWER PLANT

.0170 ENGINE

The engine used on the Model 7AC is a Continental engine, Model A-65-8. This is a four-cylinder, horizontally opposed, aircooled engine having a displacement of 171 cu. in. and producing 65 hp at 2300 RPM at sea level.

.0171 PROPELLER

The propeller is of laminated wood construction of the two-blade fixed pitch type. Maximum permissible diameter is 74 inches.

.02 DIMENSIONAL DATA

.020 MAJOR AIRPLANE DIMENSIONS

Length, overall, level	21'5 13/16"
Height, overall, 3-point	7'0"
Height, level position	8' 7 5/8"
Wing Span	35' 1 3/4"
Wing chord	60"
Stabilizer span	10' 2 1/4"
Wheel tread, static	70"
Wheel base, static, level	16' 0 3/16"
Wing Area, incl. fuselage	170.22 sq.ft.
Aileron area	16.54 sq.ft.
Stabilizer area	14.08 sq.ft.
Elevator area	11.92 sq.ft.
Fin area, not incl. fuselage	5.17 sq.ft.
Rudder area	6.80 sq.ft.
Elevator tab area	.83 sq.ft.
Wing dihedral	+2°
Wing incidence	+1°
Stabilizer incidence	-5° (approx.)
Fin offset	3/8" left

.021 MAJOR ENGINE DATA

Manufacturer	Continental Motors Corp. Aircraft Engine Div. Muskegon, Michigan, U.S.A.
Model	A-65-8
Type Certificate	ATC 205
Type	Horizontally opposed, 4 cylinder, air cooled
Bore and stroke	3 7/8 x 3 5/8
Piston displacement	171 cu. in.
Compression ratio	6.3:1
Rated H.P. at Sea Level	65HP@ 2300 RPM
Maximum speed	2300 RPM
Cruising speed	2150 RPM
Crankshaft rotation	Clockwise (viewed from rear)
Tachometer drive shaft rotation	Counter clockwise (viewed from rear)
Oil required	Warm weather -SAE #40 Cold weather -SAE #30
Oil pressure	10-35 lbs./sq.in.
Oil temperature	Min.-120° F Max. 220°F
Oil consumption, cruise	.25 U.S. pints/hr. (.21 Imperial pints /hr.)

Carburetion.....	Stromberg NA-S3A1 Carburetor
Fuel required.....	73 Octane or better
Fuel consumption.....	4.25 U.S. gallons per hr. (3.52 Imperial gallons per hour)
Ignition.....	Bendix - Scintilla or Eiseman magnetos Champion C-36 Spark plugs.
Firing order.....	1-3-2-4
Spark advance	30° B.T.C. (with both magnetos)

Right magneto fire upper spark plugs.

.1 RIGGING PROCEDURE

.10 LEVELING THE AIRPLANE

The airplane is first leveled in the fore and aft direction by supporting the tail end on a stand, taking preliminary precautions to prevent the airplane from nosing over. Whether the airplane is longitudinally level may be determined by placing a bubble level either on the front window sill or on the cabin floor.

As an alternate but more exact method this procedure may be followed. First determine the size of the square tubes that have the spar attachments on them. If the front tube is 7/8 in. in diameter and the rear tube is 3/4 in. in diameter the tail must be raised 1/2° higher than the level position. If the tubes are the same size no correction need be made to the level position. After this check has been made a bubble level may be placed across the square tubes being certain that the level is in firm contact with the tubes through the upholstering.

The airplane may be laterallyleveled by placing a bubble level along the square tube connecting the rear spars. Access to the tube is obtained through the rear slide fastener in the cabin headlining. Precautions must be taken to prevent the headlining seam interfering with the reading.

.11 RIGGING THE WINGS

The angle of incidence of the wings, which is +1°, is fixed in the manufacture of the airplane by the root fittings on the fuselage.

The wing dihedral angle of +2° is also fixed by the length of the front strut.

When assembling the wing on the airplane the angle of incidence of the wing at the strut point can be made to correspond to the angle of incidence at the root by using the screw adjustment at the lower end of the rear strut. If, after flight test, the airplane has a tendency toward wing heaviness, the necessary wash-in or wash-out may be added by adjusting the rear strut at its lower end.

In determining the angle of incidence for rigging purposes a straight-edge may be laid along the lower flange of the rib. This angle should not be construed as being the true angle of incidence but rather a reference angle for use in adjusting the outer portion of the wing. Care should also be taken that the readings are obtained from similar datum points, e.g. spar to spar or corresponging points on both the inboard and outboard ribs.

If, after rigging the wings, a yawing motion of the airplane persists, it may be corrected by adding a tab, Aeronca drawing 1-2190, to the trailing edge of the rudder. The tab must be attached to the same side as the direction of yaw.

.12 RIGGING THE CONTROL SURFACES

.120 GENERAL

For approved rigging loads in the control cables and for control surface travel and tolerances see Table .1-1.

.121 ELEVATOR

To adjust the tension in the elevator control cables, turnbuckles are installed in the cables just aft of the rear seat at the floor.

.122 RUDDER

Any necessary adjustment for alignment of the rudder pedals may be made at the sector plates attached to the rear rudder pedals. Tension in the cables and return of the pedals to the neutral position is maintained by means of springs attached to the rudder pedals.

.123 AILERON

The turnbuckles to adjust the tension in the aileron cables are located, one on each side of the cabin, directly aft of the rear vertical door sill on the right side and directly aft of the vertical member between the side windows on the left side. Another turnbuckle for adjusting the tension can be reached through the rear slide fastener in the cabin headlining.

.124 ELEVATOR TAB

The tension in the elevator tab system can be adjusted by the turnbuckles attached directly to the tab horn. For adjustment in flight, a friction knob is available through a slide fastener in the cabin head-lining directly above the pilot.

It should be noted here that the tab travel angles are measured with respect to the elevator and not with respect to the elevator datum line.

TABLE .1-1

RIGGING DATA

SURFACE	TRAVEL AND TOLERANCES	RIGGING LOAD
AILERON	UP - 28.5° +1° -2°	45-55 lbs.
	DOWN - 18.0° +1° -2°	
RUDDER	RIGHT -25.0° +1° -2°	Spring Tension
	LEFT - 25.0° +0° -2°	
ELEVATOR	UP - 25.0° +0° -2°	45-55 lbs.
	DOWN - 15.5° ± 2°	
ELEVATOR TAB	UP - 20.0° +2° -0°	15-20 lbs.
	DOWN - 34.5° +2° -0°	
TAIL BRACE WIRES		350-450 lbs.

.1331 AILERON RIGGING

To adjust aileron travel the following proceedure is correct:-

With cables slack adjust aileron push rod (1-2341) to give aileron up travel of 27.5° to 28.5°, when sector stop hits aileron hinge bracket. Each side is to be initially set in this manner.

Stick is to be centralized by the tensioning of the actuation cables at the turnbuckles forward of the rear windows. Tension of 45-55 pounds and droop 1/8 - 1/4" can be obtained by the additional adjustment of the foregoing in conjunction with the balance cable turnbuckle accessible through the rear cabin lining slide fastener.

While aileron is in the down position with opposite stick held over the aileron rod should be inspected to ensure clearance at the aileron sector bushing.

Fine adjustment for wing heaviness may be obtained after test flight by adjusting aileron rods half a turn each - one shorter, the other longer.

Final check should be made to see that the rod threads cover the inspection holesand that the jam nuts are tightened.

2413
6-39

3

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.

OTTAWA FLYING CLUB INC.

Signature of Applicant.....L. McFaud Pres.
.....Sect. Treas.

Date of Application.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
OTTAWA FLYING CLUB INC.	OTTAWA AIRPORT,	BRITISH
	Mailing Address,	
	P.O. Box 527, Ottawa, Ont.	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
L. McFaud,	President	192 Bayswater Ave, Ottawa, Ontario	British
GF. Henderson	Vice-President	384 Hamilton Ave. Ottawa, Ontario	British
G.K. Swerdfager	Sec-Treas.,	344 Gilmour Street Ottawa, Ontario	British

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

Usual Station Ottawa Airport, Ottawa, Ontario

Date of manufacture or reconstruction July 22, 1946

Crew required One

Accommodation for what number of passengers One

$1.00
Cheque
refd to Remarks
21.7.46
LST

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.

Exp Cert ?

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Aeronca Aircraft Corporation Middletown, Ohio, U.S.A.

Type Aeronca Champion Maker's No. 7AC-3820

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' -1¾''	35' - 1¾"
Length o/a in feet	21' - 5-13/16"	21' - 5-13/16"
Height o/a in feet	8' - 7-5/8"	7'

Cubic Capacity (of Airship or Balloon) N/A

Weight equipped, but without load, fuel, or oil 710 lbs.

Total weight authorized (fully loaded) in lbs. 1220 lbs. Air speed 90 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter (1), Compass (1), Airspeed (1),
2. Gauges Oil Pressure (1), Oil Temperature (1), Fuel (1), Tachometer (1),
3. Lights None
4. Signals None
5. Fire Extinguishers One, (Hand Pyrene Type)
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 Hand			
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

SG/JJ

5008-D14-13

4

OTTAWA, Ontario.
July 27, 1946.

Ottawa Flying Club, Inc.,
Ottawa Airport,
Post Office Box 527,
OTTAWA, Ontario.

Dear Sir:

Pending the issue of your formal certificates of registration and airworthiness this letter will constitute your temporary authority to fly an Aeronca aircraft, registration markings CF-DNM valid for day flying only.

This authority is valid for a period of thirty days as from 27/7/46.

Yours truly,

S. Graham,
Superintendent, Air Regulations.

Received by Hand

5

SG/JJ 5008-D14-13

OTTAWA, Ontario.
July 27, 1946.

Ottawa Flying Club, Inc.,
Ottawa Airport,
Post Office Box 527,
OTTAWA, Ontario.

Dear Sir:

Pending the issue of your formal certificates of registration and airworthiness this letter will constitute your temporary authority to fly an Aeronca aircraft, registration markings CF-DNM valid for day flying only.

This authority is valid for a period of thirty days as from 27/7/46.

Yours truly,

S. Graham,
Superintendent, Air Regulations.

SG/JJ

5008-D14-13

OTTAWA, Ontario.
July 27, 1946.

Ottawa Flying Club, Inc.,
Ottawa Airport,
Post Office Box 527,
OTTAWA, Ontario.

Dear Sir:

Pending the issue of your formal certificates of registration and airworthiness this letter will constitute your temporary authority to fly an Aeronca aircraft, registration markings CF-DNM valid for day flying only.

This authority is valid for a period of thirty days as from 27/7/46.

Yours truly,

S. Graham,
Superintendent, Air Regulations.

3791 (A)
1311 (A)

Reg. No. SAR

DEPARTMENT OF TRANSPORT

File No. 5008-D 14-13

N/C No. .....

MEMORANDUM RE PREPARATION OF OFFICIAL RECEIPT

Billed Unbilled 7

Official receipt to be prepared in accordance with information as indicated below:-

TRANSPORT-RECORDS
AUG 1 A.M.
File 5008-D 14-13

Name .... Ottawa Flying Club Inc.

Address .... P.O. Box 527, Ottawa, Ont.

Date ..... 29/7/46 ..... Amount$. 10.00 (Cheque)

Being for ... Certs. of R&A ... (CF-DNM) ...

Class of Revenue Distribution:-

Amount A16076

Div. No.	Est. No.	Vote No.	Prim. No.	Obj. No.	Amount
01	001	001	05	245	5.00
				246	5.00
					10.00

10.00

COPY FOR DEPT'L. FILE

Received $ 10.00

O.R. No. 65135

Date July 31-46

By B. E.

RECEIVED
JUL 29 1946
TRANSPORT DEPARTMENT

Prepared by. Is Jones for SAR

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

1946 JUL 26 PM 6 10

8

RA536 27 NL=TORONTO ONT 26

RUSSELL BRADLEY= 0756

116 FAIRMONT AVE OTTAWA ONT=

THIS WILL CONFIRM THAT THE OTTAWA FLYING CLUB IS THE REGISTERED OWNER OF AERONCA AIR CRAFT DON NORTH MORTON STOP PAYMENT FOR THIS AIRCRAFT HAS BEEN RECEIVED=

LEAVENS BROS.

5008-D-14-13

CCB:CMcC:RWB

TRANSPORT RECORDS
5008-D14-13
OCT 4 P.M. 8a
File 5802-16963

VIOLATION REPORT NO. 5

47263

OTTAWA Airport

Date September 15, 1946.

To A. D. McLean Esq.
Controller Civil Aviation

Your attention is called to the following violation of rules:

no 5802-file
W.

PLANE TYPE Aeronca NUMBER. CF-DNM PILOT J. Aubry

TIME 1450 Hrs.

.....Taxied without authority.	.....Cleared to company without authority.
x.....Took off without authority.	.....Did not call Tower when in range.
x.....Took off against red light.	.....Did not call Tower when near airport.
.....Took off with weather below limits.	.....Made circuit in wrong direction.
.....Took off on wrong runway.	.....Did not make straight approach.
.....Landed without authority.	.....Cut in ahead of landing aircraft.
.....Landed against red light.	.....Did aerobatics over airport.
.....Landed with weather below limits.	.....Flew after dark without lights.
.....Landed on wrong runway.	.....Did not file flight plan.
.....Low flying over..... (place)	.....Did not file Arrival Report.

WEATHER (before and after violation to be shown)

CEILING CAVU Hrs. _____ Feet. Visibility _____ Hrs. _____ Mi.

CEILING _____ Hrs. _____ Feet. Visibility _____ Hrs. _____ Mi.

WIND DIRECTION 270 WIND VELOCITY 10 m.p.h.

REMARKS Pilot took off simultaneously with other aircraft.

J. K. Fraser
TRAFFIC CONTROL OFFICER.

9

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No.

Place Ottawa, Ont

Date Sept. 24th 1946

TO: Superintendent, Air Regulations.

FROM: District Inspector

SUBJECT: Aircraft Inspection Report.

Aircraft Type AERONCA

Registration Markings CF-DNM

Private or Commercial

Date of Inspection

T/ Previous C. of A. Expires 27-9-46

T/ Present C. of A. Expires 26-10-46

Remarks

District Inspector

PG/sd

9A

5008-D14-13

GTT/ZK

Ottawa, October 25th, 1946.

Ottawa Flying Club, Inc.,
Ottawa Airport,
Post Office Box 527,
Ottawa, Ont.

Dear Sirs:-

This letter will constitute an extension of your temporary authority for operation of Aeronca CF-[illegible], for day flying only, not valid after November 26th, 1946.

Yours truly,

G.T.

(S. Graham),
Superintendent, Air Regulations.

Bylund

noted
PG/sd

2462A
8-41

12

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3791

NATIONALITY AND REGISTRATION MARKS CF-DNM

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corp., Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-3820
4. Name of owner	Ottawa Flying Club Inc.,
5. Address of owner	P.O. Box 527, Ottawa, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Ottawa, 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 27th 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-DNM and is of Canadian nationality.

Given at Ottawa this 19th day of Aug. 1946.

for C. Travers.
Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

13

5008-D14-13

Ottawa, Ontario.
Nov. 21, 1946

REGISTERED

Ottawa Flying Club Inc.,
P.O. Box 527,
Ottawa, Ont.

Dear Sir:-

Enclosed please find Certificates of Registration No. 3791 and Certificate of Airworthiness No. 1311 together with Engine and Journey and Aircraft Log Books, for your aircraft, CF- DNM.

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:

2m

CAI-601 14

Pu
ASJ

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 5008-D14-13

Place Ottawa Ont

Date 25 - 7 1947

TO: Superintendent, Air Regulations.

FROM: District Inspector.

A13582

SUBJECT: Aircraft Inspection Report.

Aircraft Type Aeronca 7AC

Registration Markings C.F.-D.N.M. (Ottawa Flying Club)

Private or Commercial Commercial

Date of Inspection 24-7-1947

Previous C. of A. Expires 20-7-1947

Present C. of A. Expires 24-7-1948

Remarks

Inspected Mr. D. Beversdorf

noted
ASJ

H. S. Patterson
for District Inspector.

HTP/SBK

~~5008-D14-20~~
5008-D14-15
~~5008-D6-18.~~

Ottawa, Ontario,
December 23rd, 1947.

Ottawa Flying Club, Inc.,
P. O. Box 527,
OTTAWA, Ontario.

Dear Sirs:-

Enclosed please find a copy of a Directive from the Civil Aeronautics Administration, Washington, with respect to mandatory inspection required on all Aeronca 7AC and 11AC aircraft.

May the required inspection be carried out on your aircraft and the necessary repairs completed if necessary.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encl.

CAI-601 16

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 5008-D14-13

Place OTTAWA

Date 23-7- 1948

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type AERONCA

Registration Markings CF-DNM

Private or Commercial COMMERCIAL

Date of Inspection 23-7-48

Previous C. of A. Expires 22-7-48

Present C. of A. Expires 22-7-49

Remarks

B+ Burbidge
District Inspector.

noted
ESJ

W

JF /HMC

17

5008-D14-13;

Ottawa, Ontario,
October 15, 1949

BY HAND

Ottawa Flying Club, Inc.,
P.O. Box-527,
OTTAWA, Ontario

Dear Sirs-

Pending the renewal of Certificate of Registration No. 3791 and Certificate of Airworthiness No. 1311, this letter will constitute your temporary authority to operate Aeronca 7AC, Serial 7AC-3820, registration markings CF-DNM, under conditions contained in the Certificates of Registration and Airworthiness.

This authority is valid until November 15, 1949.

Yours very truly,

By Hand
R. J. Mullin

(C. H. Travers),
~~Superintendent~~, Air Regulations.

CC: TORONTO

Miss Jones
Noted

18

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-D14-13

30464

TOR: 5008-D14-13
Toronto, Ontario.

TRANSPORT - RECORDS
OCT 27 P.M.
File 5008-D14-13

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.-D.N.M.....

Aircraft Type .....Aeronca 7AC.....

Owner .....Ottawa Flying Club Inc.....

Place of Inspection ...Ottawa, Ontario.....

Date of Inspection ...October 15th, 1949.....

Satisfactory inspection report has been received from Air Engineers .....G.L. Beveridge and W. Lachman..... and Test Pilot .....R.J. Mullin.....

C. of R. No. ...3791..... and C. of A. No. .1311.....

were renewed on October 25th, 1949.. valid until .....October 15th, 1950.

Remarks Certificate of Airworthiness endorsed to read:-...."The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried in the aircraft during flight."

noted

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

OTTAWA

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS 19

Registration - CF- DNM Serial No. 3820

1. C. of A. No. 1311 Expires Oct. 15 C. of R. No. 3791 Expires Oct. 15.
Aircraft Data - Manufacturer Aeronca Aircraft Corp. Model 7 A.C.
Hours flown - Since New 1566:10 Since Overhaul
Engine Data - Manufacturer Continental Motors. Model A-65-8

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	4274868	931:40	345:25
(2)			
(3)			
(4)			

Signature of Applicant F.K. Boucher
Date Sept. 29/ 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 G.L. Beveridge "B" Engineer A-867
Date Oct 3rd /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 K.G.R. Gillies Test Pilot
Date Sept 29/50

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 certificat is recommended.

Signed S Bell District Aircraft Inspector
Date Oct. 6/50.

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

(Date)- October 15th, 1951
Permissible Gross Weights - Wheels 1,220 lbs.
- Skis
- Floats

Signed J.W. Anderson District Superintendent, Air Regulations
Date October 6th, 1950.

Other Action:- Items 26 to 32 inclusive on the Certificate of Airworthiness have been deleted.

Noted B7E

8. H.Q. Action C.A.R.

C.A.E.

21509

TRANSPORT - RECORDS
OCT 10 1950
File 5008-D14-13

DEPARTMENT OF TRANSPORT

TORONTO, 260 Richmond St. W. October 6th, 1950.

Your File
5008-D14-13

SUBJECT Renewal of Certificates of Registration and Airworthiness CF-DNM

Our File
5008-D14-13

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 Aeronca 7AC aircraft, CF-DNM.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

Attach.

2/

TOR:5008-D14-13

260 Richmond St. W., Toronto,
January 5th, 1951.

Mr. Richard Gaunce Miller,
c/o C.I.P. Co.,
MANIWAKI, P.Q.

Dear Sir:

Receipt is hereby acknowledged of the following documents relating to re-registration of Aeronca 7AC aircraft, C F - D N M, Serial No. 7AC-3820, which you recently purchased from The Ottawa Flying Club Inc:-

(a) Application form in triplicate.
(b) $5.00 fee.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 3791.
(e) Old Certificate of Airworthiness No. 1311.
(f) Weight and Balance.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will constitute your temporary authority to operate C F - D N M as a private aircraft (landplane) on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 1311 and valid until April 5th, 1951.

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

Yours truly,

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

/alb
cc:Headquarters
cc:D.S.A.R. - Montreal
cc:Dist. Supt. Radio

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3791

NATIONALITY AND REGISTRATION MARKS CF-DNM

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corp., Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-3820
4. Name of owner	Ottawa Flying Club Inc.,
5. Address of owner	P.O. Box 527, Ottawa, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Ottawa, 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 27th 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-DNM and is of Canadian nationality.

Given at Ottawa this 19th day of Aug. 1946.

for C. Travers.

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 July 24/1948 H Stattuson.
" " " " July 22, 1949 31 Bainbridge

October 25th, 1949 - Renewed valid until October 15th, 1950 -

October 6th, 1950 - Renewed valid until October 15th, 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 of Transport.

23

OTTAWA FLYING CLUB

P.O. Box 160
BILLINGS BRIDGE, ONT.
AUTHORIZED AVIATION TRAINING SCHOOL

"OTTAWA AIRPORT"
BOWESVILLE ROAD

TELEPHONE
DIAL 5-5774

REF. YOUR FILE.....

REF. OUR FILE.....

11/44

December 29,1950.

BILL OF SALE

This is to certify that we have this date sold,assigned and transferred all right,title and interest in:-

Aeronca 7 AC CF-DNM
Serial # 7AC-3820

to

Mr.R.G.Miller
Maniwaki,P.Q.

for the sum of one dollar ($1.00) and other valuable consideration, receipt of which is hereby acknowledged.

We also certify that there is no lien or encumbrance against this aircraft.

OTTAWA FLYING CLUB

M. C. Grace ..... K. Gillis .....

Witness. "ANYONE WITH AN EYE TO THE FUTURE SHOULD LEARN TO FLY"

W. R. Boucher

2413

24

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..... R G Miller

Date of Application..... 22 December 1950

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
RICHARD LAUNCE MILLER	C/O C.I.P. CO. MANIWAKI, 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..... MANIWAKI, QUE.

Date of manufacture or reconstruction..... 22 JULY 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 AERODYNE made by AERONCA AIRCRAFT CORP

Type AERONCA - 7AC Maker's No. 7AC-3920

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'-0"	
Length o/a in feet	21'-6"	
Height o/a in feet	6'-6"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 760 LBS

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

EQUIPMENT—(Give number and type).

1. Instruments 1 TACHMETER, 1 ALTIMETER, 1 AIRSPEED
2. Gauges 1 OIL TEMP. 1 OIL PRESSURE, 1 FLOAT TYPE FUEL GAUGE
3. Lights NONE
4. Signals NONE
5. Fire Extinguishers ONE 5½ QUART "QUICK AID"
6. Parachutes NONE
7. Tools NONE
8. Other Equipment Safety belt (2)

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 3/8"			
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

25 2 2-48

260 Richmond Street West,
Toronto 2B, Ontario, January 5th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-13	Re-Registration of aircraft - CF-DNM	5008-D14-13

TRANSPORT - RECORDS
File 5008-D14-13

37800

Director of Air Services,
Department of Transport,
OTTAWA.

Attention: Superintendent, Air Regulations.

1. Herewith the following documents relating to re-registration of Aeronca 7AC aircraft, CF-DNM, Serial No. 7AC-3820, recently purchased by Mr. Richard Gaunce Miller from the Ottawa Flying Club:-

(a) Application form in duplicate.
(b) $5.00 fee - see official receipt no. 141311.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 3791.
(e) Old Certificate of Airworthiness No. 1311.
(f) Copy of letter of temporary authority.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.(6)

c/o C.D.P.Co

To owner
9211 (R)
1311 (A)

/RM

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 9211

NATIONALITY AND REGISTRATION MARKS CF-DNM

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-3820
4. Name of owner	Richard Gaunce Miller,
5. Address of owner	c/o C.I.P. Co., Maniwaki, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Maniwaki, P.Q.
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 5th day of January 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-DNM and is of Canadian nationality.

Given at Ottawa this 8th day of January 1951.

Superintendent, Air Regulations.

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

Not valid after October 15th, 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

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

30

5008-D14-13

Ottawa, Ontario,
January 8th, 1951.

REGISTERED

Mr. Richard Gaunce Miller,
c/o C.I.P. Co.,
Maniwaki, P.Q.

Dear Mr. Miller,

Enclosed are Certificate of Registration No. 9211 and Certificate of Airworthiness No. 1311, for your Aeronca 7AC aircraft, CF-DNM, Serial No. 7AC-3820.

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

The Certificate of Airworthiness is valid until October 15th, 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 BAE

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

NOTED
JAN 16 1951
Dept. of Transport

Encls.

cc. D.S.A.R. Montreal, P.Q.

3/

TOR:5008-D14-13

260 Richmond St. W., Toronto,
June 19th, 1951.

Bradley Air Services Reg'd.,
Carp, Ontario.

Dear Sirs:

Receipt is hereby acknowledged of the following documents relating to re-registration of Aeronca 7AC aircraft, CF-DNM, Serial No. 7AC-3820, which you purchased from Mr. R.G. Miller:-

(a) Application form in triplicate.
(b) $5.00 fee.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 9211.
(e) Old Certificate of Airworthiness No. 1311 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 - D N M as a commercial aircraft (landplane) on day visual flying only under the conditions of issue as stated in the old Certificate of Airworthiness No. 1311 and not valid after September 19th 1951.

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 formal Operating Certificate or temporary authority relative thereto.

Yours truly,

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

/alb
cc:Headquarters
2 cc:D.S.R. - Toronto
cc:C.R.

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 x

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant.....

Date of Application.....June 14, 1951.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Bradley Air Services Reg'd.	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.....1946 - Middletown Ohio.

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 Aeronca Aircraft Corp.

Type 7AC Maker's No. 3820

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'	
Length o/a in feet	21' 6"	
Height o/a in feet	6' 6"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 760

Total weight authorized (fully loaded) in lbs 1220 Air speed 85 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspped, Compass, Altimeter, Tachometer,
2. Gauges Oil press., Oil temp. fuel qty.
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One hand (Pyrene) type.
6. Parachutes Nil
7. Tools Nil
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 5/8			
Stroke	3 7/8			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

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 X

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... A Z Bradley

Date of Application..... June 14, 1951.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Bradley Air Services Reg'd.	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..... 1946 - Middletown Ohio.

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 Aeronca Aircraft Corp.

Type 7AC Maker's No. 3820

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'	
Length o/a in feet	21' 6"	
Height o/a in feet	6' 6"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 760

Total weight authorized (fully loaded) in lbs 1220 Air speed 85 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspped, Compass, Altimeter, Tachometer,
2. Gauges Oil press., Oil temp. fuel qty.
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One hand (Pyrene) type.
6. Parachutes Nil
7. Tools Nil
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	~~XXXX~~ 3 5/8			
Stroke	3 7/8			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Date

Signature

Registration approved and Registration Mark C.F. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

BRADLEY
AIR SERVICES REG.

GOVERNMENT APPROVED
AIRCRAFT — REPAIRS — SUPPLIES — SALES — SERVICE
CHARTER FLIGHTS — HUNTING — FISHING
AVIATION TRAINING SCHOOL — AIRCRAFT RENTAL

CARP AIRPORT
Phone 57
CARP, Ontario

5-33

Rec #184370
5-09

05593

AIR SERVICES REGISTRY
TORONTO
JUN 18 1951
File D-14-13

BILL OF SALE

This is to certify that I have this date sold, assigned and transferred all right, title and interest in Aeronca 7-AC, Reg. CF-DNM, Serial# 3820 to Bradley Air Services Reg'd., Carp, Ont. for the Sum of One ($1.00) Dollar and other valuable consideration receipt of which is hereby ackmowledged.

I also certify that there is no lien or encumbrance against this machine.

Dated at Carp, Ont. this 5th day of June, 1951.

Frank Daley
(Witness)

R G Miller
(Owner)

/RM

32

2462A

CANADA

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 9211

NATIONALITY AND REGISTRATION MARKS CF-DNM

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-3820
4. Name of owner	Richard Gaunce Miller,
5. Address of owner	c/o C.I.P. Co., Maniwaki, P.Q.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Maniwaki, P.Q.
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 5th day of January 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-DNM and is of Canadian nationality.

Given at Ottawa this 8th day of January 1951.

Superintendent, Air Regulations.

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

Not valid after October 15th, 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

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

2
6-47

Toronto, Ontario, June 19th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-13	Re-Registration of aircraft - CF-DNM	5008-D14-13

TRANSPORT - RECORDS
JUN 20 A.M. 1951
File 5008-A14-13

In Reply Refer to File

16853

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

Attention: Superintendent, Air Regulations.

1. Herewith the following documents relating to re-registration of Aeronca 7AC aircraft, CF-DNM, Serial No. 7AC-3820, purchased by Bradley Air Services Reg'd from Mr. R.G. Miller:-

(a) Application form in duplicate.
(b) $5.00 fee - see departmental receipt no. 184370.
(c) Bill of Sale.
(d) Old Certificate of Registration No. 9211.
(e) Old Certificate of Airworthiness No. 1311 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)

To owner
10247 (R)
1311 (A)

js

40

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10247

NATIONALITY AND REGISTRATION MARKS CF-DNM

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio.
3. Constructor's serial number	7AC-3820
4. Name of owner	Bradley Air Services, Reg'd.
5. Address of owner	Carp, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Carp, 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 19th day of June 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-DNM and is of Canadian nationality.

Given at Ottawa this 22nd day of June 19 51.

Superintendent, Air Regulations.

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

NOT VALID AFTER OCTOBER 15, 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

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.

~~XXXX

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 2300 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

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

22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....
24. Airscrews — Number fitted: One Types: Sensenich No. .....; Pitch ..... Diameter .....
25. Weight of aircraft empty (ncluding water in the radiators): *(a)* Landplane ..... 760 lbs. *(b)* Seaplane ..... lbs. *(c)* Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

Deleted 6.10.50)

26. Fuel ..... 64 lbs. (at 7·2 lbs. per gallon)
    (a) Number of tanks: One
    (b) Capacity of tanks: 12 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 ..... 197 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 ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated July 27, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 19th day of August, 19 46.

C. Thacker
for *Superintendent, Air Regulations.*

MIM/ZC/LEM

28 10
27

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.

(25.10.41)

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
		July 27, 1947 22/7/49 15.10.49 15.10.51.	

(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.

jo

41

5008-D14-13

OTTAWA, Ontario.

June 23, 1951.

Bradley Air Services, Reg'd.,
Carp,
Ont.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 10247 and Certificate of Airworthiness No. 1311 for your Aeronca 7AC aircraft, CF- DNM , Serial No. 7AC-2820.

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 15, 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
JUL 3 1951
Dept. of Transport.
TORONTO

Yours truly,

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

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☐

REGISTERED

AC-5-60

(2)

R

44

54896

TRANSPORT - RECORDS
FEB 4 A.M. 1952
File 5008-D14-13

DEPARTMENT OF TRANSPORT

TORONTO, 260 Richmond St. W....January.31st.1952.

Your File 5008-D14-13

SUBJECT Renewal of Certificates of Registration and Airworthiness

Our File 5008-D14-13

CF D N M

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 C F/ D N M

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

Attach. 1.

R

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

43

Registration - CF- DNM Serial No. 7AC-3820

1. C. of A. No. 1311 Expires Oct.15/51 C. of R. No. 10247 Expires Oct. 15/51.
Aircraft Data - Manufacturer Aeronca Aircraft Corp. Model 7AC
Hours flown - Since New 1942:20 Since Overhaul Nil
Engine Data - Manufacturer Continental Motors Model A-65

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	5492768	1564:05	157:05
(2)			
(3)			
(4)			

Signature of Applicant A.B. Bradley
Date Jan. 28, 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 A.B. Bradley
Engineer Licence No. YZM-60
Date Jan. 28, 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 A.B. Bradley
Pilot
Date Jan. 29, 1952.

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. , 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.

Signed [illegible]
District Aircraft Inspector
Date Jan 31/52

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

Permissible Gross Weights (Date)- January 29th 1953.
- Wheels - 1220 lbs. ✓
- Skis
- Floats

Signed [illegible]
District Superintendent, Air Regulations
Date January 31st 1952.

Other Actions:-

8. H.Q. Action C.A.R.
C.A.E.

Noted
ESL

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

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

260 Richmond St., W. Toronto
January 31st, 1952.

TRANSPORT - RECORDS
FEB 4 P.M. 1952
File 5008-D14-13

CONFIRMATION COPY

BRADLEY AIR SERVICES REG.
CAMP, ONTARIO.

54895

ART 35 THIS WIRE CONSTITUTES TEMPORARY AUTHORITY TO OPERATE AERONCA CF-D N M AS LAID DOWN UNDER C. OF A. 1311 VALID UNTIL MARCH 1, 1952 FOR SKIPLANE OPERATION.

DISTRICT CONTROLLER OF AIR SERVICES

CAB:mm
CC: Telegram File
Accounts File
5008-D14-13
C.C. ✓

Charge to: Dominion Government Air Services
260 Richmond St. W. Toronto

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

56628

TRANSPORT - RECORDS
FEB 14 P.M. 1952
File 5008-D14-13

45

5008-D14-13

260 Richmond Street West,
Toronto, Ontario,
February 13th, 1952.

Bradley Air Services Limited,
Carp Airport,
CARP, Ontario.

Dear Sirs:-

The Weight and Balance Report submitted for Aeronca 7AC aircraft CF - DNM as a skiplane has been approved.

It is requested that you submit the Certificate of Airworthiness of this aircraft to this office for the inclusion of the above mentioned Weight and Balance Report.

This letter constitutes your temporary authority to operate the above mentioned aircraft as a commercial land and skiplane, day V.F.R. only, pending the return of the Certificate of Airworthiness. This does not include authority to operate radio apparatus.

Yours very truly,

A R Pinder

(for) District Superintendent,
Air Regulations, Toronto.

ARP/fs
CC: H.Q.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

58052

FEB 25 A.M. 1952

File 5008-D14-13 3

Toronto, February 22nd 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-13	Aeronca 7AC aircraft CF-DNM	5008-D14-13

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

Attention: Superintendent, Air Regulations.

1. Certificate of Airworthiness No. 1311 issued Aeronca 7AC aircraft, CF-DNM has been endorsed as follows:-

Page 2, Item 25 - Weight of aircraft empty

(c) Skiplane - "762 lbs." inserted.

Page 2 - Item 33 - Maximum Total Weight
Skiplane - "Twelve Hundred and twenty pounds" inserted.

2. Copy of Weight Report for Ski installation attached herewith.

3. For your information, please.

(D.W.Saunders
District Superintendent, Air Regulations,
for(District Controller, Air Services)
Toronto.

Attach.1

TRANSPORT - RECORDS

BRADLEY AIR SERVICES REG.

GOVERNMENT APPROVED
AIRCRAFT — REPAIRS — SUPPLIES — SALES — SERVICE
CHARTER FLIGHTS — HUNTING — FISHING
AVIATION TRAINING SCHOOL — AIRCRAFT RENTAL

CARP AIRPORT
Phone 57
CARP, Ontario

46

WEIGHT STATEMENT

Aeronca 7-AC Reg. CF-DNM Serial #7AC-3820
(Skiplane version)

Main Skiis	----------	699 lbs.
Tail ski	----------	63
	Total	762 lbs.

Empty C.G. is $\frac{63 \times 192.2}{762}$ = 15.89 aft of Main Ski C/L

Datum is .25" aft of Main Ski C/L

Therefore Empty C.G. is 15.89 - .25 = 15.64" aft of Datum.

WEIGHT AND BALANCE REPORT
at
Maximum Approved Gross Weight.

Item	Weight	Arm	Moment
Empty weight	762	15.64	11918
Fuel 13 U.S. gals.	78	-14.7	- 1147
Oil 1 U.S. gal.	7.5	-32.8	- 246
Pilot - Front	170	11.5	~~[illegible]~~ 1955
Pilot - Rear	170	42.	7140
Baggage	32.5	64.1	2083
	1220.		~~20668~~ 21703

C.G. at Maximum Approved Gross Weight is ~~[illegible]~~ 17.79" aft of Datum.

(C. G. limits are 10.9" to 21.5" aft of Datum)

Feb. 4, 1952.

R. L. Bradley.
R. L. Bradley.

Data Factory
W Dell
13 Feb. 52

H.Q. ←

File: 5001-13
5008- D14-13
5802-10694

AIRCRAFT ACCIDENT REPORT (TORONTO DISTRICT)

Toronto, Ontario
June 2, 1952.
(Date)

SUBJECT: CF-DNM (Aircraft Registration) Bradley Air Services (Owner)

1. As required under Information Circular No. O/36/50, which concerns the reporting of aircraft accidents in accordance with The Air Regulations, Part V111, Paragraph 20, sub-paragraph (2), the accident involving the m/n aircraft has been investigated and the following information obtained, action taken and/or recommended:

1. Date of Accident: May 3rd, 1952.

2. (a) Place: Gananoque Airport (b) Weather: Sky clear. Vis. 20 miles. Wind N.W. 10 m.p.h.

3. Type of Aircraft: Aeronca 7 C. of A. and C. of R. Valid Yes (Yes or No)

4. (a) Pilot's name: Fred Dunlop (b) Passengers: Nil

~~Licence No.~~ Valid Yes (Yes, No)
Student Permit YZ 3890

5. Number of people injured, (if any): One (Pilot)

6. Extent of injuries, (if applicable): Facial cuts (minor)

7. Extent of damage to:

(a) Aircraft Major
Leading edge of wings crushed.
Wooden propeller splintered to hub.
Possible airframe distortion.

(b) Engine/s Only minor damage apparent.

8. Type of flying, (Private, Commercial, etc.): Pilot training.

9. Summary of events immediately prior to and including the accident:
The aircraft made a slightly high approach into wind to the airport. Immediately after touchdown full power was applied and aircraft left the ground in a steep climbing attitude with right wing low followed by a gradual turn to the right toward a hangar with which it collided at a height of approximately 25 feet.

10. Opinion as to the cause of the accident:

In-experience of pilot.

11. Infractions of The Air Regulations:

Nil.

12. Disciplinary Action: Nil

13. (a) Pilot's report, copy attached Yes (Yes, No)

(b) Owner's report, copy attached Yes (Yes, No)

Witness reports:
(1) D.G. Wagner, Flying Instructor.
(2) E.H. Clark, Commercial Pilot.

14. General Comments:

Poor judgement and in-experience on part of a student pilot.

Attach: (4)

Entered on Accident Cards

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

GANANOQUE AIR SERVICES
The 1000 Islands Air Terminal

Gananoque, Ontario.

May 8, 1952.

District Supt. of Air Regs.
Toronto, Ont.

Subject: Accident Aeronca a/c CF-DNM at 1600 hrs. Sat. May 3 at Gananoque Airport.

Dear Sirs:

The weather on the day in question was very desirable for flying with wind of 10 m.p.h. from north west, clear sky and excellent visibility.

I was standing in front of the open hangar doorway watching the approach of the aircraft along with several other people. The aircraft made a quite normal approach into the wind up until the point of rounding out for the touchdown. At this point the right wing dropped slightly and the aircraft bounced,at which time full power was applied and a steep climb attempted. However, with the airspeed in the near vicinity to stalling, the aircraft gained very little altitude. The right wing continued to drop off until such time that the aircraft fell off the right turning directly into the west side of the hangar and struck a window at a point approximately 25 feet above ground. The tail resting on the low roof 12 feet above ground.

The pilot was able to climb out of the cockpit himself but was shaken up and had received some cuts - Doctor was called to the scene immediately.

On looking over the aircraft, the throttle was observed to be in full open position and both magnetos on. The propeller was broken off very close to the hub and badly splintered. The wings, having taken most of the shock, were very badly damaged.

I trust this information is of some value to you and compiled in a satisfactory manner.

Yours very truly,

(Signed) E. H. Clark.

C O P Y

GANANOQUE

51

KINGSTON FLYING CLUB
Post Office Box 52
Portsmouth, Ontario.

May 8th, 1952.

District Inspector, Air Regulations,
Dept. of Transport,
260 Richmond St. West,
Toronto.

Witnesses Statement of accident with Aeronca CF DNM at Gananoque Airport Saturday May 3rd at approximately 16.00 hrs.

Dear Sir:

The following is what I saw in connection with the above mentioned accident.

The weather was clear with a visibility of 20 miles and the wind was NW 10 mph. I was in the Canuck (marked on sketch) awaiting to take off after the Aeronca had landed. I did not see the actual landing as I was talking to my student; my second glimpse of the aircraft saw it on the ground in a three point attitude, I then saw the plane back in the air obviously in a stalled condition with a steep bank to the right, it continued to turn and flew slowly into the west wall of the hangar.

My opinion is that the student unnecessarily applied power to go round again but did not make a proper stall recovery and the aircraft continued to turn towards the lower wing.

The student was on a solo cross country, and I witnessed the accident from a range of 2000 ft.

Yours truly,

(Sgd.) Douglas G. Wagner

Douglas G. Wagner

C O P Y

49

B R A D L E Y

Air Services Reg.

Carp Airport

Carp, Ontario.

May 5, 1952.

District Sup't. Air Regulations,
Dept. of Transport,
260 Richmond St. W.,
Toronto, Ont.

Accident Report

Dear Sir,

The following is the data on an accident at Gananoque Airport involving one of our aircraft. Refer Circular 0/10/52.

1) Aeronca 7AC Reg. CF-DNM
2) Bradley Air Services Reg'd.
3) Fred Dunlop, 105 Hamilton Ave., Ottawa, Ont. Student Pilot Permit # YZ-3890.
4) May 3rd, 1952 at 1555 hours EDST.
5) Departed from Kingston for Gananoque.
6) Gananoque Airport.
7) Minor - See pilot's statement.
9) Training - solo cross country flight Carp-Kingston-Gananoque-Carp.

8 & 10) The pilot was apparently executing a landing and thought that he was overshooting and would have to go around again. The right wing was low and as he applied power the aircraft kept turning to the right and climbed about 20 feet and hit the side of the hangar. The aircraft is damaged beyond economical repair. The pilot suffered minor injuries as outlined in his report. The cause of the accident would appear to be failure on the part of the pilot to use corrective measures in keeping the aircraft straight by use of rudder.

Yours very truly,

(Sgd.) R. L. Bradley

R. L. Bradley.

C O P Y

48

May 5, 1952.

District Sup't Air Regulations,
Dept. of Transport,
260 Richmond St. W.,
Toronto, Ont.

Accident Report

Dear Sir,

On Saturday, May 3rd at approximately 13:30 hours I took off from Carp, Ont. en route to Kingston & Gananoque on my solo cross country flight. At 1455 I landed at Kingston Airport and refuelled. Took off from Kingston at 1545 and proceeded to Gananoque and arrived there at about 1600 hours. As I was on the approach to land there was an aircraft parked on the taxi-strip and I came in slightly high to make certain that I was over him. I touched down momentarily and believed that I was too far down the field and attempted to go around again. The right wing dropped and the aircraft turned to the right. Full power was on at the time. I seemed unable to make the aircraft turn to the left as I was drifting towards the hangar. I then tried to pull up over the hangar and in doing so, collided with the side of it. The aircraft stayed with the nose of it through the hangar window and I undid my safety belt and crawled down to the roof of the hangar lean-to.

My face cut and bleeding, I proceeded with Dr. Gray of Gananoque to the Kingston Hospital for an examination. Upon examination, it was found that no bones were broken and I had my lip and forehead stitched. I stayed there that night and came home yesterday (Sunday) being released at 1300 hours.

Yours truly,

(Signed) F.E. Dunlop,
105 Hamilton Ave.
Ottawa, Ont.

No. YZ-3890.

C O P Y

54

2
9-50

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

TORONTO Ontario June 4, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5802-33088	Minor Accident - CF-DNM, Gananoque Airport May 3, 1952. Pilot: Fred Earl Dunlop	5001-13 5008-D14-13 5802-10694

TRANSPORT - RECORDS
JUN 5 P.M. 1952
File 5008-D14-13

In Reply
Refer to File

Director of Air Services,
Department of Transport,
Ottawa.

13353

Attention C.A.R.

1. With reference to the m/n accident, enclosed herewith in duplicate is our report, which is self-explanatory.

2. It is not considered that further investigation is necessary or required, please.

D W Saunders

(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

Encl.

COPY ON
5802 - 33088

87

TRANSPORT - RECORDS
JUN 10 P.M. 1952
File 5008-D14-13

55

14284

5008-D14-13

P.A
CAR

260 Richmond St. W.,
Toronto, Ontario
June 6, 1952.

Mr. R.L. Bradley,
Bradley Air Services Reg.,
Carp Airport,
Carp, Ontario

Dear Sir: Re Aeronca aircraft. CF-DNM

In your letter of May 5th, it is noted that you state that aircraft CF-DNM was damaged beyond economical repair.

You are requested, therefore, to forward the Certificates of Registration and Airworthiness for the above aircraft to this office, for cancellation, please.

Yours truly,

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

/mh
cc:HQ

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15042

JUN 12 P.M. 1952

9-50

File 5008-A14-13

TORONTO Ontario June 11, 1952
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aeronca 7AC aircraft CF -D N M	5008-D14-13

CAR

In Reply Refer to File

Director of Air Services,
Department of Transport,
Ottawa.

Attention C.A.R.

1. Mr. R.L. Bradley of Bradley Air Services Reg., Carp, Ontario, has advised that the m/n aircraft has been damaged beyond economical repair.

2. Accordingly, the following noted documents relating to CF-DNM have been returned to this office for cancellation, and are submitted herewith:

Certificate of Registration No. 10247

Certificate of Airworthiness No. 1311

D.W. Saunders

(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

Encls.(2)

Noted
15/6

CANADA

DEPARTMENT OF TRANSPORT

E S

5008-D14-13
REFER TO FILE NUMBER

In Reply
Refer to File

260 Richmond St.,W.Toronto,
February 22nd 1952.

REGISTERED

Bradley Air Services Reg'd.,
Carp,
Ontario.

Dear Sirs;

Enclosed are Certificate of Registration No. 10247 and Certificate of Airworthiness No. 1311 for your Aeronca 7AC aircraft, CF-DNM.

The Certificate of Airworthiness No. 1311 has been endorsed as a skiplane as requested.

Yours truly,

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

Encl.3.

64

CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-D14-13

In Reply
Refer to File

260 Richmond St., W. Toronto.
January 31st 1952.

REGISTERED

Bradley Air Services Reg'd,
Carp, Ontario.

Dear Sirs;

Enclosed are Certificate of Registration No. 10247 and Certificate of Airworthiness No. 1311, together with Weight and Balance Report (landplane) for your Aeronca 7AC aircraft, CF-DNM.

The Certificate of Airworthiness No. 1313 has been renewed valid until January 29, 1953.

Please submit a Weight and Balance Report for skiplane in triplicate. This report will be a supplement to the Weight and Balance which now forms part of the Certificate of Airworthiness. The weight of skiis,etc., as outlined in your letter of January 29,1952, is acceptable as a Weight and Balance for ski operations.

Yours truly,

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

Encl. 3.

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10247

NATIONALITY AND REGISTRATION MARKS CF-DNM

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio.
3. Constructor's serial number	7AC-3820
4. Name of owner	Bradley Air Services, Reg'd.
5. Address of owner	Carp, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Carp, 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 19th day of June 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-DNM and is of Canadian nationality.

Given at Ottawa this 22nd day of June 19 51.

H. Statham

Superintendent, Air Regulations.

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

NOT VALID AFTER OCTOBER 15, 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

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

~~VALID IN CANADA ONLY~~ ISSUED IN LIEU OF U.S. DEPT. OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT [illegible]0057 AND SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY.

E2

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1311

(Heavier than air)

(19.6.51) BRADLEY AIR SERVICES REG'D ~~FIRST PART~~ ~~(5-1-51)-MILLER~~

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

1. Surname of owner (or name of Company) ~~Ottawa Flying Club, Inc.~~
2. Christian name ~~Richard Saunce,~~
3. Address ~~c/o C.I.P. Co.,~~ ~~P.O. Box 527, Ottawa, Ontario.~~ ~~Maniwaki, P.Q.~~ Carp, Ont.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DNM

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-3820
8. Place and year of construction of aircraft Middletown, Ohio, 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. ~~a,b,c,d & e.~~ ~~D. only.~~
15. Maximum span (in flying position) 35'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 2300 revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

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

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews: Number fitted One Types Sensenich No. .....; Pitch ..... Diameter .....
25. Weight of aircraft empty (including water in the radiators): (a) Landplane ..... 760 lbs. (b) Seaplane ..... lbs. (c) Skiplane ..... 762 lbs. (31.1.52)

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	84 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 12 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	197 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: 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 ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated July 27, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 19th day of August, 19 46.

for C. Travers.
Superintendent, Air Regulations.

61

BRADLEY
AIR SERVICES REG.

GOVERNMENT APPROVED
AIRCRAFT — REPAIRS — SUPPLIES — SALES — SERVICE
CHARTER FLIGHTS — HUNTING — FISHING
AVIATION TRAINING SCHOOL — AIRCRAFT RENTAL

CARP AIRPORT
Phone 57
CARP, Ontario

WEIGHT STATEMENT

Aeronca 7-AC Reg. CF-DNM Serial #7AC-3820
(Skiplane version)

Main Skiis	----------	699 lbs.
Tail ski	----------	63
	Total	762 lbs.

Empty C.G. is $\frac{63 \times 192.2}{762}$ = 15.89 aft of Main Ski C/L
Datum is .25" aft of Main Ski C/L
Therefore Empty C.G. is 15.89 - .25 = 15.64" aft of Datum.

WEIGHT AND BALANCE REPORT
at
Maximum Approved Gross Weight.

Item	Weight	Arm	Moment
Empty weight	762	15.64	11918
Fuel 13 U.S. gals.	78	-14.7	- 1147
Oil 1 U.S. gal.	7.5	-32.8	- 246
Pilot - Front	170	11.5	~~920~~ 1955
Pilot - Rear	170	42.	7140
Baggage	32.5	64.1	2083
	1220.		~~20668~~ 21703

C.G. at Maximum Approved Gross Weight is ~~16.94"~~ 17.79 aft of Datum.

(C. G. limits are 10.9" to 21.5" aft of Datum)

Feb. 4, 1952.

R. L. Bradley
R. L. Bradley.

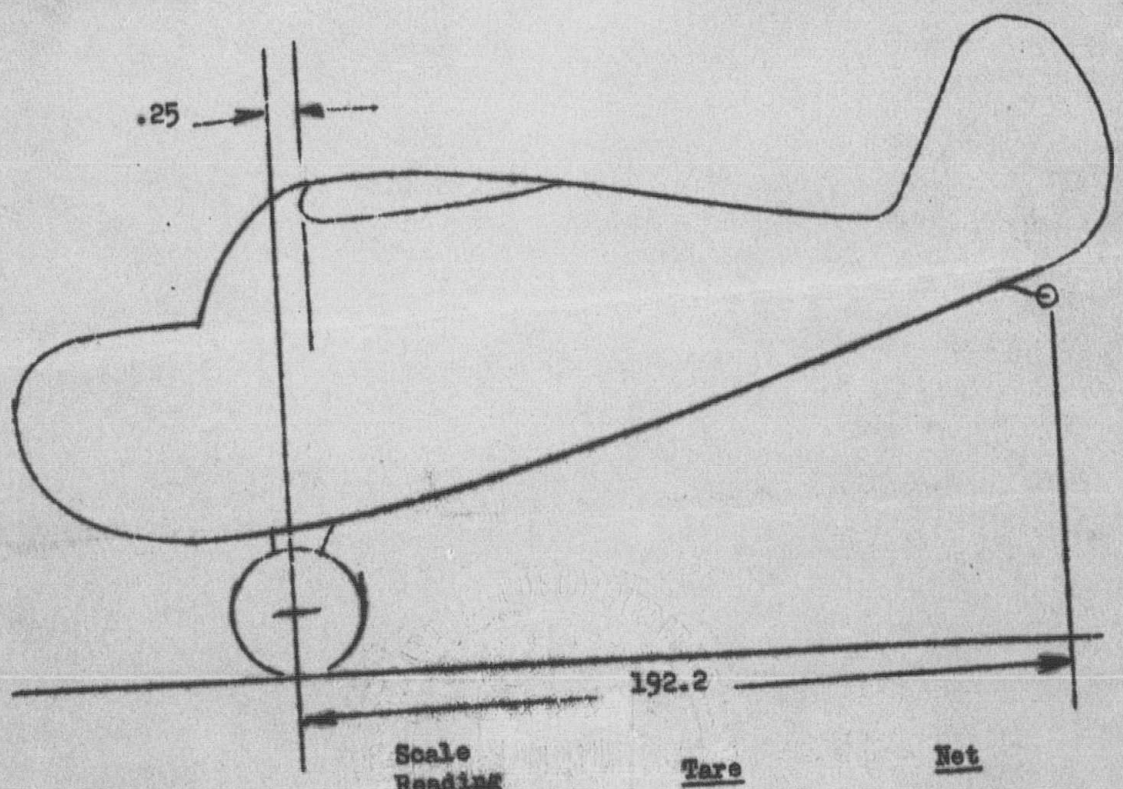
Date of Factory
13 Feb 52

40

WEIGHT STATEMENT

NC No. CF-DNM

Serial No. 7AC-3820



	Scale Reading	Tare	Net
Left Wheel	351.12	0	351.12
Right Wheel	344.61	0	344.61
Tail Wheel	64.27	0	64.27
		Total	760.00

$\frac{T.W \times 192.2}{Total}$ = C.G. Aft Wheel Center Line

$\frac{(64.27) \times 192.2}{760} = 16.25$ Aft Wheel Center Line

16.25 - .25 = 16.00 Aft Wing Leading Edge

PREPARED BY FTL
CHECKED BY AEM
APPROVED BY RFH

AERONCA AIRCRAFT CORPORATION
MIDDLETOWN, OHIO

WEIGHT AND BALANCE

PAGE
REPORT
SECTION 59

NO. CF-DNM

SERIAL NO. 7AC-3820

Datum line taken at wing leading edge (aft +, forward -)

Most Forward C.G. Position

	Wt.	Arm	Moment
Weight Empty	760.0	16.00	12,160
Fuel, 13 gals.	78.0	-14.70	-1,147
Oil, 4 qts.	7.5	-32.8	- 246
Pilot, front seat	190.0	+11.5	+2,185
	1,035.5	12.51	12,952

C.G. aft of datum = $\frac{12,952}{1035.5}$ = 12.51 in.

C.G. in % MAC = $\frac{12.51 \quad -0.28}{58.84}$ (100) = 20.78 %

Most Rearward C.G. Position

	Wt.	Arm	Moment
Weight Empty	760.0	16.00	12,160
Fuel, 5.42 gal. (Ref:Car 04, 4211)	32.5	-14.7	- 478
Oil, 4 qts	7.5	-32.8	- 246
Pilot, rear seat	190.0	+42.0	+7,980
Baggage	20.0	+64.1	+1,282
	1010.0	20.49	20,698

C.G. aft % datum = $\frac{20,698}{1010.0}$ = 20.49 in.

C.G. in. % = $\frac{20.49 \quad -0.28}{58.84}$ (100) = 34.35 %

Weight and Balance Computed by F. T. Loy

Checked by CAA

CF-DNM

The following items of equipment were installed in Airplane Aeronca Model 7AC, Serial 7AC-3820, Identification CF-DNM

1	Req.	Propeller - Wood (Fixed)		
101	"	Carburetor air heater	-52	9 lbs.
102	"	Carburetor air scoop	-40	1 lb.
201	"	6.00-6 wheels (Cleveland Aircraft Products Model DMB)	-40	2 lbs.
202	"	6x2.00 steerable tail wheel Scott Aviation Corporation (Model 3000)	0	33.4 lbs.
103		Carburetor air filter	186.3	11.1 lbs.
600		Cabin heater	-47	1 lb.
			-36	2 lbs.

INSTRUMENTS

Compass	-4	2 lbs.
Altimeter	-4	1 lb.
Airspeed	-4	1 lb.
Tachometer	-4	1 lb.
Oil Pressure Indicator	-4	1/4 lb.
Oil Temperature Indicator	-4	1/4 lb.

R. J. CURRY

57

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.

54

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 25/10/49 [illegible]

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 27, 1947	C Travers.
		July 24 /1948	H S Patterson
		July 22, 1949	B I Bunbridge
Oct. 15th, 1949 Ottawa, Ontario	"Airworthy"	Oct. 15th, 1950	C A Brethour
Sept. 29th, 1950 Ottawa, Ontario	"Airworthy"	Oct. 15th, 1951	[illegible]
January 28/1952 Carp, Ont.	"Airworthy"	January 29/1953	C A Brethour

(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.

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

FILE No. 5008 - D14 - 18

VOLUME No. 1

VOL. 1
5008 - D14 - 18

DEPARTMENT OF TRANSPORT

FROM AUG, 1946
TO

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION
FILE TITLE CF-DNR – AERONCA 7AC.

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
AUG 12 1946	17306	SAR		GJ	AUG 14 1946
AUG 21 1946	18922	SAR		GJ	AUG 26 1946
OCT 8 1946	26107	SAR	18.IV.46	GJ	DEC 3 1946
DEC 11 1946	61014	SAR		GJ	
	B.F. Dec 16/46	SAR		GJ	FEB 20 1947
		CAI (1)			
FEB 20 1947		TRANS (2)			MAR 4 1947
21 1947	6851	CAR			JUN 4 1947
AUG 18 1947	15917	CAR.		GJ	AUG 20 1947
JAN 31 1948	34970	CAR			FEB 12 48
MAR 24 48	38219 37987	CAR			APR 13 48
APR 13 48		CAR			APR 14 48
MAR 4 48	39170	CAR		RSW	APR 13 48
APR 13 48		CAR			APR 14 48
MAR 16 1948	40500	CAR			APR 13 48

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

TRANSPORT-RECORDS
AUG 10 A.M.
5008-D14-18
File

5008-D14-18

1 Montgomery Avenue, Toronto.
August 9th, 1946.

Leavens Bros. Air Services,
Barker Field,
TORONTO, Ontario.

A17306

Dear Sirs:

This letter will be your authority to have C F - D N R flown by a qualified pilot on a ferry flight from the Canadian border to Toronto be fore September 9th, 1946, day contact flying.

Yours truly,

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

CAB/KC

noted

cc KO

2

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	3 X
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

CTT/2C

FILE NOS. 5008-D14-18
~~5008-D14-19~~

PG
[illegible]

OTTAWA ONTARIO AUGUST 15th 1946

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVENUE
POSTAL STATION "K"
TORONTO 12, ONTARIO

AR13 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION QUOTE CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10163 AND E-10164 COVERING AERONCA 7 AC AIRCRAFT SERIAL NUMBERS 7AC-4293 AND 7AC-4294 CANADIAN REGISTRATIONS CF-DNR AND CF-DNS RESPECTIVELY PURCHASED BY LEAVENS BROS AIR SERVICE LTD BARKER AIRPORT TORONTO ONTARIO CANADA BEING PREPARED UNQUOTE

File Copy

R. V. 3

CIVIL AVIATION

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

13

1946 AUG 14 PM 7 15

MOA454 38 DL GOVT=WASHINGTON DC 14 453P

J A WILSON=DIRECTOR OF AIR SERVICES=

A18656

0849 :DEPT OF TRANSPORT OTTAWA=

CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10163 AND E-10164 COVERING AERONCA 7 AC AIRCRAFT SERIAL NUMBERS 7AC-4293 AND 7AC-4294 CANADIAN REGISTRATIONS CF-DNR AND CF-DNS RESPECTIVELY PURCHASED BY LEAVENS BROS AIR SERVICE LTD BARKER AIRPORT TORONTO ONTARIO CANADA BEING PREPARED=

JULIA C HEVENER CIVIL AERONAUTICS ADMINISTRATION.

ENTERED ON CARDS

C.A.R.

CNT 6296
5-36

CONFIRMATION OF TELEGRAM

Telephoned

TOR: 5008-D14-18

1 Montgomery Avenue, Toronto.
August 16th, 1946.

Ontario County Flying Club,
P.O. Box 413,
OSHAWA, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Aeronca, C F / D N R, Serial No. 7AC-4293, which you recently imported from the United States and purchased from the Aeronca Aircraft Corporation through Leavens Bros. Air Services.

Receipt is also acknowledged of the following papers:

(a) Application forms.
(b) Fee of $10.00
(c) Receipt for Customs Duties - Entry No. 52723.
(d) Wire re Export Certificate of Airworthiness.
(e) Bill of Sale - Aeronca to Leavens Bros.
(f) Bill of Sale - Leavens Bros. to Ontario County Flying Club.

Receipt No. 76048, in the name of Leavens Bros. Air Services, was forwarded to that Company for the $10.00 fee.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DNR, as a commercial (landplane) day contact flying, until September 16th, 1946. The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

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

DGJ/KC c.c. Leavens & H.Q.

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10163

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the **aircraft** specified below and more particularly described in the accompanying specifications **has** been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board **and complies with the special requirements of Canada.**

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-42.

Actual empty weight: 765 pounds.

Standard weight: 1,220 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	AERONCA AIRCRAFT CORPORATION - AUGUST 8, 1946
Type	LAND MONOPLANE
Model	AERONCA 7AC
Serial No.	7AC-4293
Date	AUGUST 10, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

CF-DNR

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-759-2
AERONCA
7AC

AIRCRAFT SPECIFICATION

June 17, 1946

An aircraft complying with the terms of this specification and conforming with the approved data on file with the Civil Aeronautics Administration will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer: Aeronca Aircraft Corporation
Middleton, Ohio

I - Model 7AC 2 PCLM Approved October 18, 1945

Engine	Continental A-65-8
Fuel	73 minimum octane (CFR) aviation gasoline
Engine limits	For all operations 2300 rpm (65 hp)
Airspeed limits	Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2200 Not less than 2010 Diameter - Not more than 72 in. Not less than 70 in.
C.G. range	(+10.9)(18.0% MAC) to (+21.5)(36.0% MAC)
Datum	Wing leading edge
MAC	58.84 in. Leading edge MAC (+0.28)
Leveling means	Any portion of the cabin floor to level laterally and longitudinally
Maximum weight	1220 lbs.
No. seats	2 (1 at (+11.5), 1 at (+42))
Baggage	40 lbs. (+64) (See Note 1)
Fuel capacity	14 gals. (-15)
Oil capacity	1 gal. (-33)
Control surface movements	Elevator Up 25° Down 15-1/2° Elevator trim tab Up 20° Down 34-1/2° Ailerons Up 28-1/2° Down 18° Rudder Right 24° Left 25°
Serial nos. eligible	7AC1 and up
Required equipment	1, 101, 102, 201, 202

Specifications Pertinent to All Models

Certification basis	Type Certificate No. 759
Production basis	Production Certificate No. 2
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation. Maximum pedestal height 8½ inches, tread 66-5/8 inches. Maximum weight 1220 lbs. (b) All other countries except Australia, Great Britain 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 72C-44 or any other fixed pitch wood propeller eligible for the engine speed and power and which meets the static rpm and diameter limits specified on page 1	9 lbs.	(-52)
Engines and Engine Accessories - Fuel and Oil Systems			
101.	Carburetor air heater	1 lb.	(-40)
102.	Carburetor air scoop (Continental A-5810)	2 lbs.	(-47)
103.	Carburetor air filter	+1 lb.	(-47)
Landing Gear and Floats			
201.	6.00-6 wheels (Goodyear L6HMBD) with brakes and 6.00-6 2 or 4 ply tires	36 lbs.	(0)
202.	6x2.00 steerable tail wheel Scott Aviation Corp. (Model AST-8) with leaf spring	11 lbs.	(+186)
203.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum weight for the ski-plane will be the same as for the corresponding land-plane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change	
	(a) Federal A-1500 (Maximum 1500 lbs.)		
Electrical and Radio Equipment			
	None		
Interior Equipment			
	None		
Miscellaneous (not listed above)			
600.	Miscellaneous items as noted under this number in approved weight and balance report.		

NOTE 1. The baggage compartment shall be placarded as follows: (Maximum Baggage - 40 lbs. solo front, 20 lbs. solo rear".

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. 49-

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	175, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	O(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-318; M-31A; M-26; C-26, S, 628 Auto-Lite 18A-1	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,6,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3 4
A-66-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23/62

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

Starter	Weight, lbs.
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type CP 8527	4
AC type 1823843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389098
A-65-6J	373296
A-65-7	376897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thick-ness	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

22026

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
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	-
84EL	TC 485	(Left Hand of 84E)										1
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

22026

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
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										
90C	TC 517	(Same as 90A)										
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	3
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T	TC 586	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2100	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"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & Components Service

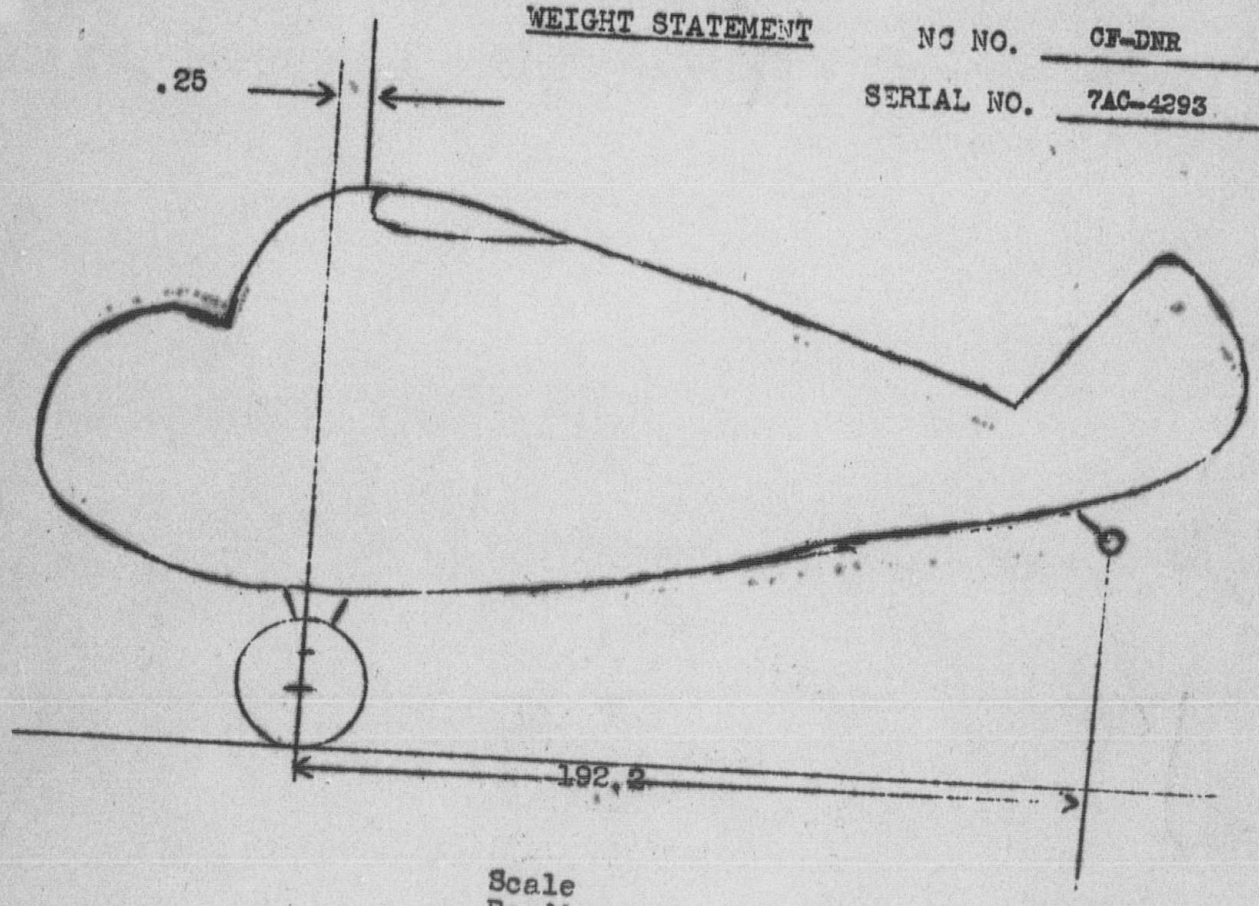
Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

22026

WEIGHT STATEMENT

NC NO. CF-DNR

SERIAL NO. 7AC-4293



	Scale Reading	Tare	Net
Left Wheel	347.62	0	347.62
Right Wheel	353.61	0	353.61
Tail Wheel	63.77	0	63.77
		TOTAL	765.00

$\frac{\text{T.W.} \times 192.2}{\text{Total}}$ = C.G. Aft Wheel Center Line

$\frac{63.77 \times 192.2}{765.0} = 16.02$ Aft Wheel Center Line

16.02 - .25 = 15.77 Aft Wing Leading Edge

PREPARED BY FTL
CHECKED BY AEM
APPROVED BY RFH

AERONCA AIRCRAFT CORPORATION
MIDDLETOWN, OHIO

WEIGHT AND BALANCE

PAGE
REPORT
SECTION

NO. CF-DNR

SERIAL NO. 7AC-4293

Datum line taken at wing leading edge (aft +, forward -)

Most Forward C.G. Position

	Wt.	Arm	Moment
Weight Empty	765.0	15.77	12,064
Fuel, 13 gals.	78.0	-14.70	-1,147
Oil, 4 qts.	7.5	-32.8	- 246
Pilot, front seat	190.0	+11.5	+2,185
	1040.5	12.35	12,856

C.G. aft of datum = $\frac{12,856}{1040.5}$ = 12.35 in.

C.G. in % MAC = $\frac{12.35 \quad -0.28}{58.84}$ (100) = 20.51 %

Most Rearward C.G. Position

	Wt.	Arm	Moment
Weight Empty	765.0	15.77	12,064
Fuel, 5.42 gal. (Ref: Car 04, 4211)	32.5	-14.7	- 478
Oil, 4 qts	7.5	-32.8	- 246
Pilot, rear seat	190.0	+42.0	+7,980
Baggage	20.0	+64.1	+1,282
	1,015.0	20.30	20,602

C.G. aft % datum = $\frac{20,602}{1015.0}$ = 20.30 in.

C.G. in. % = $\frac{20.30 \quad -0.28}{58.84}$ (100) = 34.02 %

Weight and Balance Computed by F. T. Loy

Checked by CAA [signature] 3007

REVISIONS

ENG-12

CF-DNR

The following items of equipment were installed in Airplane Aeronca Model 7AC, Serial 7AC-4293, Identification CF-DNR:

1	Req.	Propeller - Wood 9Fixed)	-52	9 lbs.
101	"	Carburetor air heater	-40	1 lb.
102	"	Carburetor air scoop	-40	2 lbs.
201	"	6.00-6 wheels (Cleveland Prod. Model DMB)	0	33 lbs.
202	"	6x2.00 steerable tail wheelScott Aviation Corp. (Model 3000)	186.3	11.1 lbs.
103		Carburetor air filter	-47	1 lb.
600		Cabin heater	-36	2 lbs.

INSTRUMENTS

Compass	-4	2 lbs.
Altimeter	-4	1 lb.
Airspeed	-4	1 lb.
Tachometer	-4	1 lb.
Oil Pressure Indicator	-4	1/4 lb.
Oil Temp. Indicator	-4	1/4 lb.

R. J. CURRY

AERONCA AIRCRAFT CORPORATION

MIDDLETOWN, OHIO

REPORT 7A-P-4

RIGGING MANUAL

MODEL 7A

PREPARED BY L.J. Girault
L.J. Girault
Liaison Engineer

CHECKED BY E.J. Dugan
E.J. Dugan
Structures Engineer

COMPLETED

APPROVED BY R.F. Hermes
R.F. Hermes
Chief Engineer

REVISIONS

LET.	DATE	BY	NO. PAGES	CHANGES	PAGES AFFECTED

ORIGINAL NO. PAGES

ENG. 8

FOREWORD

This Manual will present
the approved rigging procedures
for the Aeronca Model 7AC.

TABLE OF CONTENTS

SECTION	TITLE	PAGE
	Foreword	2
.0	General	4
.00	Scope	4
.01	Description	4
.02	Dimensional Data	8
.1	Rigging Procedure	11
.10	Leveling the Airplane	11
.11	Rigging the Wings	12
.12	Rigging the Control Surfaces	13

.0 GENERAL

.00 SCOPE

This report will present the approved methods of rigging the Aeronca Model 7AC. For the general information of the operator a great many dimensions of both the airplane and engine are included.

.01 DESCRIPTION

.010 GENERAL

The Aeronca Model 7AC, "The Champion", is a two-place, tandem, strut-braced, high-wing, cabin, land monoplane powered by a four cylinder, horizontally opposed air cooled engine.

.011 FUSELAGE

The fuselage is made of S.A.E. 1025 and X4130 steel tubing welded into a Warren truss type frame with wood fairing and fabric covering. The cabin portion of the fuselage is comprised of four longerons, whereas three longerons, forming a triangle with the apex up, form the aft portion.

Full data on repair and replacement of parts may be obtained from Civil Aeronautics Manual 18 or by writing the manufacturer.

.012 WINGS AND STRUTS

The wings are of the conventional two wood spar, single wire drag truss construction with one piece stamped 52S aluminium ribs and fabric covering. The ribs are braced laterally with reinforcing tape. The leading edge of the wing is covered with -52S aluminum alloy with the trailing edge formed of aluminum sheet. The wing tip is made of SAE 1025 round steel tubing. The spars are made of spruce with birch plywood pads at the root end and strut point.

The struts are made of SAE 1010 steel forming a "Vee" with the apex at the fuselage attaching point. The jury struts connect the midpoint of the struts vertically with the spars and are made of X4130 steel oval tube.

.013 AILERONS

The ailerons are of the semi-frise type fabricated from formed 52S aluminum ribs, leading edge, and trailing edge. The entire assembly is riveted together and covered with fabric.

.014 EMPENNAGE

The stabilizer (tail plane), elevator, fin, and rudder which make up the empennage, are all made of welded steel construction. The leading and trailing edges which act as spars are made of SAE 1025 or X4130 steel tubing with die stamped 1010 steel ribs welded to

them. The fin is built as an integral part of the fuselage frame with the other portions of the empennage built as seperate units. A trim tab which is fabricated from aluminum sheet is attached to the left elevator and is controllable from the cabin. The fin and stabilizers are wire braced to the fuselage.

.015 ALIGHTING GEAR

.0150 MAIN LANDING GEAR

The main landing gear is of the conventional tripod type utilizing a combination spring and oleo shock absorption unit.

The case for the oleo-spring unit together with the drag strut forms an "A" frame that is fabric covered and attached to the lower fuselage longerons. The oleo-spring unit fits inside this case with the lower end of the unit pinned near the lower end of one of the split-axle legs which completes the tripod.

The wheel is a product of the Cleveland Aircraft Products Co. called the VanSickel C-6000 wheel and brake. The tire is a 6:00 x 6 low pressure tire inflated to 13-15 pounds per square inch pressure depending on the load in the airplane. The brakes are cable operated by heel pedals installed near the rudder pedals in the cabin.

.0151 TAILWHEEL

The tailwheel is attached to the fuselage with a three piece cantilever spring. It is steerable by means of springs attached to horns projecting from the lower end of the rudder spar. The tire is solid rubber mounted on a cast wheel.

.0152 FLOATS

At the present time there is no approved float installation.

.0153 SKIIS

At the present time there is no approved ski installation.

.016 CONTROL SYSTEM

All control surfaces are cable operated from either seat. AN X-4130 tube is used to connect the front and rear control sticks. All control cables except those actuating the rudder are rigged to a definite load as given in Table .1-1. The rudder cables are held taut by means of springs attached to each rudder pedal.

.017 POWER PLANT

.0170 ENGINE

The engine used on the Model 7AC is a Continental engine, Model A-65-8. This is a four-cylinder, horizontally opposed, aircooled engine having a displacement of 171 cu. in. and producing 65 hp at 2300 RPM at sea level.

.0171 PROPELLER

The propeller is of laminated wood construction of the two-blade fixed pitch type. Maximum permissible diameter is 74 inches.

.02 DIMENSIONAL DATA

.020 MAJOR AIRPLANE DIMENSIONS

Length, overall, level	21'5 13/16"
Height, overall, 3-point	7'0"
Height, level position	8' 7 5/8"
Wing Span	35' 1 3/4"
Wing chord	60"
Stabilizer span	10' 2 1/4"
Wheel tread, static	70"
Wheel base, static, level	16' 0 3/16"
Wing Area, incl. fuselage	170.22 sq.ft.
Aileron area	16.54 sq.ft.
Stabilizer area	14.08 sq.ft.
Elevator area	11.92 sq.ft.
Fin area, not incl. fuselage	5.17 sq.ft.
Rudder area	6.80 sq.ft.
Elevator tab area	.83 sq.ft.
Wing dihedral	+2°
Wing incidence	+1°
Stabilizer incidence	-5° (approx.)
Fin offset	3/8" left

.021 MAJOR ENGINE DATA

Manufacturer	Continental Motors Corp. Aircraft Engine Div. Muskegon, Michigan, U.S.A.
Model	A-65-8
Type Certificate	ATC 205
Type	Horizontally opposed, 4 cylinder, air cooled
Bore and stroke	3 7/8 x 3 5/8
Piston displacement	171 cu. in.
Compression ratio	6.3:1
Rated H.P. at Sea Level	65HP@ 2300 RPM
Maximum speed	2300 RPM
Cruising speed	2150 RPM
Crankshaft rotation	Clockwise (viewed from rear)
Tachometer drive shaft rotation	Counter clockwise (viewed from rear)
Oil required	Warm weather -SAE #40 Cold weather -SAE #30
Oil pressure	10-35 lbs./sq.in.
Oil temperature	Min. 120° F Max. 220°F
Oil consumption, cruise	.25 U.S. pints/hr. (.21 Imperial pints /hr.)

Carburetion.....	Stromberg NA-S3A1 Carburetor
Fuel required.....	73 Octane or better
Fuel consumption.....	4.25 U.S. gallons per hr. (3.52 Imperial gallons per hour)
Ignition.....	Bendix - Scintilla or Eiseman magnetos Champion C-26 Spark plugs.
Firing order.....	1-3-2-4
Spark advance	30° B.T.C. (with both magnetos)

Right magneto fire upper spark plugs.

.1 RIGGING PROCEDURE

.10 LEVELING THE AIRPLANE

The airplane is first leveled in the fore and aft direction by supporting the tail end on a stand, taking preliminary precautions to prevent the airplane from nosing over. Whether the airplane is longitudinally level may be determined by placing a bubble level either on the front window sill or on the cabin floor.

As an alternate but more exact method this procedure may be followed. First determine the size of the square tubes that have the spar attachments on them. If the front tube is 7/8 in. in diameter and the rear tube is 3/4 in. in diameter the tail must be raised 1/2° higher than the level position. If the tubes are the same size no correction need be made to the level position. After this check has been made a bubble level may be placed across the square tubes being certain that the level is in firm contact with the tubes through the upholstering.

The airplane may be laterallyleveled by placing a bubble level along the square tube connecting the rear spars. Access to the tube is obtained through the rear slide fastener in the cabin headlining. Precautions must be taken to prevent the headlining seam interfering with the reading.

.11 RIGGING THE WINGS

The angle of incidence of the wings, which is +1°, is fixed in the manufacture of the airplane by the root fittings on the fuselage.

The wing dihedral angle of +2° is also fixed by the length of the front strut.

When assembling the wing on the airplane the angle of incidence of the wing at the strut point can be made to correspond to the angle of incidence at the root by using the screw adjustment at the lower end of the rear strut. If, after flight test, the airplane has a tendency toward wing heaviness, the necessary wash-in or wash-out may be added by adjusting the rear strut at its lower end.

In determining the angle of incidence for rigging purposes a straight-edge may be laid along the lower flange of the rib. This angle should not be construed as being the true angle of incidence but rather a reference angle for use in adjusting the outer portion of the wing. Care should also be taken that the readings are obtained from similar datum points, e.g. spar to spar or corresponging points on both the inboard and outboard ribs.

If, after rigging the wings, a yawing motion of the airplane persists, it may be corrected by adding a tab, Aeronca drawing 1-2190, to the trailing edge of the rudder. The tab must be attached to the same side as the direction of yaw.

.12 RIGGING THE CONTROL SURFACES

.120 GENERAL

For approved rigging loads in the control cables and for control surface travel and tolerances see Table .1-1.

.121 ELEVATOR

To adjust the tension in the elevator control cables, turnbuckles are installed in the cables just aft of the rear seat at the floor.

.122 RUDDER

Any necessary adjustment for alignment of the rudder pedals may be made at the sector plates attached to the rear rudder pedals. Tension in the cables and return of the pedals to the neutral position is maintained by means of springs attached to the rudder pedals.

.123 AILERON

The turnbuckles to adjust the tension in the aileron cables are located, one on each side of the cabin, directly aft of the rear vertical door sill on the right side and directly aft of the vertical member between the side windows on the left side. Another turnbuckle for adjusting the tension can be reached through the rear slide fastener in the cabin headlining.

.124 ELEVATOR TAB

The tension in the elevator tab system can be adjusted by the turnbuckles attached directly to the tab horn. For adjustment in flight, a friction knob is available through a slide fastener in the cabin head-lining directly above the pilot.

It should be noted here that the tab travel angles are measured with respect to the elevator and not with respect to the elevator datum line.

TABLE .1-1

RIGGING DATA

SURFACE	TRAVEL AND TOLERANCES	RIGGING LOAD
AILERON	UP - 28.5° +1° -2°	45-55 lbs.
	DOWN - 18.0° +1° -2°	
RUDDER	RIGHT -25.0° +1° -2°	Spring Tension
	LEFT - 25.0° +0° -2°	
ELEVATOR	UP - 25.0° +0° -2°	45-55 lbs.
	DOWN - 15.5° ± 2°	
ELEVATOR TAB	UP - 20.0° +2° -0°	15-20 lbs.
	DOWN - 34.5° +2° -0°	
TAIL BRACE WIRES		350-450 lbs.

.1331 AILERON RIGGING

To adjust aileron travel the following proceedure is correct:-

With cables slack adjust aileron push rod (1-2341) to give aileron up travel of 27.5° to 28.5°, when sector stop hits aileron hinge bracket. Each side is to be initially set in this manner.

Stick is to be centralized by the tensioning of the actuation cables at the turnbuckles forward of the rear windows. Tension of 45-55 pounds and droop 1/8 - 1/4" can be obtained by the additional adjustment of the foregoing in conjunction with the balance cable turnbuckle accessible through the rear cabin lining slide fastener.

While aileron is in the down position with opposite stick held over the aileron rod should be inspected to ensure clearance at the aileron sector bushing.

Fine adjustment for wing heaviness may be obtained after test flight by adjusting aileron rods half a turn each - one shorter, the other longer.

Final check should be made to see that the rod threads cover the inspection holesand that the jam nuts are tightened.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

10 2
5-45

TORONTO, August 21st, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aeronca CF-DNR Serial No. 7AC-4293	5008-D14-18

A18922

TRANSPORT-RECORDS
AUG 21 A.M.
File 5008-D14-18

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

1. Attached hereto are the following papers relating to Registration of Aeronca CF-DNR, Werial No. 7AC-4293, recently purchased by the Ontario County Flying Club, from the Aeronca Aircraft Corporation through Leavens Bros. Air Services and imported from the United States.

(a) Application forms.
(b) Fee of $10.00 (See page 171 Cash Book, Receipt No. 76048)
(c) Receipt for Customs Duties - Entry No. 52723.
(d) Bill of Sale - Aeronca to Leavens Bros.
(e) Bill of Sale - Leavens Bros. to Ontario County Flying Club .
(f) Copy of letter of temporary authority.
(g) Flight Permit dated August 13th/46.

Exp Cert 9

DGJ/HT.

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

6

9 241.3 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 C. Hurren

Date of Application August 14th 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ONTARIO COUNTY FLYING CLUB	P. O. BOX 413, OSHAWA, 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
Mr. A. G. Storie	President	447 Simcoe St. N, Oshawa.	Canadian
Mr. Hayden Macdonald	Vice-President	79 Louise St., Oshawa.	Canadian
Mr. T. K. Creighton	Director	342 King St. E., Oshawa.	Canadian
Mr. George Hart	Director	R. R. #2, Oshawa.	Canadian
Mr. E. G. Storie	Director	96 Connaught St., Oshawa	Canadian
Mr. C. Schofield	Director	442 Athol St. E., Oshawa	Canadian
Mr. George Hurren	Secretary-Manager	620 Hortop St., Oshawa	Canadian

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

Usual Station OSHAWA AERODROME

Date of manufacture or reconstruction 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 Aeronca Aircraft Corporation

Type High Wing Monoplane Maker's No. 7AC 4293

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 Ft.	
Length o/a in feet	21 Ft. 6 In.	
Height o/a in feet	6 Ft. 6 In.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 759.50 Lbs.

Total weight authorized (fully loaded) in lbs. 1220 lbs. Air speed 100 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass, Air Speed, Altimeter
2. Gauges Oil Temperature, Oil Pressure, Tachometer
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One
6. Parachutes Nil
7. Tools Nil
8. Other Equipment Nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65/8 4 cylinder opposed flat			
Pusher or Tractor	Tractor			
Right or Left Hand	Left			
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

B. J. WHITMORE

COPY 2723 KAUG 1

E. 1
3,000,000-2-46

Port of Toronto, August. 15th 1946
Arriving per BY AIR
Imported by LEAVENS BROS AIR SERVICES LTD.,
Goods Exported to Canada Direct from U.S.A.
Via Direct (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

Marks and Numbers	Number of Packages	Description of Goods	Quantity	See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty $	c.	Duty Paid Value $	c.	Sales Tax $	c.	Rate of Excise Tax	Excise Tax $	c.	Tariff Item Applied
ADD	1	Airplane Model 7 AC CF-DNR Serial #7AC-4293	1	$1555.24	$1555.	20%	$271.00		1626.00		$130.08					440L
		Aircraft not including engine under regulations prescribed by the Minister NOP														
		Aircraft Engine-- Continental A 65-8F Serial 4914768	1	449.99	$450.	17½%	78.75		528.75		42.30					440N
		When imported for use only in the equipment of aircraft NOP					$349.75				$172.38					
		Inv. Aeronca Aircraft Corp., 8-10-46 Sworn to only at the Port of West Toronto, Consigned to Toronto, Ont.														

National Revenue Canada
Customs and Excise
DUTY PAID
AUG 15 1946
Cashier
TORONTO, ON.

National Revenue Canada
Customs and Excise
Duty Paid
AUG 15 1946

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.A. Amount $1796.25

Cheques etc. must be made payable to the Receiver General of Canada.

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

Sales Tax Licence No.
Power of Attorney No. 870
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

INITIALS		
	DUTY	$349.[illegible]
	SALES TAX	17[illegible]
	EXCISE TAX	
	TOTAL	$[illegible]

FORM 1.

DECLARATION of the owner or his agent or attorney in Canada, prescribed to be made in cases where the goods have been actually purchased for importation into Canada.

(I) Name of owner, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the owner of the goods mentioned in the invoice(s) now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice(s) and in this Entry; (4) That to the best of my knowledge and belief the said invoice(s) and every certificate and declaration thereon were made by the person or persons by whom the same purport to have been made; (5) That the said invoice(s) exhibit(s) the actual price or prices at which the said goods were actually purchased by the owner in the country whence exported to Canada and that there is included therein the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition, packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of the said goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods, or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said importer and the exporter, or by any one on behalf of either of them other than as shown in the said invoices, either by way of discount, rebate, salary, compensation, or in any other manner whatsoever.

Signed at this day

(*Signature*).....

of 19 ,

.....*Witness.*

FORM 2

DECLARATION of the Consignee in Canada, or his agent or attorney, prescribed to be made in cases where the goods have been exported to Canada on consignment without sale by the Exporter prior to shipment.

(I) Name of consignee, agent or attorney.
(II) The duly authorized agent or attorney of or a member of the firm of.
(III) Is or are.

I, (I) do hereby declare as follows:—(1) That I am (II) the consignee of the goods mentioned in the invoice or invoices now produced by me and hereto annexed and signed by me; (2) that the said invoice(s) include(s) all of the goods mentioned in this Entry and (III) the true and only invoice(s) of all the goods imported as within stated; (3) That the said goods are properly described in the said invoice or invoices and in this Entry; (4) That to the best of my knowledge and belief the said invoice or invoices and every certificate and declaration thereon, or filed therewith or attached thereto were made by the person or persons by whom the same purport to have been made; (5) That there is included in said invoice or invoices the true value of all cartons, cases, crates, boxes and coverings of any kind and all charges and expenses incident to placing the said goods in condition packed ready for shipment to Canada; (6) That the value for duty of the said goods as stated in this Entry exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, and that the said fair market value,—(a) In the case of new or unused goods is not lower than the actual cost of production of similar goods at the same time and place, plus a reasonable advance for selling cost and profit; (b) Is without any discount or deduction not shown and allowed on invoices covering sales for home consumption in the country of export in the usual and ordinary course of trade; and (c) Is without any deduction on account of any drawback or bounty or on account of any royalty actually payable thereon, or payable thereon when sold for home consumption, but not payable when exported, or on account of the exportation thereof, or for any special consideration whatever; (7) That if the value for duty of any goods as stated in this Entry is other than the value thereof as above specified such value for duty has, to the best of my knowledge and belief, been fixed and determined under the authority of the Customs Act at the value stated in said Entry; (8) That to the best of my knowledge and belief any and all goods entered on this Entry as being free of duty are lawfully entitled to free entry under the existing law, and any and all goods entered thereon at preferential tariff rates are lawfully entitled to be so entered; (9) That any and all goods mentioned in this Entry as imported for a specific purpose and therefore entered free or at a lower rate of duty than would otherwise be chargeable thereon are intended to be and will be used for such specific purpose only in the manner provided by law; (10) That nothing has been on my part nor to my knowledge on the part of any other person, done, concealed or suppressed whereby His Majesty the King may be defrauded of any part of the duty lawfully due on the said goods; (11) That if at any time hereafter I discover any error in the said invoice or invoices, or any of them, or in this Entry, or if I receive at any time any other or different invoice of the said goods or any part thereof, I will immediately make the same known to the Collector of this Port; and (12) That none of the said goods has been sold by or on behalf of the owner and importer prior to their importation into Canada.

Signed at this day

of 19 ,

.....*Witness.*

(*Signature*).....

FORM 4

OATH OR AFFIRMATION of importer or agent prescribed to be made and subscribed before a Collector of Customs and Excise or a Notary Public or a Commissioner for taking affidavits, on entry of goods at a lower rate of duty or free for manufacturing purposes.

(1) Name of importer.
(2) Name of the goods or articles.
(3) Swear or affirm.
(4) Names of the goods or article.
(5) Names of the goods to be manufactured.
(6) Name of the place, county and province.
(7) Or affirmed.

I, (1) the undersigned importer of the (2) mentioned in this entry, do solemnly (3) that such (4) are imported by me for the manufacture of (5) in my own factory situated at (6) and that no portion of the same will be used for any other purpose or disposed of until so manufactured.

Sworn (7) before me this day of 19

.....

Collector or Title of Official authorized to Administer Oaths.

(*Signature*).....

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title and interest in Aeronca "Champion", Reg. CF-DNR, Serial No. 7AC 4293 to Ontario County Flying Club, Oshawa, Ontario. for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at TORONTO, Ont. this 13th day of August 19 46

LEAVENS BROS. AIR SERVICES LTD.

M. L. Menzies
(Witness)

A R Leavens
(Owner)

6

CERTIFIED TRUE COPY

C.D. Leavens

AERONCA AIRCRAFT CORPORATION

Certificate of Transfer

B I L L OF S A L E

KNOW ALL MEN BY THESE PRESENTS, that on this 12th day of August 19 46, the AERONCA AIRCRAFT CORPORATION, Municipal Airport, Middletown, Ohio, a corporation existing under the laws of the State of Ohio, Manufacturer and Sole Owner of the below described airplane.

Manufacturer's Trade Name AERONCA, Type 7AC

Manufacturer's Serial No. 7AC 4293 Civil Aeronautics Auth. No. CF-DNR

in consideration of One Dollar ($1.00) and other good and valuable consideration to it paid by

LEAVENS BROS. AIR SERVICES LIMITED

BARKER AIRPORT (Street or Airport) of TORONTO (City) ONTARIO, CANADA (State)

the receipt of which is hereby acknowledged, has bargained, sold, granted and conveyed, and by these presents does hereby grant, bargain, sell and convey unto the said

LEAVENS BROS. AIR SERVICES LIMITED

his/their executors, administrators, and assigns all its rights, title and interests in and to the afore-described airplane, to have and to hold the same unto the said

LEAVENS BROS. AIR SERVICES LIMITED

his/their executors, administrators and assigns forever.

IN WITNESS WHEREOF the said AERONCA AIRCRAFT CORPORATION has caused its corporate name to be hereunto subscribed and its corporate seal hereunto affixed by (Signed) F.C. REED

its ASSISTANT-SECRETARY, thereunto duly authorized by resolution of its Board of Directors, this 12th day of AUGUST, 19 46

AERONCA AIRCRAFT CORPORATION

By F.C. REED

(Title) ASSISTANT-SECRETARY

STATE OF OHIO, COUNTY OF BUTLER, SS:

Be it remembered, that on this 12th day of AUGUST, 19 46 before me the subscriber, a Notary Public, in and for said County and State, personally appeared F.C. REED ASSISTANT-SECRETARY, of AERONCA AIRCRAFT CORPORATION, the corporation whose name is subscribed to and which executed the foregoing instrument, and for himself and as such officer, and for and on behalf of said corporation, acknowledged the signing and execution of said instrument; and acknowledge that he executed said instrument by authority of the Board of Directors, and on behalf of said corporation; and that the signing and execution of said instrument is his free and voluntary act and deed, his free act and deed as such officer, and the free and voluntary act and deed of said corporation for the uses and purposes in said instrument mentioned.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my Notarial Seal on the day and year last aforesaid.

HILDA CURTIS

Notary Public for Butler County

Date issued AUG. 13, 1946

5

Issued to:

LEAVENS BROS. AIR SERVICE, LTD.
(Name)

BARKER AIRPORT
(Address)

TORONTO, ONTARIO, CANADA
(State or Country)

Permission is hereby granted for flight of the CANADIAN (Nationality) registered aircraft described below, over United States territory, enroute from MIDDLETOWN, OHIO (Location in U.S.) to TORONTO, ONTARIO, CANADA (Foreign destination); premised upon the following express terms and conditions:

1. Purpose. DELIVERY (Indicate, ie delivery, tourist, etc.).

2. Aircraft. The aircraft shall be a AERONCA (Make), model 7AC, manufacturer's serial number 7AC-4293, CANADIAN (Nationality, i.e. Mexican), identification mark CF-DNR (Identify i.e., XA-ABC), owned by LEAVENS BROS. (Indicate owner), BARKER AIRPORT, (address) TORONTO, ONTARIO, CANADA (Country).

3. Crew.

Pilot. A. GOODENOUGH (Full name), CANADIAN (Citizenship)

holder of CANADIAN (Nationality), COMMERCIAL (Type), pilot certificate No. C-2277 (Identify).

4. Passengers. NONE (Non-revenue, indicate names)

5. Cargo NONE (Indicate type). No cargo shall be carried for hire.

6. Radio equipment. NONE (Indicate).

7. Flight in the United States shall be made in accordance with applicable sections of the Civil Air Regulations, including Part 60, Air Traffic Rules. Flight shall be "VISUAL CONTACT DAY FLIGHT" (Indicate, for example, "Limited to hours of daylight").

shall be conducted along civil airways and shall be performed in accordance with the AIR TRAFFIC rules of the Civil Air Regulations.
(Indicate)
Section 43 and 60.
(Indicate)

8. Compliance shall be made with applicable entry and clearance regulations.

9. Expiration. Unless sooner suspended or revoked by the Administrator of Civil Aeronautics, this permit shall remain in force until AUGUST 26, 1946.
(Indicate date)

This permit shall be carried on board aircraft in custody of pilot in command at all times during flight over United States territory.

R. J. CURRY
(Inspector's name)

SR. AIRCRAFT FACTORY INSPECTOR
(Title and Service)

L1

TOR: 5008-D14-18

1 Montgomery Avenue, Toronto.
October 7th, 1946.

A26107

TRANSPORT-RECORDS
OCT 8 A.M.
File 5008-D-14-18

Ontario County Flying Club,
P.O. Box 413,
OSHAWA, Ontario.

Dear Sirs:

This letter will constitute an extension of the authority granted you in our letter of August 16th, to operate C F / D N R as a commercial aircraft.

This authority is valid until December 7th, 1946, pending the issue of the formal certificates.

Yours truly,

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

R.W. GOODWIN/KC

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

12 8 6-44

TOR:5008-D14-18

TRANSPORT - RECORDS
DEC 10 A.M. 1946
5008-D 14-18
File

1 Montgomery Avenue, Toronto.
December 9th, 1946.

61014

Ontario County Flying Club,
P.O. Box 413,
OSHAWA, Ontario.

Dear Sirs:

This letter will constitute a further extension of the authority granted you in our letter of October 7th/46, to operate CF/DNR as a commercial aircraft.

This authority is valid until February 9th, 1947, pending the issue of the formal certificates.

Yours truly,

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

DGJ/HT.

4081 (R)
1527 (A)

CB

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4091

NATIONALITY AND REGISTRATION MARKS CF-DNR

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corp., Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-4293
4. Name of owner	Ontario County Flying Club
5. Address of owner	P.O. Box 415, Oshawa, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Oshawa Aerodrome
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 16th day of August 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DNR and is of Canadian nationality.

Given at Ottawa this 30th day of December 1946

TPS
Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

VALID IN CANADA ONLY
ISSUED IN LIEU OF U.S.
DEPT. OF COMMERCE CERTIFICATE
OF AIRWORTHINESS FOR EXPORT
2-1016 SUBJECT TO THE
CONDITIONS CONTAINED THEREIN

VALID FOR DAY FLYING ONLY

14

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1527

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Ontario County Flying Club
2. Christian name
3. Address P.O. Box 415, Oshawa, Ont.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corp.

NATIONALITY AND REGISTRATION MARKS

6. CF-DNR

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-4293
8. Place and year of construction of aircraft Middletown, Ohio, 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'
16. Maximum length (in flying position) 21'6"
17. Total height (with and without trolley in case of seaplanes) 6'6"

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 2500 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):
(a) Landplane ..... 765 lbs.
(b) Seaplane ..... lbs.
(c) Skiplane ..... 789 (29.1.48) lbs.

WEIGHT OF FUEL AND OIL

26. Fuel ..... 84 lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks: One
(b) Capacity of tanks: 12 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 ..... 192 lbs.

32. Maximum total weight authorized ..... lbs.
Landplane ..... 1220 lbs.
Seaplane ..... lbs.
Skiplane ..... 1220 (29.1.48) lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds
Seaplane .....
Skiplane: Twelve hundred & twenty pounds (29.1.48)

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 ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 16, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 30th day of December 19 46

Superintendent, Air Regulations.

MIM/ZC/LEM

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
		Aug. 10/47	

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

All modifications affecting airworthiness should be noted.

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

(K.P. 39811)

/TM

16

5008-D14-18

REGISTERED

OTTAWA, Ontario.
February 18th , 1947.

Ontario County Flying Club,
P.O. Box 413,
Oshawa, Ont.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4081 and Certificate of Airworthiness No. 1527 for your Aeronca 7AC aircraft CF- DNR , Serial No. 7AC-4293.

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.E. Toronto, Ont.

D

17

ONTARIO COUNTY FLYING CLUB

• P.O. BOX 413 • OSHAWA, ONTARIO

A 6351

May the 29th, 1947.

TRANSPORT-RECORDS
MAY 31 A.M.
File 5008 10 14 - 18

Mr. S. Graham,
Superintendent of Air Regulations,
Department of Transport,
#3 Temporary Building,
OTTAWA, Ontario.

Dear Mr. Graham:

On February the 18th, 1947, the Ontario County Flying Club received certificates of registration and airworthiness for Aeronca Aircraft CF-DNR.

We were advised at that time that the engine and journey and aircraft log books would be forwarded as soon as they were received from the King's Printer.

Please be advised that these log books have not as yet been received and that we are still using temporary logs. It would be appreciated if these log books were forwarded as soon as they are available.

Sincerely yours,

ONTARIO COUNTY FLYING CLUB,

George C Hurren

G. Hurren, Secretary-Manager.

GCH:MS

Miss Jones
to note please

ENTERED ON CARDS

/RM

18

5008-D14-18

REGISTERED

OTTAWA, Ontario.
May 31st, ~~1946.~~ 1947.

Ontario County Flying Club,
P.O. Box 413,
Oshawa, Ontario.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-DNR.

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

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

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

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21 2 6-46

1 Montgomery Avenue Toronto August 15th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-18	Renewal of Certificates of Registration and Airworthiness - Aircraft CF-DNR	5008-D14-18

A15917

TRANSPORT-RECORDS
AUG 16 A.M.
File 5008-D14

4-18

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

1. Aeronca 7AC aircraft CF-DNR Serial No. 7AC-4293, owned by Ontario County Flying Club, has recently been reconditioned at Oshawa, Ontario by Weston Aircraft Limited.

2. Proper entries have been made in the log books of this aircraft that it was airworthy on August 14th, 1947.

3. These entries were signed by Messrs. R. Seaton and S.M. Burke as Air Engineers and G. Hurren as Test Pilot.

4. Certificate of Registration No. 4081 and Certificate of Airworthiness No. 1527 have been renewed valid until August 14th, 1948.

noted

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

CAB/alb
Encl.

Aeronca Champion, Model 7 AC Aircraft, CF-DNR, property of Ontario County Flying Club, received at Western Aircraft Limited, Oshawa, Ontario, for Certificate of Airworthiness, and the following work was carried out :

70

Engine
Oil changed and filter cleaned.
Gas filter Cleaned and gasket replaced.
Carb. bowl drained and carb. mounting nuts tensioned.
Induction pipe connections and push rod connections tensioned.
Rocker cover gaskets replaced.
Engine mount bolts tensioned.
Spark plugs removed and cleaned, four spark plugs replaced on bottom bank.
Heater muffs removed and cleaned from exhaust stacks and exhaust stacks inspected for crack and found O.K.
Propeller removed and inspected for cracks and bruises and found serviceable.

Undercarriage.
Undercarriage disassembled and all bolt holes checked for elongation and found O.K.
All bolts replaced on undercarriage assembly, and all bolts greased.
Tires removed ,tubes and casings inspected.

Fuselage
Eight clevis bolts replaced on rudder cables.
All aileron and rudder cables inspected.
Clevis bolts on elevator cables inspected.
Fire extinguisher checked.
Compass swung and compass card installed.

Empennage
Four elevator hinge pins replaced.
Two rudder hinge pins replaced.
Clevis pins on stab. rigging wires checked.
Tail wheel disassembled, cleaned and greased.
Bushing replaced on steerable tail wheel
Three 7/16 stop nuts replaced.

Wings
Port and stb'd aileron hinge bolts removed and checked and found O.K.
Bolts greased on assembly.
Wings inspected through inspection ports and fou nd O.K.

The following parts were replaced;

8 AN 3-6 Bolts.	1 Gas filter bowl gasket.
2 AN 5-14 Bolts	1 Scott bushing.
2 AN 6-15 "	6 AN 394-71 Clevis pins.
2 AN 6-27 "	4 Rocker cover gaskets.
2 AN 6-22 "	4 Champion C.26 Sparkplugs.
2 An 4-23A "	
2 AN 365 -428 Stop Nuts	

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

CF-DMR

been incorpprated and that the airframe is airworthy.

Weston AircraftLigited.

R. Seaton

A-1890.

All controls checked for soundness, correct action, and for presenceof all locking devices.

R. Seaton

A- 1890.

S. M. Burk.

A-2052.

This is to certify that I have test flown Aeronca Aircraft CF-DMR, and that it performed in a satisfactory manner.

George C Hunn

C 2303

August 14th, 1947.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

22 2
6-46

Toronto, January 29th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aeronca Champion - CF-DNR	5008-D14-18

A34970

TRANSPORT-RECORDS
JAN 31 AM
File 5008-D14-18

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

1. Certificate of Airworthiness No. ~~4081~~ 1527 in favour of the subject aircraft was this day amended to include operation on skis.

2. The following amendments were made:

Item 25: (c) 789 lbs. ✓

Item 32: skiplane 1220 lbs. ✓

Item 33: skiplane - Twelve hundred and twenty lbs. ✓

Miss Jones
Pt note & return
HLP 3-2-48

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

L. Knight/ES

Noted
HL

Item 31

HTP/EHC

OTTAWA ONTARIO FEBRUARY 10 1948

5008-D14-18;
5008-H17-20;
5008-F10-23;
5008-A7-7;
5008-H13-11;
5008-D6-12;

CF-ENR, CF-BGT, CF-DFL, CF-EHK, CF-EGG, CF-EJW

5008-D14-18;
5008-H17-20;
5008-F10-23;
5008-A7-7;
5008-H13-11;
5008-D6-12;

District Inspector, Air Regulations,
I 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-ENR, 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 7AC, CF-DFL, C. of A. No. 1103.
Item 31. skiplane - 177 lbs.

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

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

6. Stinson 108-2, CF-EJW, 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.

(S. Higham),
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

A37981

TORONTO, February 19th, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub C F/B L F - Ontario County Flying Club Aeronca C F/D N R.	5802-50-11 5008-B12-6 5008-D14-18

cak
ca2.

TRANSPORT-RECORDS
FEB 21
File 5008-D14-18

~~A37919~~

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Attached hereto please find letter from the Ontario County Flying Club, together with statements from the pilots S. Fraser and M.R. Mackie regarding accidents to the subject aircraft in the Lake Simcoe district.

2. It will be noted from Para. 4 of the letter from the Ontario County Flying Club that no disciplinary action has been taken by them and that they recommend leniency. As no one was injured in this peculiar accident, it is recommended that the only action taken would be that of a strong reprimand.

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

L.Knight/KC
Encl.

COPY ON
5008-B12-6
5802-10611

3 copies
23/2/48

ONTARIO COUNTY FLYING CLUB

P.O. BOX 413 · OSHAWA, ONTARIO

TRANSPORT - TORONTO
FEB 12 1948
File
5008-D14-1
(244)

February the 10th, 1948.

District Inspector, Civil Aviation,
Department of Transport,
1 Montgomery Ave.,
TORONTO, Ontario.

Dear Sir:

Re Aircraft Accident, CF-DNR

Please find enclosed a statement by Stanley F. Fraser, regarding the above mentioned aircraft accident.

I have also this date enclosed under separate cover, the log books for the above mentioned aircraft.

The cause of the accident has been clearly stated in Fraser's report as pilot error in starting proceedure.

No disciplinary action has been taken by the Ontario County Flying Club, and I would recommend leniency in that the pilot was working under adverse weather conditions, the temperature being 15 below zero.

When the aircraft was located, after crashing, the fuel tank was empty and the throttle was jammed in the fully open position.

The aircraft is now at Oshawa, and has been turned over to the Insurance Underwriters.

Yours sincerely,

ONTARIO COUNTY FLYING CLUB,

George C Hurren

GCH:MS George C. Hurren, Secretary-Mgr.

Entered on Accident Cards

ENTERED IN ACCIDENT RECORDS
H. J.

24

AVIATION - TORONTO
FEB 12 1948
5008-D14-18
243
File

STATEMENT BY STANLEY F. FRASER RE AIRCRAFT ACCIDENT CF-DNR

On Friday, February the 6th, 1948, at 10:20 A.M., Merlin Mackie, owner of Piper Cub CF-BLF, engaged my services to fly him to Lake Simcoe in aircraft CF-DNR, owned by the Ontario County Flying Club, for the purpose of getting his aircraft started.

Arriving on Lake Simcoe approximately eight miles west of Beaverton, I shut aircraft CF-DNR down in order to help Mackie get aircraft CF-BLF started which took two hours or more to do. During the time it took to get Mackie's aircraft started, it was necessary for me to start my aircraft up at thirty minutes intervals in order to keep it from freezing on me, as the temperature was about 15 below zero.

Finally at about 1:45 P.M., we got aircraft CF-BLF started and after warming up, I walked back to my aircraft and turned on gas, set ignition, and neglected to check the position of the throttle. After a couple of pulls through, the engine caught and began firing and at the same time moving forward, since it was on ice. I jumped to one side and ducked under the starboard mainplane struts and came up on the rear side about five feet out from the door, which had been blown shut by the slipstream. I managed to grab the door handle, but as I was standing with my back to the aircraft, I was pulled off my feet and as the tail of the aircraft went by me, I grabbed the tailplane and lay across it in the hope that the aircraft would stop. I was able to pull the wingtip down onto the ice, hoping the aircraft would run into a snow drift to dig the wing into and possibly cartwheel the aircraft, but as the aircraft jolted along picking up airspeed, I was thrown off and the aircraft straightened up and became airborne. It climbed to about 500' and then proceeded to turn in a very slow climbing turn to the left. This condition of flight remained until the aircraft went out of sight, drifting quickly in a south-easterly direction. The aircraft was again located after crashing at approximately 3:45 five miles north of Grafton, Ontario.

Stanley F. Fraser

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

27

2
6-46

TORONTO (PLACE) 21st February, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
	AERONCA CF - DNR Certificate of Airworthiness No. 1527.	5008 - D14 - 18

TRANSPORT-RECORDS
FEB 24
File 5008 D14-18

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

1. Please be advised the subject noted Certificate of Airworthiness has been amended this date to read as follows:

A38219

Item 31: "Skiplane 168 lbs."

together with the following footnote:

Total weight authorised does not permit of carrying a total number of passengers unless a suitable reduction in the quantity of fuel is made when operating as a Ski-plane.

Model: Federal

Type: A1500

Serial No: 6016

Installed to Federal Company's Drawings.

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

LK/AM

HTP/HMC 28

OTTAWA ONTARIO FEBRUARY 27, 1948

5008-D14-18;
5802-50-11;

AERONCA CF-DMR

5008-D14-18;
5802-10611;

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

1. Reference is made to your letter of February 19, 1948, advising of the circumstances surrounding the accident to the above-referenced aircraft.

2. May we be advised if this aircraft is considered to be a write-off; and if so, the Certificates of Registration No. 4081 and Airworthiness No. 1527 be returned to this office for cancellation.

(H. Graham),
Superintendent, Air Regulations

A39170

COPY

TRANSPORT-RECORDS
Mar 2 A.M.
File 5008-D14-18

29

DATE: March 1st, 1948.

MEMO TO: District Inspector, Air Regulations.

MEMO FROM: C. A. Brethour, Inspector.

SUBJECT: Accident - Aeronca CF/DNR.

1. With reference to accident of Aeronca CF-DNR which, on February 6th, took off empty, flew and then crashed when the fuel supply was exhausted.

(a) This accident was undoubtedly a case of pilot error due to improper engine starting procedure on aircraft equipped with skis.

(b) Mr. Fraser is liable under Air Regulations 1938, Part A, paragraph 22.

(c) However, since this accident is the first of its type to happen in this country and since this is Mr. Fraser's first violation, it is recommended that a severe reprimand will suffice, but if possible, a memo or information circular be sent out regarding proper engine starting procedure on ski-equipped aircraft.

C. A. Brethour,
Inspector, Air Regulations.

CAB/es

COPY ON
5802-10611

30

PAS/EM

Ottawa, Ontario, March 4th, 1948.

8008-E14-18
8802-50-11
8008-B12-8

Accident - Aeronca CF-DNR

8008-D14-18
8008-10611
8008-B12-8

District Inspector Air Regulations,
1 Montgomery Ave.,
Postal Station "K",
Toronto 12, Ont.

1. We are returning a memorandum dated March 1st, 1948 submitted by Inspector C.A. Brethour to the District Inspector Air Regulations (Toronto) regarding an accident to Aeronca aircraft CF-DNR. This memorandum was apparently forwarded to Headquarters in error.

(S. Graham),
Superintendent, Air Regulations.

Encl.

Above letter deals with file 39170

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32

2
6-47

TORONTO, March 8th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident - Aeronca CF-DNR	5008-D14-18

A4(125

TRANSPORT-RECORDS
MAR 9 P.M.
5008-D14-18
File

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

1. Attached hereto is a memorandum from Mr. C. A. Brethour to the District Inspector, Air Regulations, Toronto, regarding accident to Aeronca CF/DNR.

2. This report has been concurred in by the District Inspector, Air Regulations.

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

C.A. Brethour/es
Enc.

31 A39170

TRANSPORT-RECORDS
MAR 2 A.M.
File 5808-J114-18

DATE: March 1st, 1948.

MEMO TO: District Inspector, Air Regulations.

MEMO FROM: C. A. Brethour, Inspector.

SUBJECT: Accident - Aeronca CF/DNR.

1. With reference to accident of Aeronca CF-DNR which, on February 6th, took off empty, flew and then crashed when the fuel supply was exhausted:

(a) This accident was undoubtedly a case of pilot error due to improper engine starting procedure on aircraft equipped with skis.

(b) Mr. Fraser is liable under Air Regulations 1938, Part A, paragraph 22. Part VIII ? Reco

(c) However, since this accident is the first of its type to happen in this country and since this is Mr. Fraser's first violation, it is recommended that a severe reprimand will suffice, but if possible, a memo or information circular be sent out regarding proper engine starting procedure on ski-equipped aircraft.

C. A. Brethour,
Inspector, Air Regulations.

CAB/es

COPY ON
5802 - 10611

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-D14-18

REGISTERED

OTTAWA, Ontario.
February 18th , 1947.

Ontario County Flying Club,
P.O. Box 413,
Oshawa, Ont.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4081 and Certificate of Airworthiness No. 1527 for your Aeronca 7AC aircraft CF- DNR , Serial No. 7AC-4293.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

T. J. S. Graham

(S. Graham),
Superintendent, Air Regulations.

Encls:

1

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4081

NATIONALITY AND REGISTRATION MARKS CF-DNR

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corp., Middletown, Ohio, U.S.A.
3. Constructor's serial number	7AC-4293
4. Name of owner	Ontario County Flying Club
5. Address of owner	P.O. Box 413, Oshawa, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Oshawa Aerodrome
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 16th day of August 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-DNR and is of Canadian nationality.

Given at Ottawa this 30th day of December 19.46.

T. J. 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

August 14th/47 - Renewed valid until August 14/48 - [signature]

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

VALID IN CANADA ONLY
ISSUED IN LIEU OF U.S.
DEPT. OF COMMERCE CERTIFICATE
OF AIRWORTHINESS FOR EXPORT
E-10163 SUBJECT TO THE
CONDITIONS CONTAINED THEREIN

VALID FOR DAY FLYING ONLY

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1527

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Ontario County Flying Club
2. Christian name
3. Address P.O. Box 413, Oshawa, Ont.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Aeronca Aircraft Corp.

NATIONALITY AND REGISTRATION MARKS

6. CF-DNR

DESCRIPTION OF AIRCRAFT

7. Type Aeronca Series 7AC Constructor's No. 7AC-4293
8. Place and year of construction of aircraft Middletown, Ohio, 1946

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
15. Maximum span (in flying position) 35'
16. Maximum length (in flying position) 21'6"
17. Total height (with and without trolley in case of seaplanes) 6'6"

X Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made, when operating as a skiplane.

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 2300 revolutions per minute. (International number of revolutions)

(b) Rated Altitude H.P. at revolutions per minute. (International number of revolutions)

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

22. Fuel: (a) (b)

23. Oil: (a) (b)

24. Airscrews — Number fitted: One Types: Sensenich No.

Pitch Diameter

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	765	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane	789	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		84	lbs.
(a) Number of tanks: One			
(b) Capacity of tanks: 12 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 S.P. 168 lbs.	L.P.	192	lbs.
32. Maximum total weight authorized			lbs.
Landplane		1220	lbs.
Seaplane			lbs.
Skiplane		1220	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds
Seaplane:
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 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 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) 1 m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 16, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 30th day of December 19 46

Superintendent Air Regulations.

MIM/ZC/LEM

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
		Aug. 16/47	I.G. Stephens
August 14/47 Oshawa, Ontario	"Airworthy"	August 14/48	[illegible]

(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

33

2
6-47

Toronto, March 9th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Aeronca - CF-DNR	5008-D14-18

CAR

A40500

TRANSPORT-RECORDS
MAR 11 P.M.
File 5008-D14-18

Please file
& return. 3+3
13/3/48

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

1. Attached hereto is Certificate of Registration No. 4081 and Certificate of Airworthiness No. 1527 for Aeronca CF-DNR, owned by the Ontario County Flying Club.

2. These certificates are forwarded for cancellation as the aircraft was written off in an accident, recently.

D/A

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

DGJ:ES
Encls.

REGISTERED

Miss Jones
for cancellation
of C of A & C of R
HSP 7-4-48

Noted
[illegible]

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3-4 1/2

6-46

PSW/EM

OTTAWA, Ontario, April 1st, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident Aeronca 7AC aircraft, CF-DNR FRASER, Stanley Fred - L.C.A.P.C. #C-3977	5802-10611 5008-D14-18 5008-312-3

A 1555 A 2586

MEMORANDUM TO C.A.R.

1. On February 6, 1948 CF-DNR was completely destroyed in an accident near Grafton, Ontario.

2. The pilot, Mr. Fraser reports that in attempting to start the aircraft he neglected to check the position of the throttle. With no other assistance he was unable to prevent the aircraft from becoming airborne. (Folio 24)

3. Mr. Fraser a Class II Flying Instructor, is holder of Limited Commercial Air Pilot's Certificate No. C-3977 medically valid and endorsed for type. CF-DNR was operating under valid Certificates of Airworthiness and Registration.

4. The District Inspector Air Regulations, Toronto, recommends a letter of warning under Part VIII Sec. 22 of Air Regulations. This recommendation is submitted for approval.

Dated 31-1-49

(P. S. Walker),
Inspector, Air Regulations.

FILE No. 5008- D 14- 20

VOLUME No. 1

VOL. 1

5008- D 14- 20

DEPARTMENT OF TRANSPORT

FROM AUG. 1946-

TO

CROSS REFERENCES

SUBJECT AIRCRAFT- INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF- DNT — AERONCA. 7AC

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 14 1949	28293	CAR		[illegible]	DEC 20 1949
DEC 19 1949	—	CA1		JB	DEC 20 1949
	D. McTinkle	CAR		[illegible]	DEC 9 - 1949
DEC - 1949	D. McSaunderson	CAR		[illegible]	DEC 19 1949
DEC 20 1949	Copy 5802-25719) 27617	Records		[illegible]	DEC 23 1949
	[illegible]	CAR	~~17 1/50~~	[illegible]	DEC 19 1949
DEC 29 1949	39376.	CAR		[illegible]	JAN 9 1950
JAN 9 1950	—	CA1		JB	JAN 9 1950
JAN 16 1950	BF 17/1/50	CAR	~~6 2/50~~	[illegible]	JAN 17 1950
JAN 19 1950	37362.	CAR		[illegible]	JAN 27 1950
JAN 27 1950	—	CA1		JB	JAN 27
FEB 4 1950	BF 6/2/50	CAR	~~27 2/50~~	[illegible]	FEB 6 1950
FEB 9 1950	45080.	CAR	~~21 2/50~~	[illegible]	FEB 13 1950
FEB 7 1950	—	CA1		[illegible]	FEB 13 1950
FEB 13 1950	BF 21/2/50	CAR	~~28 2/50~~	[illegible]	FEB 21 1950
FEB 2[illegible] 1950	BF 27/2/50	CAR		[illegible]	MAR 4 - 1950
FEB 25 1950	48223	CAR		[illegible]	MAR 4 1950
MAR - 2 1950	Letter & Memo Mar 2/50	C.A.R.		[illegible]	MAR 4 1950
	Letter Mar 3/50	C.A.R.		[illegible]	MAR 4 - 1950
MAR 4 - 1950	BF 28/2/50	CAR		[illegible]	MAR 7 1950
	Miss Dow	CAR		[illegible]	MAR 7 - 1950 FEB 11 1952

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

1
9-47

FILE NO. 5008 - D14 - 20

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM AUGUST 1946

TO

SUBJECT: AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT:

FILE TITLE: CF - DNT AERONCA TAC

CROSS REFERENCES

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

5008 - D14 - 20

(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 23 1946	Miss Jones	S.A.R.		SJ	AUG 26 1946
AUG 29 1946	19999	S.A.R.		BW	AUG 30
SEP 24 1946	Requested	S.A.R.	~~E9-10-46~~	SJ	SEP 30 1946
OCT 5 1946	BF Acft 7	S.A.R.	~~11-12-46~~	SJ	DEC 5
DEC 9 1946	B211-12-46	S.A.R.		SJ	JAN 15 1947
JAN 14 1947		Treas.	~~2-14-47~~		JAN 15 1947
MAR 31 1947	B Acft	Treas.			MAY 28 1947
NOV 4 1947	Requested Miss Jones	C.A.R.		SJ	NOV 5 1947
DEC 7 1948	Req. Miss Jones	C.A.R.		SJ	DEC 7 1948
DEC 23 1948	Miss Jones	C.A.R.		SJ	DEC 29 1948
JAN 8 1949	Miss Jones	C.A.R.		SJ	JAN 10 1949

241.3

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..... R L Bradley.

Date of Application..... Aug. 22/46.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Russel L Bradley	116 Fairmount Ave Ottawa - 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..... Uplands Airport Ottawa Ont

Date of manufacture or reconstruction..... Aug. 21 1946

Crew required..... One (1)

Accommodation for what number of passengers..... two (2) including 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.

$ 10.00 Receipt No Records 24-8-46 G J

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air *Heavier* made by *Curtiss Aircraft Corp*

Type *T AC* Maker's No. *T AC - 4488*

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'	35'
Length o/a in feet	21' 6"	21' 6"
Height o/a in feet	6' 6"	

Cubic Capacity (of Airship or Balloon) *N A*

Weight equipped, but without load, fuel, or oil *710 lbs.*

Total weight authorized (fully loaded) in lbs *1220* Air speed *90* miles per hour

EQUIPMENT—(Give number and type).

1. Instruments *Air speed Tachometer altimeter Compass*
2. Gauges *fuel oil pressure oil temperature*
3. Lights *none*
4. Signals *none*
5. Fire Extinguishers *One*
6. Parachutes *none*
7. Tools *none*
8. Other Equipment *none*

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	*continental*			
Pusher or Tractor	*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. *D.N.T.* allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

2

Form 7525-V
UNITED STATES
DEPARTMENT OF COMMERCE
FOREIGN COMMERCE STATISTICAL REGULATIONS
(See Instr. 5—Reverse Side)

File No. .....
(Section Customs Statistics)

(This space for use of Customs)

FORM APPROVED
BUDGET BUREAU NO. 41-R397-43

BUREAU OF THE CENSUS

☞ Read carefully the instructions on back to avoid delay at shipping point

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS TO FOREIGN COUNTRIES OR NONCONTIGUOUS TERRITORIES OF THE U. S.

☞ Clearance will not be granted until shipper's declaration has been filed with the collector of customs
(Declarations should be typewritten or prepared in ink; pencil is not permissible)

Customs File No.	
District	Port
Flag	Country
Pier No.	

Exporting carrier Flyway (If vessel, give name and flag) — From Rochester, New York (U. S. Customs port of exportation)

Exporter Aeronca Aircraft Corporation (Actual shipper or agent) — Middletown, Ohio (Address (number, street, place, State))

For account of Aeronca Aircraft Corporation (Principal or seller) — Middletown, Ohio (Address (number, street, place, State))

Consignee Leavens Bros. Air Service Ltd. (Ultimate consignee) — Barker Airport, Toronto, Ontario, Canada (Address (place, country))

Foreign port of unloading ..... (For vessels only) — Final Destination Ottawa, Canada (Not place of transshipment) (Place and country)

(1) MARKS AND Nos.	(2) SHIPPING WEIGHT[1] (Gross weight in pounds)	(3) NUMBER AND KIND OF PACKAGES, DESCRIPTION OF MERCHANDISE AND EXPORT LICENSE NUMBER[2] (Describe in sufficient detail to permit classification according to Schedule B. Do not use general terms)	(4) SPECIFY[4] "D" OR "F"	(5) SCHEDULE B[3] COMMODITY No.	(6) NET QUANTITY in Schedule B Units (State unit)	(7) VALUE AT TIME AND PLACE OF EXPORT. (Selling price, or cost if not sold, including inland freight, insurance, and other charges to place of export) Nearest whole dollar
CR-DMT	1220	One New Aeronca Airplane	D	794280		
		Model 7AC consisting of:				
		1 Continental Model A65-8				448.
		Engine Serial No. 4965268				
		1 Airplane Serial No. 7AC-4488				1350.
		Registration No. 106				

Waybill or manifest No. ..... (Of exporting carrier) — AUGUST 20 (Date of exportation or, if vessel, date of clearance) — Total, $ 1798.

I authorize Jack E. Cole to act as my agent for customs purposes.

AERONCA AIRCRAFT CORPORATION, *Shipper.*

I declare that the above is a true account of merchandise shipped to the country named; and that the description and quantity of each article are truly stated at the selling price or market value at time and place of exportation.

SUBSCRIBED AND SWORN TO before me

on AUGUST 19, 19 46

Hilda Curtis

HILDA CURTIS, Notary Public
My Commission Expires October 17, 1948

NOTARY PUBLIC (Title or designation)

(Notary public, etc., or those authorized to administer oaths under Sec. 486, Tariff Act of 1930)

(Signature) F. C. Reed
F. C. REED

(Capacity) ASSISTANT SECRETARY (Member of firm, secretary, agent, etc.)

(Address) MIDDLETOWN, OHIO

[1] If gross weight is not available for each Schedule B item listed in column (5) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

[2] Insert the appropriate export license number on the line below the description of each item.

[3] Foreign exports (reexports) should be classified in accordance with the latest edition of Schedule B. For shipments to Alaska, use Schedule H.

[4] Designate foreign merchandise (reexports) with an "F" and exports of domestic merchandise with a "D".

"The contents of this document must be treated as confidential and may not be disclosed to others than the parties at interest without the written consent of the Secretary of Commerce."

16—29350-3

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title and interest in Aeronca "Champion" Registration CF-DNT, Serial No. 7AC to Mr. Russell Bradley, 116 Fairmount Avenue, Ottawa, Ont. for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at TORONTO, Ont. this 13thday of August 19 46

LEAVENS BROS. AIR SERVICES LTD.

M. E. Menzies
(Witness)

C R Leavens
(Owner)

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

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

PLACE X OPPOSITE SERVICE DESIRED

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.5002-D14-20
5002-221-5

GTT/2S

OTTAWA ONTARIO AUGUST 23rd, 1946

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVENUE
POSTAL STATION "K"
TORONTO 12, ONTARIO

AR66 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION QUOTE

CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10192 AND E-10193 COVERING AERONCA

7AC AIRCRAFT SERIAL NUMBERS 7AC-4488 AND 7AC-4489 CANADIAN REGISTRATIONS

CF-INT AND CF-IUC RESPECTIVELY PURCHASED BY LEAVENS BROS AIR SERVICE LTD

BARKER AIRPORT TORONTO ONTARIO CANADA BEING PREPARED UNQUOTE

File Copy
L.L. #5

CIVIL AVIATION C. Travers.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6122

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

STANDARD TIME

1946 AUG 22 PM 5 41

4

MOA412 61/37 NL=WASHINGTON DC 22

A WILSON=

0729 DIRECTOR OF AIR SERVICES DEPT OF TRANSPORT OTTAWA=

CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10192 AND E-10193 COVERING AERONCA 7AC AIRCRAFT SERIAL NUMBERS 7AC-4488 AND 7AC-4489 CANADIAN REGISTRATIONS CF-DNT AND CF-DUC RESPECTIVELY PURCHASED BY LEAVENS BROS AIR SERVICE LTD BARKER AIRPORT TORONTO ONTARIO CANADA BEING PREPARED=

JOHN T MORGAN CIVIL AERONAUTICS ADMINISTRATION.

CAR 23/4

6

HTP/LM

Ottawa, Ontario,
August 23, 1946.

5008-D14-20

REGISTERED

Mr. Russell Bradley,
116 Fairmount Avenue,
Ottawa, Ontario.

Dear Sir:-

Pending the issue of your formal certificate of Registration and Airworthiness this letter will be your authority to operate Aeronca aircraft registration CF-DNT as a commercial aircraft. This authority is valid for a period of thirty days as of this date.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

By Hand
D S Helmes
for R. L. Bradley

Exp Cert not rec'd

noted

Reg. No..... DEPARTMENT OF TRANSPORT File No. 5008-D14-20..

A[illegible] No..... MEMORANDUM RE PREPARATION OF OFFICIAL RECEIPT Billed Unbilled

Official receipt to be prepared in accordance with information as indicated below:-

TRANSPORT-RECORDS
AUG 28 P.M.
File 5008-D14-20

Name . . R. L. Bradley, ...

Address 116 Fairmont Ave., Ottawa, Ont. . . . . .

Date . . 24-8-46 . . . . . Amount$. 10.00. . . .

Being for Cert. of Regis. & Airworthiness. . . . . .

Class of Revenue Distribution:- Amount

A19999

Div. No.	Est. No.	Vote No.	Prim. No.	Obj. No.	Amount
01	001	001	03	~~240~~ 240	5.00
				10 246	5.00
				~~10.00~~	10.00

C.C.A.

Prepared by.
per

COPY FOR DEPT'L. FILE
Received $ 10.00
R. No. 65772
Aug 27-46
R. B. V.

RECEIVED
AUG 28 1946
TRANSPORT DEPARTMENT

8

BILL OF SALE

This is to certify that I have this date sold, assigned and transfered all right, title and interest in Aeronca "Champion" CF_DNT to The Ottawa Flying Club Inc., Ottawa , Ont., for the sum of One (I.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. I also certify that there is no lien or encumbrance against this aircraft.

Dated at Ottawa, Ont. this 24th day of September 1946

R. L. Bradley

R. L. Bradley (owner)

Weight & Balance Report
removed from file
and forwarded to
Mr. Buchanan.
2 6 4/49.

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10192

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Hartzell 7210B-40.

Actual empty weight: 765.5 pounds.

Standard weight: 1,220 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	AERONCA AIRCRAFT CORPORATION - AUGUST 16, 1946
Type	LAND MONOPLANE
Model	AERONCA 7AC
Serial No.	7AC-4488
Date	AUGUST 19, 1946

Charles F. Dycer.
Charles F. Dycer, Director
Aircraft and Components Service

CFDNT

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-759-2
AERONCA
7AC

AIRCRAFT SPECIFICATION

June 17, 1946

An aircraft complying with the terms of this specification and conforming with the approved data on file with the Civil Aeronautics Administration will be issued an airworthiness certificate when, in the opinion of the Administrator, the aircraft is in condition for safe operation.

Manufacturer: Aeronca Aircraft Corporation
Middleton, Ohio

I - Model 7AC 2 PCLM Approved October 18, 1945

Engine	Continental A-65-8
Fuel	73 minimum octane (CFR) aviation gasoline
Engine limits	For all operations 2300 rpm (65 hp)
Airspeed limits	Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - Not more than 2200 Not less than 2010 Diameter - Not more than 72 in. Not less than 70 in.
C.G. range	(+10.9)(18.0% MAC) to (+21.5)(36.0% MAC)
Datum	Wing leading edge
MAC	58.84 in. Leading edge MAC (+0.28)
Leveling means	Any portion of the cabin floor to level laterally and longitudinally
Maximum weight	1220 lbs.
No. seats	2 (1 at (+11.5), 1 at (+42))
Baggage	40 lbs. (+64) (See Note 1)
Fuel capacity	14 gals. (-15)
Oil capacity	1 gal. (-33)
Control surface movements	Elevator Up 25° Down 15-1/2° Elevator trim tab Up 20° Down 34-1/2° Ailerons Up 28-1/2° Down 18° Rudder Right 24° Left 25°
Serial nos. eligible	7AC1 and up
Required equipment	1, 101, 102, 201, 202

Specifications Pertinent to All Models

Certification basis	Type Certificate No. 759
Production basis	Production Certificate No. 2
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation. Maximum pedestal height 8½ inches, tread 66-5/8 inches. Maximum weight 1220 lbs. (b) All other countries except Australia, Great Britain and New Zealand.

GPO—Com. 49—p. 1

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 72C-44 or any other fixed pitch wood propeller eligible for the engine speed and power and which meets the static rpm and diameter limits specified on page 1	9 lbs. (-52)

Engines and Engine Accessories - Fuel and Oil Systems

101.	Carburetor air heater	1 lb. (-40)
102.	Carburetor air scoop (Continental A-5810)	2 lbs. (-47)
103.	Carburetor air filter	+1 lb. (-47)

Landing Gear and Floats

201.	6.00-6 wheels (Goodyear L6HMBD) with brakes and 6.00-6 2 or 4 ply tires	36 lbs. (0)
202.	6x2.00 steerable tail wheel Scott Aviation Corp. (Model AST-8) with leaf spring	11 lbs. (+186)
203.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum weight for the ski-plane will be the same as for the corresponding land-plane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change
	(a) Federal A-1500 (Maximum 1500 lbs.)	

Electrical and Radio Equipment
None

Interior Equipment
None

Miscellaneous (not listed above)

600.	Miscellaneous items as noted under this number in approved weight and balance report.

NOTE 1. The baggage compartment shall be placarded as follows: (Maximum Baggage - 40 lbs. solo front, 20 lbs. solo rear".

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. 49—p. 2

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	175, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-318; M-31A; M-26; C-26, S, 628 Auto-Lite 18A-1	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -	- -
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23162

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

	Weight, lbs.
Starter	
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type GP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	575897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SUPERSEDES P-658

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

P-678
HARTZELL
All Wood Propellers

March 6, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch or oak constructions with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Hartzell Propeller Company, Piqua, Ohio

Model	Cert. Basis*	Max., Except Take-off		Dia.	Std. Pitch	Hub Drilling			Hub Dimensions		Weight (lbs.)	Notes
		HP	RPM			No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thick-ness		
	(TC)											
15	616	180	1800	106"	52"	8	9/16"	6-11/16"	9-1/4"	6-1/2"	33	1,2
43K10107	813	(Same as 7210B-42)										
43K26463	814	(Same as 8611D-57)										
44K13397	821	(Same as 8612E-69)										
44K18151	822	(Same as 8613E-54)										
44K15005	837	(Same as 8516E)										
50	30	220	2000	102"	64"	8	1/2"	6.693"	9-1/4"	6-1/2"	33	1,2
316	373	65	1950	81"	43"	6	13/32"	4-9/16"	7"	4"	17	2
318	373	65	1950	81"	43"	6	13/32"	4-9/16"	7"	4"	19	2
322	29	102	1400	104"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
322-A	29	102	1400	104"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
324	496	65	1950	84"	43"	6	13/32"	4-9/16"	6-1/2"	4"	19	2
345	617	125	1950	96"	48"	8	3/8"	5-1/4"	6-3/4"	4"	23	1,2
363	29	102	1400	104"	52"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
366	29	102	1400	104"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
367	29	102	1400	102"	64"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
368	29	102	1400	102"	60"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
370	29	102	1400	102"	56"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
372	29	102	1400	104"	57"	8	3/8"	5-1/4"	7-7/8"	4"	26	1,2
389	381	175	2000	102"	52"	8	1/2"	6-11/16"	8-1/4"	6"	31	2
400	411	125	2050	93"	53"	8	3/8"	5-1/4"	7-1/4"	4"	21	2
400-K	411	125	2050	93"	53"	8	3/8"	5-1/4"	7-1/4"	4"	21	2
401	417	125	1925	93"	56"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
409	412	125	2050	93"	58"	8	3/8"	5-1/4"	7-1/2"	4"	20	2
409-W	412	125	2050	93"	58"	8	3/8"	5-1/4"	7-1/2"	4"	20	2
413	446	180	1800	104"	60"	8	9/16"	6-11/16"	9-1/4"	6-1/2"	39	2
419	618	100	2100	78"	56"	8	3/8"	4-23/32"	7"	4-1/2"	18	2
419-A	511	100	2100	78"	52"	6	13/32"	4-21/32"	7-1/4"	4-3/8"	19	2
419-B	594	90	2250	78"	52"-50"	6	13/32"	4-9/16"	7"	4-1/8"	19	2,8
420	619	90	1975	84"	52"	6	13/32"	4-9/16"	7"	4-1/8"	21	2
421	620	150	1450	102"	70"	8	1/2"	6.693"	9"	7-1/4"	43	2
430-B	769	145	2050	96"	40"	8	3/8"	5-1/4"	8"	4"	20	2
430-D	769	145	2050	98"	36-1/2"	8	3/8"	5-1/4"	8"	4"	20	2
433	621	175	2000	101"	56"	8	1/2"	6-11/16"	9-1/4"	6-1/2"	31	2
436	505	65	1950	83"	46"	6	13/32"	4-9/16"	7"	4"	16	2
447	505	65	1950	83"	44"	6	13/32"	4-9/16"	7"	4"	16	2
462	500	145	2050	83"	68"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
463	505	65	1950	80"	44"	6	13/32"	4-9/16"	7"	4"	16	2
464	505	65	1950	78"	44"	6	13/32"	4-9/16"	7"	4"	16	2
485	444	26	2400	64"	33"	6	3/8"	4-31/32"	6-1/2"	2-9/16"	7	2

* Production basis Production Certificate No. 10

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Dimensions Dia.	Hub Dimensions Thickness	Weight (lbs.)	Notes
	(TC)											
500	622	75	1975	80"	48"	6	3/8"	4-19/32"	7"	3-11/16"	17	2
503	623	100	2100	78"	60"	6	3/8"	4-11/16"	7"	4-1/4"	18	2
520	431	125	1925	93"	57"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
524	505	65	1950	81"	44"	6	13/32"	4-9/16"	7"	4"	16	2
533	391	125	2050	93"	56"	8	3/8"	5-1/4"	7-1/8"	4"	20	2
548	419	145	2050	93"	54"	8	3/8"	5-1/4"	7-1/8"	4"	20	2
556	394	125	2050	91"	52"	8	3/8"	5-1/4"	7-1/8"	4"	20	2
559	650	125	2050	91"	57"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
559-B	501	125	2050	90"	57"	8	3/8"	5-1/4"	7-1/8"	4"	22	2
571	505	65	1950	81-1/2"	45"	6	13/32"	4-9/16"	7"	4"	16	2
588	624	125	1950	98"	46"	8	3/8"	5-1/4"	7-1/4"	4"	26	1,2
610	625	36	2400	72"	30"	6	3/8"	4-31/32"	5-1/2"	2-9/16"	8	1,2
629	622	75	1975	82-1/2"	48"	6	3/8"	4-19/32"	6-1/2"	3-3/4"	18	2
631	626	165	2000	98-3/4"	56"	8	1/2"	6-11/16"	8-3/4"	6-1/2"	30	2
638	627	750	1050	158"	140"	12	3/4"	10-7/16"	14-3/16"	4-7/8"	166	2,4
640	628	165	2000	102"	48"	8	1/2"	6-11/16"	9-1/4"	6-1/8"	29	2
642	629	165	2000	98-3/4"	54"	8	1/2"	6-11/16"	9-1/4"	6-1/2"	30	2
660	630	750	1050	154"	152"	12	3/4"	10-7/16"	14-3/16"	4-7/8"	166	2,4
667)	(631	225	2100	98"	66"-58"	8	1/2"	6.693"	9-1/4"	6"	29	2,8
667)	(631	225	2100	98"	66"-58"	8	7/16"	7"	9-1/4"	6"	29	8
667K	631	225	2100	98"	66"-58"	8	.640	6-11/16"	9-1/4"	6"	29	8
669	632	210	2000	99"	68"	8	1/2"	6-21/32"	9-1/4"	6"	30	2
669-A	378	210	2000	96-3/4"	68"	8	1/2"	6.693"	9-1/4"	6"	30	2
669-C	563	225	2000	96-1/2"	68"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-D	378	210	2000	96-3/4"	68"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-E	488	225	2000	99-1/2"	68"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-F	458	225	2000	97"	69"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-G	461	225	2000	99"	68"	8	1/2"	6-11/16"	9-1/4"	6"	30	2
669-I	502	225	2000	95"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-J	502	225	2000	95-1/2"	75"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-K	502	225	2000	96"	73"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-L	502	225	2000	95"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-M	502	225	2000	97"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
669-O	502	225	2000	97"	77"	8	1/2"	6-11/16"	9-1/4"	6"	29	2
670	633	170	2125	93"	57"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	2
671	634	160	1975	91"	57"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	2
671-A	634	160	1975	90"	61"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	3
671-B	634	160	1850	92"	60"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	3
671-C	634	160	1850	94"	60"	8	3/8"	5-1/4"	8-1/2"	4-1/4"	22	3
675	635	125	2175	82"	56"	8	3/8"	5-1/4"	7-1/4"	4"	14	2
675-A	635	125	2175	81"	48"	8	3/8"	5-1/4"	7-1/4"	4"	14	2
675-B	635	125	2175	80"	60"	8	3/8"	5-1/4"	7-1/4"	4"	14	2
675-C	635	120	2100	84"	57"	8	3/8"	5-1/4"	7-1/4"	4"	14	3
706	500	145	2050	83"	64"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
706-A	460	125	2050	83"	64"	8	3/8"	5-1/4"	7-1/4"	4"	20	2
706-B	460	145	2050	83"	67"	8	3/8"	5-1/4"	7-1/4"	4"	20	2
706-C	500	145	2050	86"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
706-D	500	145	2050	86"	63"	8	3/8"	5-1/4"	7-1/8"	4"	21	2
706-E	460	145	2050	83"	67"	8	3/8"	5-1/4"	7-1/4"	4"	20	2
706-EI	460	145	2050	83"	67"	8	3/8"	5-1/4"	7-7/8"	4"	20	3
706-I	460	145	2050	82"	64"	8	3/8"	5-1/4"	7-1/4"	4"	20	3
707	457	225	2000	90"	80"	8	1/2"	6-11/16"	9-1/4"	6"	26	2
707-A	497	225	2000	90"	77"	8	1/2"	6-11/16"	9-1/4"	6"	26	2
710	484	95	2100	84"	55"	8	3/8"	4-11/16"	6-1/2"	3-27/32"	16	2

* Production basis Production Certificate No. 10

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Dimensions Dia.	Hub Dimensions Thickness	Weight (lbs.)	Notes
	(TC)											
711-A	467	250	2000	99"	71"	8	3/8"	6-3/4"	9-1/4"	6"	30	2
711-B	467	250	2000	99"	76"	8	3/8"	6-3/4"	9-1/4"	6"	30	2
711-C	467	250	2000	99"	75"	8	3/8"	6-3/4"	9-1/4"	6"	30	2
714	503	145	2050	82"	80"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-A	503	145	2050	83-1/2"	78"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-B	503	145	2050	83"	76"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-D	503	145	2050	83-1/2"	78"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
714-E	503	145	2050	82"	78"	8	3/8"	5-1/4"	7-1/8"	4"	16	2
717	520	110	2420	83"	40"	8	3/8"	4-21/32"	6-1/2"	4-7/16"	19	2
718	499	125	2200	77"	66"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	15	2
718-A	512	125	2200	77"	68"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	18	2
718-C	499	125	2200	77"	66"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	15	2
718-F	499	70	1950	76"	57"	6	13/32"	4-5/8"	6-1/2"	4"	13	3
718-G	499	70	1950	79"	55"	6	13/32"	4-5/8"	6-1/2"	4"	16	3
718-H	499	125	2200	77"	75"	8	3/8"	5-1/4"	6-5/8"	3-15/16"	15	3
729	509	150	2350	83"	60"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-A	509	150	2350	84"	60"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-B	509	150	2350	84"	58"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-C	509	150	2350	85"	60"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-D	509	150	2350	85"	58"	8	3/8"	5-1/4"	7-3/4"	4"	23	2
729-E	509	150	2350	80"	68"	8	3/8"	5-1/4"	7-3/4"	4"	20	2
736	541	125	2175	80"	56"	8	3/8"	5-1/4"	6-1/2"	3-15/16"	15	2
736-A	541	125	2175	80"	56"	8	3/8"	5-1/4"	6-1/2"	3-15/16"	15	2
736-B	541	125	2175	80"	51"	8	3/8"	5-1/4"	6-1/2"	3-15/16"	15	2
740	530	55	2125	79"	43"	8	3/8"	5"	6-1/2"	3-3/4"	14	2
741	523	98	2100	83"	50"	6	13/32"	4-23/32"	6-15/16"	3-3/4"	18	2
742	524	115	2250	81"	55"	6	13/32"	4-23/32"	6-15/16"	3-3/4"	18	2
742-A	524	120	2225	81"	54"	6	13/32"	4-5/8"	7"	4"	18	3
A-752	561	145	2050	90"	60"	8	3/8"	5-1/4"	8-1/8"	4"	21	3
752	561	145	2050	90"	60"	8	3/8"	5-1/4"	7-1/2"	4"	21	2
752-E	582	145	2050	93"	69"	8	3/8"	5-1/4"	7-3/4"	4"	22	2
752-F	582	145	2050	92"	66"	8	3/8"	5-1/4"	7-3/4"	4"	22	2
752-G	582	145	2050	90"	58"	8	3/8"	5-1/4"	7-1/2"	4"	21	3
752-H	582	145	2050	87"	51"	8	3/8"	5-1/4"	8-1/16"	4"	22	3
777	656	150	2260	80"	74"	8	3/8"	6"	8-1/4"	4-15/16"	17	3
778	655	145	2050	80"	68"	8	3/8"	5-1/4"	7"	4"	15	3
778-A	655	145	2050	84"	68"	8	3/8"	5-1/4"	7"	4"	15	3
778-C	655	145	2050	86"	66"	8	3/8"	5-1/4"	7"	4"	15	3
C-778	655	145	2050	86"	66"	8	3/8"	5-1/4"	7-5/8"	4"	15	3
781	664	40	2575	69"	33"	6	3/8"	4"	5-1/2"	3-1/8"	9	3
781-A	664	40	2575	69"	31"	6	3/8"	4"	5-1/2"	3-1/8"	9	3
786-B	703	40	2575	64"	36"	6	3/8"	5"	6-1/2"	2-1/2"	8	3
796	801	145	2050	86"	60"	8	3/8"	5-1/4"	7-3/4"	4"	19	3,7
805-A	713	165	2100	86"	74-1/2"	8	3/8"	5-1/4"	7-1/8"	4"	14	3
824	722	65	2350	72"	45"	6	3/8"	4-3/8"	6"	3-1/4"	10	3
824-A	722	65	2350	72"	45"	6	3/8"	4-3/8"	6"	3-1/4"	10	3,6
824-C	722	65	2200	72"	46"	6	3/8"	4-3/8"	6"	3-1/4"	10	3
829	530	50	1900	77"	45"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	13	3
829-A	530	50	1900	77"	38"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	13	3
829-B	530	50	1900	77"	41"	6	3/8"	4-3/8"	6-1/2"	3-3/8"	13	3
843	722	65	2350	76"	46"	6	3/8"	4-3/8"	6-3/8"	3-1/4"	11	3
850	722	65	2350	76"	46"	6	3/8"	4-3/8"	6-3/8"	3-1/4"	11	3
889	419	145	2050	93"	54"	8	3/8"	5-1/4"	8-1/4"	4-7/32"	22	3
7210A	813	65	2350	72"	47"-37"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	10	8
7210B	813	65	2350	72"	47"-37"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	8
7210C	813	65	2350	72"	47"-37"	6	3/8"	4"	6-1/8"	3-1/4"	10	8
8222L	503	145	2050	82"	80"-76"	8	3/8"	5-1/4"	7-1/4"	4"	16	8
8516E	837	190	2550	85"	62"-52"	6	3/8"	6-3/16"	8"	4-1/8"	24	8
8611D	814	200	2450	86"	61"-51"	8	7/16"	7"	9-1/4"	6"	26	8
8612E	821	165	2100	86"	73"-63"	6	3/8"	6.187"	8"	4-1/8"	26	8
8613E	822	200	2450	86"	58"-48"	6	3/8"	6.187"	8"	4-1/8"	26	8

*Production basis Production Certificate No. 10

NOTE 1. Laminated birch, oak or walnut construction.

NOTE 2. Serial numbers above 16566 eligible only in birch.

NOTE 3. Laminated birch construction.

NOTE 4. Four-bladed construction.

NOTE 5. Deleted - May 22, 1943.

NOTE 6. Eligible with or without fabric tipping.

NOTE 7. Hub diameter propeller serial number 17010 is 7-1/8" to accommodate No. 1 Taper hub.

NOTE 8. Effective March 15, 1945, on Serial No. 42035 and up, pitch to nearest inch is stamped after the model designation as "667-60" (pitch of 60 inches).

Charles F. Dycus

Charles F. Dycus, 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.

AERONCA AIRCRAFT CORPORATION

MIDDLETOWN, OHIO

REPORT 7A-P-4

RIGGING MANUAL

MODEL 7A

PREPARED BY L.J. Girault
L.J. Girault
Liaison Engineer

CHECKED BY E.J. Dugan
E.J. Dugan
Structures Engineer

COMPLETED

APPROVED BY R.F. Hermes
R.F. Hermes
Chief Engineer

REVISIONS

LET.	DATE	BY	NO. PAGES	CHANGES	PAGES AFFECTED

ORIGINAL NO. PAGES

ENG. 8

FOREWORD

This Manual will present the approved rigging procedures for the Aeronca Model 7AC.

TABLE OF CONTENTS

SECTION	TITLE	PAGE
	Foreword	2
.0	General	4
.00	Scope	4
.01	Description	4
.02	Dimensional Data	8
.1	Rigging Procedure	11
.10	Leveling the Airplane	11
.11	Rigging the Wings	12
.12	Rigging the Control Surfaces	13

.0 GENERAL

.00 SCOPE

This report will present the approved methods of rigging the Aeronca Model 7AC. For the general information of the operator a great many dimensions of both the airplane and engine are included.

.01 DESCRIPTION

.010 GENERAL

The Aeronca Model 7AC, "The Champion", is a two-place, tandem, strut-braced, high-wing, cabin, land monoplane powered by a four cylinder, horizontally opposed air cooled engine.

.011 FUSELAGE

The fuselage is made of S.A.E. 1025 and X4130 steel tubing welded into a Warren truss type frame with wood fairing and fabric covering. The cabin portion of the fuselage is comprised of four longerons, whereas three longerons, forming a triangle with the apex up, form the aft portion.

Full data on repair and replacement of parts may be obtained from Civil Aeronautics Manual 18 or by writing the manufacturer.

.012 WINGS AND STRUTS

The wings are of the conventional two wood spar, single wire drag truss construction with one piece stamped 52S aluminium ribs and fabric covering. The ribs are braced laterally with reinforcing tape. The leading edge of the wing is covered with 52S aluminum alloy with the trailing edge formed of aluminum sheet. The wing tip is made of SAE 1025 round steel tubing. The spars are made of spruce with birch plywood pads at the root end and strut point.

The struts are made of SAE 1010 steel forming a "Vee" with the apex at the fuselage attaching point. The jury struts connect the midpoint of the struts vertically with the spars and are made of X4130 steel oval tube.

.013 AILERONS

The ailerons are of the semi-frise type fabricated from formed 52S aluminum ribs, leading edge, and trailing edge. The entire assembly is riveted together and covered with fabric.

.014 EMPENNAGE

The stabilizer (tail plane), elevator, fin, and rudder which make up the empennage, are all made of welded steel construction. The leading and trailing edges which act as spars are made of SAE 1025 or X4130 steel tubing with die stamped 1010 steel ribs welded to

them. The fin is built as an integral part of the fuselage frame with the other portions of the empennage built as seperate units. A trim tab which is fabricated from aluminum sheet is attached to the left elevator and is controllable from the cabin. The fin and stabilizers are wire braced to the fuselage.

.015 ALIGHTING GEAR

.0150 MAIN LANDING GEAR

The main landing gear is of the conventional tripod type utilizing a combination spring and oleo shock absorption unit.

The case for the oleo-spring unit together with the drag strut forms an "A" frame that is fabric covered and attached to the lower fuselage longerons. The oleo-spring unit fits inside this case with the lower end of the unit pinned near the lower end of one of the split-axle legs which completes the tripod.

The wheel is a product of the Cleveland Aircraft Products Co. called the VanSickel C-6000 wheel and brake. The tire is a 6:00 x 6 low pressure tire inflated to 13-15 pounds per square inch pressure depending on the load in the airplane. The brakes are cable operated by heel pedals installed near the rudder pedals in the cabin.

.0151 TAILWHEEL

The tailwheel is attached to the fuselage with a three piece cantilever spring. It is steerable by means of springs attached to horns projecting from the lower end of the rudder spar. The tire is solid rubber mounted on a cast wheel.

.0152 FLOATS

At the present time there is no approved float installation.

.0153 SKIIS

At the present time there is no approved ski installation.

.016 CONTROL SYSTEM

All control surfaces are cable operated from either seat. AN X-4130 tube is used to connect the front and rear control sticks. All control cables except those actuating the rudder are rigged to a definite load as given in Table .1-1. The rudder cables are held taut by means of springs attached to each rudder pedal.

.017 POWER PLANT

.0170 ENGINE

The engine used on the Model 7AC is a Continental engine, Model A-65-8. This is a four-cylinder, horizontally opposed, aircooled engine having a displacement of 171 cu. in. and producing 65 hp at 2300 RPM at sea level.

.0171 PROPELLER

The propeller is of laminated wood construction of the two-blade fixed pitch type. Maximum permissible diameter is 74 inches.

.02 DIMENSIONAL DATA

.020 MAJOR AIRPLANE DIMENSIONS

Length, overall, level	21'5 13/16"
Height, overall, 3-point	7'0"
Height, level position	8' 7 5/8"
Wing Span	35' 1 3/4"
Wing chord	60"
Stabilizer span	10' 3 1/4"
Wheel tread, static	70"
Wheel base, static, level	16' 0 3/16"

Wing Area, incl. fuselage	170.22 sq.ft.
Aileron area	16.54 sq.ft.
Stabilizer area	14.08 sq.ft.
Elevator area	11.92 sq.ft.
Fin area, not incl. fuselage	5.17 sq.ft.
Rudder area	6.80 sq.ft.
Elevator tab area	.83 sq.ft.

Wing dihedral	+2°
Wing incidence	+1°
Stabilizer incidence	-5° (approx.)
Fin offset	3/8" left

.021 MAJOR ENGINE DATA

Manufacturer	Continental Motors Corp. Aircraft Engine Div. Muskegon, Michigan, U.S.A.
Model	A-65-8
Type Certificate	ATC 205
Type	Horizontally opposed, 4 cylinder, air cooled
Bore and stroke	3 7/8 x 3 5/8
Piston displacement	171 cu. in.
Compression ratio	6.3:1
Rated H.P. at Sea Level	65HP@ 2300 RPM
Maximum speed	2300 RPM
Cruising speed	2150 RPM
Crankshaft rotation	Clockwise (viewed from rear)
Tachometer drive shaft rotation	Counter clockwise (viewed from rear)
Oil required	Warm weather -SAE #40 Cold weather -SAE #30
Oil pressure	10-35 lbs./sq.in.
Oil temperature	Min. -120° F Max. 220°F
Oil consumption, cruise	.25 U.S. pints/hr. (.21 Imperial pints /hr.)

Carburetion.....	Stromberg NA-S3A1 Carburetor
Fuel required.....	73 Octane or better
Fuel consumption.....	4.25 U.S. gallons per hr. (3.52 Imperial gallons per hour)
Ignition.....	Bendix - Scintilla or Eiseman magnetos Champion C-36 Spark plugs.
Firing order.....	1-3-2-4
Spark advance	30° B.T.C. (with both magnetos)

Right magneto fire upper spark plugs.

.1 RIGGING PROCEDURE

.10 LEVELING THE AIRPLANE

The airplane is first leveled in the fore and aft direction by supporting the tail end on a stand, taking preliminary precautions to prevent the airplane from nosing over. Whether the airplane is longitudinally level may be determined by placing a bubble level either on the front window sill or on the cabin floor.

As an alternate but more exact method this procedure may be followed. First determine the size of the square tubes that have the spar attachments on them. If the front tube is 7/8 in. in diameter and the rear tube is 3/4 in. in diameter the tail must be raised 1/2° higher than the level position. If the tubes are the same size no correction need be made to the level position. After this check has been made a bubble level may be placed across the square tubes being certain that the level is in firm contact with the tubes through the upholstering.

The airplane may be laterallyleveled by placing a bubble level along the square tube connecting the rear spars. Access to the tube is obtained through the rear slide fastener in the cabin headlining. Precautions must be taken to prevent the headlining seam interfering with the reading.

REVISIONS:

.11 RIGGING THE WINGS

The angle of incidence of the wings, which is +1°, is fixed in the manufacture of the airplane by the root fittings on the fuselage.

The wing dihedral angle of +2° is also fixed by the length of the front strut.

When assembling the wing on the airplane the angle of incidence of the wing at the strut point can be made to correspond to the angle of incidence at the root by using the screw adjustment at the lower end of the rear strut. If, after flight test, the airplane has a tendency toward wing heaviness, the necessary wash-in or wash-out may be added by adjusting the rear strut at its lower end.

In determining the angle of incidence for rigging purposes a straight-edge may be laid along the lower flange of the rib. This angle should not be construed as being the true angle of incidence but rather a reference angle for use in adjusting the outer portion of the wing. Care should also be taken that the readings are obtained from similar datum points, e.g. spar to spar or corresponging points on both the inboard and outboard ribs.

If, after rigging the wings, a yawing motion of the airplane persists, it may be corrected by adding a tab, Aeronca drawing 1-2190, to the trailing edge of the rudder. The tab must be attached to the same side as the direction of yaw.

.12 RIGGING THE CONTROL SURFACES

.120 GENERAL

For approved rigging loads in the control cables and for control surface travel and tolerances see Table .1-1.

.121 ELEVATOR

To adjust the tension in the elevator control cables, turnbuckles are installed in the cables just aft of the rear seat at the floor.

.122 RUDDER

Any necessary adjustment for alignment of the rudder pedals may be made at the sector plates attached to the rear rudder pedals. Tension in the cables and return of the pedals to the neutral position is maintained by means of springs attached to the rudder pedals.

.123 AILERON

The turnbuckles to adjust the tension in the aileron cables are located, one on each side of the cabin, directly aft of the rear vertical door sill on the right side and directly aft of the vertical member between the side windows on the left side. Another turnbuckle for adjusting the tension can be reached through the rear slide fastener in the cabin head-lining.

.124 ELEVATOR TAB

The tension in the elevator tab system can be adjusted by the turnbuckles attached directly to the tab horn. For adjustment in flight, a friction knob is available through a slide fastener in the cabin head-lining directly above the pilot.

It should be noted here that the tab travel angles are measured with respect to the elevator and not with respect to the elevator datum line.

TABLE .1-1

RIGGING DATA

SURFACE	TRAVEL AND TOLERANCES	RIGGING LOAD
AILERON	UP - 28.5° $^{+1°}_{-2°}$	45-55 lbs.
	DOWN - 18.0° $^{+1°}_{-2°}$	
RUDDER	RIGHT -25.0° $^{+1°}_{-2°}$	Spring Tension
	LEFT - 25.0° $^{+0°}_{-2°}$	
ELEVATOR	UP - 25.0° $^{+0°}_{-2°}$	45-55 lbs.
	DOWN - 15.5° ± 2°	
ELEVATOR TAB	UP - 20.0° $^{+2°}_{-0°}$	15-20 lbs.
	DOWN - 34.5° $^{+2°}_{-0°}$	
TAIL BRACE WIRES		350-450 lbs.

.1331 AILERON RIGGING

To adjust aileron travel the following proceedure is correct:-

With cables slack adjust aileron push rod (1-2341) to give aileron up travel of 27.5° to 28.5°, when sector stop hits aileron hinge bracket. Each side is to be initially set in this manner.

Stick is to be centralized by the tensioning of the actuation cables at the turnbuckles forward of the rear windows. Tension of 45-55 pounds and droop 1/8 - 1/4" can be obtained by the additional adjustment of the foregoing in conjunction with the balance cable turnbuckle accessible through the rear cabin lining slide fastener.

While aileron is in the down position with opposite stick held over the aileron rod should be inspected to ensure clearance at the aileron sector bushing.

Fine adjustment for wing heaviness may be obtained after test flight by adjusting aileron rods half a turn each - one shorter, the other longer.

Final check should be made to see that the rod threads cover the inspection holesand that the jam nuts are tightened.

241.3
9-39

10

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

CF-DNF

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.

THE OTTAWA FLYING CLUB INC.
PER C.K. Swendfager SECRETARY MANAGER.

Signature of Applicant.....

Date of Application.....SEP 24 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
THE OTTAWA FLYING CLUB, INC.	OTTAWA AIRPORT	BRITISH
	Mailing Address	
	P.O.Box 527, Ottawa Ontario.	

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.McFaul	President	192 Bayswater Ave Ottawa Ont.	British
G.F.Henderson	Vice-President	384 Hamilton Ave Ottawa Ont	British
C.K.Swendfager	Sec-Treas.	344 Gilmour Street Ottawa Ont.	British

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

Commercial

Usual Station.....Ottawa Airport, Ottawa, Ontario

Date of manufacture or reconstruction.....August 17th, 1946

Crew required.....One

Accommodation for what number of passengers.....One

$5.00
Cheque sent to Records
25-9-46

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 Aeronca Aircraft Corporation Middletown Ohio USA

Type Aeronca Champion Maker's No. 7AC-4488

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' - 1⅛"	35' - 1⅛"
Length o/a in feet	21' - 5-13/16"	21' - 5-13/16"
Height o/a in feet	8' - 7-5/8"	7'

Cubic Capacity (of Airship or Balloon) N/A

Weight equipped, but without load, fuel, or oil 710 lbs

Total weight authorized (fully loaded) in lbs 1220 lbs Air speed 90 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter (1), Compass (1), Airspeed (1),
2. Gauges Oil Pressure (1), Oil Temperature (1), Fuel (1), Tachometer (1),
3. Lights None
4. Signals None
5. Fire Extinguishers One (Hand Pressure Type)
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 Hand			
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

DWS/LK

Ottawa, Ontario,
September 24th, 1946.

REGISTERED

The Ottawa Flying Club, Incorporated,
P. O. Box 527,
Ottawa, Ontario.

Dear Sirs:-

This letter will constitute your temporary Certificate of Registration and Airworthiness in respect to Aeronca aircraft CF-DNT, not valid after October 24th, 1946, day flying only, all-up weight not to exceed 1220 lbs..

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Received 24/9/46
4048 (R)
1495 (A)

/SEK

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4048

NATIONALITY AND REGISTRATION MARKS CF-DNT

1. Type and description	Aeronca 7AC
2. Name and address of constructor	Aeronca Aircraft Corporation, Middletown, Ohio.
3. Constructor's serial number	7AC-4488
4. Name of owner	Ottawa Flying Club Inc.
5. Address of owner	P.O. Box 527, Ottawa, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Ottawa Airport, Ottawa, 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 August, 1946., in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DNT and is of Canadian nationality.

Given at Ottawa this 31st day of October, 1946.

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

VALID IN CANADA ONLY. ISSUED IN LIEU OF U.S. DEPT. OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E-10192 & SUBJECT TO THE CONDITIONS CONTAINED THEREIN.

VALID FOR DAY FLYING ONLY

2462
7-45

12

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1495

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) OTTAWA FLYING CLUB INC.
2. Christian name
3. Address P.O. BOX 527, OTTAWA, ONT.
4. Nationality BRITISH

NAME OF CONSTRUCTOR

5. Name AERONCA AIRCRAFT CORP.

NATIONALITY AND REGISTRATION MARKS

6. CF-DNT

DESCRIPTION OF AIRCRAFT

7. Type AERONCA Series 7AC Constructor's No. 7AC-4488
8. Place and year of construction of aircraft Middletown, Ohio

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'
16. Maximum length (in flying position) 21' 6"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 2300 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude H.P. at revolutions per minute.
(International number of revolutions)

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

22. Fuel: (a) (b)

23. Oil: (a) (b)

24. Airscrews — Number fitted: One Types: Sensenich No.
Pitch Diameter

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	766	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane	767 (7.1.49)	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel		84	lbs.
(at 7·2 lbs. per gallon)			
(a) Number of tanks	One		
(b) Capacity of tanks	12 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) 190 (7.1.49)	191	lbs.
32. Maximum total weight authorized			lbs.
Landplane		1220	lbs.
Seaplane			lbs.
Skiplane		1220 (7.1.49)	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds
Seaplane:
Skiplane: Twelve hundred & twenty pounds (7.1.49)

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

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

Given at Ottawa this 31st day of October, 19 46

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

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

Acrobatic Category

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

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

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

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

June 20, 1939.

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
		Aug. 23/47 Oct 31/48 22/12/49	

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

All modifications affecting airworthiness should be noted.

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

/HMC

5008-D14-20 14

REGISTERED

Ottawa, January 13th 1947

Ottawa Flying Club, Inc.,
P.O. Box-527,
Ottawa, Ontario

Dear Sir:-

Enclosed please find Certificate of Registration and Certificate of Airworthiness No. 1495 for aircraft CF- DNT, Serial No. 7AC-4488. 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.

No. your 4048 Aeronca 7AC

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Journey, Aircraft
Engine Log Books.
By hand
27-5-47

Encls.

Reg. No.....

A/C No.....

DEPARTMENT OF TRANSPORT

MEMORANDUM RE PREPARATION OF OFFICIAL RECEIPT

15

SEP 28 A.M.

File No. 5008-D14-20

File

Billed | Unbilled

RECEIVED SEP 25 1946 TRANSPORT DEPARTMENT

Official receipt to be prepared in accordance with information as indicated below:-

Name ... Ottawa Flying Club Inc. 5.00

Address. . P.O. Box 527, Ottawa, Ont.

Date. . . Sept 25/46 ..... Amount $. 5.00

Being for . Cert. Reregistration CF-DNT

Class of Revenue & Distribution:- Amount A24707

Divn.No.	Estab.No.	Vote No.	Prim.No.	Object No.	Amount
01	001	001	05	245	5.00

COPY FOR DEPT'L. FILE

Received $ 5.00

O. R. No. 66501

Date Sept 27. 46

Clerk [illegible]

G. Jones for

Prepared by. SAR

GTT/ZS

5008-D14-20

Ottawa, Ontario,
October 25th, 1946.

The Ottawa Flying Club Inc.,
P. O. Box 527,
Ottawa, Ontario.

Dear Sirs:-

This letter will constitute an extension of your temporary authority for operation of Aeronca aircraft CF-ENT, not valid after November 25th, 1946.

This authority is valid for day flying only, the all-up weight of the aircraft not exceeding 1220 pounds.

Yours truly,

G.T.

(G. Graham),
Superintendent, Air Regulations.

Ottawa Flying Club - 5-008-D14-20.

DEPARTMENT OF TRANSPORT

Civil Aviation Division

17

File No.

Place Ottawa

Date Nov. 27 - 1946

PA/ISJ

60247

To: Superintendent, Air Regulations.

From: District Inspector

Subject: Aircraft Inspection Report.

Aircraft Type AERONCA

Registration Markings CF-DNT

Private or Commercial

Date of Inspection

Previous C. of A. Expires

Present C. of A. Expires

Remarks

Temporary authority extended to 27-12-46

Noted
4J

District Inspector

5008 II 14-20

18

CAI-601

PA/MJ

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No.

Place Ottawa, Ont.

Date Dec. 27 1946

TO: Superintendent, Air Regulations.

64213

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type Aeronca

Registration Markings CF-DNT

Private or Commercial C

Date of Inspection

Previous C. of A. Expires

Present C. of A. Expires

Remarks

Temp authority adjusted not valid after 27/47

District Inspector.

Noted MJ

D

19

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 5008-D14-20

Place Ottawa.

Date Nov. 1/47 ..... 194....

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type ..... Aeronca 7AC .....

Registration Markings .. C.F.-D.N.T. (Ottawa Flying Club).

Private or Commercial .. Commercial .....

Date of Inspection .... Oct. 31/47 (G.L. Beveridge)

Noted AJ

Previous C. of A. Expires .. Aug. 23/47 .....

Present C. of A. Expires .. Oct. 30, 1948 .....

Remarks .....

..... Log book entries by G.L. Beveridge OK.

.....

.....

.....

.....

.....

District Inspector.

NW

HTP/SEK

20

5008-D14-20
~~5008-D14-13~~
~~5008-D6-18.~~

Ottawa, Ontario,
December 23rd, 1947.

Ottawa Flying Club, Inc.,
P. O. Box 527,
OTTAWA, Ontario.

Dear Sirs:-

Enclosed please find a copy of a Directive from the Civil Aeronautics Administration, Washington, with respect to mandatory inspection required on all Aeronca 7AC and 11AC aircraft.

May the required inspection be carried out on your aircraft and the necessary repairs completed if necessary.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encl.

21

GB/JS

5006-D14-20

Ottawa, December 23, 1948.

Ottawa Flying Club,
Box 528,
Ottawa, Ont.

Dear Sirs,

This letter will constitute your temporary Certificate of Airworthiness for Aeronca 7Ac aircraft, CF-DNT, not valid after January 15, 1949, pending renewal of the formal certificates.

Yours truly,

for (S. Graham),
Superintendent, Air Regulations.

Delivered by hand. K McEwen
TORONTO Ottawa
To Flying Club

Noted

22

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 5008-D14-20

Place Ottawa Ont

Date Jan. 7 1949

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type Assonca 7A C

Registration Markings C.F.-DNT

Private or Commercial Commercial ✓

Date of Inspection 23-Dec-1948

Previous C. of A. Expires 30-Oct-1948 ✓

Present C. of A. Expires 22-Dec-1949

Remarks

Inspector Report submitted by Atlas Aviation & E. L. Beveridge B. Eng

H. S. Patterson

District Inspector.

Misjones to note/HR

noted
ESJ

23

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No.

Place Ottawa Ont

Date 7-1 1949

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type Aeronca 7A C

Registration Markings CF-DNT

Private or Commercial

Date of Inspection

Previous C. of A. Expires

Present C. of A. Expires

Remarks Endorsed as follows

Item 25(c) 767

Item 31 Ski P 190

Item 32 Ski P 1220

Item 33 Ski P wrt 1220

Miss Jones to note HLP

Noted [illegible]

H L Patterson

District Inspector.

W

CORNWALL TOWNSHIP POLICE DEPARTMENT

OFFICE OF CHIEF CONSTABLE

R. L. GIROUX
CHIEF CONSTABLE

TELEPHONE 1985

402 MONTREAL ROAD
CORNWALL ONTARIO

CAR record (copy 5008.)

October 11th, 1949

Minister of Transport,
Civil Aviation Branch,
Ottawa, Ontario.

27617

TRANSPORT - RECORDS
5008-D14-20
OCT 13 A.M.
File 5802-25791

Re: Crash of Aeroplane
Cornwall Township

Dear Sir:

Please be advised that on October 9th, 1949 at 3.55P.M. a crash occured in this Township of a small type aeroplane owned by a Flying School in Ottawa. This Plane at the time of the crash was flown by Lionel A. C. Baker of 422 Marlborough street, Cornwall. He produced a 1949 license # Y-2-1613 students license issued by Department of Transport. The pilot was uninjured.

The Pilot when asked to explain the crash replied " I must have been flying too low and I struck the wires" The damage other than to the plane was caused to the residence of John Maloney 510 Sixth Street. This was slight beingthe upper part of a sill. The telephone and light wires were also down.

COPY ON
5802-25719

Yours truly,

R L Giroux

RLG/HP.

Chief Constable.

1 copy 22/11/49 LS

Entered on Accident Cards

LAURENTIAN AIR SERVICES, LIMITED

24

TRANSPORT - RECORDS
OCT 13 P.M.
File 5008 - D 14-20

28293

October 12, 1949

Andrew Hamilton Limited,
165 Sparks Street,
Ottawa, Ontario.

Attention:- Mr. A.H. Charbonneau

Dear Sir:

Report on condition of Aeronca Champion CF-DNT, owned and operated by the Ottawa Flying Club, following crash on parade ground Marlbourgh St., Cornwall, Ontario, Sunday October 9/49.

Fuselage	-	Damaged beyond economical repair
Undercarriage		" " " "
Propeller		" " " "
Rudder		" " " "
Left Stabilizer		" " " "
Left Aileron		" " " "
Right Wing		" " " "
Right Wing Struts		" " " "
Left Wing Struts		" " " "
Left Wing		Damaged but repairable
Left Elevator		" " "
Right Elevator		" " "
Right Stabilizer		" " "
Right Aileron		" " "
Engine Mount		" " "
Engine		Believed serviceable

Gas gauge indicated three quarters full, throttle was closed and ignition switches were in the off position. Flight controls were functioning normally except where elevators fouled damaged rudder.

ENTERED ON CARDS No. 8 Bldg.

.....2

LAURENTIAN AIR SERVICES, LIMITED

25

After the machine had been transported back to Ottawa, a dial test on the crankshaft indicated the run out to be within limits, a serviceable propeller was installed and the engine tested throughout its range, power output, oil pressure and controls being normal.

Yours very truly,

LAURENTIAN AIR SERVICES,LIMITED

G.L. Beveridge,
Chief Engineer.

C.C. - Department of Transport
Air Services,
Attention:- Mr. T. Saunders.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

28 2 11-48

TMS/LN

OTTAWA, Ontario. October 13th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident to Aeronca Aircraft CF-DNT Pilot Lionel BAKER - Student Pilot	~~5802-25791~~

29339

MEMORANDUM FOR FILE

1. At approximately 15:30 hours on Sunday, October 9th, 1949, Aeronca aircraft CF-DNT piloted by student pilot Lionel Baker, met with an accident at Cornwall, Ontario, resulting in a write-off of the aircraft, but without injury to the pilot.

2. Because of a number of contradictory versions of the above accident, the undersigned was requested to carry out an informal investigation with a view to determining the true circumstances surrounding this accident.

3. The aircraft took off from Uplands Airport at 14:55 hours. The flight sheet had been duly authorized by Wilfred Lachman, Air Engineer of the Ottawa Flying Club, in the absence of R.J. Mullins, the flying instructor, for local solo flight. Lachman, the Air Engineer, confidentially advises that Baker had requested permission to make a cross-country flight to Cornwall and return. Baker's home is in Cornwall. This permission was denied and the pilot had been authorized for local solo flight only, with no landings permitted outside of the Uplands Airport.

4. Mullins, the Chief Flying Instructor, reports that Baker, formerly an Air Cadet under training at Uplands Airport, was a "cocky" overconfident type of below average flying ability and had been previously cautioned for low flying activity.

5. The aircraft wreckage was examined by George Beveridge of Laurentian Air Services in the company of the insurance adjusters. Beveridge advises that the pilot offered three separate verions as to the contributing cause of the accident. First, which would appear to be the most truthful and unprepared, simply that he had wanted to land in the vicinity of his home and had done so with the resulting accident. The second version was that the oil temperature was reported to be high (180°) and he felt it advisable to land. The third version was that the ailerons were thought to be jammed or at least sluggish, necessitating an immediate landing. These later accounts in the opinion of Beveridge, were as a result of some "priming" of the pilot by more experienced flying personnel.

C.C. D.I.A.R. TORONTO

COPY ON
RWG-DIV-20
5802-25791

.....2

27

6. Mr. Beveridge's inspection of the wreckage revealed no evidence whatsoever, of any malfunction of either the flying controls or the engine. To this end a copy of his (Beveridge's) report to the insurance company detailing the extent of damage has been requested.

7. From the foregoing, it would appear that the accident was the result of a flaunting of a number of the Air Regulations and deliberate low flying. The fact that the accident occurred in the immediate vicinity of the pilot's home can hardly be deemed coincidental. It would also seem that the pilot, Baker, is hardly a desirable type for flight cadet training, since not only is his flying below average, but it is done in a cocky and hazardous manner.

8. Since the foregoing was conducted entirely in Ottawa, the chief person involved - the pilot - was not called on for comment, but it is understood that he has submitted a report to the D.I.A.R. Toronto. In fairness to Baker therefore, the writer would reserve opinion and recommendation.

(T.M. Saunderson),
Inspector, Air Regulations.

9.

10/2/50

Pilots report rec'd but not believed. Recommend that Bakers Student Pilot Permit No YZ 1613 be cancelled, to be ~~renewed~~ reinstated July 11/51 upon completion of an exam on Air Regs.

Ind.

ENTERED
IN ACCIDENT
RECORDS
.....

PSW/SFT

29

OTTAWA, Ontario,
October 14th, 1949.

R. L. Giroux, Esq.,
Chief Constable,
Cornwall Township Police Department,
402 Montreal Road,
Cornwall, Ontario.

Dear Sir:

Receipt is acknowledged with appreciation of your letter dated October 11th, 1949, regarding the crash of an aeroplane in the Cornwall Township district, pilot Lionel A. C. Baker.

The circumstances of this accident are being investigated and, if indicated, disciplinary action will be taken against the pilot.

Yours truly,

C.T.

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

DIAR Toronto

P.S. We
Has the disciplinary
action been completed ?

CF-DNT

PSW/SFT

530

OTTAWA, Ontario, December 17th, 1949.

5008-D14-20
5802-260-22

Accident at Cornwall, Ontario,
9.10.49 - Aeronca Aircraft CF-DNT and Student Pilot
Lionel BAKER

5008-D14-20
5802-25791(CAR)

District Controller for Air Services,
260 Richmond Street West,
TORONTO 2B, Ontario.

Attention: District Inspector of Air Regulations

1. Reference is made to the copy of a memorandum dated October 13th, 1949, for Headquarters' files 5802-25791 and 5008-D14-20, regarding an aircraft accident at Cornwall, Ontario, on October 9, 1949, involving Aeronca CF-DNT and Lionel A.C. Baker, student pilot. It is believed your office was supplied with a copy of this memorandum.

2. May we be informed, please, if Mr. Baker has supplied you with his explanation, and of any action taken regarding this incident.

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

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

31 2 6-47

TORONTO, 260 Richmond St. West. 27.12.49
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-20 5802-25791 (CAR)	ACCIDENT - CORNWALL, Ontario. 9.10.49 - Aeronca C F/D N T. PILOT - Lionel Baker (Student)	5008-D14-20 5802-0380

TRANSPORT - RECORDS
DEC 28 P.M.
File 5008-D14-20

Director of Air Services,
Department of Transport,
No. 3 Temporary Bldg.,
OTTAWA. Ontario.

39376

Attention: Superintendent, Air Regulations,

1. Reference is made to your memo of December 17th, 1949, requesting that more action be taken regarding the accident which occurred on October 9th, 1949, involving Aeronca C F/D N T. This office is not in receipt of the memorandum mentioned in Para. 1 and it is requested, therefore, that a copy be forwarded.

2. From a conversation between Mr. Saunders and Mr. Travers on October 11th, 1949, it was believed that this accident would be investigated by our Headquarters.

S.L. Grant

District Inspector, Air Regulations,
(for)District Controller, Air Services,
Toronto.

1 copy
28/12/49

PSW/SFT

32

OTTAWA, Ontario, January 6th, 1950

5008-D14020
5802-0380

Accident at Cornwall, Ontario,
9.10.49 - Aeronca Aircraft CF-DNT and Student Pilot
Lionel BAKER

5008-D14-20
5802-25791(CAB)

District Controller for Air Services,
260 Richmond Street West,
TORONTO 2B, Ontario.

Attention: District Inspector of Air Regulations

1. In reply to your letter of December 27, 1949, attached is the copy of the requested memorandum dated October 13th, 1949.

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

Encl.

COPY 37362

TRANSPORT - RECORDS
JAN 18 33 A.M. 1950
File 5008-D14-20

ORIGINAL ON FILE 5802-25791

COPY FOR FILE 5008-D14-20

260 Richmond St. West, Toronto.
January 17th, 1950.

REGISTERED

Mr. L.A.C. Baker,
422 Marlborough St.,
CORNWALL, Ontario.

Dear Sir:

It has been reported to this office that at approximately 1630 hours on Sunday, October 9th, 1949, you, as pilot of Aeronca aircraft C R/D N T, met with an accident at Cornwall, Ontario.

It is requested that you submit to this office as soon as possible a report giving the cause of the accident; the name of the passengers carried, if any; and, since you were a Student Pilot, the name of the person who authorized the flight.

Yours truly,

S.T. Grant,
for District Superintendent
Air Regulations, Toronto.

STG/ko
c.c. D.A.S./ OTTAWA / ATT'N: C.A.R.

Refer File 5802-25491; 5008-D-14-29

8
9-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

36

TORONTO. 260 Richmond St. West. 3.2.50
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-20 5802-25791(CAR)	ACCIDENT AT CORNWALL, Ontario 9.10.49 - Aeronca Aircraft C F-D N T & Student Pilot Lionel Baker	5008-D14-20 5802-0380

TRANSPORT - RECORDS
FEB 6 P.M.
FILE 5008-D14-20

45080

(1) Director of Air Services,
Department of Transport,
OTTAWA.

(2) Mr. Saunderson

Please see para 8 of the memo dated October 13, 1949. May we have your opinion and recommendation please.
B Walker
9/2/50

Attention: Superintendent, Air Regulations.

1. Reference is made to your memo of December 17th, in which you request advise of the action taken regarding the subject-noted accident; please find enclosed two reports submitted by Mr. L.A.C. Baker, dated January 24th and 28th, who was pilot of the aircraft at the time of the accident.

2. The enclosed reports will substantiate that submitted by Inspector T.M. Saunderson.

3. As yet, no further action has been taken by this office.

P.S.W.
See Folio 27 Ltd.

L. St Grant
District Superintendent, Air Regulations,
(for) District Controller, Air Services,
Toronto.

ENCL.2.

COPY ON
5802-25791

1 copy
7/2/50 DS

C
O
P
Y

36

422 Marlboro St. North,
Cornwall, Ontario.
January 24,1950

Mr. S.T. Grant
260 Richmond St. West
Toronto, Ontario.

Dear Sir:

In reply to your letter of January 17th, with regards to the Aeronca aircraft C F/D N T.

Cause of the accident was the failure of one aileron on the aircraft. No passengers were carried. My flight was authorized by R.J. Mallin.

Please excuse my brevity in this letter. The full statement can be gotten at the Ottawa Flying Club or Lords of London insurance company.

I would appreciate very much if I could know the results of the examinations which I wrote about the end of July. These exams where wrote at the Ottawa Flying Club.

R.C.M. Gillies instructor-manager of the Club has been unable to locate the records.

If these results could be forwarded I would be very pleased.

I remain,

Yours very truly

Lionel A.C. Baker.

C
O
P
Y

34

422 Marlborough St.,
Cornwall, Ont.
January 28,1950.

District Inspector, Air Regulations
260 Richmond Street
Toronto,Ont.

Dear Sir:

As Pilot in charge of Aeronca 7AC,CF-DNT on the Ninth day of October,1949,I make the following statement:

I am a member of the Air Cadets and finished a student course at the Ottawa Flying Club.On October 9th 1949 I took off from the Ottawa Flying Club after receiving permission to fly to Cornwall, Ontario and return. I did not have permission to land.I flew to a point about three-four miles east of Cornwall and then started by return flight. At that time I noticed that my ailerons were sluggish and not responding as they should.I then decided to land on the unused parade grounds on Marlborough St.,Cornwall and examine the ailerons.I came in to land on the parade grounds from the north after making a circuit but I came in too fast so pulled up and went around again.There were two horses near the north end of tarmac and two more to the left of the tarmac. The second time I came in to land I touched down about halfway or more down the tarmac. I bounced once and when I touched the second time I attempted to brake. I realized I would go off the tarmac at the south end into a ditch so I opened the throttle full and attempted to take off. There are cables just south of the parade grounds and the starboard wing then struck the cable and a house south of the cable.My aircraft crashed to the ground. I shut off the controls and climbed out.No one was injured. The port wheel also caught cables.

Yours very truly,

Lionel A.C. Baker /sgd

JEH/CEW

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

37 2

Ottawa, Ontario. February 10th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident at Cornwall, Ontario, Oct. 9th, 1949 - Aeronca aircraft CF-DNT - Student Pilot Lionel Baker.	~~5008-25791~~ 5008-D14-20 ✓

Memorandum to Superintendent, Air Regulations:

1. This memorandum is in connection with a crash at Cornwall, Ontario to CF-DNT while student pilot Lionel Baker was acting as pilot.

2. Briefly the facts are as follows: At approximately 16:30 hours Sunday October 9th, 1949, the above mentioned pilot while attempting to land on the unused parade grounds on Marlborough Street, Cornwall, overshot the field and in attempting to take off again, struck a cable and house. The aircraft was damaged beyond repair but the pilot was uninjured.

3. The pilot was an Air Cadet who had taken the summer course at the Ottawa Flying Club. The above mentioned pilot took off from Uplands Airport at 14:55 hours on October 9th, 1949, and was apparently authorized for local flying only.

4. Mullins, C.F.I. Uplands reported that Baker was a "cocky" overconfident individual of below flying ability and had been previously cautioned for low flying.

5. Baker's home is in Cornwall, in the vicinity of where the accident occurred.

6. In his letter of January 24th, 1950, to Mr. S. T. Grant, Civil Aviation Inspector, Toronto, Mr. Baker states that the reason he decided to land was "the failure of one aileron on the aircraft". Mr. George Beveridge of Laurentian Air Service inspected the aircraft and failed to discover any malfunctioning of either the flying controls or engine.

7. The circumstances surrounding this accident are of a very suspicious nature. Baker is guilty of a breach of Air Regulations Part VIII Para. 22. As a result Air Regulations Part IV Para. 6. should operate and Baker's Student Pilot Permit should be suspended from the date of notification until July 11th, 1950.

(J.E. Harris),
Inspector, Air Regulations.

38

~~5802-25701~~
5008-D14-20

JEH/CB

Ottawa, Ontario,
February 11th, 1950.

Chief Flying Instructor,
Ottawa Flying Club,
Box 527,
Ottawa, Ontario.

Dear Sir:

This letter pertains to an accident to Aeronca CF-DNT at Cornwall, Ontario, on October 9th, 1949 while it was being piloted by Student Pilot Lionel Baker.

It is requested that you submit answers to the following questions to the undersigned at No. 3 Temporary Building, Ottawa, as quickly as possible.

(1) Was the flight from Ottawa to Cornwall authorized by the Chief Flying Instructor of the Ottawa Flying Club?

(2) Was Student Pilot Baker authorized to land elsewhere during his flight?

(3) What was the duration of time of the flight authorized?

Yours truly,

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

c.c. TORONTO

CAR

COPY

MAR - 1 1950

39

ORIGINAL ON FILE 5802-25791

COPY FOR FILE 5008-D14-20

OTTAWA FLYING CLUB.INC.

TRANSPORT - RECORDS
FEB 28 A.M.
File 5008-D14-20

February 18, 1950.

C.T.Travers, Esq.
Superintendent, Air Regulations
Department of Transport,
#3 Temporary Bldg.,
Ottawa, Ontario.

18223

Dear Sir:

To the best of my knowledge the following is a true account of the circumstances pertaining to an accident to Aeronca CF-DNT at Cornwall, Ont. on October 9th, 1949.

(1) The flight from Ottawa to Cornwall was authorized by the Chief Flying Instructor. Baker had been given a dual cross country check on a flight from Ottawa to Cornwall and was considered qualified to carry out the same flight solo.

(2) Baker, was not authorized to land but was expressly warned not to attempt a landing at any point other than the Ottawa Airport.

(3) Duration of flight authorized was approximately one hour and thirty minutes (1:30). The flight was actually terminated after one hour of flight.

Although I was not at the time employed by the Ottawa Flying Club I have done everything in my power to obtain the true facts and sincerely hope the information contained herein will meet your requirements.

Yours very truly,

R.C.M.Gillies
Instructor-Manager

8
9-49

JEH/ZG

~~5008-25791~~
5008-D14-20

Ottawa, Ontario,
March 2nd, 1950.

Mr. R. C. M. Gillies,
Instructor-Manager,
Ottawa Flying Club, Inc.,
P. O. Box 527,
Ottawa, Ontario.

Dear Sir:-

This will acknowledge with thanks your letter of February 18th, 1950.

You co-operation is very much appreciated.

Yours sincerely,

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

c.c. TORONTO

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

41

2
11-48

JEH/ZC

Ottawa, Ontario, March 2nd, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident at Cornwall, Ontario. October 9th, 1949. Aeronca Aircraft CF-DNT - Student Pilot Lionel Baker	5802-25791(C.A.R.) 5008-D14-20

MEMORANDUM TO SUPERINTENDENT, AIR REGULATIONS:

1. Reference is made to my memorandum dated February 10th, 1950, in which I outlined the facts pertaining to the above-mentioned accident.

2. It was requested that I obtain definite statements from the Chief Flying Instructor, Ottawa Flying Club.

3. A letter dated February 18, 1950, was received from Mr. R.C.M. Gillies, Instructor-Manager, Ottawa Flying Club.

4. Mr. Gillies points out the following:

(a) The flight from Ottawa to Cornwall was authorized by the Chief Flying Instructor.

(b) Baker was not authorized to land anywhere other than Ottawa.

(c) Duration of authorized flight was one hour and 30 minutes.

5. The circumstances surrounding this accident are of a very suspicious nature; i.e. failure of one aileron in the vicinity of the pilot's home and ultimate attempted landing in an unused parade ground which was nearby.

6. I am of the opinion that Baker breached Air Regulations, Part VIII, Paragraph 22. As a result, Air Regulations, Part IV, Paragraph 6, should operate and Baker's Student Pilot Permit should be suspended from the date of notification until July 11th, 1950.

(J. E. Harris),
Inspector, Air Regulations.

JER/PMX

42

5802-25791
5008-D14-20

Ottawa, Ontario,
March 3rd, 1950.

REGISTERED

Mr. L. A. C. Baker,
422 Marlborough Street,
Cornwall, Ontario.

Dear Sir:

As a result of your flying activities and ultimate crash of Aeronca aircraft CF-DHT at Cornwall, Ontario, on October 9th, 1949, you have been found guilty of flying in a manner contrary to Air Regulations, Part VIII, Para. 22.

As a result, this is notification that you are prohibited from flying in Canada during the suspension period which takes effect from the date of notification until July 11th, 1950. The authority for the suspension of your Student Pilot Permit is Air Regulations, Part IV, Para. 6.

It is therefore necessary that you submit your Student Pilot Permit No. YZ-1613 to the Controller of Civil Aviation, No. 3 Temporary Building, Ottawa, immediately.

Yours truly,

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

c.c. TORONTO

FILE No. 5008- D 14- 24

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM AUG. 1946-

TO

VOL. 1

5008- D 14- 24

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF- DNX - PIPER J3C-65.

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

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

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

FILE No. 5008 - D14 - 24

VOLUME No.

DEPARTMENT OF TRANSPORT

FROM AUGUST 1946

TO

VOL.

5008 - D14 - 24

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DNX PIPER CUB 13C65

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 30 1946	20228	S.A.R		RO	SEP 3 1946
SEP 1 1946	21859	S.A.R	~~11.12.46~~	GJ	DEC 9 19
DEC 9 1946	BZ 11-12-46	SAR		KJ	FEB 5 1947
FEB		Treas		J	FEB 5
SEP 5 - 1947	18039	CAR		CTT	SEP 11 47
		Cad			SEP 11 47
SEP 20 47	19963	CAR			OCT 2- 4
		CAI			OCT 2- 47
	Y008-D13-24 21258	G			FEB 7 4- 48

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	X
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			CIVIL AVIATION DIV. I MONTGOMERY AVE. TORONTO

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

TORONTO, August 28th, 1946

TRANSPORT-RECORDS
AUG 30 A.M.
File 5008-1014-24

A20228

CUB AIRCRAFTCORPORATION
HAMILTON MUNICIPAL AIRPORT
HAMILTON ONTARIO

T. 481: THIS WIRE AUTHORITY FOR D.B. SIMMONS, TO OPERATE C F / D N X AS A COMMERCIAL AIRCRAFT UNTIL SEPTEMBER 30th, 1946, PENDING ISSUE OF FORMAL CERTIFICATES

CIVIL AVIATION

CHARGE TO: CIVIL AVIATION
I MONTGOMERY AVE. TORONTO

XO H Q D

5008-D14-24

2

1 Montgomery Avenue, Toronto,
September 10th, 1946.

Mr. D.B. Simmons,
R.R. #4,
Box 29,
MONCTON, N.B.

Dear Sir:

Receipt is acknowledged of your application for registration of Piper Cub, CF-DNX, Serial No. 19049, which you recently purchased from the Piper Aircraft Corporation, Lock Haven, Pa., through the Cub Aircraft Corporation, Hamilton, and imported from the United States with the following papers:-

(a) Application form in triplicate.
(b) $10.00 fee.
(c) Bill of Sale - Piper Aircraft Corporation to Cub Aircraft Corporation, Hamilton, dated August 14th, 1946.
(d) Bill of Sale - Cub Aircraft Corporation to Mr. D.B. Simmons, dated August 20th.
(e) U.S., C.A.A. Statement of Conformity.
(f) Test Flight Affidavit.
(g) U.S. Department of State Release Certificate.
(h) Application for Certificate of Airworthiness for Export.
(i) Receipt for Customs Duties - Entry No. 11445A.
(j) Actual Weights and Balance Sheet.

Receipt No. 76060 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-DNX as a commercial aircraft (landplane), on day visual flying, until November 10th, 1946. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

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

DGJ/AC

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13 2

8-45

TORONTO, September 10th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D14-24	Piper Cub CF-DNX	5008-D14-24

TRANSPORT-RECORDS
SEP 11 A.M.
File 5008-D 14-24

A21859

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

1. Attached hereto are the following papers relating to the registration of Piper Cub, CF-DNX, Serial No. 19049, recently purchased by Mr. D.B. Simmons from the Piper Aircraft Corporation, Lock Haven, Pa., through the Cub Aircraft Corporation, Hamilton, and imported from the United States:-

(a) Application form in duplicate.
(b) $10.00 fee.
(c) Bill of Sale - Piper Aircraft Corporation to Cub Aircraft Corporation, Hamilton, dated August 14th, 1946.
(d) Bill of Sale - Cub Aircraft Corporation to Mr. D.B. Simmons, dated August 20th.
(e) U.S., C.A.A. Statement of Conformity.
(f) Test Flight Affidavit.
(g) U.S. Department of State Release Certificate.
(h) Application for Certificate of Airworthiness for Export.
(i) Receipt for Customs Duties - Entry No. 11445A.
(j) Actual Weights and Balance Sheet.
(k) Copy of letter of temporary authority.

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

DGJ/AC

12

241.3
6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

CF-DNX

(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 D. B. Simmons

Date of Application June 5th, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
SIMMONS DONALD BERTRAM	R.R.#4, Box 29, Moncton, 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) Commercial

Usual Station Moncton

Date of manufacture or reconstruction August 7, 1946.

Crew required 1

Accommodation for what number of passengers 1

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

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper Aircraft Corporation Lock Haven, Pennsylvania.

Type Piper Cub J-5 Maker's No. #19049

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

Cubic Capacity (of Airship or Balloon) ——

Weight equipped, but without load, fuel, or oil 714 lbs.

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

EQUIPMENT—(Give number and type).

1. Instruments Airspeed (Aeromarine) Compass (Airpath) Altimeter (Pioneer) Tachometer (Stewart-Warner)
2. Gauges Oil Pressure & Temperature
3. Lights ——
4. Signals ——
5. Fire Extinguishers ——
6. Parachutes ——
7. Tools ——
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65-8F #491[illegible]			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

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

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

.....

.....

Date .....

Signature .....

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

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

Form ACA-502
(Rev: Feb. 1946)

DEPARTMENT OF COMMERCE
Civil Aeronautics Administration

4(

BILL OF SALE

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

MANUFACTURER OF AIRCRAFT: Piper
MANUFACTURER'S SERIAL NO.: 19049
MODEL: J3C-65
C.A.A. IDENTIFICATION MARK: CF-DNX

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

None (Mortgage, mechanic's lien, etc.) in the sum of $ --, in favor of
--
-- whose address is
--

For and in consideration of the sum of $2195.00 dollars, Piper Aircraft Corporation (Seller), the undersigned, whose address is Lock Haven, Pennsylvania, does this 14th day of August, 19 46, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto (Purchaser)

Cub Aircraft Corporation, Ltd.
Hamilton, Ontario, Canada

whose address is _____, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, I have set my hand and seal this 14 day of August, 19 46

PIPER AIRCRAFT CORPORATION
W B [illegible] [SEAL]
(Seller's signature)
Walton Barker St. John
Sales Manager

ACKNOWLEDGMENT

(INDIVIDUAL OR PARTNER)

STATE OF Pennsylvania
COUNTY OF Clinton } ss:

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 14th day of August, 19 46, before me appeared Walton Barker St. John, to me personally known, who, being by me duly sworn, says that he is the Sales Manager of the Piper Aircraft corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said Walton Barker St. John 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.

Virginia Hungerville
Notary Public.

My commission expires January 2, 19 49.
[SEAL]

21668

10

DATE..August 20, 1946.....

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Mr. Donald Bertram Simmons, R.R.#4, Box 29, Moncton, N. B.

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

Airplane	**CF-DNX**
Serial #	**19049**
Engine	**Continental A65-8F**
Serial #	**4819968**

CUB AIRCRAFT CORPORATION LIMITED

Signed.....J. K. Gilson.....

Form ACA-317
(Rev. 2-1-41)

4

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Piper Aircraft Corporation (Manufacturer), certify that the aircraft Piper (Make), J3C-65 (Model), 19049 (Serial number), has been manufactured, under Production Certificate No. 7, * in conformity with the data forming the basis for Type Certificate No. 691 and any revision or modification thereof approved by the Administration as of August 14, 1946 (Date), with the exception of the following deviations: None

DATE August 14, 1946

W. C. Jamouneau
(Signature)

W. C. Jamouneau, Chief Engineer
(Title)

*Delete this phrase if not applicable.

8

AFFIDAVIT

This is to certify that Piper Cub, Model J3C-65 Serial Number 19049, has been test flown at our factory this 12th day of August, 1946, and that the controls, engine and all instruments functioned satisfactorily.

PIPER AIRCRAFT CORPORATION

J Gibson

Test Pilot License (13803)

State of Penna.

County of Clinton

Subscribed and sworn to before me this 14th day August, 1946.

Virginia Livingville

Notary Public

My Commission Expires January 2, 1949

Form MC-L 14
(December 1942)

Form Approved
BUDGET BUREAU No. 47-R036-42

United States of America
DEPARTMENT OF STATE

RELEASE CERTIFICATE
For Unlimited License UAC

(ORIGINAL) 7

Registration No. CF-DNX

Date of Release Certificate

Registered Person's Reference No. #16

EXPORT ~~IMPORT~~
(Strike out word which does not apply)

Release Certificate No.	U.S.A. (Country of origin)	Canada (Country of destination)

DEPARTMENT OF STATE,
Washington, D. C.

Port of Entry Hamilton, Canada
Port of Exit Buffalo, New York

The undersigned hereby certifies that the shipment described below consists of arms, ammunition, or implements of war as defined in the President's Proclamation of April 9, 1942; that it is being made in accordance with the rules and regulations of the Department of State pertaining to Unlimited License UAC; that all rules and regulations of the agencies of the United States Government having jurisdiction relating to priorities and allocations have been complied with; and that such priorities and allocations as are required in connection with these shipments have been obtained from the appropriate agencies of the Government. The undersigned also warrants the truth of all statements and answers herein made.

Name of registered person Cub Aircraft Corporation Ltd. By Edwin W. Parkinson
Address Hamilton, Ont., Canada

(1) Source of material Piper Cub Special, model J3C-65, manufactured by Piper Aircraft Corporation.

(2) Purpose for which to be used Demonstration, personal use, sales. instruction, etc.

(3) Consignor * Piper Aircraft Corporation
Lock Haven, Penna.

(4) Consignee * Cub Aircraft Corporation Ltd.
Hamilton, Ont., Canada

(5) Seller in United States * Piper Aircraft Corporation
Lock Haven, Penna. (Applies only to exports)

(6) Purchaser in country of destination * Cub Aircraft Corporation Ltd.
Hamilton, Ont., Canada

(7) Ultimate consumer * Cub Aircraft Corporation Ltd.
Hamilton, Ont., Canada

(8) Terms of sale Payment upon presentation of invoices to Bank of Commerce, ~~Hamilton, Ontario, Canada~~

Fill in before shipment			Fill in *after* shipment (on duplicate)	
(9) Commodity	(10) Quantity	(11) Value	(12) Quantity	(13) Value
V-1 Piper Cub Special, model J3C-65	1	1646.00		

* Give name and complete address.

16—33302-1

(14) Date of export shipment or importation
August 16,1946

Form ACA-306
(Rev. 2-1-42)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

CERTIFICATE No. 6

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is hereby made for a CERTIFICATE OF AIRWORTHINESS FOR EXPORT.

1. Name of applicant ..... Piper Aircraft Corporation ..... (Print or type name)
   Address ..... Lock Haven, Pennsylvania .....
2. For export to ..... Canada ..... (Name of country)
3. Foreign purchaser ..... Cub Aircraft Corporation, Ltd. ..... (Print or type name)
   Address ..... Hamilton, Ontario, Canada .....

DESCRIPTION OF AIRCRAFT, COMPONENT, OR ACCESSORY

4. Name of manufacturer and model designation ..... Piper Aircraft Corporation-J3C-65 .....
5. Type of component or accessory ..... Complete Airplane ..... (Complete wing, fuselage, stabilizer, etc.)
6. Manufacturer's serial No. ..... 19049 .....
7. Manufactured under Production Certificate No. ..... 7 ....., in conformity with Type Certificate No. 691 .....
8. Date of construction ..... August 7, 1946 ..... 9. Date reconstructed .....
10. Identification mark assigned aircraft ..... CF-DNX .....

11. ENGINES

MANUFACTURER	MODEL	SPEC. NO.	SERIAL NO.	HP
Continental Motors Corporation	A-65-8 F	205	4819968	65

12. PROPELLER

MANUFACTURER	TYPE (Fixed, adjustable, controllable)	MATERIAL	HUBS—SPEC. NO. Model	HUBS—SPEC. NO. Serial No.	BLADES—SPEC. NO. Model	BLADES—SPEC. NO. Serial No.
Sensenich	Fixed	Wood	72CK42M	K-4118		

This application should be submitted to the local Civil Aeronautics Inspector when the aircraft or component is presented for inspection

[OVER]

16—9408-1

13. The aircraft shall be flight tested immediately prior to inspection for export.

State date of such flight test August 12, 1946 During such test, did the controls, engine, and all instruments function properly? Yes

I CERTIFY that the foregoing statements are true.

Date August 14, 1946

Signature of owner(s) Piper Aircraft Corporation

Virginia Hungiville, Sales Office Mgr.
(Title)

THE FOLLOWING INFORMATION SHALL BE FURNISHED

14. A weight and balance report, in duplicate, showing the empty weight of the aircraft as equipped, the weight of each removable item of equipment included therein, and the location of the center of gravity of the empty aircraft. The report should be signed by the applicant or a responsible representative of the applicant and approved by the inspector.

15. A loading schedule, in duplicate, in the case of aircraft for which such a schedule is required by the Administration.

16. Rigging information, in duplicate, where it is possible to rig wings in the field.

REMARKS

IMPORTANT

An aircraft shall be inspected and the weight empty as equipped, in level flying position, determined, and a component or accessory shall be inspected and suitably identified by an inspector of the Civil Aeronautics Administration prior to export.

Only complete aircraft or aircraft units having type approvals in themselves or major assemblies of aircraft structural parts are eligible for a certificate of airworthiness for export.

Items in this class include complete aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, landing flares, safety belts, or a complete wing, tail surface, aileron or fuselage.

NOTE.—Special import requirements of Australia, Canada, Great Britain, and New Zealand may be obtained from the local Civil Aeronautics Inspector, or Washington.

U. S. GOVERNMENT PRINTING OFFICE 16—9408-1

B. 1
2,000 - 9-45

Port of HAMILTON, ONT. Aug. 20 19 46
Arriving per AIR
Imported by Cub Aircraft Corp. Ltd
Exported to Canada Direct from U S A
Via
(Country through which carried in transit if any)

MEWBURN & McHAFFIE

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No.

Entry No. Outport Port 11445A

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
		Special 1 Cub ~~Coupe~~ Model J3C-65 serial 19049 Aircraft not including engines under regulations prescribed by the Minister		1262.55	1263.	20	252.	60	1515.				121.	20				440
		Engines for the equipment of Aircraft No. 4819968		391.93 1654.48	392. 1655.	17½	68.60 321.	00	461.				36. 158.	80 16				440M
		Piper Cub 15																

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 1516.25

Sales Tax Licence No. 17/1873

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.

National Revenue Canada CUSTOMS and EXCISE DUTY PAID AUG 20 1946 Hamilton

National Revenue Canada CUSTOMS and EXCISE AUG 20 1946 Computing Clerk HAMILTON, ONT.

SUBJECT TO AMENDMENT

INITIALS

	$	c.
DUTY	321	20
W.E. TAX		
SALES TAX	158	16
EXCISE TAX		
TOTAL	479	36

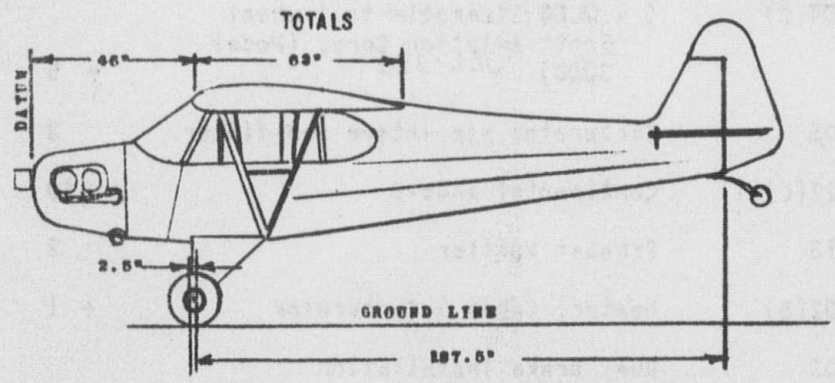
ACTUAL WEIGHTS AND BALANCE
MODEL J3C

4

Serial No. 19049 NC Export

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	330	___	330
Right Wheel	333	___	333
Tail Post	64	13	51
TOTALS			714



C. G. Empty "As Weighed" is aft of Wheel C.L. = $\frac{187.5 \times 51}{714}$ = 13.4"

Distance from Datum to Wheel C.L. = 46 + 2.5 = 48.5"

C.G. Empty "As Weighed" if aft of Datum = 48.5 + 13.4 = 61.9"

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	M-MOM.	WEIGHT	ARM	M-MOM.
Empty Weight "As Weighed"	714	61.9	44200	714	61.9	44200
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	984	57.7	56802	957	66.4	62516

Most Forward C.G. Location = 11.7" aft of Wing L.E.

Approved Most Forward C.G. Limit = 10.6" aft of Wing L.E.

Most Rearward C.G. Location = 19.4" aft of Wing L.E.

Approved Most Rearward C.G. Limit = 22.7" aft of Wing L.E.

Approved By: J. E. Crawley
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 8-7-46

412 25D

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
[X]	101	Propeller: Sensenich 72C-42		(-51)
[X]	305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+12	(+3)
[X]	304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
[X]	105	Carburetor air intake and filter	3	(-44)
[X]	311(C)(1)	Continental A-65-8	+10	(-39)
[X]	313	Exhaust Muffler	3	(-39)
[X]	302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
[X]	203	Dual Brake Installation		
[X]	205	Scott Aviation Corp. brake pressure unit Model B-711		
[X]		Compass - Airpath		

26

m ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10195

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-42.

Actual empty weight: 714 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	PIPER AIRCRAFT CORPORATION - AUGUST 7, 1946
Type	LAND MONOPLANE
Model	PIPER J3C-65
Serial No.	19049
Date	AUGUST 14, 1946

4049 (R)
1496 (A)

Charles F. Dyer

Charles F. Dycer, Director
Aircraft and Components Service

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

25

DISTRIBUTE TO ALL SAFETY REGULATION INSPECTORS

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON, D. C.

Supplement No. 1
A-691-5
PIPER

J3C-40
J3C-50
J3C-50S
J3C-65(Army L-4, L-4A, L-4B, L-4H, L-4J; Navy NE-1)
J3C-65S

August 5, 1946

AIRCRAFT SPECIFICATION SUPPLEMENT

The following revisions to Aircraft Specification A-691-5 dated March 13, 1946, will be included in the specification at the next printing. In the meantime this supplement forms a part of the specification and should be attached to it. Upon issuance of A-691-6 this supplement may be discarded.

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

Under "Part IV, empty weight C.G. Range"

"(+85)" should be "(+8.5)"

Under "Propellers and Propeller Accessories"

Revise reference under Item 1. B. to read:
"(with Item 311C(5))".

*Add Item 2 as follows:

"2. Propeller - McCauley model 1A90 for J3C-65 only with Item 311C(4) as follows:
Static rpm at maximum permissible throttle setting
Not more than 2200; not less than 2110
Diameter, not more than 74 in., not less than 72.5 in.
Placard required: "Avoid continuous engine operation between 1770 rpm and 1960 rpm.""

Under "Engines and Engine Accessories - Fuel and Oil System"

Revise Item 314C (4) to read as follows:

"(4). A-65-14 (with Item 2 or Item 101 propeller)
Engine limits - Take-off and climb, 65 hp, 2300 rpm
All other operations, 50 hp, 2100 rpm."

Add Item 311C (5) as follows:

"(5). A-65-14 (with Item 1. B. propeller)
Engine Limits:
Take-off (one minute), 75 hp, 2675 rpm, 29 in. Hg.
Climb 65 hp, 2300 rpm, 29 in. Hg.
All other operations 50 hp, 2300 rpm, 24.5 in. Hg. at sea level, 22.5 in. Hg. at 8000 ft."

* Part so marked is tentatively approved, and the following applies 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 the model. The Inspector will, therefore, include the following statement on the reverse side of Page 1 of Form ACA 309:

"The Airworthiness Certificate for this aircraft is based on a tentative approval of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owners responsibility to comply with all pertinent provisions of the final AIRCRAFT SPECIFICATION and AIRWORTHINESS DIRECTIVE."

The foregoing will not apply to new production aircraft certificated at the factory by Factory Inspectors. In such cases, the standard procedure already in effect will be continued.

Charles F. 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

A-691-5
PIPER
J3C-40
J3C-50
J3C-50S
J3C-65 (Army L-4, L-4A, L-4B, L-4H, L-4J; Navy NE-1)
J3C-65S

March 13, 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: Piper Aircraft Corporation, Lock Haven, Pennsylvania

I - Model J3C-40 2 PCIM Approved July 14, 1938

Engine	Continental A-40-4 (See Item 311A)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 2575 rpm (40 hp)
Airspeed limits	Level flight or climb 85 mph True Ind. Glide or dive 115 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front end rear seats
Maximum weight	1025 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-39)
Control surface movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101,102,103 and 104 (b).

II - Model J3C-50 2 PCIM Approved July 14, 1938

(Same as Model J3C-40 except engine installation)

Engine	Continental A-50-1 (See Item 311B)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1100 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal.(-29)
Control surface	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40
Required equipment	Items 101, 103 and 104(a)

22017

III - Model J3C-50S 2 PCSM Approved July 14, 1938

(Same as J3C-50 except landing gear)

Engine	Continental A-50-1 (See Item 311B)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	With Edo floats: Maximum permissible diameter 76 in. With McKinley floats: Static rpm at maximum permissible throttle setting - not more than 1850; not less than 1775 Diameter - not more than 83 in.; not less than 73 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats) (+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats.
Maximum weight	1160 lbs. (With Edo floats) 1130 lbs. (With McKinley floats)
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101, 104(a) and 151.

IV - Model J3C-65(Army L-4, L-4A, L-4B (Navy NE-1), L-4B, L-4H, L-4J - See NOTE 5)2 PCLM Approved July 6, 1939

(Same as J3C-40 except engine installation)

Engine	Continental A-65-1 (See Item 311C)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	Take-off and climb, 2350 rpm (65 hp) All other operations, 2150 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - not more than 2250 (See NOTE 7) (1) With A-65-1 engine - not less than 2050 (2) With optional engines (Item 311C) - not less than 2000 Diameter - not more than 81 in.; not less than 69.7 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Empty weight C.G. range	(+85) to (+20.3)(See NOTE 10)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling Means	Level top longeron between front and rear seats
Maximum weight	1100 lbs. (See NOTE 4)
No. seats	2 (one at (+9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface Movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40
Required equipment	Items 101, 102, 103 and 104(a)

22017

V - Model J3C-65S 2 PCSM Approved May 27, 1940

(Same as J3C-65 except landing gear)

Engine	Continental A-65-1 (See Item 311C)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	Take-off and climb 2350 rpm (65 hp)
	All other operations 2150 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind.
	Glide or dive 122 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting
	A. With Edo floats
	(1) With A-65-1 engine - not more than 2250; not less than 2050
	(2) With optional engines (311C) - not more than 2200; not less than 2000
	B. With McKinley floats
	(1) With A-65-1 engine - not more than 2250; not less than 2150
	(2) With optional engines (311C) - not more than 2200; not less than 2100
	C. With Wollam floats
	(1) With any engine of item 311C - not more than 2250; not less than 2150
	D. With Heath floats
	(1) With A-65-1 engine or any engine of item 311C - not more than 2250; not less than 2150
	Diameter - with Edo and McKinley floats - not more than 76 in.; not less than 69.7 in.
	Diameter - with Wollam and Heath floats - not more than 72 in.; not less than 70 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats)
	(+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)
	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Wollam floats)
	(+10.2)(16.2% MAC) to (+17.1)(27.1% MAC) (With Heath floats)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1160 lbs. (With McKinley floats)
	1200 lbs. (With Edo, Wollam, or Heath floats)
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface movements	Elevators 34° up 29° down
	Rudder 30° left 30° right
	Aileron 18° up 18° down
	Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101, 104(a) and 151.

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 691
Production basis	Production Certificate No. 7
Export eligibility	Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook:
	(a) Canada - Landplane
	Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation with item 310(a), or equivalent skis, installed. (Maximum ski height 8-1/2 in., maximum overhang 3-7/16 in. to outer face of brake plate.)
	Seaplane
	(b) Australia - Landplane provided rear spars are reinforced in accordance with Dwg. J3-A140
	Seaplane - not eligible
	(c) Great Britain - Landplane and seaplane provided rear spars are reinforced in accordance with Dwg. J3-A140.
	(d) All other countries except New Zealand

Equipment:
Items included in required lists under specifications pertinent to individual models may not be removed unless replaced by approved equivalent item.
The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.
Values in inches shown in parehthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus (+) to the rear of the datum.
A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propellers and Propeller Accessories		
1. Propeller - Beech (Hoby) R-002 with R-002-205 blades for J3C-65 (L-4J-- See NOTE 5) and J3C-65S)	+15 lbs.	(-51)
A. Pitch setting at 27 in. sta., Low 13°, High 18.5° (with Items 311C (1),(2) or (3)).		
B. Pitch setting at 27 in. sta., Low 9.5°, High 16.5° (with Item 311C (4))		
101. Propeller - wood (fixed or adjustable pitch)		
Engines and Engine Accessories - Fuel and Oil System		
104. Carburetor air heater		
(a) D78C (for J3C-50, J3C-50S, J3C-65, and J3C-65S)	2 lbs.	(-39)
(b) J2-A902 (for J3C-40)	2 lbs.	(-39)
105. Carburetor air intake and filter (Continental A-5810) (for J3C-65, -65S, L-4 Series)	3 lbs.	(-44)
106. Carburetor air scoop and air filter (Skinner Purifiers, Inc. Model S-300-A scoop and F-300 filter)(for J3C-65, J3C-65S and L-4 Series)	+3 lbs.	(-43)
107. Starter and controls - McDowell Mfg. Co. (Installation Dwg. No. 26)	11 lbs.	(-33)
302. Heaters		
(a) Carburetor air, model D723C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)	+1 lb.	(-39)
(b) Cabin and carburetor, model D743-C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)	+1 lb.	(-39)
(c) Cabin and carburetor, model J2-A929 (for J3C-40)	+1 lb.	(-39)
308. Alternate fuel tank (9 gal.)	-3 lbs.	(-18)
311. Engines (Continental (See Engine Specifications Nos. 72, 180, and 205)		(-39)
A. Model J3C-40		
(1) A-40-5	+12 lbs.	
B. Model J3C-50 and J3C-50S		
(1) A-50-2	+6 lbs.	
(2) A-50-3 or A-50-8	+10 lbs.	
(3) A-50-4	+3 lbs.	
(4) A-50-5 or A-50-9	+13 lbs.	
(5) A-50-6	+16 lbs.	
(6) A-50-7	No weight change	
C. Model J3C-65		
(1) A-65-3 or A-65-8	+10 lbs.	
Engine limits		
Take-off and climb, 2300 rpm (65 hp)		
All other operations, 2100 rpm (50 hp)		
(2) A-65-6 or A-65-9	+13 lbs.	
Engine limits - Same as (1)		
(3) A-65-7	No weight change	
(4) A-65-14 (with fixed pitch propeller)		
Engine limits - Take-off and climb, 65 hp, 2300 rpm		
All other operations, 50 hp, 2100 rpm		
312. Revised engine mount (Dwg. D7112-C, change E) for engines incorporating integral rubber bushings	No weight change	
313. Muffler and heater installation	+3 lbs.	(-39)
Landing Gear and Floats		
102. 8.00-4 wheels (Hayes 840) with tires	20 lbs.	(+3)
103. Tail skid	4 lbs.	(+190)
151. Edo 54-1140 floats with water rudder (147 lbs.)	+106 lbs.	(+18)
201. McKinley Pneumatic PF-2 floats (118 lbs.)	+77 lbs.	
Placard float inflation pressure		
Minimum operating internal pressure	1.25 p.s.i.	
Maximum operating internal pressure	1.75 p.s.i.	
Recommended operating internal pressure	1.50 p.s.i.	
203. Dual brake installation (Drawing D4101-C)		

22027

Landing Gear and Floats (Continued)

204.	Heath model 1460A Float Installation (J3C-65S only) (166 lbs.) Bungee must be installed in the elevator control system per Piper Drawing No. 80352	+ 121 lbs. (+14)
205.	Scott Aviation Corporation Model B-711 brake pressure unit	Neglect weight change
206.	Edo 60-1320 floats with water rudders (171 lbs.) (Maximum seaplane weight 1200 lbs.)	+ 130 lbs. (+17)
207.	Scott model 4200-E1 hydraulic parking brake valve (See Scott Bulletin No. 1-116, Parking Brake Installation Instructions)	Neglect weight change
304.	(a) 6x2.00 steerable tail wheel - Aircraft Associates	+3 lbs. (+197)
	(b) 6x2.00 steerable tail wheel - Scott Aviation Co. (Model CST-12)	+3 lbs. (+197)
	(c) 6x2.00 steerable tail wheel - Scott Aviation Corporation (Model 3-21)	+5 lbs. (+197)
305.	Wheels	
	(a) 18x8-3 (Goodyear 3LNBM) with tires	-2 lbs. (+3)
	(b) 7.00-4 (Shinn 2A or 2AV) with tires	-1 lb. (+3)
	(c) 8.00-4 (Hayes 841) with tires and Expander Tube brakes	+12 lbs. (+3)
307.	Wheel Streamlines	- 6 lbs. (+3)
310.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum standard weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change
	(a) Piper S-1000 (Maximum 1200 lbs.)	
	(b) Fairbanks MF-5 (Maximum 1310 lbs.)	
	(c) Federal SA-1 (Maximum 1200 lbs.)	
	(d) Federal SC-1 (Maximum 1400 lbs.)	
	(e) Aviation Service B (Maximum 1100 lbs.)	
	(f) Air Transport 1220-480 (Maximum 1220 lbs.)	
	(g) Air Transport 1460-580 (Maximum 1460 lbs.)	
	(h) Marston MFS-1600 (Maximum 1600 lbs.)	
	(i) Heath 655 (Maximum 1310 lbs.)	
	(j) Heath 725 (Maximum 1450 lbs.)	
	(k) Air Transport 1224-580-1 (Maximum 1220 lbs.)	
	(l) Marston MFS-1200 (Maximum 1200 lbs.)	
	(m) Wollam W-1650 (Maximum 1650 lbs.)	
	(n) Heath 725A (Maximum 1450 lbs.)	
	(o) Federal SKT-1 (Maximum 1400 lbs.)	
	(p) Federal SA-2 (Maximum 1400 lbs.)	
	(q) Federal SC-2 (Maximum 1650 lbs.)	
	(r) Washington Aircraft 1200 (Maximum 1200 lbs.)	
315.	Wollam model 1200 plywood float installation (J3C-65S only) (182 lbs.) Bungee must be installed in the elevator control system per Piper Drawing C-85	+137 lbs. (+16)

Electrical and Radio Equipment

202.	Radio equipment	
	(a) On ceiling of cabin	7 lbs. (+26)
	(b) On rear shelf	15 lbs. (+70)
	(c) Antenna	4 lbs. (+46)
	(d) On ceiling of cabin	13 lbs. (+21)
	(e) Power supply unit	9 lbs. (-7)
303.	Batteries (a) (Exide 3AC-7)	10 lbs. (-19)
	(b) (Willard SYR-7-3)	10 lbs. (-19)
	(c) (Reading 3-BRL-6)	8 lbs. (+41)
	(d) (Reading 324 LD (with box))	16 lbs. (-19)
314.	Generator installations (wind driven)	
	(a) General Armature AG-40	11 lbs. (+3)

Interior Equipment

301.	Parachutes (a) Front	20 lbs. (+9)
	(b) Rear	20 lbs. (+36)
401.	Cabin heater installation - surface combustion model AAV-15N-L2 (L-4A and L-4B only)	10 lbs. (+53)
402.	Windshield defroster	1 lb. (-17)

Miscellaneous (Not listed above)

200.	Miscellaneous items as noted in approved weight and balance report.	
306.	Emergency exit	Neglect weight change
309.	Friese type ailerons replacing unbalanced type	Neglect weight change
501.	Two hinge tail surfaces (Dwgs. D-4152-C and D-4157-C)	Neglect weight change

NOTE 1. (Deleted - November 7, 1942)

NOTE 2. Placard front cockpit of model J3C-50, J3C-65, J3C-50S with McKinley floats and J3C-65S with McKinley floats. "Solo flying fron rear seat only." Manufacturer recommends that all J3C airplanes be flown solo from rear seat.

NOTE 3. Serial Nos. 4373, 4419, 4435, 4438, 4445, 4446, 4447, 4449, 4450, 4451, 4452, 4457, 4458, 4459, 4460, 4464, 4466, 4467, 4469, 4471, 4473, 4474, 4475, 4477, 4478, 4495, and 4502 eligible with the following C.G. range:
Landplane (+10.6) to (+21.5)
Seaplane (Edo floats) (+10.6) to (+18.5)
Seaplane (McKinley floats) (+13.7) to (+18.5)

NOTE 4. A. Serial Nos. 7842, 7845 to 7883, inclusive, 7912 and up, of Model J3C-65 are eligible for 1170 lbs. maximum weight. These airplanes are also eligible for 1220 lbs. maximum weight provided the landing gear is revised in accordance with Piper Dwgs. Nos. 31472 and 31423.

B. Serial Nos. prior to 7912, and not included above, of model J3C-65, are eligible for 1100 lbs. maximum weight. These airplanes are also eligible for 1170 lbs. maximum weight provided the lift struts and attachments are revised in accordance with Piper Dwgs. Nos. 12352, 13233 and 21642 and for further increase to 1220 lbs. upon revision of the landing gear in accordance with Piper Dwgs. Nos. 31472 and 31423.

C. Serial Nos. 10339 and up and 2356-A, 2357-A and up of model J3C-65 eligible for 1220 lbs. maximum weight.

NOTE 5. Army L-4 (previously Army O-59) is the same as Model J3C-65. Army L-4A (previously Army O-59A) and Army L-4B are the same as Model J3C-65 except for transparent turtledeck enclosure, revised rear seat with seat back belts, addition of rear shelf and rear floorboard. Army L-4H is same as L-4A except for G.F. radio equipment and revised method of installing the transparent cockpit enclosure.

Army L-4J same as any L-4, L-4A, L-4B and L-4H except for installation of Propeller, item 1.

NOTE 6. No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

NOTE 7. For model J3C-65 with Freedman-Burnham propeller, static rpm at maximum permissible throttle setting not more than 2200.

NOTE 8. Army TG-8 gliders having serial numbers G-1 and up are eligible for certification as J3C Series airplanes under the provisions of this specification, provided that they have been converted to J3C airplanes and are in conformity with the approved Piper data. Conversion procedure is given in Safety Regulation Release No. 188.

NOTE 9. The following parts from TG-8 gliders can be used directly on Piper J3 series airplanes. The replacement of such complete component parts is considered a minor repair in accordance with CAM 18.3006:
Tail surfaces; Landing gear tires and wheels; Tail wheel; Wings, provided the spoiler and spoiler controls are removed; The control system from (and including) the middle occupant aft; Wing struts; Instruments, same as or equivalent to those used on powered aircraft.
The fuselage primary structure of the TG-8 glider aft of the main landing gear fittings can be used on Piper J3 series airplanes; however, the use of such parts entails a major repair and must be handled as such in accordance with CAM 18.

NOTE 10. If the empty weight C.G. of a particular airplane falls within the range given, and the placard, "Solo flying in rear seat only" is installed, it is not necessary to check the critical forward and aft loading conditions. If the empty wt. C.G. does not fall within the empty wt. C.G. limits given, those conditions should be checked to determine whether the airplane will remain within the approved C.G. limits. In cases where it is possible to load an airplane in a manner not covered herein (i.e. extra tanks, extra seats, etc.) the usual complete calculations should be made.

(SEE ALSO PERTINENT "AIRWORTHINESS DIRECTIVE")

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D.C.

21027

SUPERSEDES AD-249

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AD-301 21
PIPER

J-3	ATC 660
J3C-40	TC 691
J3C-50	TC 691
J3C-50S	TC 691
J3C-65 (Army L-4, L-4A, L-4B, L-4H)	TC 691
J3C-65S	TC 691
J3P	TC 695

April 15, 1944

AIRWORTHINESS DIRECTIVE

IT IS THE OWNER'S RESPONSIBILITY TO KEEP HIS AIRPLANE IN AN AIRWORTHY CONDITION. COMPLIANCE WITH THE NOTES CONTAINED IN THIS DIRECTIVE IS CONSIDERED NECESSARY FOR MAINTAINING ITS AIRWORTHINESS.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded. (In the case of Air Carriers, the Directive may be kept at the operator's main base.)

An inspection or revision in accordance with these NOTES must be made at the next periodic inspection, or immediately if so noted, and, in the case of the "INSPECTION NOTES", at each subsequent periodic inspection or at the interval stated in the NOTE. "SPECIAL NOTES" need be complied with once only. The aircraft and engine mechanic making the periodic inspection must make an entry in the airplane (or engine) log book attesting to his inspection in compliance with these NOTES. (In the case of Air Carriers, compliance may be noted in the maintenance base records.)

The NOTES listed below are based on service experience and are forwarded in an endeavor to assist in maintaining the airworthiness of your airplane. In addition, recommendations contained in manufacturer's service bulletins not necessarily referred to in these NOTES should always be given careful consideration. If you have sold your airplane of the above noted model, please forward this list to the new owner.

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

INSPECTION NOTE 1. (August 7, 1940) (Applies only to models J3C-65 and J3C-65S airplanes equipped with Freedman-Burnham propeller)

INSPECTION REQUIRED EVERY 10 HOURS OF OPERATION.

Inspect the Freedman-Burnham propeller blades, models P-201-70 and P-201-72, for cracks and loose rivets in accordance with Airworthiness Maintenance Bulletin No. 31.

INSPECTION NOTE 2. (September 4, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

5-21075

INSPECTION NOTE 3. (November 10, 1941)(Applies to all landplane models)
Inspect the landing gear and lift struts in accordance with Airworthiness Maintenance Bulletin No. 36. The serial numbers affected by the three sections of the bulletin are listed below:

Section I - All serial numbers.
Section II - Serial numbers 4650 to 5580, inclusive
Section III - Serial numbers up to and including 5718, 5721, 5722, 5723, 5725, 5727, 5729 to 5734, incl., and 5736 to 5755, incl.

INSPECTION NOTE 4. (November 2, 1942; revised April 15, 1944)(Applies only to models J3C-65 and J3C-65S)
Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16-inch diameter instead of 1-inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing, particular attention should be paid to the fillets of the Nos. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and has had no magnaflux inspection.
3. At intervals not exceeding 500 hours after first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practicable with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7, dated October 13, 1942, partially covers this same subject.)

INSPECTION NOTE 5. (July 10, 1943)
Inspect the stabilizer rear support bearing and the link tube at the adjustment yoke for binding. If binding is present, the attachments must be disassembled and all bearing surfaces cleaned. The stabilizer rear support bearing brackets and the link tube attachment fittings should be inspected for cracks and defective parts replaced. If not already present, a 1/4-in. oil hole should be drilled in the top center of the rear support bearing tube and also 3/4 in. inboard of each attachment lug on the link tube. (Piper Service Bulletins No. 43 dated December 9, 1941, and No. 68 dated April 30, 1943, cover this same subject.)

INSPECTION NOTE 6. (February 3, 1944)
INSPECTION REQUIRED IMMEDIATELY AND EACH 25 HOURS OF OPERATION THEREAFTER.
Inspect the turnbuckle to horn attachments at the elevator, rudder and ailerons to ascertain that they are free swiveling. If the attaching belt has been drawn up too tightly on the fork end of the turnbuckle, resulting in binding at the joint, the bolt should be loosened so that it is free swiveling. If the turnbuckles have been bent or damaged in any way, they should be replaced.
No further inspection is required at any of the above locations when an AN-23-12 clevis bolt is installed with <u>one</u> AN-960-10 washer, in place of the standard AN-3 bolt. This assembly should swivel freely.
(Piper Service Bulletin No. 70, dated October 14, 1943, covers this same subject.)

3-31075

INSPECTION NOTE 7. (February 3, 1944) (Applies only to serial Nos. up to and including 10055)

Carefully inspect both ends of the exhaust muffler for cracks at or near the weld beads at the attachment of the muffler outer shell to the end plates. Cracks, when found, should be repaired by drilling a small hole (No. 30 drill) just beyond the visible extremities of the cracks and then welding the crack, using a suitable stainless steel welding rod such as Oxweld No. 28.
(Piper Service Bulletin No. 71, dated October 15, 1943, covers this same subject.)

INSPECTION NOTE 8. (February 3, 1944)

INSPECTION REQUIRED IMMEDIATELY AND AT EACH PERIODIC INSPECTION THEREAFTER UNTIL REINFORCEMENTS ARE MADE.

Inspect the floorboard attachment lugs at the welds to the fuselage cross tubes immediately for cracks or failures. If any evidences of failures are found an immediate repair should be made by attaching the floorboard adjacent to the failed part by a clamp fastened about the tubular fuselage structure.

The clamps may be made from S.A.E. 1025 steel strip .045" x 3/4" or obtained from the Piper Aircraft Corporation. The clamps should be attached to the floor boards using 10-32 x 3/4" machine screws with plain nuts and star lock washers or their equivalent.

At the next periodic inspection, redesigned lugs obtainable from the Piper Corporation should be installed, or the failed lugs rewelded. In the event that the old lugs are rewelded the repair clamps should be permanently installed to provide additional strength.

An alternate and more permanent method of repair which may be used at the owner's discretion is as follows:

All defective lugs should be immediately repaired by welding up the cracks and by laying on an additional lug 3/4-inch wide by .049 inch thick (1025 steel) on top of the old lug. The new lug should be long enough to wrap at least one quarter way around the fuselage cross tube. The wrap end should be cut to a 60 degree scarf point, and the lug should be welded to the fuselage cross tube and to the old lug, except, that it need not be welded to the old lug more than 3/4-inch outboard from the fuselage tube. All bolt holes should be drilled to coincide with the old holes and, if required, longer rudder pedal attachment bolts should be installed.
(Piper Service Bulletin No. 72 dated December 27, 1943, covers this same subject.)

<u>The following NOTES need be complied with once only.</u>

SPECIAL NOTE 1. (Oct. 15, 1940; revised Nov. 22, 1940, April 21, 1941 and Feb. 26, 1942) (Applies only to serial Nos. up to and including 5611)

Install the tension coil spring (forwarded to owners by Piper) on the fuel control valve in accordance with Piper Service Bulletin No. 32. Also ascertain if the fuel valve is equipped with "ON" and "OFF" stops or that suitable equivalent means are provided to limit the valve travel to the "ON" and "OFF" positions. In the event that such stops or suitable equivalent means are not provided the fuel valve should be lightly safetied in the "ON" position.

SPECIAL NOTE 2. (September 30, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)

Ascertain that the complete engine model designation is shown on the name plate (i.e., A-65-8) in accordance with Continental Service Bulletin No. 41-J2, as the series designation was omitted on some of the following engines:

A-50 Up to serial No. 139819, inclusive
A-65 Up to serial No. 1089618, inclusive

SPECIAL NOTE 3. (September 30, 1941) (Applies only to seaplane serial Nos. 5983 and 7198)

Install the revised elevator bungee system in accordance with Piper Service Bulletin No. 42.

SPECIAL NOTE 4. (September 30, 1941) (Applies only to serial Nos. 2305 to 6530, inclusive)

Solder the reinforcing patch to the fuel tank at the outlet fitting in accordance with Piper Service Bulletin No. 40.

SPECIAL NOTE 5. (November 10, 1941) (Applies only to serial Nos. noted)

Ascertain that no interference exists between the elevator control system and the front and rear seat canvas in all serial Nos., in accordance with Part A of Piper Service Bulletin No. 45, and that sufficient clearance exists between the front rudder pedals and the firewall footwells on serial Nos. 1999 to 5099, 5061 to 5076 and 5106, in accordance with Part B of Piper Service Bulletin No. 45.

SPECIAL NOTE 6. (February 26, 1942) (Applies only to serial Nos. 5535, 5547, 5601, 5607, 5608, 5609 and 5612 to 8175, inclusive)

Rework and safety the fuel control swivel fitting by replacing the plain nut and lockwasher with a shear nut (AN320-3) and cotter pin (AN380-2). The stud should be drilled with a No. 50 drill (0.70) to accommodate the cotter pin. During reassembly, care should be taken that the control wire is drawn well into the fitting recess and the free end straightened to be parallel with the main section. (Piper Service Bulletin No. 53, dated January 1942, covers this same subject.)

SPECIAL NOTE 7. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Install .040 safety wire on all control system turnbuckles in place of .032 wire. (Piper Service Bulletin No. 52, dated January 1942, covers this same subject.)

SPECIAL NOTE 8. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Inspect all tail brace wire fittings for cracks and replace the reinforcing plates (Part No. J3-54), which are installed under the bolt head and nut at the fin tail brace rod clevis, with formed end washer No. 40131. (Piper Service Bulletin No. 49, dated February 1942, covers this same subject.)

SPECIAL NOTE 9. (September 1, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

S-21075

SPECIAL NOTE 10. (September 1, 1942) (Applies only to serial Nos. 6117, 6130, 6205, 6276 and 6282 to 9101, inclusive)

Inspect the stabilizer aluminum yoke casting, Piper Part No. 40791, for cracks occurring on the bosses through which the stabilizer adjustment screw passes. If any cracks are apparent, the part should be replaced before further operation of the airplane. (Piper Service Bulletin No. 63, dated August 28, 1942, covers this same subject.)

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

The following NOTES which were deleted September 1, 1942, are now reinstated and shall be complied with.

SPECIAL NOTE. (Inspection required on regular itinerary and subsequent annual inspections required - November 7, 1938) (Applies only to models J-3 and J3C-40)

Ascertain that inspection has been made and entry made in log book stating that the propeller hub has been thoroughly inspected at each regular 25 hour line inspection for cracks between the lightening holes at the rear flange. Hub need not be removed for this inspection. Hubs affected have 3/4 in. diameter lightening holes and fillet at the base of the rear flange. Hubs in which cracks have been detected must be removed from service immediately.

SPECIAL NOTE. (Annual inspection required - March 14, 1939)

Inspect control cables in vicinity of fairleads. On airplanes prior to serial No. 2775, all worn (bright and shiny or frayed) cables must be replaced with 1/8 in. diameter (7x19) extra flexible cable.

SPECIAL NOTE. (Annual inspection required - April 27, 1939) (Applies to serial Nos. below 2737)

Ascertain that the fuselage attachment lugs for the front cross tube support of the rear seat have been inspected for length of weld and proper location of the bolt hole in accordance with Airworthiness Maintenance Bulletin No. 9.

SPECIAL NOTE. (Annual inspection required - March 29, 1940, revised September 30, 1941) (Applies to serial Nos. 2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 to 4436, inclusive)

Ascertain that suitable safety device has been installed over the fire extinguisher retainer bracket in accordance with Airworthiness Maintenance Bulletin No. 23.

SPECIAL NOTE. (Annual inspection required - November 22, 1940)

Inspect the cabin pyralin roof for deterioration, embrittlement and adequate attachment to prevent this center section covering from blowing off in flight.

SPECIAL NOTE. (Annual inspection required - March 4, 1941) (Applies to all models except J3P)

Ascertain that an appropriate entry has been made in the log book, outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

S-2/075

The following NOTE which was deleted November 2, 1942, is now reinstated and shall be complied with.

INSPECTION NOTE. (March 14, 1939) (Applies to serial Nos. below 2704)
The tail brace wires (4) must be replaced every 250 hours unless (1) equipped with special longshank brass nipples enclosing all threads (8 required) which were offered to owners in Piper Service Bulletin No. 18, or (2) altered in accordance with C.A.A. Maintenance Bulletin No. 1.

The following NOTE was deleted July 10, 1943, since it is not longer applicable.

INSPECTION NOTE. (February 26, 1942)
Make a careful inspection of the engine mount for cracks in accordance with Piper Service Bulletin No. 51.

The following NOTES which were deleted July 10, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941) (Applies only to models J3C-65 and J3C-65S)
Replace the coil in airplanes equipped with Bendix-Scintilla SF4L-8, SF4I-9, SF4R-8 or SF4R-9 magnetos in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (February 5, 1941) (Applies only to airplanes equipped with Federal skis)
Federal SC-1 or SC-2 skis must be reinforced by the installation of a reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal Aircraft will supply material and instructions on request.

SPECIAL NOTE. (April 21, 1941) (Applies only to serial numbers 1999 to 6270, inclusive)
Install a 1/16 inch thick steel reinforcing plate at the intersection of the steel channels to which the right rear edge of the windshield attaches and the steel channel to which the hinges of the upper section of the cockpit enclosure attach, as specified in Piper Service Bulletin No. 35.

SPECIAL NOTE. (July 10, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)
Install the stainless steel oil filler cap spring (Continental Part No. 22060) on the following engines in accordance with Continental Service Bulletin No. 40-3:

Engine Model	Engine Serial No.
A-50 series	Up to No. 1332 (inclusive)
A-65 series	Up to No. 4304 (inclusive)

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

A. A. Vollmecke
Chief, Aircraft Engineering Division

JS:CP
5-21075

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-5, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	165	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	O(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-51S; M-31A; M-26; C-26, S, 62S Auto-Lite 18A-1	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,6,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector	3
	or Excello Model A42	4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23162

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

	Weight, lbs.
Starter	
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type GP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-4062E	5
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	575897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

17

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	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

22026

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
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

16

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thick-ness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
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	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

22 02 6

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"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

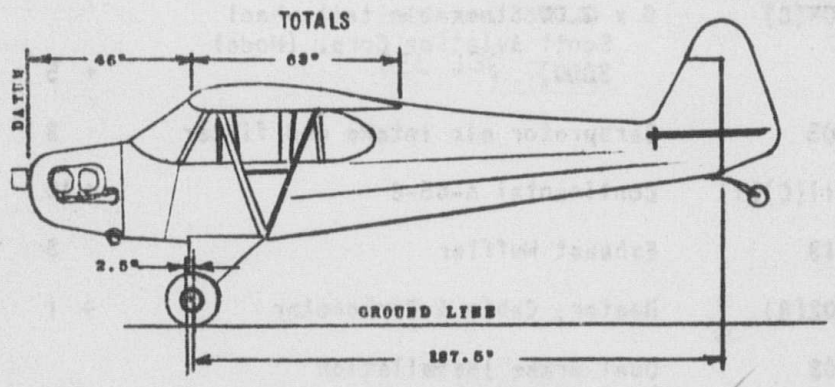
22026

ACTUAL WEIGHTS AND BALANCE
MODEL J3C

Serial No. 19049 ✓ NC Export

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	330		330 ✓
Right Wheel	333		333 ✓
Tail Post	64	13	51 ✓
TOTALS			714 ✓



C. G. Empty "As Weighed" is aft of Wheel C.L. = $\frac{187.5 \times 51}{714}$ = 13.4" ✓

Distance from Datum to Wheel C.L. = 46 + 2.5 = 48.5" ✓

C.G. Empty "As Weighed" if aft of Datum = 48.5 + 13.4 = 61.9" ✓

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	M-MOM.	WEIGHT	ARM	M-MOM.
Empty Weight "As Weighed"	714	61.9	44200 ✓	714 ✓	61.9	44200
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	984 ✓	57.7 ✓	56802 ✓	957 ✓	65.4 ✓	62516 ✓

Most Forward C.G. Location = 11.7" aft of Wing L.E. ✓

Approved Most Forward C.G. Limit = 10.6" aft of Wing L.E.

Most Rearward C.G. Location = 19.4" aft of Wing L.E.

Approved Most Rearward C.G. Limit = 22.7" aft of Wing L.E.

Approved By: J. C. Crowley Jr. ✓
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 8-7-46

Approved 8-14-46
Allen Wm CAA

612 250

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
[X]	101	Propeller: Sensenich 72CK-42 [redacted]		(-51)
[X]	305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+12	(+3)
[X]	304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
[X]	105	Carburetor air intake and filter	3	(-44)
[X]	311(C)(1)	Continental A-65-8	+10	(-39)
[X]	313	Exhaust Muffler	3	(-39)
[X]	302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
[X]	203	Dual Brake Installation		
[X]	205	Scott Aviation Corp. brake pressure unit Model B-711		
[X]		Compass - Airpath		

Piper J3 Cub Special

Rigging Procedure

RIGGING PROCEDURE: Raise the forward part of the airplane so that the wheels are just clear of the ground and support it by props under the front landing gear fittings. Raise the tail to approximate level flight position and support it there.

LEVELING: Level the airplane as follows:

Laterally: Using a level 30 inches long, place it across the center of the rear seat with the ends resting on the longerons. Due to the right upper longeron being 1/8 inch lower than the left, a 1/8 inch block is used under the right end of the level. Adjust the blocks under the landing gear fittings to bring the bubble to the center.

Longitudinally: Place the 30 inch level along the upper left longeron in the cockpit. Raise or lower the tail to bring the bubble to the center.

DIHEDRAL ANGLE: To check the dihedral angle at the front spar proceed as follows:

Stretch a string along the top of the wings above the front spar, from wing tip to wing tip, and draw it tight.

Check the dimension vertically from the front edge of the center section to the string. For correct dihedral this dimension should be 2-3/8 inches. On earlier models the dihedral dimension should be checked from the fuselage front spar fitting and the correct dimension should be 4-1/4 inches. Obtain this dimension by adjusting the front struts in or out.

To check for equal dihedral in each wing proceed as follows:

Using the 30 inch level (without any spacer blocks) hold it spanwise against the bottom of the wing under the front spar in the space between the jury struts and lift strut attachments. Note the position of the bubble and do the same on the other wing. Re-adjust the front struts until both wings show the same amount off-level, being careful with each adjustment to set the left strut out the same number of turns as the right one is set in, and vice versa.

WASH OUT: To adjust the wash out in the wings (dihedral of the rear spar) proceed as follows:

Set a 3/8 inch spacer block on top of the 30 inch level at one end. Working on the rib adjacent to the outer end of the aileron, hold the level fore and aft along the bottom of the rib with the spacer block at the rear and the front end of the location of the front spar. The correct wash out will exist when the bubble is centered. Adjust the rear struts in or out to obtain this condition.

TAIL ASSEMBLY: With the airplane in level position the stabilizers should be leveled at their rear spars. The hinge line should be straight from tip to tip.

Plumb the fin at the rudder hinges.

29 2413 6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

✓ Registration $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Joseph Albert Faust

Date of Application ..... OCTOBER 23, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
JOSEPH ALBERT FAUST	23 SPRING ST. AMHERST 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) ..... PRIVATE

Usual Station ..... AMHERST. N.S.

Date of manufacture or reconstruction ..... AUGUST 7, 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 PIPER AIRCRAFT CORP. LOCK HAVEN P.A.

Type 2 PLACE, TANDEM, CLOSED, MONOPLANE Maker's No. (SERIAL 19049) J3C-65

	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) N.A.

Weight equipped, but without load, fuel, or oil 714 lbs.

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

EQUIPMENT—(Give number and type).

1. Instruments ALTIMETER, TACHOMETER, AIRSPEED, COMPASS, ~~OIL PRES & TEMP.~~
2. Gauges OIL PRESSURE & TEMPERATURE
3. Lights —
4. Signals —
5. Fire Extinguishers ONE
6. Parachutes —
7. Tools —
8. Other Equipment —

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	A-65-8 CONTINENTAL			
Pusher or Tractor	TRACTOR			
Right or Left Hand	LEFT			
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 .....

Particulars accurate as corrected .....

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

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

.....

.....

Date .....

Signature .....

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

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

28

DATE.....October 23, 1946.....

BILL OF SALE

PROVINCE OF NOVA SCOTIA

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

JOSEPH ALBERT FAUST

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

Airplane	Piper Cub Special J3C-65
Serial #	19049
Engine	Continental A-65
Serial #	4819968

Signed.....D.B.Simmons.....

D.B.Simmons
R.R. #4, Box 29,
MONCTON? N.B.

TRANSPORT - TORONTO
AVIATION
OCT 25 1946
File.....

File Number 5008-D14-24

ORIGINAL ON FILE.....

COPY

FOR FILE..... 27 8 6-44

TOR:5008-D14-24

1 Montgomery Avenue, Toronto.
November 25th, 1946.

Mr. J.A. Faust,
23 Spring St.,
AMHERST, N.S.

Dear Sir:

Receipt is acknowledged of your application for Registration of Piper Aircraft CF-DNX, Serial No. 19049 recently purchased by you from Mr. D.B. Simmons with the following papers:

(a) Application forms.
(b) Bill of Sale.
(c) Fee of $5.00.

Receipt No.76459 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-DNX as a Private aircraft (landplane) on day visual flying until January 25th, 1947.

The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

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

DGJ/HT.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

38 2 8-45

TORONTO, November 25th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER CUB CF/DNX Serial No. 19049	5008-D14-24

TRANSPORT RECORDS
NOV 27 A.M. 1946
5008-D14-24
File

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

58885

1. Attached hereto are the following papers relating to the Registration of Piper Aircraft CF-DNX Serial No. 19049 recently purchased by Mr. J.A. Faust from Mr. D.B. Simmons.

(a) Application forms.
(b) Fee of $5.00 (See page 187 Cash Book, Receipt No. 76459)
(c) Bill of Sale
(d) Copy of letter of temporary authority.

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

4049 (R)
1496 (A)

DGJ/HT.

/BK

2462A
8-41 33

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4049

NATIONALITY AND REGISTRATION MARKS CF-DBX

1. Type and description	Piper J5-C6S
2. Name and address of constructor	Cub Aircraft Corporation, Ltd. Hamilton, Ont.
3. Constructor's serial number	19049
4. Name of owner	Joseph Albert Faust
5. Address of owner	23 Spring St., Amherst, N.S.
6. Nationality of owner	British
7. Usual station of aircraft	Amherst, N.S.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of 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-DBX and is of Canadian nationality.

Given at Ottawa this 31st day of December, 19 46.

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

Valid in Canada only. Issued in lieu of U.S. Dept. of Commerce Certificate of Airworthiness for Export #E-10195 and subject to the conditions contained therein.

Valid for day flying only.

32 2462 7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1496

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Faust,
2. Christian name Joseph Albert
3. Address 23 Spring St., Amherst, N.S.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DNX

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J5-C65 Constructor's No. 19049
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a,b,c,d & e~~ g
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 3"
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 ..... H.P. at ..... revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.
22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted: One Types: Sensenich No. ..... ; Pitch ..... Diameter ..... }

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	214 lbs.
	(b) Seaplane	..... lbs.
	(c) Skiplane	..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	..... lbs.
30. Weight of wireless apparatus	..... lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	255 lbs.
32. Maximum total weight authorized	..... lbs.
Landplane	1220 lbs.
Seaplane	..... lbs.
Skiplane	..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: One thousand three hundred and twenty pounds
    Seaplane .....
    Skiplane .....
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Nov. 26, 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 December, 19 46

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

31

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

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

Acrobatic Category

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

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

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

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

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

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

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

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

Fire Extinguisher

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

D.—Special equipment:

Safety belt for each occupant

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

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

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 10/47	

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

All modifications affecting airworthiness should be noted.

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

3 Y

5008-D14-24

REGISTERED

Ottawa, Feb. 3rd , 1947.

J.A. Faust, Esq.,
23 Spring St.,
Amherst, N.S.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4049 and Certificate of Airworthiness No. 1496 for your Piper J3C-65 aircraft CF-DNX , Serial No. 19049.

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.

Zy

PSH/JS

~~5802-17932~~
5008-D14-24

PA

35

Ottawa, April 29, 1947.

REGISTERED

Mr. Joseph Albert Faust,
23 Spring Street,
Amherst, N.S.

Dear Sir,

A report has been received to the effect that you, while holder of Private Air Pilot's Certificate No.5516 and as pilot of Cub J3 aircraft CF-BNX, admitted having carried passengers for remuneration and reward.

You are therefore informed that your Private Air Pilot's Certificate has been suspended for a period of sixty days, effective April 15, 1947, for infraction of Air Regulations 1938, with amendments to November 3, 1945, Part VIII, paragraphs 16 and 18.

Yours truly,

PM

C.F.

(S. Graham),
Superintendent, Air Regulations.

MONCTON

P

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

4(2) 6-46

Room 422, Dom. Govt. Bldg.,
Moncton, N.B. (PLACE) September 2, 1947. (DATE)

YOUR FILE	SUBJECT	OUR FILE
	Accident to Piper Cub J3 - CF-DNX	5008-D 14-24

TRANSPORT-RECORDS
SEP 5 A.M.
File 5008-D14-24

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

A18039

1. We attach hereto report of Tantramar Air Services, who were requested by the aircraft owner to inspect the wreckage, and a report from Mr. J.A. Faust, the owner-pilot.

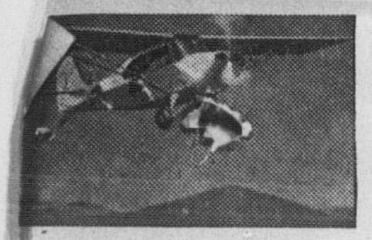
2. We have examined the broken cable, and are satisfied that it is of no value as evidence in this case.

3. We understand from Mr. Faust that he intends writing off this aircraft, and we are, today, requesting the return of the certificates.

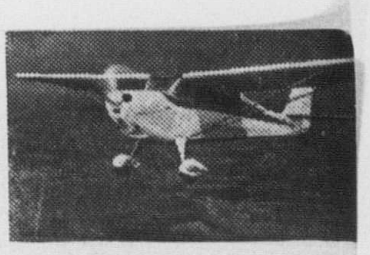
4. Submitted for your information and record, please.

L. Knight,
for District Inspector, Air Regulations.

Encl.2.
LK/H



TANTRAMAR AIR SERVICES



AERONCA SALES & SERVICE
PHONE 2005 - BOX 404

"CHAMPION" "CHIEF"

SERVICES:

Flying Instruction
Charter Flights
Aerial Photography
Passenger Hops

JOHN A. MacNEIL, Managing Director WALTON A. ALLEN, Chief Flying Instructor
MEMBER—MARITIME AVIATION ASSOCIATION

39

AMHERST, N. S. August 19, 1947.

Mr L. Knight,
Dist. Insp. Air Regulations,
Domn. Public Bldg.,
Moncton,
N.B.

Dear Sir:

Re- Flying Accident, Piper Cub J3, Regis. CF-DNX.

On Sunday evening August 17th, 1947; at approximately 7:30, a Piper Cub J3 aircraft flown by Mr J.A. Faust of 23 Spring St., Amherst, Nova Scotia; crashed into a thicket of trees at Little Shemegue, Westmorland Co., New Brunswick. The pilot was alone in the aircraft at the time, and was not injured in any way.

The aircraft in service terminology would be considered an "A" crash. It is a constructive total loss. Both wings and the fuselage are bent in several places as well as broken in spots. The engine will need a Major Overhaul and several major components replaced, such as magnetos, top section of Carb., exhaust stacks and possibly a crank shaft to name a few of the major items. The undercarriage and tail control surfaces are about the only sections that came out unscathed.

Mr L. Routledge, A and C Engineer, A2333; investigated the mechanical condition of the aircraft and found that the port rudder cable had broken out of the swedge. However, he feels that it would not be possible for this to happen in the air, and from the evidence at hand, stated that it must have happened at the time of the accident. All other controls were working normally.

The pilot stated that the engine was working perfectly at the time, but that the controls were a bit sloppy, then his left wing dropped. He was not flying very high and consequently did not regain control. Our theory is that, right rudder and a little forward stick would have regained control for him. The controls he needed were working and the loss of the port rudder cable in the air, would make no difference under the circumstances.

There were no other mechanical defects, except those caused by the crash.

38

Re-Flying Accident of Cub CF-DNX.

We have taken photographs of the crash including the cable etc. These photos have not been developed as yet. If there is any necessity of a further investigation, these photos will be on hand for your perusal.

In the meantime we have advised against dismantling the aircraft in case further investigation of this cable was necessary.

We haveconcluded that the cause of the accident, was due to an error in judgement of the pilot, under the calm conditions in which he was flying, rather than failure of this cable to which he, at first, attributed his accident.

The flying leading up to this accident, can be more clearly outlined if necessity arises.

The aircraft is now resting in the hangar at the Amherst Airport.

Yours very truly,

John A. MacNeil.

John A. MacNeil, C2662.

L. Routledge.

L. Routledge, A2333.

JAM/JAM.

52 CHURCH

PHONE 2314

J. A. FAUST

MANUFACTURER OF

RECORD PLAYERS AND AMPLIFIERS

37

Mr F. L. Knight.
Inspector Air reg.
Dept of Transport.
Moncton. N. B.

AMHERST. N. S. August 21st 1947

Dear Sir;

report of crash. on August 17th.

On August 17th I was flying solo with aircraft. CF-DNX. at Little Shemogue, time about. 7.45 hrs.

I made a circuit for landing over a grass field, on the second circuit. I decided not to use the field for landing, at the beginning of that field at about 15 ft above the ground the airspeed was about 47 M.P.H. I opened up the trottle and was flying at some altitude for a distance of about. 350 to 400 ft. and then start climbing in a straight course, at altitude of about 125 or 150 ft. everything was normal feeling of the control also normal. and then suddenly the left wing started to go down. I give right stick and then right rudder.

52 CHURCH ST.

PHONE 2314

J. A. FAUST

MANUFACTURER OF

RECORD PLAYERS AND AMPLIFIERS

AMHERST, N. S.

36

Without result. Then I moved the a/c. down. and kept applying right stick & rudder. but the left wing kept going down. and the a/c. seems to travel in a spiral dive or sideway.

When. a/c. was about 50 ft off the ground I rapidly applied backward pressure on sticks until it was all the way back. but did not resume any response from aircraft.

Just before the crash. I close the throttle and at that time the R.P.M. was showing between 23 and 2400

I do not recall what the airspeed was registering before the crash. I believe that the crash. at about 75 M.P.H.

The engine and controls had been checked. on July 20th - time on a/c. as from that date. 16 20 hrs.

the broken cable is following by registered letter.

Yours truly

J a Faust. Amherst. N.S.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

64 2 6-46

Room 422, Dom. Govt. Bldg.,
Moncton, N.B. September 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3- CF-DNX	5008-D 14-24

TRANSPORT-RECORDS
SEP 20 A.M.
File 5008 D14-24

REGISTERED

A19963

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

1. Further to our letter of September 2, 1947, we wish to advise that the subject noted aircraft is to be written off, and in this connection we attach hereto Certificate of Registration No. 4049 and Certificate of Airworthiness No. 1496, for cancellation.

L. Knight,
for District Inspector, Air Regulations.

Encl.2.
LK/H

ENTERED
IN ACCIDENT
RECORDS

/SEK

2462A
8-41

43

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4049

NATIONALITY AND REGISTRATION MARKS CF-DNX

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation, Ltd. Hamilton, Ont.
3. Constructor's serial number	19049
4. Name of owner	Joseph Albert Faust
5. Address of owner	23 Spring St., Amherst, N.S.
6. Nationality of owner	British
7. Usual station of aircraft	Amherst, N.S.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of 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-DNX and is of Canadian nationality.

Given at Ottawa this 31st day of December, 1946.

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

Valid in Canada only. Issued in lieu of U.S. Dept. of Commerce Certificate of Airworthiness for Export #E-10195 and subject to the conditions contained therein.

Valid for day flying only.

2462
7-45

42

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1496

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Faust
2. Christian name Joseph Albert
3. Address 23 Spring St., Amherst, N.S.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DNX

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 19049
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c~~, d ~~& e~~ S.
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 3"
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 ..... H.P. at ..... revolutions per minute. (International number of revolutions)
    (b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

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

22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....
24. Airscrews — Number fitted: One Types: Sensenich No. .....
    Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	214 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	255 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: One thousand three hundred and twenty pounds
    Seaplane .....
    Skiplane .....
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated Nov. 25, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 31st day of December, 19 46

T. W. S. Adams

Superintendent, Air Regulations.

MIM/ZC/LEM

41

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

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

Acrobatic Category

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

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

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

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

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

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

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

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

Fire Extinguisher

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

D.—Special equipment:

Safety belt for each occupant

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

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

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 10/47	T.P.S. Epps

JOURNEY and AIRCRAFT

LOG BOOK

Price, $1.75

AIRCRAFT

1. Nationality CANADIAN 2. Registration marks CF-DNX
3. Certificate of Airworthiness No. 1496 dated 25TH NOVEMBER 1946
4. Certificate of Registration No. 4049 dated 25TH NOVEMBER 1946
5. Classification of Aircraft (Category, Subdivision) PRIVATE 6. Station AMHERST, NOVA SCOTIA
7. Owner JOSEPH ALBERT FAUST 8. Address 23 SPRING STREET AMHERST NOVA SCOTIA 9. Nationality CANADIAN

DESCRIPTION OF THE AIRCRAFT

10. Builder CUB AIRCRAFT CORPORATION LTD. 11. Type of aircraft PIPER J3-C65 12. Series No. 19049
13. Maximum span (flying position) 35' 2½" 14. Maximum length (flying position) 22' 3"
15. Total height 6'8" 16. Lifting surface

17. Maximum total weight authorized	Landplane 1220 lbs.	18. Weight empty	Landplane 714 lbs.	19. Pay load (with crew and full tanks)	Landplane 255 lbs.
	Seaplane lbs.		Seaplane lbs.		Seaplane lbs.
	Skiplane lbs.		Skiplane lbs.		Skiplane lbs.

20. Compulsory crew ONE 21. Maximum number of persons to be carried (including crew) TWO
22. Fuel 23. Capacity of fuel tanks TEN GALS. 24. Oil ONE GAL.
25. Flying hours at normal power (pts. per B.H.P. hour)
26. Marks and types of engines CONTINENTAL A65-8 27. Normal revolutions 2150 28. Normal horse power 50
29. Aircrews SENSENICH 30. Apparatus for landing by land or sea LAND
31. Licence for wireless apparatus issued (date) — 32. Number — 33. Type of wireless apparatus —

Done at Ottawa day of FEBRUARY 1948

34. Superintendent Air Regulations

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

FILE No. 5008 - D15 - 4

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946
TO

VOL. 1

5008 - D15 - 4

SUBJECT: AIRCRAFT - INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT:

FILE TITLE: CF - DOD - PIPER J3C-65.

CROSS REFERENCES

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 10 1946	21604	S.A.L.		GJ	SEP 10 1946
SEP 11 1946	21855, 21856	S.A.L.		GJ	SEP 14 1946
OCT 1 1946	24949	S.A.L.	~~28.10.46~~	GJ	OCT 2 1946
OCT 26 1946	BF 28-10-46	SAR	~~18.12.46~~	GJ	DEC 3 1946
DEC 20 1946 MAR 4 1947	BF Dec 18	SAR		[illegible]	MAR 6
		CAI (1)		[illegible]	FEB 19 1947
FEB 18		Treas (2)		[illegible] FEB 17	MAR 6
OCT 28 1950	23128	CAR		[illegible] NOV 3 - 1950	
NOV 3 - 1950	23128	Mr. Walker		[illegible] NOV 10 1950	
	Mr. Fuhle —	CAR.		[illegible] NOV 10 1950	

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

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 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

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

SEPTEMBER 7th 19 46

TRANSPORT-RECORDS
SEP 10 A.M.
File 5008 D15-4

To CUB AIRCRAFT CORPORATION LIMITED
HAMILTON, ONTARIOL

T 488 THIS WIRE AUTHORITY FOR PAUL MACDUFF TO OPERATE PIPER CUB J-3 CHARLIE FOX DASH DOG OBOE DOG AS A COMMERCIAL LANDPLANE UNTIL OCTOBER 6th/46 PENDING ISSUE OF FORMAL CERTIFICATES.

A21604

CIVIL AVIATION.

Noted
esd
LWM

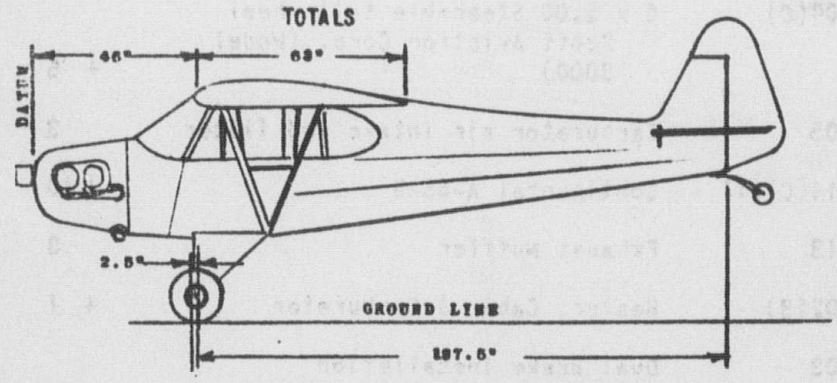
ACTUAL WEIGHTS AND BALANCE
MODEL J3C

2

Serial No. 19207 NC Export

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	323		323
Right Wheel	330		330
Tail Post	65	13	52
TOTALS			705



C. G. Empty "As Weighed" is aft of Wheel C.L. = $\frac{187.5 \times 52}{705}$ = 13.8"

Distance from Datum to Wheel C.L. = 46 + 2.5 = 48.5"

C.G. Empty "As Weighed" if aft of Datum = 48.5 + 13.8 = 62.3"

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	H-MOM.	WEIGHT	ARM	H-MOM.
Empty Weight "As Weighed"	705	62.3	43900	705	62.3	43900
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	975	58.0	56502	948	65.5	62215

Most Forward C.G. Location = 12.0" aft of Wing L.E.

Approved Most Forward C.G. Limit = 10.6" aft of Wing L.E.

Most Rearward C.G. Location = 19.6" aft of Wing L.E.

Approved Most Rearward C.G. Limit = 22.7" aft of Wing L.E.

Approved By: R. C. Crowle
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 8-15-46

412 25D

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
[X]	101	Propeller: Sensenich 72C-42		(-51)
[X]	305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+ 12	(+3)
[X]	304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
[X]	105	Carburetor air intake and filter	3	(-44)
[X]	311(C)(1)	Continental A-65-8	+10	(-39)
[X]	313	Exhaust Muffler	3	(-39)
[X]	302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
[X]	203	Dual Brake Installation		
[X]	205	Scott Aviation Corp. brake pressure unit Model B-711		
[X]		Compass - Airpath		

MEWBURN & McHAFFIE

B. 1
0,000-9-45

Port of HAMILTON, ONT. Aug. 26 1946
Arriving per AIR
Imported by Cub Aircraft Corp. Ltd
Goods Exported to Canada Direct from USA
Via
(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

Report No.
Entry No. Outport Port 1192

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.
		1 Piper Cub Special Model J3C-65 serial 19207 Aircraft not including engines under regulations prescribed by the Minister		1268.53	1265.	20	253.	60	1518.				121.	28			4
		Engine for the equipment of aircraft No. 4852468		391.95	390.	17½	68.	60	461.				36.	88			4
				1654.48	1655.		321.	20					158.	16			
		Pipor Aug. 19															

SUBJECT TO AMENDMENT

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 ..... Amount .....

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. 3753
which has been checked by me against this entry is registered in the name of the importer.

CUSTOMS-EXCISE CLERK

Received at Canada Customs and Excise Office DUTY PAID AUG 26 1946 Hamilton, Ont.

National Revenue, Canada CUSTOMS and EXCISE AUG 26 1946 Computing Clerk HAMILTON, ONT.

INITIALS

DUTY	321 2
W.E. TAX	
SALES TAX	158 1
EXCISE TAX	
TOTAL	479

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
385 MADISON AVENUE
NEW YORK 17, N. Y.

FOREIGN AIRCRAFT PERMIT

Issued to: MARY HOUTZ (Name), Clearfield Dormitory LOCK HAVEN (Address), PENNSYLVANIA (State or Country) Date issued August 23, 1946

Permission is hereby granted for the flight of the CANADIAN (Nationality) registered aircraft described below, over United States territory, enroute from LOCK HAVEN, PA. to BUFFALO, N.Y., premised upon the following express terms and conditions:

1. Purpose. DELIVERY OF AIRPLANE TO BORDER (delivery, tourist, etc.)
2. Aircraft. Make PIPER, model J3C-65, manufacturer's serial number 19207, Nationality U.S.A., identification mark CF-DOD, owned by CUB AIRCRAFT CORPORATION, LTD. Address HAMILTON, ONTARIO Country CANADA
3. Crew. Pilot: Full name MARY HOUTZ Citizenship U.S.A., holder of U.S.A. (Nationality), PRIVATE (Type), pilot certificate No. 118 Temporary (Identify)
4. Passengers. NONE (Non-revenue, indicate names)
5. Cargo. NONE (Indicate type). No cargo shall be carried for hire.
6. Radio equipment. NONE (Indicate)
7. Flight in the United States chall be made in accordance with applicable sections of the Civil Air Regulations, including Part 60, Air Traffic Rules, limited as follows: "HOURS OF DAYLIGHT" - "CONTACT" (Example - "hours of daylight", "contact", etc.) shall be conducted along civil airways and shall be performed in accordance with the AIR TRAFFIC (Indicate) rules of the Civil Air Regulations, Section 60.
8. Compliance shall be made with applicable entry and clearance regulations.
9. Expiration. Unless sooner suspended or revoked by the Administrator of Civil Aeronautics, this permit shall remain in force until AUGUST 28, 1946 (date).

This permit shall be carried on board aircraft in custody of pilot in command at all times during flight over United States territory.

Allen Weiss
Allen Weiss
(Inspector's Name)

Aircraft Factory Inspector
(Title and Service)
Civil Aeronautics Administration
Mfg. Insp. Div., A & C Branch

Form ACA 306
(Rev. 2-1-42)

CERTIFICATE No. 7

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is hereby made for a CERTIFICATE OF AIRWORTHINESS FOR EXPORT.

1. Name of applicant Piper Aircraft Corporation
(Print or type name)
Address Lock Haven, Pennsylvania

2. For export to Canada
(Name of country)

3. Foreign purchaser Cub Aircraft Corporation, Ltd.
(Print or type name)
Address Hamilton, Ontario, Canada

DESCRIPTION OF AIRCRAFT, COMPONENT, OR ACCESSORY

4. Name of manufacturer and model designation Piper Aircraft Corporation-J3C-65

5. Type of component or accessory Complete Airplane
(Complete wing, fuselage, stabilizer, etc.)

6. Manufacturer's serial No. 19207

7. Manufactured under Production Certificate No. 7, in conformity with Type Certificate No. 691

8. Date of construction August 14, 1946 9. Date reconstructed

10. Identification mark assigned aircraft CF-DOD

11. ENGINES

MANUFACTURER	MODEL	SPEC. NO.	SERIAL NO.	HP
Continental Motors Corporation	A-65-8 F	205	4852468	65

12. PROPELLER

MANUFACTURER	TYPE (Fixed, adjustable, controllable)	MATERIAL	HUBS—SPEC. NO.		BLADES—SPEC. NO.	
			Model	Serial No.	Model	Serial No.
Sensenich	Fixed	Wood	72CK42M	K-1659		

This application should be submitted to the local Civil Aeronautics Inspector when the aircraft or component is presented for inspection

[OVER]

16—9408-1

13. The aircraft shall be flight tested immediately prior to inspection for export.

State date of such flight test August 14, 1946 During such test, did the controls, engine, and all instruments function properly? Yes

I CERTIFY that the foregoing statements are true.

Date August 20, 1946

Signature of owner(s) Piper Aircraft Corporation

Virginia Hungiville

Virginia Hungiville, Sales Office Mgr.
(Title)

THE FOLLOWING INFORMATION SHALL BE FURNISHED

14. A weight and balance report, in duplicate, showing the empty weight of the aircraft as equipped, the weight of each removable item of equipment included therein, and the location of the center of gravity of the empty aircraft. The report should be signed by the applicant or a responsible representative of the applicant and approved by the inspector.

15. A loading schedule, in duplicate, in the case of aircraft for which such a schedule is required by the Administration.

16. Rigging information, in duplicate, where it is possible to rig wings in the field.

REMARKS

IMPORTANT

An aircraft shall be inspected and the weight empty as equipped, in level flying position, determined, and a component or accessory shall be inspected and suitably identified by an inspector of the Civil Aeronautics Administration prior to export.

Only complete aircraft or aircraft units having type approvals in themselves or major assemblies of aircraft structural parts are eligible for a certificate of airworthiness for export.

Items in this class include complete aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, landing flares, safety belts, or a complete wing, tail surface, aileron or fuselage.

NOTE.—Special import requirements of Australia, Canada, Great Britain, and New Zealand may be obtained from the local Civil Aeronautics Inspector, or Washington.

U. S. GOVERNMENT PRINTING OFFICE 16—9408-1

6

AFFIDAVIT

This is to certify that Piper Cub, Model J3C-65 Serial Number 19207, has been test flown at our factory this 14th day of August, 1946, and that the controls, engine and all instruments functioned satisfactorily.

PIPER AIRCRAFT CORPORATION

.....

Test Pilot
License (.....)

State of Pennsylvania

County of Clinton

Subscribed and sworn to before me this 20th day of August 1946.

.....
Notary Public

My Commission Expires January 2, 1949

Form ACA-927
(Rev. 8-1-46)

7

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Piper Aircraft Corporation (Manufacturer), certify that the aircraft Piper (Make), J3C-65 (Model), 19207 (Serial number), has been manufactured, under Production Certificate No. 7,* in conformity with the data forming the basis for Type Certificate No. 691 and any revision or modification thereof approved by the Administration as of August 20, 1946 (Date), with the exception of the following deviations: None

DATE August 20, 1946

W. C. Jamouneau (Signature)

W. C. Jamouneau, Chief Engineer
(Title)

*Delete this phrase if not applicable.

8

DATE August 27, 1946.

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto

Mr. Paul MacDuff, Upton, Bagot Quebec

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

Airplane	CF-DOD
Serial #	19207
Engine	Continental A65-8F
Engine Serial #	4652468

CUB AIRCRAFT CORPORATION LIMITED

Signed .....

Form ACA-502
(Rev. Feb. 1946)

DEPARTMENT OF COMMERCE
Civil Aeronautics Administration

9

BILL OF SALE

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

MANUFACTURER OF AIRCRAFT: Piper — MANUFACTURER'S SERIAL NO.: 19207
MODEL: J3C-65 — C.A.A. IDENTIFICATION MARK: CF-DOD

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

None (Mortgage, mechanic's lien, etc.) in the sum of $ --, in favor of
--
whose address is
--

For and in consideration of the sum of $2195.00 dollars, Piper Aircraft Corporation (Seller), the undersigned, whose address is Lock Haven, Pennsylvania, does this 20th day of August, 19 46, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto (Purchaser)

Cub Aircraft Corporation, Ltd.
Hamilton, Ontario, Canada

whose address is _____, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, I have set my hand and seal this 20 day of August, 19 46

PIPER AIRCRAFT CORPORATION
W. B. St. John (Seller's signature) [SEAL]
Walton Parker St. John
Sales Manager

ACKNOWLEDGMENT

STATE OF Pennsylvania
COUNTY OF Clinton } ss:
(INDIVIDUAL OR PARTNER)

On this ____ day of _____, 19____, before me personally appeared the above-named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed.

(CORPORATION)
On this 20th day of August, 19 46, before me appeared Walton Barker St. John, to me personally known, who, being by me duly sworn, says that he is the Sales Manager of the Piper Aircraft corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said Walton Barker St. John 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.

Virginia Hungerville
Notary Public.

My commission expires January 2, 19 49
[SEAL]

21668

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10343

Certificate of Airworthiness
(FOR EXPORT)

This certifies that the aircraft specified below and more particularly described in the accompanying specifications has been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

Weight and Balance Report and Equipment List are attached and made part of the certificate.

Rigging Instructions are attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-42.

Actual empty weight: 705 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	PIPER AIRCRAFT CORPORATION - AUGUST 14, 1946
Type	LAND MONOPLANE
Model	PIPER J3C-65
Serial No.	19207
Date	AUGUST 23, 1946

Charles F. Dycer

Charles F. Dycer, Director
Aircraft & Components Service

CF-DOD

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-691-5
PIPER
J3C-40
J3C-50
J3C-50S
J3C-65 (Army L-4, L-4A, L-4B, L-4H, L-4J; Navy NE-1)
J3C-65S

March 13, 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: Piper Aircraft Corporation, Lock Haven, Pennsylvania

I - Model J3C-40 2 PCLM Approved July 14, 1938

Engine	Continental A-40-4 (See Item 311A)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 2575 rpm (40 hp)
Airspeed limits	Level flight or climb 85 mph True Ind. Glide or dive 115 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1025 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-39)
Control surface movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101,102,103 and 104 (b).

II - Model J3C-50 2 PCLM Approved July 14, 1938

(Same as Model J3C-40 except engine installation)

Engine	Continental A-50-1 (See Item 311B)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	Maximum permissible diameter 81 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1100 lbs.
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal.(-29)
Control surface	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40
Required equipment	Items 101, 103 and 104(a)

III - Model J3C-50S 2 PCSM Approved July 14, 1938

(Same as J3C-50 except landing gear)

Engine	Continental A-50-1 (See Item 311B)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	With Edo floats: Maximum permissible diameter 76 in. With McKinley floats: Static rpm at maximum permissible throttle setting - not more than 1850; not less than 1775 Diameter - not more than 83 in.; not less than 73 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats) (+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats.
Maximum weight	1160 lbs. (With Edo floats) 1130 lbs. (With McKinley floats)
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.5°up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101, 104(a) and 151.

IV - Model J3C-65(Army L-4, L-4A, L-4B (Navy NE-1), L-4B, L-4H, L-4J - See NOTE 5)2 PCLM Approved July 6, 1939

(Same as J3C-40 except engine installation)

Engine	Continental A-65-1 (See Item 311C)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	Take-off and climb, 2350 rpm (65 hp) All other operations, 2150 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind. Glide or dive 122 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting - not more than 2250 (See NOTE 7) (1) With A-65-1 engine - not less than 2050 (2) With optional engines (Item 311C) - not less than 2000 Diameter - not more than 81 in.; not less than 69.7 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+22.7)(36.0% MAC)
Empty weight C.G. range	(+85) to (+20.3)(See NOTE 10)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling Means	Level top longeron between front and rear seats
Maximum weight	1100 lbs. (See NOTE 4)
No. seats	2 (one at (+9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface Movements	Elevators 34° up 29° down Rudder 30° left 30° right Aileron 18° up 18° down Stabilizer 2.500up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40
Required equipment	Items 101, 102, 103 and 104(a)

22017

V - Model J3C-65S 2 PCSM Approved May 27, 1940

(Same as J3C-65 except landing gear)	
Engine	Continental A-65-1 (See Item 311C)
Fuel	73 min. octane (CFR) aviation gasoline
Engine limits	Take-off and climb 2350 rpm (65 hp)
	All other operations 2150 rpm (50 hp)
Airspeed limits	Level flight or climb 90 mph True Ind.
	Glide or dive 122 mph True Ind.
Propeller limits	Static rpm at maximum permissible throttle setting
	A. With Edo floats
	(1) With A-65-1 engine - not more than 2250; not less than 2050
	(2) With optional engines (311C) - not more than 2200; not less than 2000
	B. With McKinley floats
	(1) With A-65-1 engine - not more than 2250; not less than 2150
	(2) With optional engines (311C) - not more than 2200; not less than 2100
	C. With Wollam floats
	(1) With any engine of item 311C - not more than 2250; not less than 2150
	D. With Heath floats
	(1) With A-65-1 engine or any engine of item 311C - not more than 2250; not less than 2150
	Diameter - with Edo and McKinley floats - not more than 76 in.; not less than 69.7 in.
	Diameter - with Wollam and Heath floats - not more than 72 in.; not less than 70 in.
C.G. range (See NOTE 3)	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Edo floats)
	(+13.7)(21.7% MAC) to (+19.7)(31.3% MAC) (With McKinley floats)
	(+10.6)(16.8% MAC) to (+19.7)(31.3% MAC) (With Wollam floats)
	(+10.2)(16.2% MAC) to (+17.1)(27.1% MAC) (With Heath floats)
Datum	Wing leading edge
MAC	63 in. L.E. MAC (0)
Leveling means	Level top longeron between front and rear seats
Maximum weight	1160 lbs. (With McKinley floats)
	1200 lbs. (With Edo, Wollam, or Heath floats)
No. seats	2 (one at +9 and one at +36)
Baggage	20 lbs. maximum (+49)
Fuel capacity	12 gals. (-18)
Oil capacity	1 gal. (-29)
Control surface movements	Elevators 34° up 29° down
	Rudder 30° left 30° right
	Aileron 18° up 18° down
	Stabilizer 2.5° up 4° down
Serial Nos. eligible	2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up, 2356-A, 2357-A and up, and 8277-1 through 8277-40.
Required equipment	Items 101, 104(a) and 151.

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 691
Production basis	Production Certificate No. 7
Export eligibility	Eligible for export as follows subject to inspection for equipment specified in Chapter XII of Inspection Handbook:
	(a) Canada - Landplane
	Skiplane - not eligible. However, structure complies with Canadian requirements for ski installation with item 310(a), or equivalent skis, installed. (Maximum ski height 8-1/2 in., maximum overhang 3-7/16 in. to outer face of brake plate.)
	Seaplane
	(b) Australia - Landplane provided rear spars are reinforced in accordance with Dwg. J3-A140
	Seaplane - not eligible
	(c) Great Britain - Landplane and seaplane provided rear spars are reinforced in accordance with Dwg. J3-A140.
	(d) All other countries except New Zealand

Equipment:
Items included in required lists under specifications pertinent to individual models may not be removed unless replaced by approved equivalent item.
The effect upon balance of all equipment changes must be computed and the aircraft operation record revised accordingly.
Values in inches shown in parehthesis after each item represent horizontal arms to the C.G. of the item measured minus (-) ahead and plus (+) to the rear of the datum.
A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Propellers and Propeller Accessories		
1. Propeller - Beech (Hoby) R-002 with R-002-205 blades for J3C-65 (L-4J-- See NOTE 5) and J3C-65S)	**+15 lbs.**	**(-51)**
A. Pitch setting at 27 in. sta., Low 13°, High 18.5° (with Items 311C (1),(2) or (3)).		
B. Pitch setting at 27 in. sta., Low 9.5°, High 16.5° (with Item 311C (4))		
101. Propeller - wood (fixed or adjustable pitch)		
Engines and Engine Accessories - Fuel and Oil System		
104. Carburetor air heater	2 lbs.	(-39)
(a) D78C (for J3C-50, J3C-50S, J3C-65, and J3C-65S)	2 lbs.	(-39)
(b) J2-A902 (for J3C-40)		
105. Carburetor air intake and filter (Continental A-5810) (for J3C-65, -65S, L-4 Series)	3 lbs.	(-44)
106. Carburetor air scoop and air filter (Skinner Purifiers, Inc. Model S-300-A scoop and F-300 filter)(for J3C-65, J3C-65S and L-4 Series)	+3 lbs.	(-43)
	11 lbs.	(-33)
107. Starter and controls - McDowell Mfg. Co. (Installation Dwg. No. 26)		
302. Heaters	+1 lb.	(-39)
(a) Carburetor air, model D723C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)		
(b) Cabin and carburetor, model D743-C (for J3C-50, J3C-50S, J3C-65 and J3C-65S)	+1 lb.	(-39)
(c) Cabin and carburetor, model J2-A929 (for J3C-40)	+1 lb.	(-39)
	-3 lbs.	(-18)
308. Alternate fuel tank (9 gal.)		(-39)
311. Engines (Continental (See Engine Specifications Nos. 72, 180, and 205)		
A. Model J3C-40	+12 lbs.	
(1) A-40-5		
B. Model J3C-50 and J3C-50S	+6 lbs.	
(1) A-50-2	+10 lbs.	
(2) A-50-3 or A-50-8	+3 lbs.	
(3) A-50-4	+13 lbs.	
(4) A-50-5 or A-50-9	+16 lbs.	
(5) A-50-6	No weight change	
(6) A-50-7		
C. Model J3C-65	+10 lbs.	
(1) A-65-3 or A-65-8		
Engine limits		
Take-off and climb, 2300 rpm (65 hp)		
All other operations, 2100 rpm (50 hp)	+13 lbs.	
(2) A-65-6 or A-65-9		
Engine limits - Same as (1)	No weight change	
(3) A-65-7		
(4) A-65-14 (with fixed pitch propeller)		
Engine limits - Take-off and climb, 65 hp, 2300 rpm		
All other operations, 50 hp, 2100 rpm		
312. Revised engine mount (Dwg. D7112-C, change E) for engines incorporating integral rubber bushings	**No weight change**	
313. Muffler and heater installation	**+3 lbs.**	**(-39)**
Landing Gear and Floats		
102. 8.00-4 wheels (Hayes 840) with tires	20 lbs.	(+3)
103. Tail skid	4 lbs.	(+190)
151. Edo 54-1140 floats with water rudder (147 lbs.)	+106 lbs.	(+18)
201. McKinley Pneumatic PF-2 floats (118 lbs.)	+77 lbs.	
Placard float inflation pressure		
Minimum operating internal pressure	1.25 p.s.i.	
Maximum operating internal pressure	1.75 p.s.i.	
Recommended operating internal pressure	1.50 p.s.i.	
203. Dual brake installation (Drawing D4101-C)		

Landing Gear and Floats (Continued)			
204.	Heath model 1460A Float Installation (J3C-65S only) (166 lbs.) Bungee must be installed in the elevator control system per Piper Drawing No. 80352	+ 121 lbs.	(+14)
205.	Scott Aviation Corporation Model B-711 brake pressure unit	Neglect weight change	
206.	Edo 60-1320 floats with water rudders (171 lbs.) (Maximum seaplane weight 1200 lbs.)	+ 130 lbs.	(+17)
207.	Scott model 4200-B1 hydraulic parking brake valve (See Scott Bulletin No. 1-116, Parking Brake Installation Instructions)	Neglect weight change	
304.	(a) 6x2.00 steerable tail wheel - Aircraft Associates	+3 lbs.	(+197)
	(b) 6x2.00 steerable tail wheel - Scott Aviation Co. (Model CST-12)	+3 lbs.	(+197)
	(c) 6x2.00 steerable tail wheel - Scott Aviation Corporation (Model 3-21)	+5 lbs.	(+197)
305.	Wheels		
	(a) 18x8-3 (Goodyear 3LNBM) with tires	-2 lbs.	(+3)
	(b) 7.00-4 (Shinn 2A or 2AV) with tires	-1 lb.	(+3)
	(c) 8.00-4 (Hayes 841) with tires and Expander Tube brakes	+12 lbs.	(+3)
307.	Wheel Streamlines	6 lbs.	(+3)
310.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum ground clearance. The maximum standard weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less)	Use actual weight change	
	(a) Piper S-1000 (Maximum 1200 lbs.)		
	(b) Fairbanks MF-5 (Maximum 1310 lbs.)		
	(c) Federal SA-1 (Maximum 1200 lbs.)		
	(d) Federal SC-1 (Maximum 1400 lbs.)		
	(e) Aviation Service B (Maximum 1100 lbs.)		
	(f) Air Transport 1220-480 (Maximum 1220 lbs.)		
	(g) Air Transport 1460-580 (Maximum 1460 lbs.)		
	(h) Marston MFS-1600 (Maximum 1600 lbs.)		
	(i) Heath 655 (Maximum 1310 lbs.)		
	(j) Heath 725 (Maximum 1450 lbs.)		
	(k) Air Transport 1224-580-1 (Maximum 1220 lbs.)		
	(l) Marston MFS-1200 (Maximum 1200 lbs.)		
	(m) Wollam W-1650 (Maximum 1650 lbs.)		
	(n) Heath 725A (Maximum 1450 lbs.)		
	(o) Federal SKT-1 (Maximum 1400 lbs.)		
	(p) Federal SA-2 (Maximum 1400 lbs.)		
	(q) Federal SC-2 (Maximum 1650 lbs.)		
	(r) Washington Aircraft 1200 (Maximum 1200 lbs.)		
315.	Wollam model 1200 plywood float installation (J3C-65S only) (182 lbs.) Bungee must be installed in the elevator control system per Piper Drawing C-85	+137 lbs.	(+16)
Electrical and Radio Equipment			
202.	Radio equipment		
	(a) On ceiling of cabin	7 lbs.	(+26)
	(b) On rear shelf	15 lbs.	(+70)
	(c) Antenna	4 lbs.	(+46)
	(d) On ceiling of cabin	13 lbs.	(+21)
	(e) Power supply unit	9 lbs.	(-7)
303.	Batteries (a) (Exide 3AC-7)	10 lbs.	(-19)
	(b) (Willard SYR-7-3)	10 lbs.	(-19)
	(c) (Reading 3-BRL-6)	8 lbs.	(+41)
	(d) (Reading 324 LD (with box))	16 lbs.	(-19)
314.	Generator installations (wind driven)		
	(a) General Armature AG-40	11 lbs.	(+3)
Interior Equipment			
301.	Parachutes (a) Front	20 lbs.	(+9)
	(b) Rear	20 lbs.	(+36)
401.	Cabin heater installation - surface combustion model AAV-15N-12 (L-4A and L-4B only)	10 lbs.	(+53)
402.	Windshield defroster	1 lb.	(-17)
Miscellaneous (Not listed above)			
200.	Miscellaneous items as noted in approved weight and balance report.		
306.	Emergency exit	Neglect weight change	
309.	Friese type ailerons replacing unbalanced type	Neglect weight change	
501.	Two hinge tail surfaces (Dwgs. D-4152-C and D-4157-C)	Neglect weight change	

22627

SUPERSEDES AD-249

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AD-301
PIPER

J-3	ATC 660
J3C-40	TC 691
J3C-50	TC 691
J3C-50S	TC 691
J3C-65 (Army L-4, L-4A, L-4B, L-4H)	TC 691
J3C-65S	TC 691
J3P	TC 695

April 15, 1944

AIRWORTHINESS DIRECTIVE

IT IS THE OWNER'S RESPONSIBILITY TO KEEP HIS AIRPLANE IN AN AIRWORTHY CONDITION. COMPLIANCE WITH THE NOTES CONTAINED IN THIS DIRECTIVE IS CONSIDERED NECESSARY FOR MAINTAINING ITS AIRWORTHINESS.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded. (In the case of Air Carriers, the Directive may be kept at the operator's main base.)

An inspection or revision in accordance with these NOTES must be made at the next periodic inspection, or immediately if so noted, and, in the case of the "INSPECTION NOTES", at each subsequent periodic inspection or at the interval stated in the NOTE. "SPECIAL NOTES" need be complied with once only. The aircraft and engine mechanic making the periodic inspection must make an entry in the airplane (or engine) log book attesting to his inspection in compliance with these NOTES. (In the case of Air Carriers, compliance may be noted in the maintenance base records.)

The NOTES listed below are based on service experience and are forwarded in an endeavor to assist in maintaining the airworthiness of your airplane. In addition, recommendations contained in manufacturer's service bulletins not necessarily referred to in these NOTES should always be given careful consideration. If you have sold your airplane of the above noted model, please forward this list to the new owner.

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

INSPECTION NOTE 1. (August 7, 1940) (Applies only to models J3C-65 and J3C-65S airplanes equipped with Freedman-Burnham propeller)

INSPECTION REQUIRED EVERY 10 HOURS OF OPERATION.

Inspect the Freedman-Burnham propeller blades, models P-201-70 and P-201-72, for cracks and loose rivets in accordance with Airworthiness Maintenance Bulletin No. 31.

INSPECTION NOTE 2. (September 4, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

5-21075

INSPECTION NOTE 3. (November 10, 1941)(Applies to all landplane models)
Inspect the landing gear and lift struts in accordance with Airworthiness Maintenance Bulletin No. 36. The serial numbers affected by the three sections of the bulletin are listed below:

Section I - All serial numbers.
Section II - Serial numbers 4650 to 5580, inclusive
Section III - Serial numbers up to and including 5718, 5721, 5722, 5723, 5725, 5727, 5729 to 5734, incl., and 5736 to 5755, incl.

INSPECTION NOTE 4. (November 2, 1942; revised April 15, 1944)(Applies only to models J3C-65 and J3C-65S)
Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16-inch diameter instead of 1-inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing, particular attention should be paid to the fillets of the Nos. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and has had no magnaflux inspection.
3. At intervals not exceeding 500 hours after first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practicable with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7, dated October 13, 1942, partially covers this same subject.)

INSPECTION NOTE 5. (July 10, 1943)
Inspect the stabilizer rear support bearing and the link tube at the adjustment yoke for binding. If binding is present, the attachments must be disassembled and all bearing surfaces cleaned. The stabilizer rear support bearing brackets and the link tube attachment fittings should be inspected for cracks and defective parts replaced. If not already present, a 1/4-in. oil hole should be drilled in the top center of the rear support bearing tube and also 3/4 in. inboard of each attachment lug on the link tube. (Piper Service Bulletins No. 43 dated December 9, 1941, and No. 68 dated April 30, 1943, cover this same subject.)

INSPECTION NOTE 6. (February 3, 1944)
INSPECTION REQUIRED IMMEDIATELY AND EACH 25 HOURS OF OPERATION THEREAFTER.
Inspect the turnbuckle to horn attachments at the elevator, rudder and ailerons to ascertain that they are free swiveling. If the attaching belt has been drawn up too tightly on the fork end of the turnbuckle, resulting in binding at the joint, the bolt should be loosened so that it is free swiveling. If the turnbuckles have been bent or damaged in any way, they should be replaced.
No further inspection is required at any of the above locations when an AN-23-12 clevis bolt is installed with <u>one</u> AN-960-10 washer, in place of the standard AN-3 bolt. This assembly should swivel freely.
(Piper Service Bulletin No. 70, dated October 14, 1943, covers this same subject.)

3-31075

INSPECTION NOTE 7. (February 3, 1944) (Applies only to serial Nos. up to and including 10055)

Carefully inspect both ends of the exhaust muffler for cracks at or near the weld beads at the attachment of the muffler outer shell to the end plates. Cracks, when found, should be repaired by drilling a small hole (No. 30 drill) just beyond the visible extremities of the cracks and then welding the crack, using a suitable stainless steel welding rod such as Oxweld No. 28.
(Piper Service Bulletin No. 71, dated October 15, 1943, covers this same subject.)

INSPECTION NOTE 8. (February 3, 1944)

INSPECTION REQUIRED IMMEDIATELY AND AT EACH PERIODIC INSPECTION THEREAFTER UNTIL REINFORCEMENTS ARE MADE.

Inspect the floorboard attachment lugs at the welds to the fuselage cross tubes immediately for cracks or failures. If any evidences of failures are found an immediate repair should be made by attaching the floorboard adjacent to the failed part by a clamp fastened about the tubular fuselage structure.

The clamps may be made from S.A.E. 1025 steel strip .045" x 3/4" or obtained from the Piper Aircraft Corporation. The clamps should be attached to the floor boards using 10-32 x 3/4" machine screws with plain nuts and star lock washers or their equivalent.

At the next periodic inspection, redesigned lugs obtainable from the Piper Corporation should be installed, or the failed lugs rewelded. In the event that the old lugs are rewelded the repair clamps should be permanently installed to provide additional strength.

An alternate and more permanent method of repair which may be used at the owner's discretion is as follows:

All defective lugs should be immediately repaired by welding up the cracks and by laying on an additional lug 3/4-inch wide by .049 inch thick (1025 steel) on top of the old lug. The new lug should be long enough to wrap at least one quarter way around the fuselage cross tube. The wrap end should be cut to a 60 degree scarf point, and the lug should be welded to the fuselage cross tube and to the old lug, except, that it need not be welded to the old lug more than 3/4-inch outboard from the fuselage tube. All bolt holes should be drilled to coincide with the old holes and, if required, longer rudder pedal attachment bolts should be installed.
(Piper Service Bulletin No. 72 dated December 27, 1943, covers this same subject.)

<u>The following NOTES need be complied with once only</u>.

SPECIAL NOTE 1. (Oct. 15, 1940; revised Nov. 22, 1940, April 21, 1941 and Feb. 26, 1942) (Applies only to serial Nos. up to and including 5611)

Install the tension coil spring (forwarded to owners by Piper) on the fuel control valve in accordance with Piper Service Bulletin No. 32. Also ascertain if the fuel valve is equipped with "ON" and "OFF" stops or that suitable equivalent means are provided to limit the valve travel to the "ON" and "OFF" positions. In the event that such stops or suitable equivalent means are not provided the fuel valve should be lightly safetied in the "ON" position.

S-21075

SPECIAL NOTE 2. (September 30, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)

Ascertain that the complete engine model designation is shown on the name plate (i.e., A-65-8) in accordance with Continental Service Bulletin No. 41-J2, as the series designation was omitted on some of the following engines:

A-50 Up to serial No. 139819, inclusive
A-65 Up to serial No. 1089618, inclusive

SPECIAL NOTE 3. (September 30, 1941) (Applies only to seaplane serial Nos. 5983 and 7198)

Install the revised elevator bungee system in accordance with Piper Service Bulletin No. 42.

SPECIAL NOTE 4. (September 30, 1941) (Applies only to serial Nos. 2305 to 6530, inclusive)

Solder the reinforcing patch to the fuel tank at the outlet fitting in accordance with Piper Service Bulletin No. 40.

SPECIAL NOTE 5. (November 10, 1941) (Applies only to serial Nos. noted)

Ascertain that no interference exists between the elevator control system and the front and rear seat canvas in all serial Nos., in accordance with Part A of Piper Service Bulletin No. 45, and that sufficient clearance exists between the front rudder pedals and the firewall footwells on serial Nos. 1999 to 5099, 5061 to 5076 and 5106, in accordance with Part B of Piper Service Bulletin No. 45.

SPECIAL NOTE 6. (February 26, 1942) (Applies only to serial Nos. 5535, 5547, 5601, 5607, 5608, 5609 and 5612 to 8175, inclusive)

Rework and safety the fuel control swivel fitting by replacing the plain nut and lockwasher with a shear nut (AN320-3) and cotter pin (AN380-2). The stud should be drilled with a No. 50 drill (0.70) to accommodate the cotter pin. During reassembly, care should be taken that the control wire is drawn well into the fitting recess and the free end straightened to be parallel with the main section. (Piper Service Bulletin No. 53, dated January 1942, covers this same subject.)

SPECIAL NOTE 7. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Install .040 safety wire on all control system turnbuckles in place of .032 wire. (Piper Service Bulletin No. 52, dated January 1942, covers this same subject.)

SPECIAL NOTE 8. (February 26, 1942) (Applies only to serial Nos. up to and including 8177)

Inspect all tail brace wire fittings for cracks and replace the reinforcing plates (Part No. J3-54), which are installed under the bolt head and nut at the fin tail brace rod clevis, with formed end washer No. 40131. (Piper Service Bulletin No. 49, dated February 1942, covers this same subject.)

SPECIAL NOTE 9. (September 1, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

S-21075

SPECIAL NOTE 10. (September 1, 1942) (Applies only to serial Nos. 6117, 6130, 6205, 6276 and 6282 to 9101, inclusive)

Inspect the stabilizer aluminum yoke casting, Piper Part No. 40791, for cracks occurring on the bosses through which the stabilizer adjustment screw passes. If any cracks are apparent, the part should be replaced before further operation of the airplane. (Piper Service Bulletin No. 63, dated August 28, 1942, covers this same subject.)

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

The following NOTES which were deleted September 1, 1942, are now reinstated and shall be complied with.

SPECIAL NOTE. (Inspection required on regular itinerary and subsequent annual inspections required - November 7, 1938) (Applies only to models J-3 and J3C-40)

Ascertain that inspection has been made and entry made in log book stating that the propeller hub has been thoroughly inspected at each regular 25 hour line inspection for cracks between the lightening holes at the rear flange. Hub need not be removed for this inspection. Hubs affected have 3/4 in. diameter lightening holes and fillet at the base of the rear flange. Hubs in which cracks have been detected must be removed from service immediately.

SPECIAL NOTE. (Annual inspection required - March 14, 1939)

Inspect control cables in vicinity of fairleads. On airplanes prior to serial No. 2775, all worn (bright and shiny or frayed) cables must be replaced with 1/8 in. diameter (7x19) extra flexible cable.

SPECIAL NOTE. (Annual inspection required - April 27, 1939) (Applies to serial Nos. below 2737)

Ascertain that the fuselage attachment lugs for the front cross tube support of the rear seat have been inspected for length of weld and proper location of the bolt hole in accordance with Airworthiness Maintenance Bulletin No. 9.

SPECIAL NOTE. (Annual inspection required - March 29, 1940, revised September 30, 1941) (Applies to serial Nos. 2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 to 4436, inclusive)

Ascertain that suitable safety device has been installed over the fire extinguisher retainer bracket in accordance with Airworthiness Maintenance Bulletin No. 23.

SPECIAL NOTE. (Annual inspection required - November 22, 1940)

Inspect the cabin pyralin roof for deterioration, embrittlement and adequate attachment to prevent this center section covering from blowing off in flight.

SPECIAL NOTE. (Annual inspection required - March 4, 1941) (Applies to all models except J3P)

Ascertain that an appropriate entry has been made in the log book, outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

S-2/075

The following NOTE which was deleted November 2, 1942, is now reinstated and shall be complied with.

INSPECTION NOTE. (March 14, 1939) (Applies to serial Nos. below 2704)
The tail brace wires (4) must be replaced every 250 hours unless (1) equipped with special longshank brass nipples enclosing all threads (8 required) which were offered to owners in Piper Service Bulletin No. 18, or (2) altered in accordance with C.A.A. Maintenance Bulletin No. 1.

The following NOTE was deleted July 10, 1943, since it is not longer applicable.

INSPECTION NOTE. (February 26, 1942)
Make a careful inspection of the engine mount for cracks in accordance with Piper Service Bulletin No. 51.

The following NOTES which were deleted July 10, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941) (Applies only to models J3C-65 and J3C-65S)
Replace the coil in airplanes equipped with Bendix-Scintilla SF4L-8, SF4I-9, SF4R-8 or SF4R-9 magnetos in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (February 5, 1941) (Applies only to airplanes equipped with Federal skis)
Federal SC-1 or SC-2 skis must be reinforced by the installation of a reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal Aircraft will supply material and instructions on request.

SPECIAL NOTE. (April 21, 1941) (Applies only to serial numbers 1999 to 6270, inclusive)
Install a 1/16 inch thick steel reinforcing plate at the intersection of the steel channels to which the right rear edge of the windshield attaches and the steel channel to which the hinges of the upper section of the cockpit enclosure attach, as specified in Piper Service Bulletin No. 35.

SPECIAL NOTE. (July 10, 1941) (Applies only to models J3C-50, J3C-50S, J3C-65 and J3C-65S)
Install the stainless steel oil filler cap spring (Continental Part No. 22060) on the following engines in accordance with Continental Service Bulletin No. 40-3:

Engine Model	Engine Serial No.
A-50 series	Up to No. 1332 (inclusive)
A-65 series	Up to No. 4304 (inclusive)

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

A. A. Vollmecke
Chief, Aircraft Engineering Division

JS:CP
5-21075

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	175, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Auto-Lite 18A-1 Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23162

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

	Weight, lbs.
Starter	
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type GP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40628	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	376897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

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

20432

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	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RB	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
85RW	TC 586	190	2550	85"	61"-52"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2050	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517	(Left hand of 90BA)										3
90C	TC 517	(Same as 90A)										1
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	3
90E	TC 517	(Left hand of 90C)										1
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T)	(TC 586	125	1750	96"	71"-63"	8	3/8"	5-14"	7"	4"	20	1
96T)	(TC 586	125	1750	96"	71"-63"	6	15/32"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thickness	Weight (lbs.)	Notes
100CD	TC 546	225	2000	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1
102	TC 450	102	1400	102"	59"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102A	TC 464	102	1400	102"	55"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	59"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CB	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyce
Charles F. Dyce, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

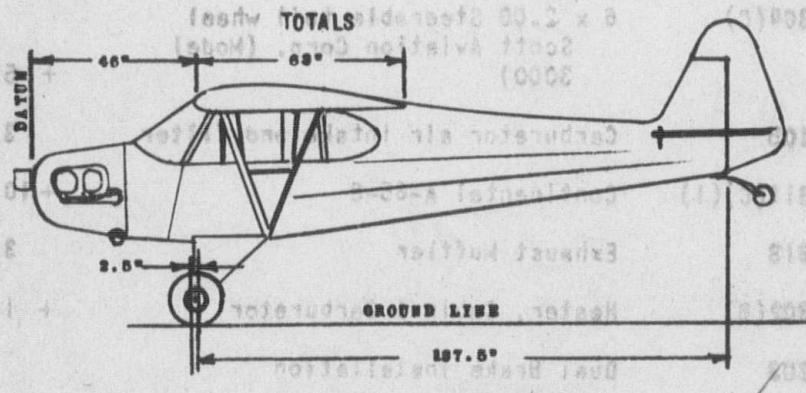
2-6-32

ACTUAL WEIGHTS AND BALANCE
MODEL J3C

Serial No. 19207 NC Export

EMPTY WEIGHT "As Weighed"

	Scale Reading	Tare	Net
Left Wheel	323		323
Right Wheel	330		330
Tail Post	65	13	52
TOTALS			705



C. G. Empty "As Weighed" is aft of Wheel C.L. = $\frac{187.5 \times 52}{705}$ = 13.8"

Distance from Datum to Wheel C.L. = 46 + 2.5 = 48.5"

C.G. Empty "As Weighed" if aft of Datum = 48.5 + 13.8 = 62.3"

	MOST FORWARD C. G.			MOST REARWARD C. G.		
	WEIGHT	ARM	M-MOM.	WEIGHT	ARM	M-MOM.
Empty Weight "As Weighed"	705	62.3	43900	705	62.3	43900
Oil (1 Gallon)	8	17	136	8	17	136
Fuel (12 Gallons)	72	28	2016			
Fuel (4.17 Gallons)				25	28	700
Pilot (Front Seat)	190	55	10450			
Pilot & Chute (Rear Seat)				190	82	15580
Baggage				20	95	1900
TOTAL	975	58.0	56502	948	65.6	62216

Most Forward C.G. Location = 12.0" aft of Wing L.E.

Approved Most Forward C.G. Limit = 10.6" aft of Wing L.E.

Most Rearward C.G. Location = 19.6" aft of Wing L.E.

Approved Most Rearward C.G. Limit = 22.7" aft of Wing L.E.

Approved By: J. C. Crowley
Weight & Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

Date 8-15-46

Approved 8-23-46
Allen Weiss CAA

412 250

EQUIPMENT INSTALLED

			WEIGHT IN LBS.	ARM ABOUT WING L.E.
[x]	√ 101	Propeller: Sensenich 72CK-42 [redacted]		(-51)
[x]	√ 305(C)	8.00 x 4 (Hayes 841) with tires and expander tube brakes	+ 12	(+3)
[x]	√ 304(C)	6 x 2.00 Steerable tail wheel Scott Aviation Corp. (Model 3000)	+ 5	(+197)
[x]	√ 105	Carburetor air intake and filter	3	(-44)
[x]	√ 311(C)(1)	Continental A-65-8	+ 10	(-39)
[x]	√ 313	Exhaust Muffler	3	(-39)
[x]	√ 302(B)	Heater, Cabin & Carburetor	+ 1	(-39)
[x]	√ 203	Dual Brake Installation		
[x]	√ 205	Scott Aviation Corp. brake pressure unit Model B-711		
[x]		Compass - Airpath		

19207

Piper J3 Cub Special

Rigging Procedure

RIGGING PROCEDURE: Raise the forward part of the airplane so that the wheels are just clear of the ground and support it by props under the front landing gear fittings. Raise the tail to approximate level flight position and support it there.

LEVELING: Level the airplane as follows:

Laterally: Using a level 30 inches long, place it across the center of the rear seat with the ends resting on the longerons. Due to the right upper longeron being 1/8 inch lower than the left, a 1/8 inch block is used under the right end of the level. Adjust the blocks under the landing gear fittings to bring the bubble to the center.

Longitudinally: Place the 30 inch level along the upper left longeron in the cockpit. Raise or lower the tail to bring the bubble to the center.

DIHEDRAL ANGLE: To check the dihedral angle at the front spar proceed as follows:

Stretch a string along the top of the wings above the front spar, from wing tip to wing tip, and draw it tight.

Check the dimension vertically from the front edge of the center section to the string. For correct dihedral this dimension should be 2-3/8 inches. On earlier models the dihedral dimension should be checked from the fuselage front spar fitting and the correct dimension should be 4-1/4 inches. Obtain this dimension by adjusting the front struts in or out.

To check for equal dihedral in each wing proceed as follows:

Using the 30 inch level (without any spacer blocks) hold it spanwise against the bottom of the wing under the front spar in the space between the jury struts and lift strut attachments. Note the position of the bubble and do the same on the other wing. Re-adjust the front struts until both wings show the same amount off-level, being careful with each adjustment to set the left strut out the same number of turns as the right one is set in, and vice versa.

WASH OUT: To adjust the wash out in the wings (dihedral of the rear spar) proceed as follows:

Set a 3/8 inch spacer block on top of the 30 inch level at one end.

Working on the rib adjacent to the outer end of the aileron, hold the level fore and aft along the bottom of the rib with the spacer block at the rear and the front end of the location of the front spar. The correct wash out will exist when the bubble is centered. Adjust the rear struts in or out to obtain this condition.

TAIL ASSEMBLY: With the airplane in level position the stabilizers should be leveled at their rear spars. The hinge line should be straight from tip to tip.

Plumb the fin at the rudder hinges.

10

241.3
9-39

CANADA

CF-DOD

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 Paul MacDuff

Date of Application August 24, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
MACDUFF PAUL	UPTON BAGOT 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)

~~PASSENGER~~ Private (See folio 3)

Usual Station UPTON QUE

Date of manufacture or reconstruction August 14, 1946.

Crew required 1

Accommodation for what number of passengers 1

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

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Piper Aircraft Corporation, Lock Haven, Pennsylvania.

Type Piper Cub J-3 Maker's No. 19207

	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 705 lbs.

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

EQUIPMENT—(Give number and type).

1. Instruments Airspeed (Aeromarine) Compass (Airpath) Altimeter (Aeromarine) Tachometer (Stewart-Warner)
2. Gauges Oil Temperature & Pressure
3. Lights ———
4. Signals ———
5. Fire Extinguishers 1 quart
6. Parachutes ———
7. Tools ———
8. Other Equipment ———

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65-8F			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

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

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

.....

.....

Date .....

Signature .....

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

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

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11 2
8-45

TORONTO, September 10th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-4	Piper Cub CF-DOD	5008-D15-4

TRANSPORT-RECORDS
SEP 11 A.M.
File 5008-D1 5-4

A21855

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

1. Attached hereto are the following papers relating to the registration of Piper Cub, CF-DOD, Serial No. 19207, recently purchased by Mr. Paul MacDuff from the Piper Aircraft Corporation, Lock Haven, Pa., through the Cub Aircraft Corporation, Hamilton, and imported from the United States:-

(a) Application form in duplicate.
(b) $10.00 fee (See page 175 in Cash Book, Receipt No. 76143).
(c) Bill of Sale - Piper Aircraft Corporation to Cub Aircraft Corporation, dated August 20th, 1946.
(d) Bill of Sale - Cub Aircraft Corporation to Mr. P. MacDuff, dated August 27th.
(e) U.S., C.A.A. Statement of Conformity.
(f) Test Flight Affidavit.
(g) Application for Certificate of Airworthiness for Export.
(h) Foreign Aircraft Permit.
(i) Receipt for Customs Duties - Entry No. 11924A.
(j) Actual Weights and Balance Statement.
(k) Copy of letter of temporary authority.

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

DGJ/AC

12

TRANSPORT-RECORDS
SEP 11 A.M.
5008-D15-4
File

5008-D15-4

1 Montgomery Avenue, Toronto,
September 10th, 1946.

Mr. Paul MacDuff,
Upton, Bagot, P.Q.

A21856

Dear Sir:

Receipt is acknowledged of your application for registration of Piper Cub, CF-DOD, Serial No. 19207, which you recently purchased from the Piper Aircraft Corporation, Lock Haven, Pa., through the Cub Aircraft Corporation, Hamilton, and imported from the United States with the following papers:-

(a) Application form in triplicate.
(b) $10.00 fee.
(c) Bill of Sale - Piper Aircraft Corporation to Cub Aircraft Corporation, dated August 20th, 1946.
(d) Bill of Sale - Cub Aircraft Corporation to Mr. P. MacDuff, dated August 27th, 1946.
(e) U.S., C.A.A. Statement of Conformity.
(f) Test Flight Affidavit.
(g) Application for Certificate of Airworthiness for Export.
(h) Foreign Aircraft Permit.
(i) Receipt for Customs Duties - Entry No. 11924A.
(j) Actual Weights and Balance Statement.

Receipt No. 76143 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-DOD as a commercial aircraft (landplane) on day visual flying, until November 10th, 1946. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

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

DGJ/AC

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

910 Confederation Building,
Montreal 2, Que., Sept. 30, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cub CF-DOD	5008-D15-4

TRANSPORT-RECORDS
OCT 1 ....
File 5008/01 54

14

A24949

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

1. The authority granted by the District Inspector, Air Regulations, Toronto, on Sept. 10, 1946, to Mr. P. MacDuff for the operation of the subject aircraft has been cancelled and withdrawn from this gentleman, and replaced by a letter of authority to operate this machine as a private aircraft only.

2. This has been done at the request of the owner of this machine in view of the fact that he contemplates using the aircraft for training purposes with a view to obtaining a Private Pilot's Certificate, and then on for his own personal transportation and pleasure flying.

3. The application for the registration of this aircraft submitted by Mr. MacDuff to the District Inspector, Air Regulations, Toronto, should, therefore, be altered to read as a "private" aircraft only.

4. A copy of our letter of authority to Mr. MacDuff is enclosed herewith.

J. L. Blondeau

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg
Encl.

4093 (R)
1539 (A) M

13

5008-D15-4

910 Confederation Building,
Montreal 2, Que., Sept. 26, 1946.

P. MacDuff, Esq.,
Upton, Co. Bagot, Que.

Dear Sir:

Re: Cub CF-DOD

The temporary authority granted by the District Inspector, Air Regulations, Toronto, Ontario, for the operation of your Piper Cub CF-DOD as a commercial machine is hereby cancelled, and replaced by the present letter which authorizes you to operate this machine as a Private Aircraft only, day flying, not valid after November 10, 1946.

You must not take charge of this machine as pilot until such time as you have received your Private Pilot's Certificate. It is, however, permissible for you to receive dual instruction in your aircraft from a licensed instructor at a licensed aerodrome.

Any solo flying by yourself may also be carried out only under the supervision of an instructor, also from a licensed field.

Yours truly,

J.L. Blondeau,
District Inspector, Air Regulations

JLB:dg

18

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4093

NATIONALITY AND REGISTRATION MARKS CF-DOD

1. Type and description	Piper J3-C-65
2. Name and address of constructor	Cub Aircraft Corp., Ltd., Hamilton, Ont.
3. Constructor's serial number	19207
4. Name of owner	Paul MacDuff
5. Address of owner	Upton, Bagot, P.Q.
6. Nationality of owner	British
7. Usual station of aircraft	Upton, Que.
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 26th 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-DOD and is of Canadian nationality.

Given at Ottawa this 30th day of December 1946

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

/RM

Valid in Canada only.
Issued in lieu of U.S.
Dept. of Commerce
Certificate of Airworthiness
for Export #X-10343 & subject
to the conditions contained therein.

Valid for day
flying only.

17

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1559.

(Heavier than-air)

FIRST PART

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

1. Surname of owner (or name of Company) MacDuff
2. Christian name Paul
3. Address Upton, Bagot, P.Q.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp., Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DOD

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 19207
8. Place and year of construction of aircraft Hamilton, Ont., 1946.

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d, &c.
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65

21. International power of the engine or engines at

(Take-off H.R.T.O.)

(a) Sea Level 65 H.P. at 2300 revolutions per minute.
(International number of revolutions) 2100

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	705	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks One		
(b) Capacity of tanks 10 Imp. gals.		
27. Oil	9	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks One		
(b) Capacity of tanks 1 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	264	lbs.
32. Maximum total weight authorized		lbs.
Landplane	1220	lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

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

34. Minimum crew necessary One

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

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

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

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

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

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated September 26, 1946. in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 30th day of December 19 46

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

16

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.

15

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
		September 26, 1947.	

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

All modifications affecting airworthiness should be noted.

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

(K.P. 39811)

5008-D15-4

910 Confederation Building,
Montreal 2, Que., December 28, 1946.

63845

TRANSPORT RECORDS
DEC 30 A.M. 1946
5008-D15-4

P. MacDuff, Esq.,
Upton, Co., Bagot, Que.

Dear Sir:

Re: Cub CF-DOD

The previous authority granted on September 26, 1946, for the operation of the subject aircraft as a private machine is hereby renewed not valid after February 27, 1947.

The conditions outlined in our letter of that date in connection with this authority must be adhered to at all times.

Yours truly,

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

JLB:AR

S.A.R.

/RM

5008-D15-4 19

REGISTERED

OTTAWA, Ontario.
February 18th , 19 47.

Mr. Paul MacDuff,
UPTON, Bagot,
P.Q.

Dear Sir:-

Enclosed please find Certificate of Registration No. 4093 and Certificate of Airworthiness No. 1539 for your Piper J3-C65 aircraft CF- DOD , Serial No. 19207.

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.

Added CAO 19/2/47 (P)

D

/RM

AC-5-61

20

5008-D15-4

OTTAWA, Ontario,
February 14th, ~~1947~~. 1948.

REGISTERED

Mr. Paul MacDuff,
Upton,
BAGOT, P.Q.

Dear Sirs:

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-DOD.

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

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Montreal, P.Q.

CIVIL AVIATION
INFORMATION CIRCULAR

5008-DNS-4

A33616

OTTAWA ONTARIO CANADA

P. MACDUFF,
[illegible]
[illegible] CO. QUE.

DEPARTMENT OF TRANSPORT
2505
9-47
OTTAWA

/SEK

22

June 27th, 1950.

Lapsed Certificate 5008-D15-4

District Controller of Air Services,
Room 44, Trans-Atlantic Administration Bldg.,
Montreal Airport,
DORVAL, P. Q.

Attention: District Superintendent, Air Regulations.

1. Aircraft CF- DCD Type Piper J5-C-85 Serial No. 19207 Registration No. 4093 according to our records, lapsed during the year 1947

2. The last known address of the owner is
Paul MacDuff,
Upton, Bagot,
P.Q.

3. Please investigate the disposal of this aircraft and the owner's intention re:

(a) is the aircraft to be used again,
(b) if not, the Certificates should be forwarded for cancellation,
(c) if the Certificates are not available, a statement from the owner as to their loss.

4. This information is necessary to complete the records of this aircraft.

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

AC-5-96
11-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 8

Room 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, P.Q., October 27, 1950

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Lapse Certificate - Piper J3 CF-DOD	5008-D15-4

23128

TRANSPORT RECORDS
OCT 28 1950
File 5008-D15-4

Director of Air Services,
Department of Transport,
Ottawa.

Attention: Superintendent, Air Regulations.

1. Reference your AC-5-96 dated June 27, 1950.

2. Please be advised that after several attempts to reach the registered owner of this machine we have finally received a letter from him, copy of which is attached and which will be found self-explanatory.

3. Certificates of Registration No. 4093 and Airworthiness No. 1539 have also been returned and are attached herewith.

4. The place "Beaucanton" mentioned in Mr. MacDuff's letter is in the Abitibi district near La Sarre, and the condition of the wreckage shall be checked at the next visit of an inspector in this district. You will note that the registered owner, Mr. MacDuff, has failed to comply with Part 2, Section 1, Paragraph 7 (1) of the Air Regulations, but since he appears to be a resident of the United States it is not believed that any further action can be taken in this matter. May we have Headquarters' advice in this connection, please.

COPY ON
5802 - 18332

(2) Miss Jones. Cancel. See folio below. JPF

(3) Mr. Walker Para 4 JPF

Noted B7E

1 copy JAD 13/11/50

J. P. Fournier,
for District Controller, Air Services.

JPF/MCL
Encls.

NOTED
JSL

COPIE

27

10 septembre, 1950.

Monsieur,

En reponse a votre lettre du 10 mai au sujet de mon avion je dois vous informer qu'un ouragan a completement detruit celle-ci en 1947 et que les restes reposent a Beaucanton. J'espere que cette information vous sera satisfaisante.

(Signe) Paul MacDuff,

St. Paul, Minnesota.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 4093

NATIONALITY AND REGISTRATION MARKS CF-DOD

1. Type and description	Piper J3-C-65
2. Name and address of constructor	Cub Aircraft Corp., Ltd., Hamilton, Ont.
3. Constructor's serial number	19207
4. Name of owner	Paul MacDuff
5. Address of owner	Upton, Bagot, P.Q.
6. Nationality of owner	British
7. Usual station of aircraft	Upton, Que.
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 26th 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-DOD and is of Canadian nationality.

Given at Ottawa this 30th day of December 19 46

T. W. S. 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

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.

/RM

Valid in Canada only.
Issued in lieu of U.S.
Dept. of Commerce
Certificate of Airworthiness
for Export #E-10343 & subject
to the conditions contained there[illegible]

Valid for day
flying only.

25

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1539.

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) MacDuff
2. Christian name Paul
3. Address Upton, Bagot, P.Q.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp., Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DOD

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 19207
8. Place and year of construction of aircraft Hamilton, Ont., 1946.

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c, d, etc.~~ (g)
15. Maximum span (in flying position) 35' 2 1/2"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

Engines

18. Number installed ..... One

19. Makes ..... Continental

20. Types A65

21. International power of the engine or engines at .....

(Take-off M.E.T.O.)

(a) Sea Level ..... 65 / 50 ..... H.P. at ..... 2300 / 2100 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... One ..... Types ..... Sensenich ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators):
(a) Landplane ..... 705 ..... lbs.
(b) Seaplane ..... lbs.
(c) Skiplane ..... lbs.

Weight of Fuel and Oil

26. Fuel ..... 72 ..... lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks ..... One
(b) Capacity of tanks ..... 10 ..... Imp. gals.

27. Oil ..... 9 ..... lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks ..... One
(b) Capacity of tanks ..... 1 ..... Imp. gals.

28. Weight allowed for crew ..... 170 ..... lbs.

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

30. Weight of wireless apparatus ..... lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full ..... 264 ..... lbs.

32. Maximum total weight authorized ..... lbs.
Landplane ..... 1220 ..... lbs.
Seaplane ..... lbs.
Skiplane ..... lbs.

COMPULSORY CONDITIONS

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

34. Minimum crew necessary ..... One

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

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

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

39. Except in emergency the speed of the engine must not exceed ..... 2100 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2300 ..... r.p.m.

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

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... September 26, 1946. ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this ..... 30th ..... day of ..... December 19 46

[signature]
Superintendent, Air Regulations.

MIM/ZC/LEM

24

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.

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.

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 26, 1947.	T.G. Stephens

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

All modifications affecting airworthiness should be noted.

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

(K.P. 39811)

DDM/SFT

29

OTTAWA, Ontario, November 8th, 1950

5008-D15-4

--Paul MacDUFF--
Registered Owner Piper Cub Aircraft CF-DOD

5008-D15-4
5802-18332
(CAR)

District Controller of Air Services,
Montreal Airport,
DORVAL, P.Q.

Attention: District Superintendent, Air Regulations

1. With reference to your letter of October 27th concerning the above, you are advised that no further action need be taken except that, if you have not already done so, Mr. MacDuff's non-compliance with the requirements of the pertinent section of the Air Regulations might be pointed out to him.

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

FILE No. 5008 - D15 - 12 VOLUME No. 1

VOL. 1

5008 - D15 - 12

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DOL - TAYLORCRAFT. BC-12D.

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 1 1951	12797	CAR		[illegible]	JUN 2 1951
JUL 3 1951	18614	CAR		[illegible]	JUL 9 1951
JUL 9 1951	—	CAI		[illegible]	JUL 12 1951
[illegible] 16 1951	21241	CAR		[illegible]	JUL 23 1951
JUL 23 1951	—	CAI ①		[illegible]	JUL 24 1951
JUL 24 1951		CAI ②		[illegible]	JUL 26 1951
JUL 26 1951		CAI ③		[illegible]	JUL 27 1951
JUL 27 1951		Lucas A ④		[illegible]	JUL 27 1951
JUL 27 1951		RFL		[illegible]	JUL 31 1951
MAR 24 1952	62937	CAR		[illegible]	MAR 24 1952
MAR 24 1952	[illegible]	CAI		[illegible]	MAR 25 1952

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

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

FILE No. 5008 - D15 - 12

VOLUME No. 1

VOL. 1

5008 - D15 - 12

DEPARTMENT OF TRANSPORT

FROM JUNE 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DOL TAYLORCRAFT

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 19 1946	9875	S.A.R.		GJ	JUN 20 194
JUL 8 1946	12615	S.A.R.		GJ	JUL 10 194
2 1946	14641	SAR		C.T.	
SEP 19 1946		Treas		Dahey	SEP 23 1946
SEP 30 1946	24874	S.A.R.		C.T.	DEC 2
DEC 2 1946		Treas		D.	DEC 3 194
DEC 11 1946	60963	SAR		[illegible]	DEC 2
DEC 14 1946		C.A.E.		FWC	JAN 2
FEB 8 1947	69445	C.A.R.		[illegible]	FEB 18 194
FEB 25 1947	8587	CAR		[illegible]	JUL 3 1947
JUL 22 1947	12893	CAR		GJ	JUL 25 19
		CAE		[illegible]	JUL 25 194
(5008-D15-12)	35838	C		C	FEB 7 48
SEP 10 48	23300	CAR		RM	SEP 15 48
SEP 18 48	24543	CAR		GJ	SEP 21 4
		CAE		[illegible]	SEP 21 48
SEP 27 48	Mr. Burbridge	CAR		JHB	DEC 2
SEP 15 1949	23960	CAR		GJ	SEP 15 1949
MAR 10 1950	49791	MAR		GJ	MAR 11 1950
MAR 14 1950	50320.	CAR		GJ	MAR 14 19
MAR 24 1950	51795.	MAR		GJ	MAR 27 195
		MAE		[illegible]	MAR 27 195
JUN 15 1950	11494	MAR		GJ	JUN 24 1950
		MAE		[illegible]	
APR 13 1951	2465	CAR		GJ	APR 16 1951
APR 16 1951	—	CAE		[illegible]	APR 16 195

5008-1 (Vol.4)

TRANSPORT-RECORDS
JUN 17 P.M.
File 5008-12/5-12

717 Dominion Public Bldg.,
Winnipeg, Man.

June 13, 1946.

W. McIntosh, Esq.,
Associated Airways Ltd.,
c/o Johannesson Flying Service Ltd.,
Stevenson Airport,
Winnipeg, Man.

A 9875

Dear Sir:

This letter constitutes your temporary authority to ferry Taylorcraft CF-DOL from the Canadian-United States Border to Edmonton, Alta., via Winnipeg, at which point Customs Formalities, etc., are to be complied with.

This ferry flight is to be carried out under Visual Flight Rules, day flying only and provided the aircraft is certified safe to undertake the flight in question by a competent person. Permission is granted to carry one passenger from Winnipeg to Edmonton on this ferry flight in this instance only.

Yours truly,

T.M.Shields,
District Inspector, Air Regulations.

DEPARTMENT OF TRANSPORT
CIVIL
Division
CANADA

TMS/MC
c.c. Associated Airways Ltd., P.O. Box 424, Edmonton, Alta.
c.c. H.Q.
c.c. D.I.A.R. Edmonton

...ociated Airways Ltd.

...ted by USA

Direct

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Port 5560

Number of Packages	Description of Goods		See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty	Duty Paid Value	Sales Tax	Tariff Item Applied
4	Aircraft, not including engines and complete parts NOP	7142.40	7892.35	7892.	20%	1578.40			Ex1401
	Engines imported only for equipment of aircraft	1641.60	1813.97	1814.	17½%	317.45			440M
		8784.00	9706.32	9707.		1895.85	11602.85	928.23	

Total Duty & Tax War Exchange Tax 2824.08

FROM: Taylorcraft Aviation Corporation, Alliance Ohio.
6-4-46

Serial Nos. (Aircraft)	Engines Nos.
7695 - 7696	4414368 - 4432368
7697 - 7698	4441868 - 4447968

Reg. Nos.	
CF-DBY	CF-DOK
CF-DOL ✓	CF-DON

Reported June 18 1946

Total 2824.08

Sales Tax Licence No. 5619

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

8-49

Edmonton, Alberta, July 2, ..d.s.....
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	BC12-D TAYLORCRAFT CF-DOL	1-548

TRANSPORT-RECORDS
JUL 8 A.M.
File 508-D15-12

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate together with the following documents as submitted by the Owners, Associated Airways Ltd. of Edmonton for registration commercially of the subject aircraft:

A12615

(a) Bill of Sale from Taylorcraft Avia. Div. Detroit Air-Craft Products Inc., to Associated Airways Ltd.

(b) Copy of letter from Dept. of Commerce Alliance Ohio dated June 11, 1946, re application for C of A for Export.

(c) AID weighing report dated June 18, 1946, which is self-explanatory.

(d) Copy of our letter to Associated Airways Ltd. dated June 20, 1946, granting them authority to operate this aircraft, to be not valid after July 19, 1946.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #2, Receipt No. 55354.

3. We request please that formal Certificates of Registration and Airworthiness be issued this aircraft in the name of Associated Airways-Limited, and that they be forwarded direct to the Owners.

K. F. Saunders

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

KFS/M
Encls.

Also copy of Customs Declaration attached.

CF-DOL

8

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ASSOCIATED AIRWAYS, Ltd. T P Fox

Date of Application June 18, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ASSOCIATED AIRWAYS, Ltd.	~~D.O.T.~~ Hangar, ~~Edmonton Airport~~. P.O. Box #424, Edmonton.	Canadian

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
T. P. FOX	President	9515 - 106A Ave.	Canadian
D. C. Dyck	Vice-President	10417 - 128 St.	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) COMMERCIAL
(Charter work and Flying School)

Usual Station Edmonton

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.

Receipt No. S 5354
Folio 2.

CF-DOL

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Taylorcraft

Type BC12-D Taylorcraft Maker's No. 7697

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36 ft.	
Length o/a in feet	22 ft.	
Height o/a in feet	6 ft. 6 ins.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil ~~770 lbs~~ 760 lbs.

Total weight authorized (fully loaded) in lbs 1200 Air speed 140 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Air speed; Altimeter; Compass; Tachometer.
2. Gauges Oil pressure; Oil temperature; Fuel gauge.
3. Lights Navigation
4. Signals None.
5. Fire Extinguishers One
6. Parachutes None
7. Tools None
8. Other Equipment Emergence rations on charter work.

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

Aircraft weighed empty as a Landplane at Edmonton on June 18/46 - 760 lbs.
(2 wing tanks, 6 gals. each; 1 centre tank, 10 imp. gals. 3 tanks in all

Date 20.6.46

Signature [signature]

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

Registration { approved or
not approved for reasons annexed.

Superintendent, Air Regulation

COPY

7

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: Taylorcraft
MODEL: BC12-D
MANUFACTURER'S SERIAL NO.: 7697
C.A.A. Identification Mark CF-DOL

MANUFACTURER OF ENGINE: Continental
Model: A-65-8
Serial No. 4441868

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

(Mortgage, mechanic's lien, etc.) None in the sum of $ in favor of

For and in consideration of the sum of one or more dollars,

Taylorcraft Aviation Div. Detroit Air-Craft Products Inc. undersigned, whose address is North Benton Road, Alliance, Ohio

does this 11th day of June 1946 sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto

(Purchaser)
Associated Airways Ltd.
P.O. Box 424
Edmonton, Alberta, Canada

and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever

IN TESTIMONY WHEREOF, we have set our hand and seal this 11th day of June 1946 Taylorcraft Avia. Div., Detroit Air-Craft Products, Inc. BERNARD RUSS (SEAL)
Vice President

COPY

6

DEPARTMENT OF COMMERCE

Civil Aeronautics Administration

Box 774
ALLIANCE, Ohio

Taylorcraft Aviation Division,
Detroit Air-Craft Products, Inc.,
North Benton Road
Alliance, Ohio.

June 11, 1946.

Subject: Taylorcraft Model BC12-D Serial No. 7697

Identification No. CF-DOL

Gentlemen:

The Application for Certificate of Airworthiness for Export for the subject aircraft was forwarded complete with all supporting documents and data to our Washington Office via the Chicago Regional Office on (date) June 11, 1946.

The aircraft has been inspected by this office and found eligible for export to Canada.

The Export Certificate of Airworthiness and other required data should reach your customer in the very near future.

Yours very truly,

W. H. Ross
CAA Representative
Alliance, Ohio.

5

1-548

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 20, 1946.

Associated Airways Limited,
P.O. Box 424,
EDMONTON, Alberta.

Dear Sir:

Pending issue of the formal certificates by our Headquarters this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness to operate Taylorcraft aircraft CF-DOL commercially, for a period of thirty days, VFR, day flying only.

This authority to be not valid after July 19th, 1946.

The aircraft is to be operated within the following weight limits:

Landplane: Empty ..... 760 lbs.
Gross .....1200 lbs.

Yours truly,

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

KFS/mp
cc: Hqs.

4

UNITED STATES OF AMERICA

DEPARTMENT OF COMMERCE

BUREAU OF AIR COMMERCE
WASHINGTON

THIS certified that the component part(s) of

TAYLORCRAFT BC12-D, SERIAL NO. 7697

to which this tag is sealed, and described on reverse side hereof, has been APPROVED as airworthy under Specification No. 696

Date June 11, 1946

Signed: KENNETH M. WARDER
Inspector, Bureau of Air Commerce
For: The Secretary of Commerce.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 3
2-41

Edmonton, Alberta, June 18, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft CF-DOL	1-548

District Inspector, Air Regulations, Edmonton.

1. The subject aircraft was weighed empty as a landplane at Edmonton on June 18, 1946, and the following weights were obtained:

	1st	2nd	3rd
Left	320 lbs.	340 lbs.	360 lbs.
Right	340 lbs.	320 lbs.	320 lbs.
Tail	100 lbs.	100 lbs.	80 lbs.
	760 lbs.	760 lbs.	760 lbs.

Mean empty weight of aircraft 760 lbs.

J J Currie

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

KFS/mp
cc:CAE

AHP

1-548

A14641

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
July 18, 1946.

TRANSPORT-RECORDS
JUL 22 A.M.
File 5088-D15-12

Associated Airways Ltd.,
P.O. Box 424,
EDMONTON, Alta.

Dear Sirs:

Pending issue of the formal Certificates of Registration and Airworthiness by our Headquarters, this letter constitutes your temporary authority to operate Taylorcraft aircraft CF-DOL commercially for a period of thirty days, VFR, day flying only.

This authority to be not valid after August 17th, 1946.

The aircraft is to be operated within the following weight limits:

Landplane: Empty..... 760 lbs.
Gross.....1200 lbs.

Yours very truly.

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

KFS/M
Ch ✓

1-548

TRANSPORT-RECORDS
5008-D15-12
AUG 20 1946
File 5008-D15-12

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
August 16, 1946.

Associated Airways Limited,
P.O. Box 424,
EDMONTON, Alberta.

A18749

Dear Sirs:

Pending issue of the formal Certificates of Registration and Airworthiness by our Headquarters, this letter constitutes your temporary authority to operate Taylorcraft aircraft CF-DOL for a further period of sixty days, VFR, day flying only.

The aircraft is to be operated within the following weight limits:

Landplane: Empty..... 760 lbs.
Gross.....1200 lbs.

This authority to be not valid after October the 14th, 1946.

Yours truly,

G. C. Bulger,
for A/D.I.A.R.

GCB/mp
cc: Hqs.

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25

July 17, 1946

Mr. J. A. Wilson
Director of Air Services
Department of Transport
Ottawa, Ontario, Canada

Dear Mr. Wilson:

Enclosed are certificates of airworthiness for export, listed below, covering Taylorcraft BC12-D aircraft which have been purchased by Associated Airways, Ltd., Post Office Box 424, Edmonton, Alberta, Canada, from Taylorcraft Aviation Division, Detroit Air-Craft Products, Inc., North Benton Road, Alliance, Ohio:

Number	Serial No.
E-9875	7695 — CF-DBY
E-9876	7696 — CF-DOK
CF-DOL — E-9877 ✓	7697 ✓
E-9878	7698 — CF-DOM

Very truly yours,

Julia C. Hevener, Acting Chief
Certification and Recordation Section
Aircraft and Components Service

Enclosures - 4

Copies to:
Associated Airways, Ltd.
P. O. Box 424
Edmonton, Alberta, Canada

Taylorcraft Aviation Division
Detroit Air-Craft Products, Inc.
North Benton Road
Alliance, Ohio

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-9877

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.

Three-View Drawing is attached. Instruction Manual is attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-44.

Actual empty weight: 754.5 pounds.

Standard weight: 1,200 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	TAYLORCRAFT AVIATION DIVISION - MAY 29, 1946 DETROIT AIR-CRAFT PRODUCTS, INC.
Type	LAND MONOPLANE
Model	TAYLORCRAFT BC12-D
Serial No.	7697
Date	JUNE 11, 1946

CF-DDL

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

A-696-3
TAYLORCRAFT

BC
BCS
BC-65
BCS-65
BC12-65 (Army L-2H)
BCS12-65
BC12-D
BCS12-D

February 25, 1946

AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with 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	Taylorcraft Aviation Division Detroit Aircraft Products, Inc. Alliance, Ohio

I - Models BC and BCS 2 PCL-SM Approved August 24, 1938 (BC) and April 5, 1939 (BCS).

Engine	Continental A-50-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 131 mph True Ind. Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Diameter, maximum 83 inches.
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC) Seaplane: (+15.1)(24.2% MAC) to (+19.4)(31.0% MAC)
Maximum weight	Landplane: 1100 lbs. (See NOTE 2) Seaplane: 1228 lbs.
No. seats	2 at(+23)
Baggage	30 lbs. max. (+40)
Fuel capacity	12 gals. (-9). (See Item 312)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 25° up and 27° down Rudder 26° right and left Ailerons Not available
Serial Nos. eligible	1001 and up
Required equipment	Landplane: Item 101, 102, 103, 104 and 105. Seaplane: Items 103, 104, 105 and 151.

II - Models BC-65 and BCS-65 2 PCL-SM Approved July 22, 1939 (BC-65) and October 7, 1939 (BCS-65)

(Same as model BC except engine installation)

Engine	Continental A-65-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2350 rpm (65 hp)

21830

Airspeed limits	Landplane:	Level flight or climb 105 mph True Ind.
		Glide or dive 131 mph True Ind.
	Seaplane:	Level flight or climb 95 mph True Ind.
		Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: Max. 2330 (A-65-1 engine); 2280 (optional engines) Min. 2120	
	Diameter: Max. 83 inches (landplane); 79 inches (seaplane) Minimum 70 inches.	
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC)	
	Seaplane: (+15.1)(24.2% MAC) to (+20.1)(32.3% MAC)	
Maximum weight	Landplane: 1100 lbs. (See NOTE 2)	
	Seaplane: 1228 lbs. (See NOTE 2)	
No. seats	2 (+23)	
Baggage	30 lbs. max. (+40)	
Fuel capacity	12 gals. (-9) (See Item 312)	
Oil capacity	1 gal. (-21)	
Control surface movements	Elevators	27° up and 25° down
	Rudder	26° right and left
	Ailerons	Not available
Serial Nos. eligible	1001 and up	
Required equipment	Landplane: Items 101, 102, 103, 104 and 105.	
	Seaplane: Items 103, 104, 105 and 151.	

III - Models BC12-65 (Army L-2H) and BCS12-65 2 PCL-SM Approved April 7, 1941

(Same as model BC-65 except for minor structural changes and added elevator trim tab.)

Engine	Continental A-65-7 (See Item 308)	
Fuel	73 min. octane aviation gasoline	
Engine limits	For all operations, 2300 rpm (65 hp)	
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind.	
	Glide or dive 140 mph True Ind.	
	Seaplane: Level flight or climb 95 mph True Ind.	
	Glide or dive 129 mph True Ind.	
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120	
	Diameter - not more than 72 inches; not less than 70 in.	
C.G. range	Landplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC)	
	Seaplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) when equipped with Edo floats (Item 151).	
	Seaplane: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC) when equipped with Heath floats (Item 320).	
Maximum weight	Landplane: 1200 lbs.	
	Seaplane: 1278 lbs.	
No. seats	2 (+23)	
Baggage	Landplane: 50 lbs. maximum (+40)	
	Seaplane: 30 lbs. maximum (+40)	
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)).	
Oil capacity	1 gal. (-21)	
Control surface movements	Elevators	27° up, 25° down
	Elevator tab	25° up, 30° down
	Ailerons	25° up and down
	Rudder	26° right and left

Serial Nos. eligible	2401, 2501, 2503, 2504, 2529 and up and all AAF numbers.
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108 and 151.

IV - Models BC12-D and BCS-12D 2 PCL-SM Approved November 23, 1945 (BC12-D) and February 19, 1946 (BCS12-D)

(Same as model BC12-65 except for alternate tail surface, revised aileron travel, alternate one piece windshield, and miscellaneous structural and non-structural changes).

Engine	Continental A-65-7 (See Item 308)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2300 rpm (65 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 140 mph True Ind. Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120 Diameter: not more than 72 in.; not less than 70 in.
C.G. range	Landplane or Seaplane with Edo floats (Item 151) installed: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) Seaplane with Heath floats (Item 320) installed: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC)
Maximum weight	Landplane: 1200 lbs. Seaplane: 1278 lbs.
No. seats	2 (+23)
Baggage	Landplane: 50 lbs. maximum (+40) Seaplane: 30 lbs. maximum (+40)
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)) (See NOTE 4)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 27° up, 25° down Elevator tab 25° up, 30° down Ailerons 23° up and down Rudder 26° right and left
Serial Nos. eligible	6402 and up
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108, 151

Specifications Pertinent to all Models

Datum	Leading edge of wing
MAC	61.9 inches (L.E. of MAC at +0.2)
Leveling means	Upper surface of horizontal stabilizer
Certification basis	Type Certificate No. 696 (CAR 04 in effect prior to November 9, 1945)
Production basis	Production Certificate No. 9
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane and seaplane - eligible. Skiplane - not eligible. However structure complies with Canadian requirements as follows:

(1) At 1100 lbs. maximum weight - Landing gear per Dwg. B-A50, ski height 10 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamlined member to axle.)
(2) At 1150 and 1200 lbs. maximum weight - Landing gear per Dwg. B-A515, ski height 9 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamline member to axle.)

(b) Great Britain - when rear spar hinge fittings are in accordance with Dwg. No. B-L800.
(c) All other countries except 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

103. Propeller - wood (fixed or adjustable pitch) 10 lbs. (-46)

Engines and Engine Accessories - Fuel and Oil System

104. Carburetor air heater (Dwg. BC-L601)
108. Enclosed engine cowl (BC12-65, BCS12-65, BC12-D, BCS12-D)
308. Engines (Continental, see Engine Specs. 190 & 205) (-33)

A. Models BC and BCS
(a) A-50-2 +6 lbs.
(b) A-50-3 or A-50-8 +10 lbs.
(c) A-50-4 +3 lbs.
(d) A-50-5 +13 lbs.
(e) A-50-7 No weight change

B. Models BC-65 and BCS-65
(a) A-65-3, A-65-3J, A-65-8 or A-65-8J +10 lbs.
Engine limits
For all operations, 2300 rpm (65 hp)
(b) A-65-7 or A-65-7J No weight change
Engine limits same as (a)

C. Models BC12-65, BCS12-65, BC12-D, BCS12-D
(a) A-65-7J No weight change
Engine limits same as B(a)
(b) A-65-8 or A-65-8J +10 lbs.
Engine limits same as B(a)

312. Auxiliary 6 gal. fuselage fuel tank installation 8 lbs. (+30)
(Fuel arm (+35)) (BC, BCS, BC-65 and BCS-65)
313. Enclosed type engine cowl (Dwg. BL-L628) 9 lbs. (-18)
(BC, BCS, BC-65 and BCS-65)
315. Revised engine mount (Dwg. BC65-A128) (for engines incorporating integral rubber bushings) Neglect weight change

Landing Gear and Floats

101.	6.00-6 wheels (Shinn 6C4) with 2-ply tires	21 lbs. (+2)
102.	Tail skid	
107 or 309.	Parking brake	1 lb. (-9)
151.	Edo 60-1320 float installation 169 lbs. (including auxiliary fin 4 lbs. (+176))	+115 lbs. (+22) (+193)
302.	Tail wheel	
	(a) 6x2.00 steerable with brake (Baxter)	+5 lbs.
	(b) 6x2.00 steerable (Aircraft Associates)	+3 lbs.
	(c) 6x2.00 full swiveling (Firestone Industrial)	+3 lbs.
	(d) 6x2.00 steerable (Lake State Products 5-40-31)	+4 lbs.
	(e) 6x2.00 steerable (Heath)	+4 lbs.
304.	6.00-6 wheels (Shinn 6C4HB) with brakes	+6 lbs. (+1)
305.	Wheel streamlines (Dwg. A-9015 or A-9016)	6 lbs. (+2)
316.	Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum 9 in. ground clearance. The maximum weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less)	Use actual wt. change
	(a) Marston 1200 (Maximum 1200 lbs.)	
	(b) Air Transport 1220-480 (Maximum 1220 lbs.)	
	(c) Air Transport 1224-580-1 (Maximum 1220 lbs.)	
	(d) Federal SC-1 (Maximum 1400 lbs.)	
	(e) Piper S-1000 (Maximum 1200 lbs.)	
	(f) Jennings TY-2 (Maximum 1200 lbs.)	
	(g) Federal SA-1 (Maximum 1200 lbs.)	
	(h) Aviation Service B (Maximum 1650 lbs.)	
	(i) Richards 1-B (Maximum 2220 lbs.)	
	(j) Washington Aircraft 1200 (Maximum 1200 lbs.)	
	(k) Heath 655 (Maximum 1210 lbs.)	
	(l) Federal SC-2 (Maximum 1650 lbs.)	
	(m) Aviation Service A (Maximum 1100 lbs.)	
	(n) Federal SA-1A (Maximum 1300 lbs.)	
	(o) Jacobsen (formerly Escanaba) EAS-100 (Maximum 1200 lbs.)	
	(p) Richards 1-A (Maximum 2800 lbs.)	
	(q) Marston MFS-1600 (Maximum 1600 lbs.)	
	(r) Heath 725 (Maximum 1450 lbs.)	
	(s) Aero. Sales & Service AS-6.00-6 (Maximum 1320 lbs.)	
	(t) Jack Carr Service 16 (Maximum 1600 lbs.)	
	(u) Fairbanks MF-5 (Maximum 1310 lbs.)	
	(v) Heath 725A (Maximum 1450 lbs.)	
	(w) Federal SK4-1 (Maximum 1400 lbs.)	
317.	6.00-6 4-ply tires	Neglect weight change
320.	Heath 1460A float installation, 172 lbs. including auxiliary fin, 4 lbs. (+176) (BCS12-65 and BCS12-D only)	+122 lbs. (+25)

Electrical and Radio Equipment

310.	Battery and Box	
	(a) 6 volt	9 lbs. (+10)
	(b) 12 volt	15 lbs. (+10)
311.	Radio installations	
	(a) Receiver (BC, BCS, BC-65 and BCS-65)	9 lbs. (+39)
	(b) Receiver (BC12-65 and BCS12-65)	11 lbs. (+12)

(c) Transmitter (BC12-65 and BCS12-65)	9 lbs. (+8)
(d) Reel type trailing antenna (BC12-65 and BCS12-65)	3 lbs. (+61)
(e) "T" type antenna	1 lb. (+40)
(f) Lear Loop Rotator AML-1 (BC12-65 and BCS12-65)	2 lbs. (+25)
(g) Lear receiver complete, including receiver AMR-1 5 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only)	12 lbs. (+14)
(h) Lear receiver and transmitter complete, including receiver AMR-1 5 lbs. (+2), receiver antenna 1 lb. (+40), transmitter AMT-1 5 lbs. (+2), trailing antenna 3 lbs. (+61), dry battery and cable 9 lbs. (+20) (B12 series only)	23 lbs. (+18)
(i) Heath receiver complete, including receiver MA-4 7 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only)	14 lbs. (+13)
(j) See NOTE 5 for BC12-D and BCS-12D	
319. Position lights	2 lbs. (+77)
(a) Grimes B (6 volt)	
(b) Grimes D (6 volt) BC12-D and BCS12-D only	
(c) Grimes D (12 volt) BC12-D and BCS12-D only	

Interior Equipment

105. Wheel type control	
301. Parachutes (one or two)	20 lbs.ea. (+23)
306. Cabin heater (Taylorcraft BC-L606 or BC-L630)	2 lbs. (-22)
307. Leather upholstery	+5 lbs. (+25)
314. Stick type control	Neglect weight change
318. Special instruments (B12 series only)	
(a) Bank and turn	4 lbs. (0)
(b) Rate of climb	2 lbs. (-4) or (-9)
(c) Compass	2 lbs. (+4)
(d) Clock	0.5 lbs. (+10)

Miscellaneous (Not listed above)

200. Miscellaneous items as noted in the approved weight and balance report.	
106 or 303. Auxiliary door	+5 lbs. (+25)

NOTE 1. (Deleted - December 2, 1942)

NOTE 2. (a) Models BC and BC-65, serial Nos. 1407 and up, eligible at 1150 lbs. maximum weight.
(b) Model BCS-65, serial Nos. 1432 and up, eligible at 1278 lbs. maximum weight.

NOTE 3. No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

NOTE 4. Opposite wing tank eligible as 6 gal. auxiliary on models BC12-D and BCS12-D only.

NOTE 5. Models BC12-D and BCS12-D radios restricted to total weight not more than 20 lbs. and arm from (+8) to (+20).

(SEE ALSO PERTINENT "AIRWORTHINESS DIRECTIVE")

Charles F. Dyer by JM
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon applica. to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

2/P30

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Auto-Lite 18A-1 Wet - 4½	- -	- -	- -	- -	- -
Exhaust port	Up	- -	Down	- -	- -	---
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	4
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	1
		4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23162

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

	Weight, lbs.
Starter	
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type CP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387693
A-65-6	389096
A-65-6J	373296
A-65-7	575897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Dia.	Thick-ness	Weight (lbs.)	Notes
A1	TC 385	40	2000	70-3/4"	55"	8	5/16"	4-5/8"	6"	3-3/4"	10	-
42K12335	TC 586	(Same as 90HASP-90)										
42K12335M	TC 586	(Same as 90HASP-90M)										
42K19593	TC 546	225	2100	96"	62"	8	7/16"	7"	9-1/4"	6"	29	
43K10107	TC 691	(Same as 72C-42)										
43K13605	TC 811	(Similar to 90JA-79 with same rating)										
43K15131	TC 586	(Serial Nos. up to BC146 incl. same as 86RA-62. Serial Nos. BC147 to B2285 incl. same as 86RA-61)										
43K15131A	TC 586	(Same as 86RA-61)										
43K19181	TC 546	(Same as 90LA-76)										
43K26215	TC 586	(Same as 90HA-86)										
44K15005	TC 586	(Similar to 85LYA with same rating)										
44K24605	TC 811	(Same as 90JA-81)										
60BA	TC 734	50	3000	60"	34"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60DA	TC 734	50	3000	60"	41"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
60EA	TC 734	50	3000	60"	28"	6	3/8"	4"	5-1/4"	3-1/4"	7	1
63	TC 489	37	2550	63"	36"	6	3/8"	4"	5-3/4"	3-1/4"	7	-
63B	TC 565	36	2400	63"	38"	6	3/8"	5"	6-3/8"	3"	7	-
66A	TC 731	65	3500	66"	35"	6	3/8"	4"	5-3/8"	3-3/16"	7	1
66CA	TC 765	155	3200	66"	66"-63"	8	7/16"	5"	7-3/8"	4"	11	1
69	TC 386	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	7	3
69A	TC 666	45	2575	69"	36"-28"	6	3/8"	5"	6-3/8"	2-1/2"	8	1
69B	TC 449	36	2400	69"	28"	6	3/8"	5"	6-3/8"	3"	8	3
69C	TC 537	40	2575	69"	26"-23"	6	3/8"	4"	5-3/8"	3-1/4"	8	1,4
69D	TC 554	40	2575	69"	26"	6	3/8"	4"	5-3/8"	3-1/4"	8	3
69E	TC 581	45	2575	69"	35"-33"	6	3/8"	5"	6-3/8"	2-1/2"	8	1,3
69F	TC 581	42	2575	69"	33"	6	3/8"	4"	5-3/8"	3-3/16"	8	3
69J	TC 564	40	2575	69"	28"-26"	6	3/8"	4"	5-3/8"	3-1/4"	7	1,4
69M	TC 668	50	2500	69"	38"	6	3/8"	4-3/4"	6-1/4"	3-1/4"	8	-
70A	TC 734	80	2700	70"	56"-52"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70AB	TC 734	90	2500	70"	56"-46"	6	3/8"	4"	6-1/8"	4"	9	1
70AF	TC 734	80	2650	70"	56"-46"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70D	TC 734	80	2700	70"	46"-38"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	8	1
70DF	TC 734	80	2500	70"	50"-44"	6	3/8"	4"	6-1/8"	3-1/4"	8	1
70F	TC 679	60	2400	70"	47"-43"	6	3/8"	4"	6"	3-1/4"	9	1,2
70L	TC 679	55	2300	70"	47"-41"	6	3/8"	4-3/8"	6"	3-1/4"	9	1,2
70LY	TC 718	65	2550	70"	40"-32"	6	3/8"	4-3/8"	6-1/8"	3-1/4"	9	1
72	TC 591	40	2540	72"	30"	6	3/8"	5"	6-3/8"	2-3/4"	8	-
72A	TC 666	45	2500	72"	31"	6	3/8"	5"	6-3/8"	2-1/2"	7	-
72AB	TC 782	90	2500	72"	60"-40"	6	3/8"	4"	6-1/8"	4"	9	1
72B	TC 595	40	2575	72"	30"	6	3/8"	4"	5-3/4"	3-3/16"	8	-
72C	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72CK	TC 691	65	2350	72"	50"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
72DC	TC 734	75	2300	72"	55"-48"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	9	1
72DF	TC 734	90	2500	72"	55"-48"	6	3/8"	4"	6-1/8"	4"	9	1
72EB	TC 789	125	2600	72"	68"-62"	6	3/8"	4-3/4"	7"	4-3/4"	12	1
72EC	TC 789	125	2600	72"	68"-62"	8	3/8"	5-1/4"	7"	4"	12	1
72F	TC 691	65	2350	72"	50"-40"	6	3/8"	4"	6-1/8"	3-1/4"	10	1

* Production basis - Production Certificate No. 1

22026

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
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	Hub Drilling Dia.	Hub Drilling Thickness	Weight (lbs.)	Notes
84J	TC 555	90	2025	84"	52"	8	3/8"	5-1/4"	7"	4"	15	-
84M	TC 538	125	2175	84"	64"	8	3/8"	5-1/4"	7-3/8"	4-3/8"	14	-
85LYA	TC 586	190	2550	85"	61"-52"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86AA	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	19	1
86AAS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4-1/8"	21	1
86AB	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86ABS	TC 586	200	2450	86"	60"-50"	6	3/8"	6-3/16"	8"	4-1/8"	21	1
86AC	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	19	1
86ACS	TC 586	200	2450	86"	60"-50"	8	3/8"	5-1/4"	8"	4"	21	1
86B	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4"	20	1,2
86BAS	TC 586	200	2450	86"	63"-51"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	20	1
86BB	TC 586	200	2450	86"	63"-51"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86BS	TC 586 (identical to 86B except incorporates "S" in model designation).											
86C	TC 654	145	2050	86"	70"-61"	8	3/8"	5-1/4"	7"	4"	19	1,2
86CA	TC 654	200	2450	86"	70"-63"	8	3/8"	5-1/4"	7-3/8"	4"	19	1,2
86CASP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86CB	TC 654	200	2450	86"	70"-61"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
86CS	TC 654	145	2030	86"	72"-68"	8	7/16"	5-1/4"	7"	4"	34	1
86CSP	TC 654	132	1975	86"	76"-72"	8	7/16"	5-1/4"	8"	4"	26	1
86D	TC 654	145	2050	86"	68"	8	3/8"	5-1/4"	7"	4"	19	-
86M	TC 586	130	2175	86"	54"	8	3/8"	5-1/4"	7-3/8"	4-5/16"	18	-
86R	TC 586	200	2450	86"	62"-50"	8	3/8"	5-1/4"	7-3/4"	4-1/8"	19	1
86RA	TC 586	200	2450	86"	62"-50"	8	7/16"	7"	9-1/4"	6"	26	1
86RB	TC 586	200	2450	86"	62"-50"	6	3/8"	6-3/16"	8"	4-1/8"	19	1
88	ATC 478	92	2100	88"	45"-41"	8	3/8"	4-23/32"	6-3/4"	4-1/2"	16	3
88A	TC 528	100	2100	88"	44"	8	3/8"	4-23/32"	6-1/2"	4-1/2"	16	-
88KSP	TC 654	160	1850	88"	84"-80"	8	7/16"	5-1/4"	8"	4"	26	1
90	TC 518	100	1810	90"	50"	8	3/8"	5-1/4"	7"	4"	18	3
90A	TC 517	145	2050	90"	51"	8	3/8"	5-1/4"	7"	4"	18	3
90B	TC 516	125	2050	90"	45"	8	3/8"	5-1/4"	7"	4"	18	3
90BA	TC 517	145	2050	90"	61"-45"	8	3/8"	5-1/4"	7-3/8"	4"	18	1
90BAL	TC 517 (Left hand of 90BA)											
90C	TC 517 (Same as 90A)											
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	3
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.)											1
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T	TC 586	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

22026

TAYLORCRAFT AVIATION CORPORATION
ALLIANCE, OHIO

ACTUAL WEIGHT AND BALANCE REPORT

MODEL BC12D

SERIAL NO. 7697

LICENSE NO. CF-DOL

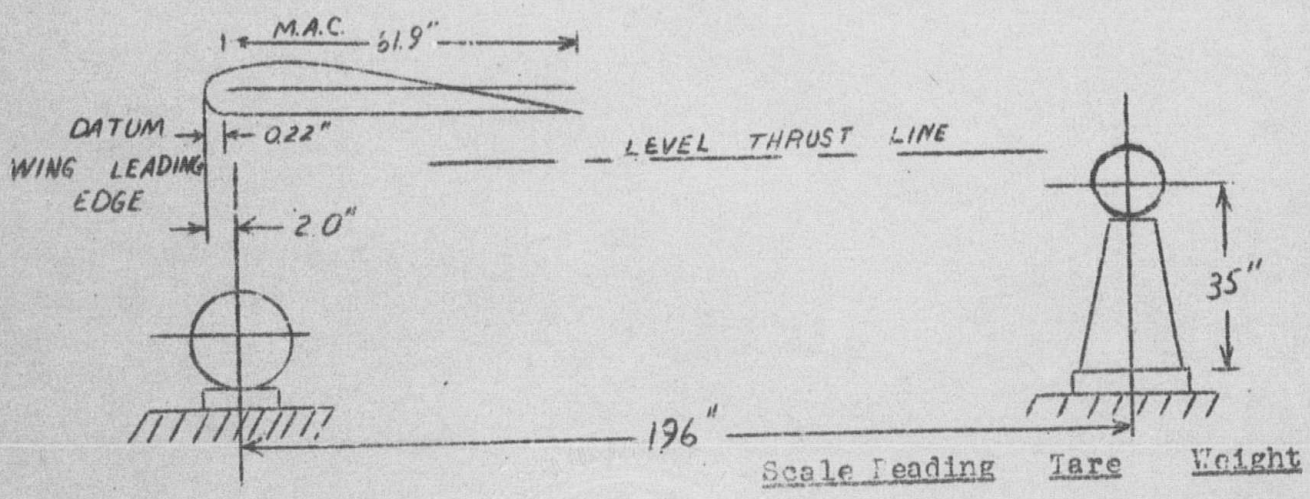
DATE June 6, 1946

PREPARED BY John G. Lozeman

INSPECTOR Kenneth M. Hartley

Section 1. Aircraft Weight

A. Empty Weight as weighed (Leval Landing Position)



	Scale Reading	Tare	Weight
Right Wheel			344
Left Wheel			357
Tail Wheel			61
			762
	Actual Weight plus Oil		
	Oil - 1 gal. 7.5 lbs.		-7.5
	Empty Weight		754.5

C.G. Empty (as weighed) aft of wheel centerline = $\frac{61 \times 196}{762}$ = 15.7 inches

C. G. is aft of leading edge of wings 15.7 " + 2.0 " = 17.7 "

Section 2. Most Forward C.G. Loading Condition

Item No.	Name	Weight	Hor. Arm	Moment
1.	Empty Weight (as weighed including oil)	762	17.7	13487
2.	Fuel - 12 gal. (fuselage tank)	72	-9.	-648
3.	Pilot	170	23.	3910
		1004	16.7	17649

Datum to M.A.C. Leading Edge= 0.22 inches

Percent of M.A.C.= $\frac{16.7 - 0.22}{61.9}$ = 26.6 %

C.G. aft of leading edge of wing= 16.7 inches

Section 3. Most Rearward C.G. Loading Condition

Item No.	Name	Weight	Hor.	Arm Moment
1.	Empty Weight (as weighed including oil)	762	17.7	13487
2.	Fuel - 6 gal. (fuselage tank)	36	-9	-324
3.	Pilot & passenger	340	23	7820
4.	Baggage	50	40	2000
		1188	19.34	22983

Datum to M.A.C. Leading Edge= 0.22 inches

Percent of M.A.C.= $\frac{19.34 - 0.22}{61.9}$ = 30.88 %

C.G. aft of leading edge= 19.34 inches

STANDARD EQUIPMENT LIST FOR TAYLORCRAFT BC12D

Schnutt 2-ply Tires

Aeromarine Tachometer

Aeromarine Altimeter

Aeromarine Airspeed

Oil Pressure Gauge

Oil Temperature Gauge

Dual Ignition Switch

Shock Cords

Primer

Throttle Control

Carburetor Heater

Cabin Heater

Propeller

Continental A65-8 Engine Dual Ignition

Navigation Lights, Battery & Box

Flightex 3½ oz. cloth

Removable Equipment Including Installation Weight

- Ahead of leading edge of wing	+Rearward of leading edge
Parking brake	Wt. 1.0 lbs. - 9
Carwell Aero Eng. Co. Compass Type 55	Wt. 2.0 lbs. - 3.5"
Shinn Devices Brakes 6C4HB	Wt. 6.0 lbs. + 1"
Steerable Tailwheel	Wt. 2.0 lbs. + 193"
Total	11. lbs.

INSTRUCTION MANUAL - MODEL B & B12

FOREWARD

This instruction book has been compiled with the view of giving the private owner or operator of Taylorcraft airplanes sufficient knowledge of the construction, operation and care of the airplane so that the service and satisfaction built into it may be obtained.

Carelessness in one form or another is the true source of practically all airplane mishaps. Neglect of, or improper inspection on the ground is the hardest form of carelessness to overcome. While we all condemn reckless flying, improper care on the ground cannot be too strongly pointed out as the most dangerous form of recklessness. Be sure, therefore, when taking delivery of your Taylorcraft airplane that you know how to care for it and if you cannot give it thorough and regular care, put it in the hands of a competent mechanic and give him free use of this Service Manual.

In case of doubt concerning any service or operating problems not covered in this manual, or obtainable through our sales representatives, consult our Service Department which is maintained to assist you in obtaining economical and efficient service from your Taylorcraft.

WARRANTY

The Taylorcraft Aviation Corporation warrants each new airplane or part manufactured by them, when used under normal conditions, for ninety days, or in no case exceeding fifty hours flying time, after delivery of plane from the factory. This warranty is limited to replacing or repairing at the factory, any part or parts which have been returned to the factory, with transportation charges prepaid and which, in its opinion, are defective. This warranty is in lieu of all warranties and representations, expressed or implied, and all other obligations or liabilities on the part of the Taylorcraft Aviation Corporation.

This warranty does not cover any labor charges for replacement of parts, adjustments, repairs, or any work done by Taylorcraft Aviation Corporation, or other parties.

This warranty shall not apply to any aircraft or part repaired or altered outside our factory in any way, so as in our judgment to affect its operation, or which has been subject to misuse, negligence, or accident.

The Taylorcraft Aviation Corporation makes no warranty with respect to motor, instruments, propellers, tires, wheels or other trade accessories, inasmuch as they are usually warranted by their respective manufacturers.

The Taylorcraft Aviation Corporation reserves the right to change the design, aircraft, parts, specifications, prices, etc., without incurring any responsibility with regard to aircraft or parts previously sold or replaced.

The Taylorcraft Aviation Corporation is not responsible to any purchaser or any party or parties, for any representation, undertaking, promise or warranty, made by representatives selling its products, beyond those herein expressed.

SERVICE

The Taylorcraft distributors and dealers are rapidly building up their Service Departments. Parts are available and they have efficient licensed mechanics. When in need of service, contact the nearest Taylorcraft representative. The factory maintains a Service Department to assist the representatives and you, to obtain the most service from your airplane.

HOW TO ORDER PARTS

When ordering parts, always give the following information to the Taylorcraft representatives:

1. The model, Serial No., NC No., and engine Serial No. of your plane, The model and serial number can be found on the metal plate attached to the floor board on the right side of the cabin.
2. The part number and name of the piece wanted, whenever possible. (See Diagram) If you cannot find the part number give as complete a description as possible of the part required and location, stating right or left. A sketch is frequently of assistance in filling orders.
3. Quantity needed. THIS IS IMPORTANT.
4. If representatives do not carry the part needed, state -- to whom the shipment is to be made, address to where parts are to be sent, transportation - Parcel Post, Air Mail, Air Express, Railway Express or Freight.
5. Parts will be shipped C.O.D. unless credit is established or a certified check or money order accompanies the order.
6. Parts ordered to be shipped by Air Express must be accompanied by a money order or a certified check.
7. For engine service, contact the engine manufacturer's service station directly.

NOTE: In order to avoid delays, all communications should be addressed to the attention of the Service Department.

RETURN OF PARTS

Parts returned for replacement, repair, or credit should be accompanied by a letter stating the reason for return with the plane serial number and number of hours the parts have been in service. All possible information that will assist us to determine the cause of the trouble is essential. Transportation must be prepaid.

PRICES

Prices are subject to change without notice.

GENERAL DESCRIPTION

The Taylorcraft, Model B or B12, is a high wing strut braced, two place cabin monoplane and is available as a land plane or seaplane. The Model B or B12 is obtainable with the following 65 horsepower engine installations:

Lycoming O-145-B
Franklin 4AC-176-B2
Continental A-65-8

SPECIFICATIONS

General (All Models)

Wing Span	36 ft.
Height (Tail Down)	78 in.
Wing Chord	63 in.
Length Overall	21 ft.9 in.
Dihedral	1 degree
Wheels	Shinn
Tires	6.00 x 6 2-pl
Tail Wheel	6 x 200

FUSELAGE

The fuselage is composed entirely of steel tubing welded into a unit structure. All members are of S.A.E. No. 1025 or No. 4130 steel. All members are jig cut and in case of replacement they can be furnished ready for welding into the fuselage.

All fuselage tubes are given a protective coating of primer.

Saltwater seaplane fuselages require extra fittings and special corrosion protection. Fresh water fuselages have no special corrosion protection. Care should be taken to give replacements for seaplanes the same corrosion protection as the original material. All saltwater seaplane fuselage tubes are sandblasted, primed, coated with enamel, and oiled on the inside. Information concerning the size and material on any member can be obtained from the Service Department.

WINGS

The wings are a built-up structure having two solid spruce spars braced with steel tubular drag struts and steel tie rods. The ribs are built up of riveted nicralumin sections and nailed to the spars. The leading edge is formed of sheet nicralumin fastened to the ribs by self-tapping metal screws. The wings are covered with medium airplane fabric which is sewed to the ribs with 6U commercial gray waxed linen, right twist, rib cord, reinforced by means of 3/8" herringbone tape and covered with 1-1/2" pinked edge wing tape. Seven or more coats of high grade airplane nitrate dope provides the cloth with tautness and finish.

AILERONS

The ailerons are also a built-up structure with a spruce spar and with stamped aluminum ribs. Aluminum leading edge is fastened to the ribs by means of self-tapping metal screws and nailed to the spar. They are fabric covered and doped. The ailerons are attached to the wing

AILERONS * CONT.

THROUGH STEEL HINGE BRACKETS WHICH ARE BOLTED TO THE REAR SPAR IN THE wing. The center hinge bracket carried a horn from which a tubular drag link transmits the motion to the ailerons.

TAIL SURFACES

The tail surfaces are built up with steel tubing frame work and formed steel ribs. The two stabilizers and the fin are bolted to the fuselage and wire braced. The two elevators are bolted at the horn so that they act as a single unit. The fuselage, fin and stabilizers are equipped with replaceable bronze bushings which should be oiled frequently.

LANDING GEAR

The landing gear is built of tubing forming two separate units and are individually hinged to the fuselage. Each has replaceable bronze bearings, which should be oiled frequently. (See diagram)

No part of the landing gear is heat treated. The shock absorbers for each side consist of two 9/16" shock cords. There is a rubber bumper installed on the shock truss in the fuselage which separates the landing gear and the fuselage structure at the point where the shock cord is attached. A stop cable is also provided at this point to prevent the shock cord being stretched beyond its elastic limit. Roller bearings are installed in the wheels. The brakes are cable controlled and of the internal expanding type with the lining on the drums.

Standard planes without brakes are equipped with a spring leaf tail skid. When brakes are installed, a special spring with a full swivel tail wheel is used in place of the spring and skid. A steerable tail wheel is also available.

CONTROLS

The control system has dual wheels attached to an H column to control the elevators and ailerons. The control wheel shafts slide through composition bearings and are connected to the control column by a universal joint. These wheels may be removed by removing the bolt connecting the shaft to the universal joint. Always remove the rear hub of the universal joint when removing duals. The right set of rudder pedals may be removed by removing one bolt from each pedal.

Flexible steel cables are used throughout the control system to transmit motion. All pulleys are mounted on graphite bronze bushings. The trim tab control on the model B is below the left seat and is to compensate for slight nose or tail heaviness. To correct for nose heaviness, the handle is raised and to correct for tail heaviness, the handle is lowered. The trim tab control on the model B12 is located on the ceiling, and is turned clockwise to correct for nose heaviness. See diagram for lubrication and adjustment of trum tab.

ENGINE CONTROLS

The engine controls consist of an ignition switch, throttle, a carburetor heater, gas shut-off and primer. There is an altitude adjustment on the Continental carburetor equipped engines, and available on the Lycoming and Franklin at extra cost. Operation instructions for the controls are shown on the instrument panel or control knobs. The throttle is located at the lower center of the instrument panel and is of the push-pull type. The throttle is pushed forward to open.

FUEL SYSTEM

The fuel system on the B12 consists of a twelve gallon terneplate gas tank located in the front of the fuselage and a six gallon tank in the right wing. The valve for the wing tank is located above the corresponding door. The wing tank should be emptied when the main tank is half empty. Fuel is gravity fed to the carburetor. A small copper screen is placed in the outlet of the tank. Flexible hose connections are used between the tank, filtrap and engine. A small copper line is attached to the filtrap inlet to deliver gas through the primer to the cylinders for starting.

The fuel system on the model B consists of a twelve gallon tank in the front of the fuselage as standard, and a six gallon auxiliary tank can be installed behind the seat as extra equipment.

ENGINES

The engines are wet sump motors, having an oil capacity in their crankcase for one gallon of oil each.

ASSEMBLY OF LANDING VEES

The landing vees are made right and left and the bearings should be oiled or greased just before assembly. With the fuselage supported at the front end, the vees are then put in place and assembled with the bolts provided. Tighten the bolts to a snug fit but not tight enough to resist the motion of the landing gear. Looseness permits excessive wear of the fittings. Install one shock cord, then the safety cable, followed by the second shock cord ring for each vee.

To install wheels, place the tapered roller bearings in their proper positions, install special lock washer and tighten nut sufficient to hold the wheel snugly in place. Be careful not to cause any binding.

ASSEMBLY OF WINGS

The wings are attached to the fuselage through the hinge fittings with the bolts provided. Hold or block the wing in its approximate position while the wing struts are installed with the bolts provided.

ASSEMBLY OF WINGS (CONT.)

The proper amount of incidence is built into the fuselage fittings and the dihedral is fixed by the length of the front struts. The rear struts are adjusted at the factory and must be assembled as tagged. After the plane is out in service, it may change balance slightly, by developing wing heaviness. To correct this, remove the bolt at the upper end of the rear wing strut of the opposite of that which is heavy and unscrew the plug 1/2 turn or more until the balance is corrected. After an airplane has received a major overhaul, it may be advisable to check the complete rigging of the airplane. To accomplish this, level the plane laterally by attaching a cord from wing tip to wing tip over the front spar. Place a line level on the center of the string and level the plane by blocking up the low wheel by a jack or other means. Level the plane longitudinally by placing a level on the stabilizer close to and parallel to the fuselage. Use a 30" level to check the incidence at the tip of the wing, (readings to be taken on the first full rib from the tip.) By placing the edge of the level at the forward part of the rear spar along the rib mentioned with the level in horizontal position, there will be a gap between the front edge of the level and the wing of 1-5/16". The plug at the top of the rear strut is used for adjustment. The tail surfaces are bolted to the fuselage and rigged level and plumb with the wings with an ordinary level used along the rear tube of the stabilizer and the rear tube of the fin. The wires to be rigged snug but not too taut. A low bass is satisfactory. The control cables are provided with turnbuckles for proper adjustment of the rudder and elevators.

When rigging the ailerons with the wheel centered adjust the cables, through the zipper in the back of the cabin so that the trailing edge of the aileron is in line with the trailing edge of the wing. All cables should be adjusted until they are snug, NOT TIGHT. If the cables are too tight, there will be too much drag in the aileron control.

STARTING

Before the start of any flight a complete check should be made of the quantity of gasoline and oil contained in the tank or motor. Also, it is recommended that the filter bowl be cleaned frequently because water and dirt will collect there.

When starting, always have a competent person at the controls.

Be sure the gas is turned on and with the switch IN THE OFF POSITION, give the primer one or two shots, then pull the prop through four or five times. Put the switch in the ON position, opening the throttle a little and pull the prop through quickly. If the engine fails to start, repeat the operation. If the engine loads up, put the switch in the OFF position, open the throttle wide and turn the prop backwards a few times to clear the engine. Then start in the conventional manner.

CAUTION: Always block the wheels when starting the engine, unless an experienced person is in the cabin controlling the brakes.

POINTS TO BE LUBRICATED AND CHECKED AT EACH PERIODIC INSPECTION

CONTROLS IN FUSELAGE

In the fuselage the main points to be lubricated are in the control system. The shafts of the control wheels slide through Bakelite bearings. A small amount of grease on the shafts will make a smoother working control at this point.

The following points on the Control Column should be oiled frequently:

1. The universal joint at the top of the control column.
2. There is also an oil hole on the top of the control column to lubricate the shaft of the universal joint.
3. The sprocket chain links.
4. The bearings at the bottom of the control column.
5. All pulley bearings and faces of pulleys.

Note: There are two pulleys for the aileron cable at the top front of the cabin and two more at the rear of the cabin. The front two can be reached through the zipper openings in the top of the cabin lining and the other two through the zipper opening in the back of the cabin.

On the right side of the floor just in front of the door are three pulleys carrying the elevator cables and one of the rudder cables. There is one pulley on the left side of the floor carrying the other rudder cable. These pulleys should be oiled and checked frequently. There are also cable guides in the rear of the fuselage that may be seen through the rear zipper opening that should be checked every 20 hours for frayed cables. There are also cable guides under the seat which may be inspected by lifting the edge of the seat canvas. Inspection covers at the rear of the fuselage provide access to the elevator control cable ends and these points should be oiled frequently.

CONTROLS IN WINGS

The aileron control horn which is located in the wing at the center aileron hinge bracket may be reached by removing the cover plate on the top of the wing. Oil placed in the hole of the control horn will lubricate the bearing. The ball joints and drag link at this point should be checked for looseness. Looseness due to wear may be removed by tightening the ball stud seat in the end of the drag link. The bronze bearings in the aileron hinge brackets should be oiled frequently. When wear occurs here, new bushings and hinge pins may be installed.

TAIL SURFACES

The hinge joints on all tail surfaces should be oiled frequently. When looseness occurs, new bushings and hinge pins will correct this condition.

LANDING GEAR

The roller bearings in the landing wheels should be lubricated with graphite grease, being careful not to get grease on the brake drum or band. Oil the hinge bearings frequently at the top of the landing gear between the fittings on the fuselage and landing gear.

LANDING GEAR (CONT'D.)

On planes equipped with a swivel type tail wheel, oil the swivel bearing and grease the ball bearings in the hub of the tail wheel.

Note: IT IS IMPORTANT that the bumpers on the fuselage truss under the shock cords be inspected every 20 hours and replaced when needed.

PARACHUTES

Provisions for parachutes have been made. By removing the four bolts (the nuts are riveted in place) on the front edge of the seat and making one-half turn of the leading edge frame and replacing the bolts, the seat is lowered ample to accommodate parachutes.

WINDSHIELD

The windshield may be changed by simply removing the bolts and clamps around its edges and replacing it with a new windshield.

GAS TANK

On rare occasions it may be necessary to remove the gas tank. To accomplish this, remove the control wheels and the front instrument panel which will give access to the tie rods which support the tank. Next remove the caps from the control column bearings and drop the column to the floor. Several engine controls and attachments must also be removed. Remove the forward tie rod nuts next to the fire-wall and pull the rods. The tank is then free to be removed down and out through the cabin.

ADJUSTMENT OF BRAKE SHOES ON

MODEL 6C2HB, 6C4HB, AND 6C5HB WHEELS

1. Unhook lock springs from adjustment nuts located outside of brake dust shield.
2. Screw in adjustment nuts until a heavy drag is produced on each shoe. Back out each nut one-half turn.
3. Apply brake firmly, release and check for drag. If still too much drag on either shoe, the corresponding adjustment nut must be backed out one-sixth turn at a time, brakes applied, released and checked for drag until sufficient clearance is obtained.
4. After a satisfactory adjustment is obtained, the lock springs are engaged in the holes in the adjustment nut.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE

Can be installed without any special tools

1. Lightly grind ends of lining until lining is right length for a snug fit in drums.
2. Push lining in drum with gap in lining centered between the rivets which are 1-1/2" between centers. Start by hand, then place a board over lining and tap down until it is flush with edge of drum.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE (CONT.)

3. Using drum as jig, drill rivet holes through lining, from outside, with an ordinary 9/64" drill.
4. Remove lining from drum with a claw hammer or other flat ended bar, using care to raise it evenly all around the circumference.
5. Countersink lining, with countersink drill, to correct size for rivet head (5/16") to 3/32" depth.
6. Replace lining in drum with holes aligned.
7. Place rivets in drum and rivet by setting head of rivet on end of a 5/16" rod held in a vise and hitting tubular end of rivet with hammer. Care should be taken not to hit the aluminum drum and not to hammer the rivet more than necessary, as there is danger of distorting the drum with excessive pounding.

Note: As brake lining service shops have a standardized set-up for automobile brake work and do not care for special jobs, it is recommended that this work be taken to a small machine shop or garage where there is a drill press or electric drill available.

If a special long shank countersink is used, it is not necessary to remove the lining from the drum in order to countersink it. We can furnish this special countersink at a price of $1.00 net.

ELECTRICAL EQUIPMENT

All models of Taylorcraft after serial No. 2529 are wired for lights, and on those that are not equipped with navigation lights the wires are strung through the wing and taped to the wing bow at the extreme tip. The wires on the fin are taped to the top edge just ahead of the trailing edge.

The battery is placed on the floor immediately ahead of the seat, slightly to the left of the center of the ship and is grounded to the fuselage framework under the seat. The system is fused in the positive lead where it comes out of the battery box and the fuse should always be replaced by a fuse of the same capacity as the original installation.

If the ship is equipped with a battery, care must be exercised in charging, as small aircraft batteries should not be charged over 2-1/2 amperes in excess of any outside draw such as lights or radio for more than a fifteen minute period.

If the ship is equipped with a generator, charging rate should be held down either by a brake or adjustment, and if the battery is charged outside, charging should never exceed 2-1/2 amperes.

If the charging rate is excessive or if one cell is broken down, the battery will boil, causing acid to leave the battery and perhaps come in contact with parts of the ship which may result in a failure. If the battery is charged out of the airplane, there is not the danger of damage to the airplane, but the battery is likely to be injured if the charging rate is excessive.

TAYLORCRAFT AVIATION CORPORATION

ALLIANCE, OHIO

TAYLORCRAFT MODEL B & B12

RIGGING INFORMATION

As the airplane is built entirely in jigs, it requires no rerigging to disassemble and reassemble the wings. There are only two points where any wing adjustment may be made.

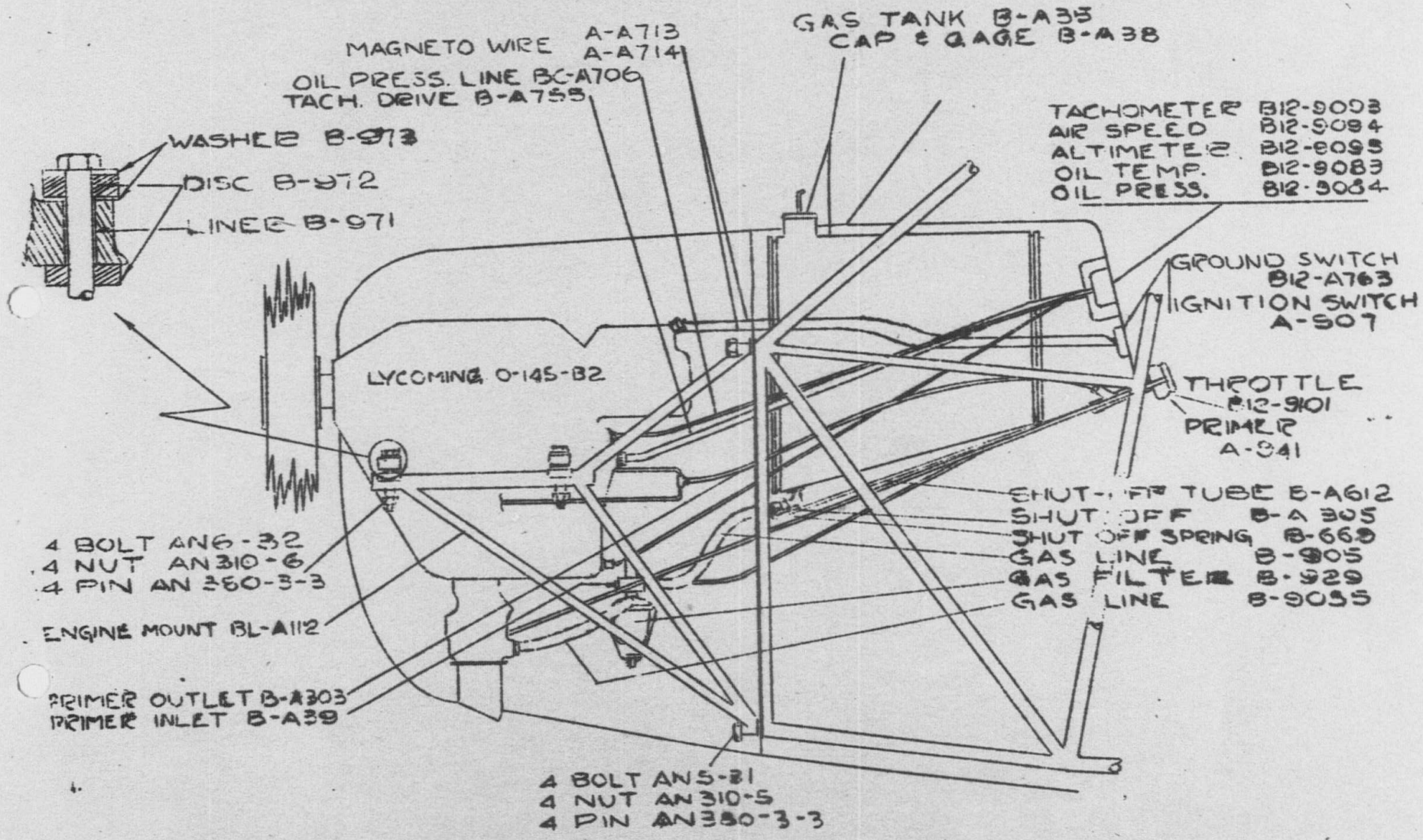
The front wing struts being jig built have no adjustment.

To check the rigging of the wings and tail, stretch a cord across the wings at the front spar and level the ship with a line level placed over the center of the cabin. Stretch a second cord across the wings at the rear spar and level with a line level. The rear strut adjustment is used to accomplish this. The bolt at the point of attachment of the wing strut with the wing fitting must first be removed. A long screw driver may be used to move the adjusting nut as required.

In flight tes ting, if the airplane flies either wing heavy, the rear strut adjustment may be used to correct this by washing the opposite wing out, or the heavy wing in.

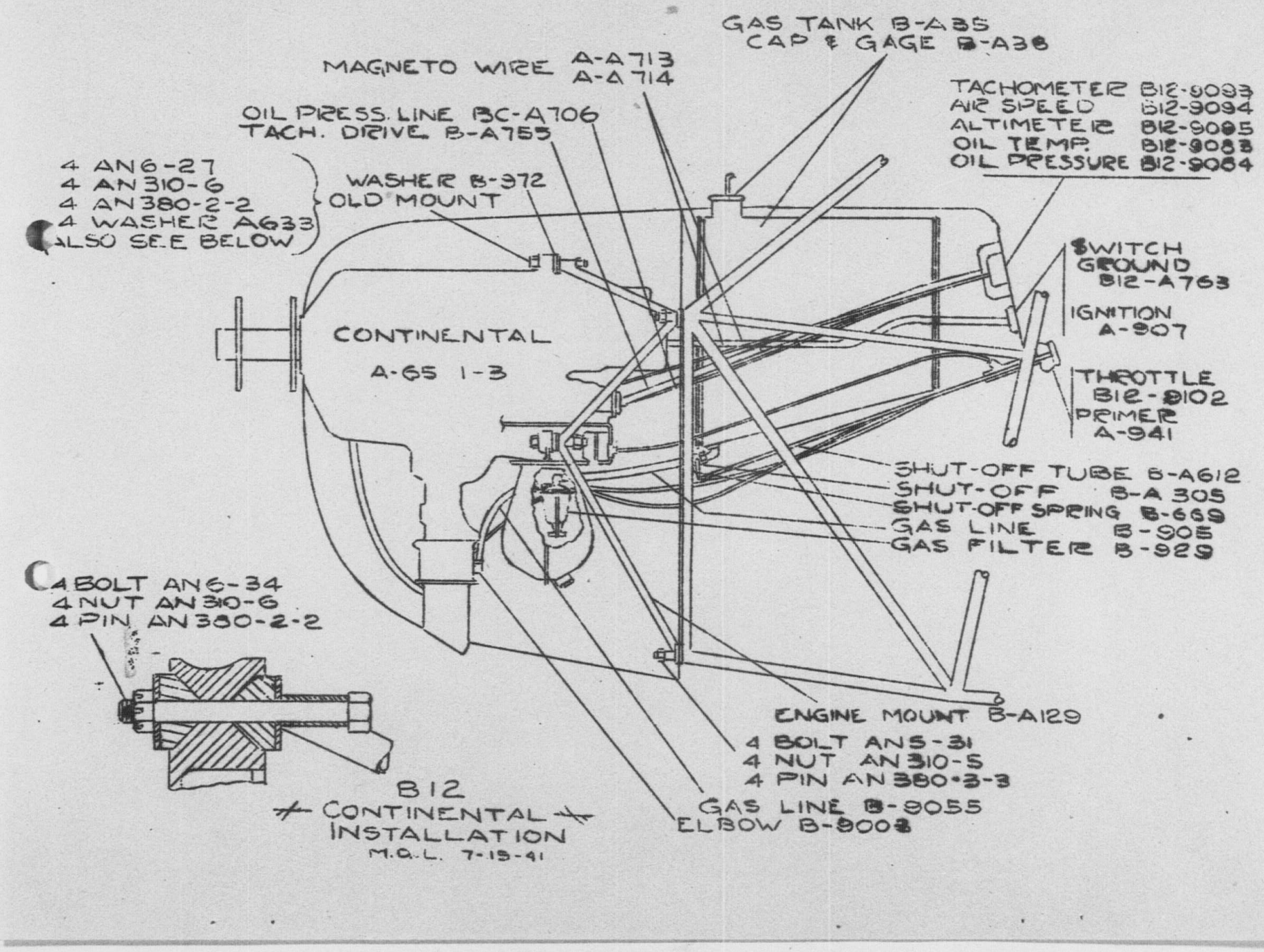
If the airplane flies nose heavy, both wings may be washed in; or if tail heavy, both wings may be washed out for correction.

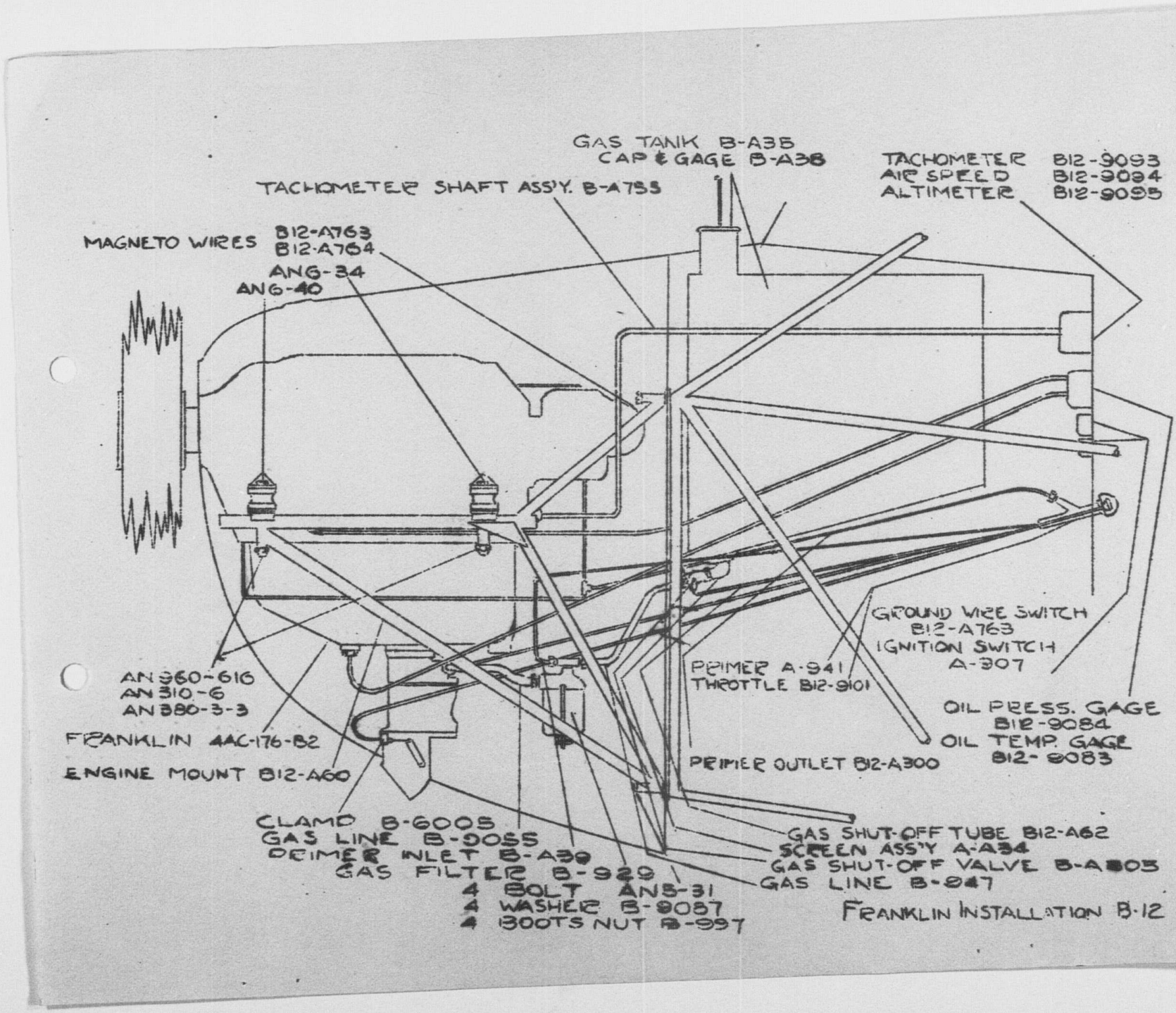
The tail is rigged level and perpendicular while the ship is level. An ordinary level used along the rear tube of the stabilizer and rear tube of the fin will accomplish this. The wires should be rigged snug but not too taut. A low bass tone is satisfactory.

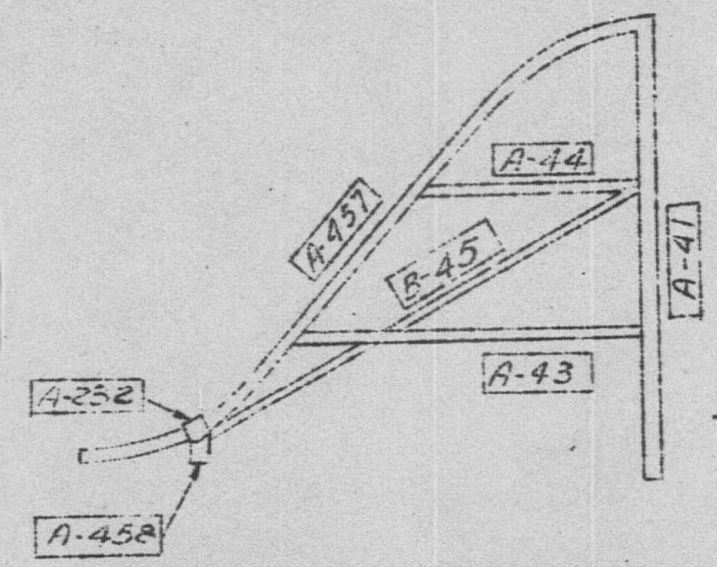


LYCOMING ENGINE INSTALLATION OF B12

M.D.L. 7-15-41

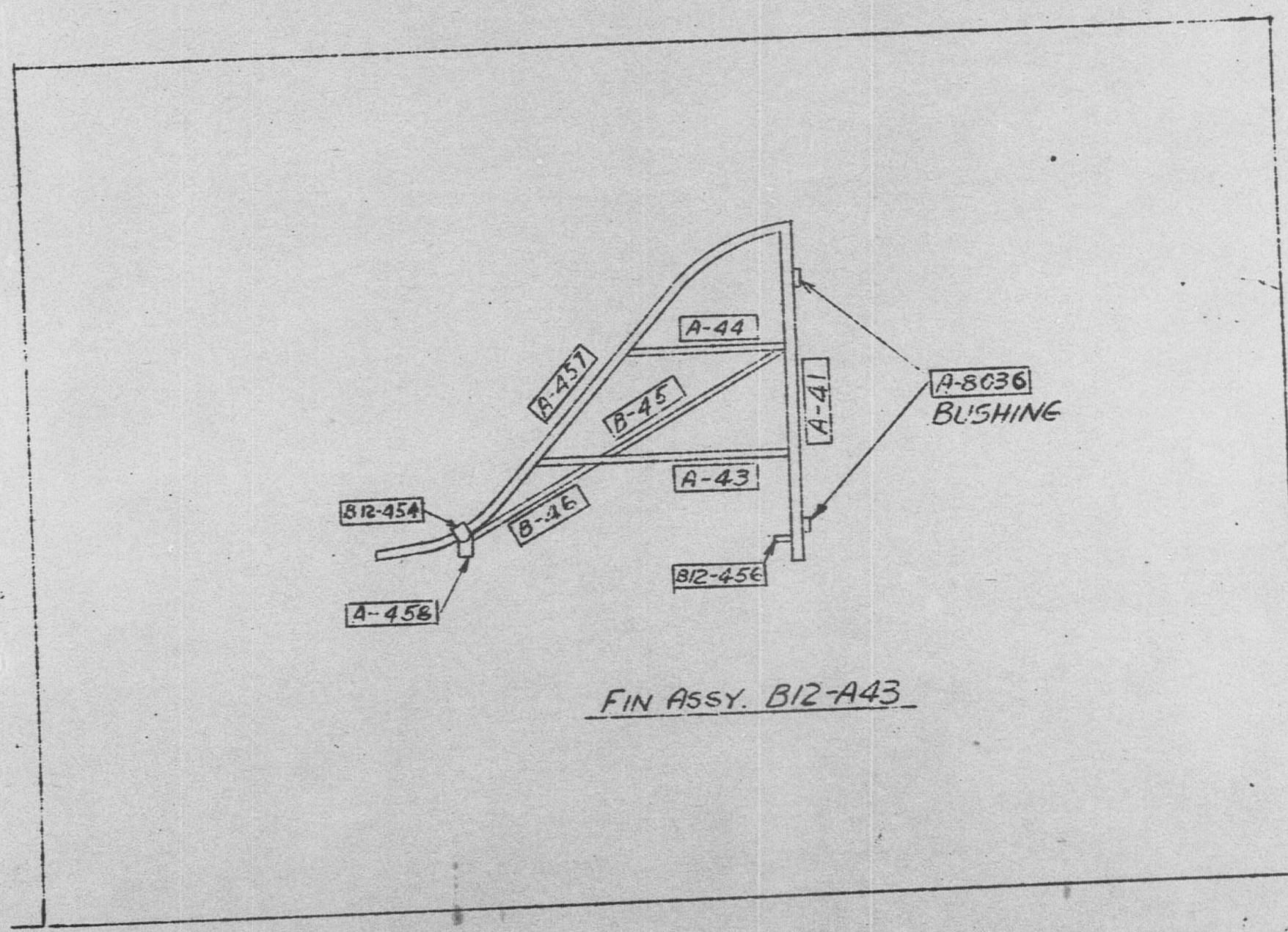

GAS TANK B-A35
CAP & GAGE B-A38
MAGNETO WIRE A-A713
A-A714
TACHOMETER B12-9093
AIR SPEED B12-9094
ALTIMETER B12-9095
OIL TEMP. B12-9083
OIL PRESSURE B12-9084
OIL PRESS. LINE BC-A706
TACH. DRIVE B-A755
4 AN6-27
4 AN310-6
4 AN380-2-2
4 WASHER AG33
ALSO SEE BELOW
WASHER B-372
OLD MOUNT
SWITCH GROUND B12-A763
IGNITION A-907
CONTINENTAL
A-65 1-3
THROTTLE B12-9102
PRIMER A-941
SHUT-OFF TUBE B-A612
SHUT-OFF B-A305
SHUT-OFF SPRING B-669
GAS LINE B-905
GAS FILTER B-929
4 BOLT AN6-34
4 NUT AN310-6
4 PIN AN380-2-2
ENGINE MOUNT B-A129
4 BOLT AN5-31
4 NUT AN310-5
4 PIN AN380-3-3
GAS LINE B-9055
ELBOW B-9008
B12
CONTINENTAL
INSTALLATION
M.O.L. 7-15-41


GAS TANK B-A35
CAP & GAGE B-A38
TACHOMETER SHAFT ASS'Y. B-A755
TACHOMETER B12-9093
AIR SPEED B12-9094
ALTIMETER B12-9095
MAGNETO WIRES B12-A763
B12-A764
AN6-34
AN6-40
GROUND WIRE SWITCH
B12-A763
IGNITION SWITCH
A-307
PRIMER A-941
THROTTLE B12-9101
OIL PRESS. GAGE
B12-9084
OIL TEMP. GAGE
B12-9083
AN360-616
AN310-6
AN380-3-3
FRANKLIN 4AC-176-B2
ENGINE MOUNT B12-A60
PRIMER OUTLET B12-A300
CLAMP B-6005
GAS LINE B-9055
PRIMER INLET B-A39
GAS FILTER B-929
4 BOLT AN5-31
4 WASHER B-9087
4 LOCKS NUT B-997
GAS SHUT-OFF TUBE B12-A62
SCREEN ASS'Y A-A34
GAS SHUT-OFF VALVE B-A805
GAS LINE B-947
FRANKLIN INSTALLATION B-12

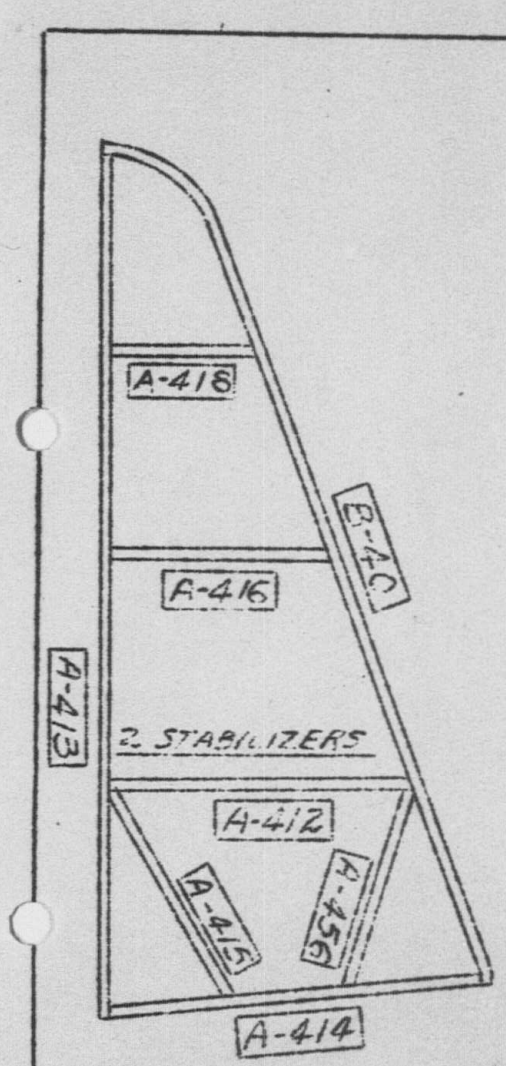


FIN ASSY. B-A43

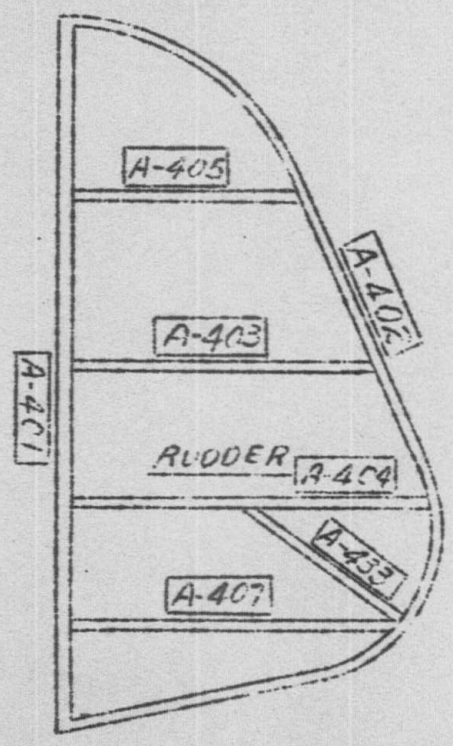
FIN ASSY. B-A43



FIN ASSY. B12-A43



B-A40 R

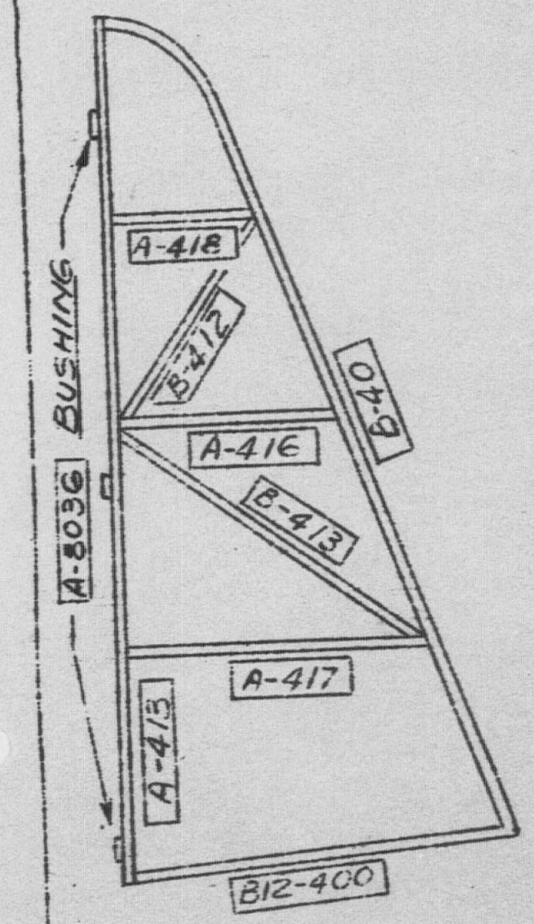


A-A41

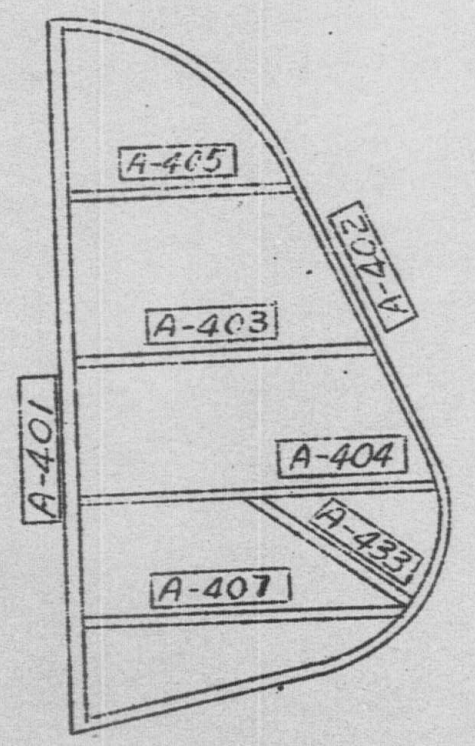


B-A41 R L

TAIL SURFACE'S



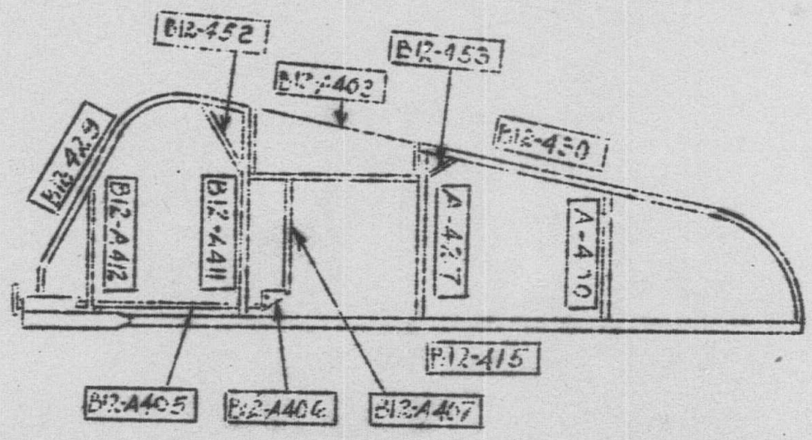
STABILIZER B12-A44 L R



RUDDER A-A41

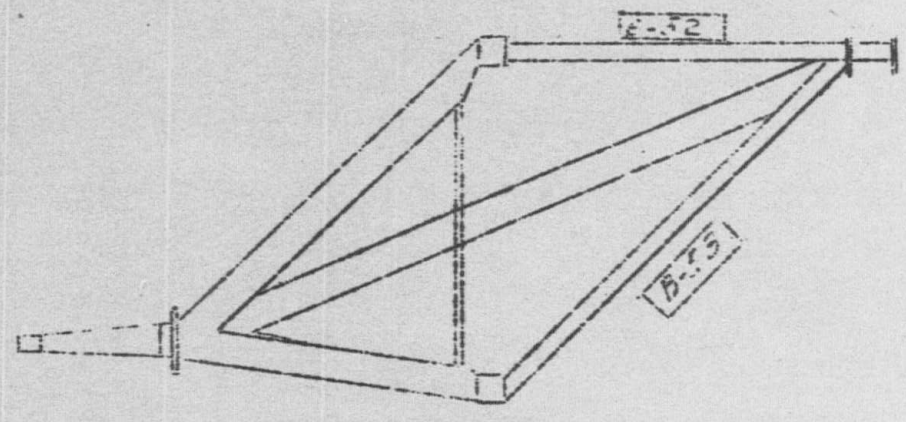


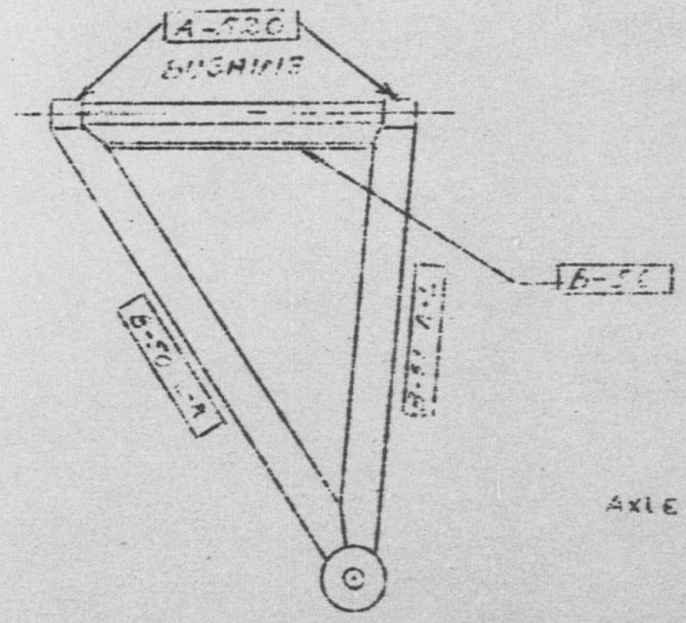
ELEVATOR B12-A401



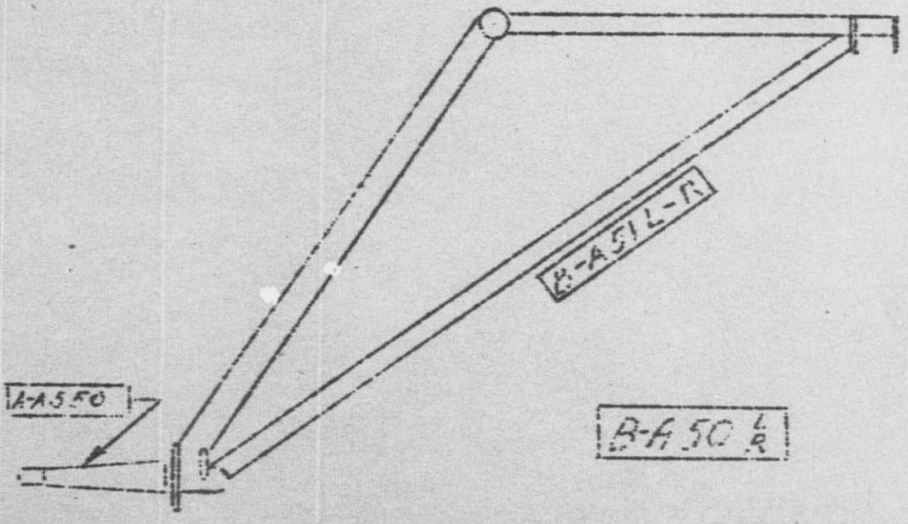
B12-A402
LEFT ELEVATOR

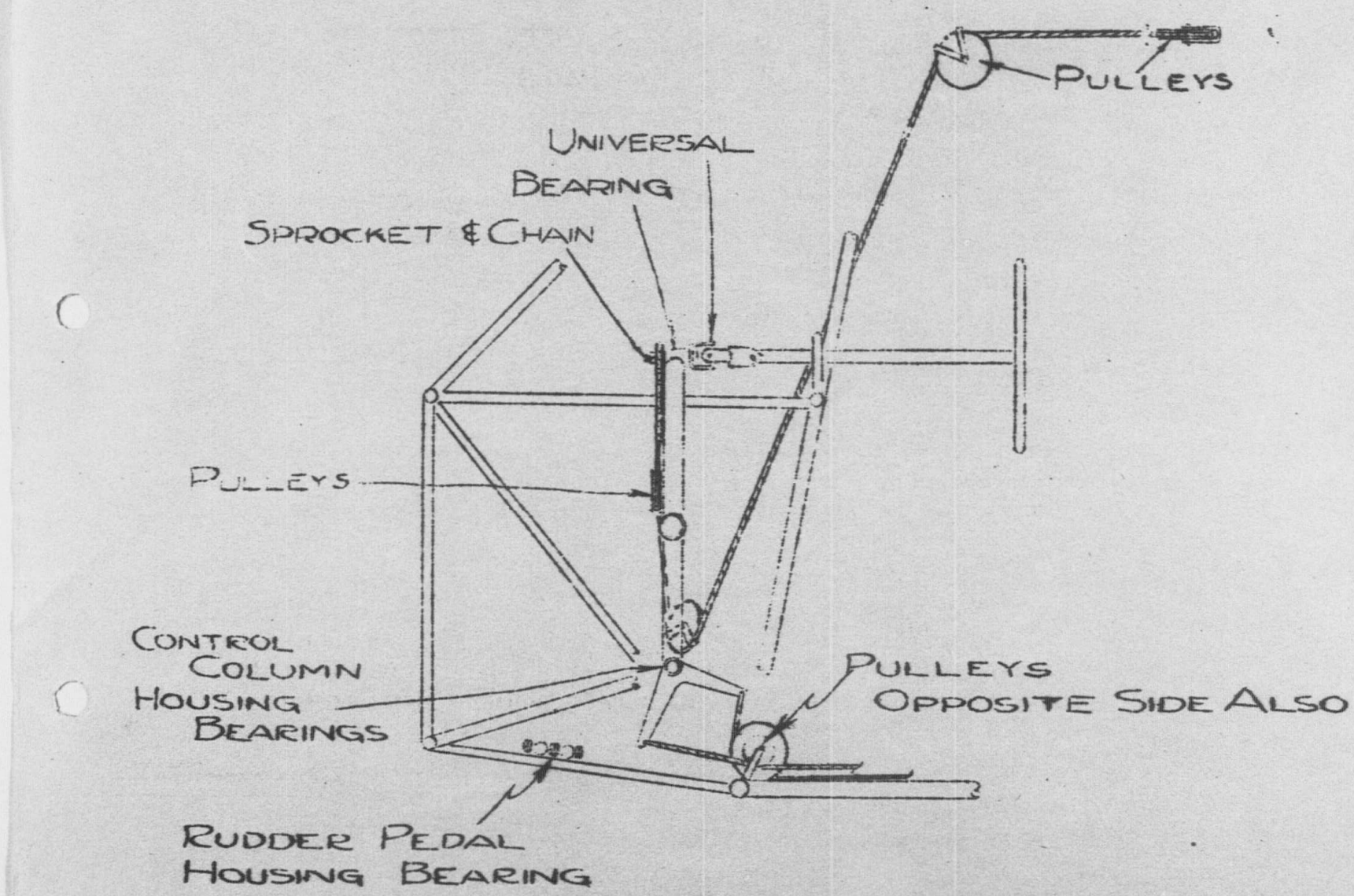
RT. HALF OF LANDING GEAR





AXLE ASSEMBLY A-A550

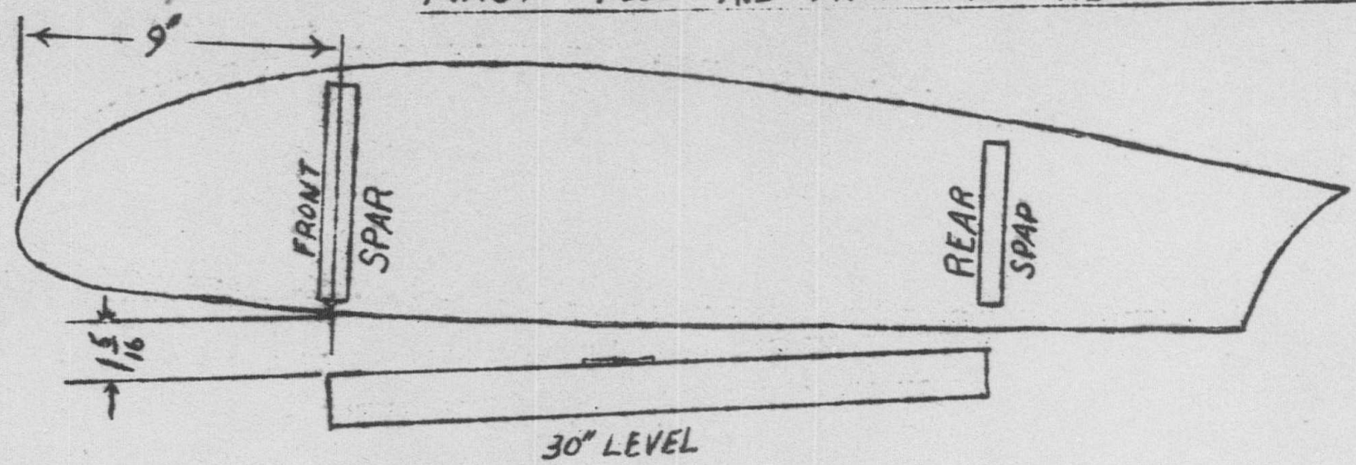




POINTS OF LUBRICATION OF
CONTROL SYSTEM
MODEL B

MDL

FIRST FULL RIB FROM TIP - ABOUT 26" FROM TIP

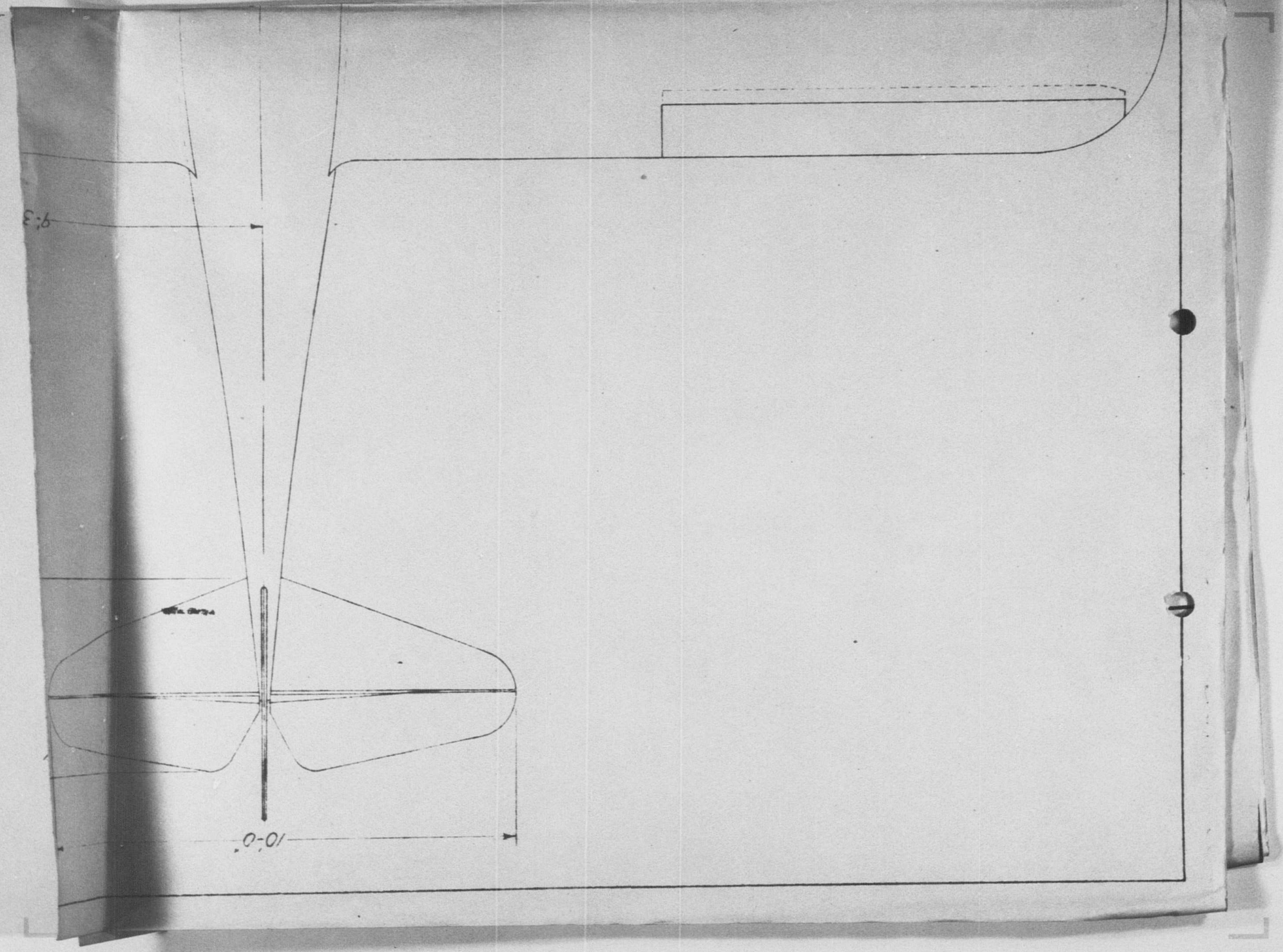


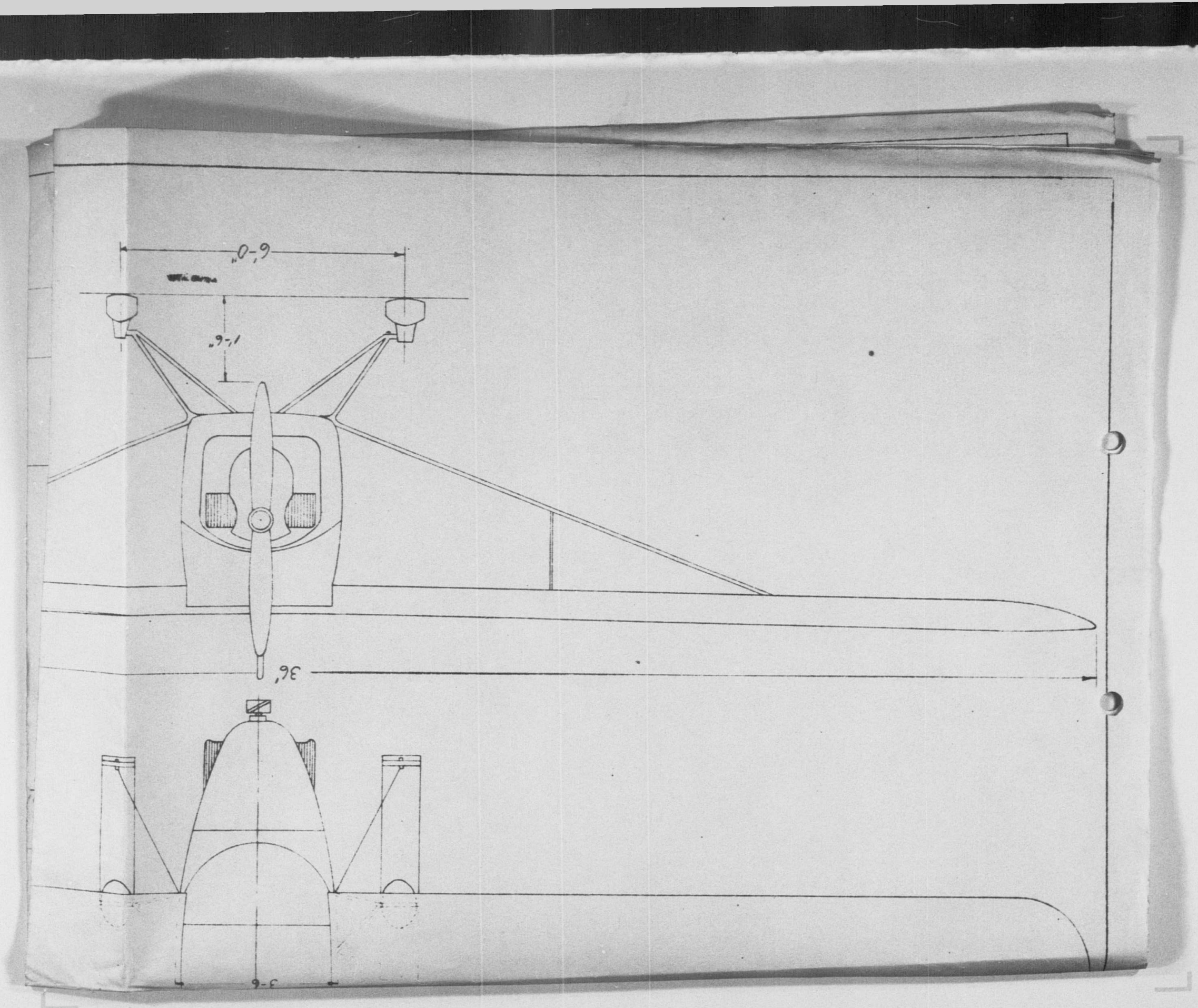
THRUST LINE

LEFT AND RIGHT WING ARE RIGGED IN THIS MANNER

PLANE TO BE IN LEVEL POSITION

SURFACE OF STABILIZERS ARE PARALLEL TO THRUST LINE


0-01


„0-9
„9-1
36'
3-6

5-3

2'-2 7/8"

1'-6"

1'-9/16"

1'-3 15/16"

7'-11 3/16"

2'-6 5/8"

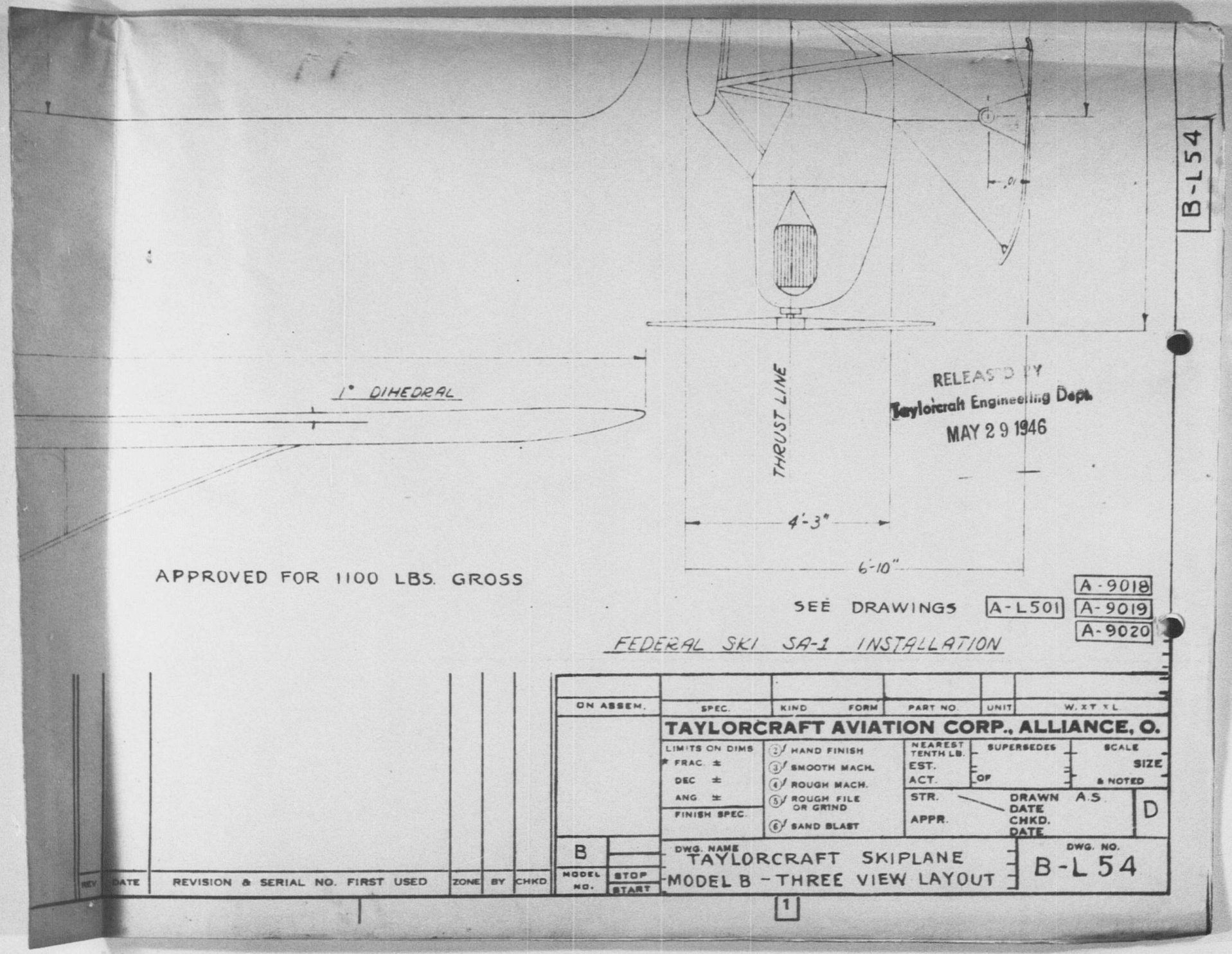
4'-0"

2'-2"

12°

16'-3 1/2"

21'-9 1/4"



APPROVED FOR 1100 LBS. GROSS

SEE DRAWINGS A-L501 A-9018 A-9019 A-9020

FEDERAL SKI SA-1 INSTALLATION

REV	DATE	REVISION & SERIAL NO. FIRST USED	ZONE	BY	CHKD

ON ASSEM. | SPEC. | KIND | FORM | PART NO. | UNIT | W. X T X L

TAYLORCRAFT AVIATION CORP., ALLIANCE, O.

LIMITS ON DIMS: FRAC. ± DEC ± ANG ± | FINISH SPEC. | (2)/ HAND FINISH (3)/ SMOOTH MACH. (4)/ ROUGH MACH. (5)/ ROUGH FILE OR GRIND (6)/ SAND BLAST | NEAREST TENTH LB. EST. ACT. | SUPERSEDES OF | SCALE SIZE & NOTED

STR. APPR. | DRAWN A.S. DATE | CHKD. DATE | D

MODEL NO. B | STOP START

DWG. NAME: TAYLORCRAFT SKIPLANE MODEL B - THREE VIEW LAYOUT

DWG. NO. B-L54

1

0700

ENGINEERING DEVIATION

[illegible] THIS DWG. IS APPR. BY ENGR. DEPT. AS NO[illegible] HEREON

NAME 3-VIEW-BC12-D		ON SHIP SERIAL NO.		
		START	STOP	
DATE 9/15/45	HOW REQUESTED (MUST BE IN WRITING)	NO. PIECES AFFECTED	INTERCHANGEABLE WITH PRIOR PART	YES NO

DISPOSITION OF PARTS					
IN PROCESS					
IN STOCK					
ON SHIP		X			

DETAIL REASON TO PROVIDE GREATER TOLERANCE SO CONTROL SPROCKETS WITH 2 RIVETS CAN BE USED

WRITTEN BY	DATE	PROJECT ENGR	DATE	STRUCTURES ENGR	DATE	APPR. BY	FOR ISSUE DATE	AM PM	YELLOW COPY FOR ADVANCE NOTICE VOID 24 HOURS AFTER ISSUE
[illegible]	9/15/45	[illegible]		—		[illegible]	9/[illegible]		

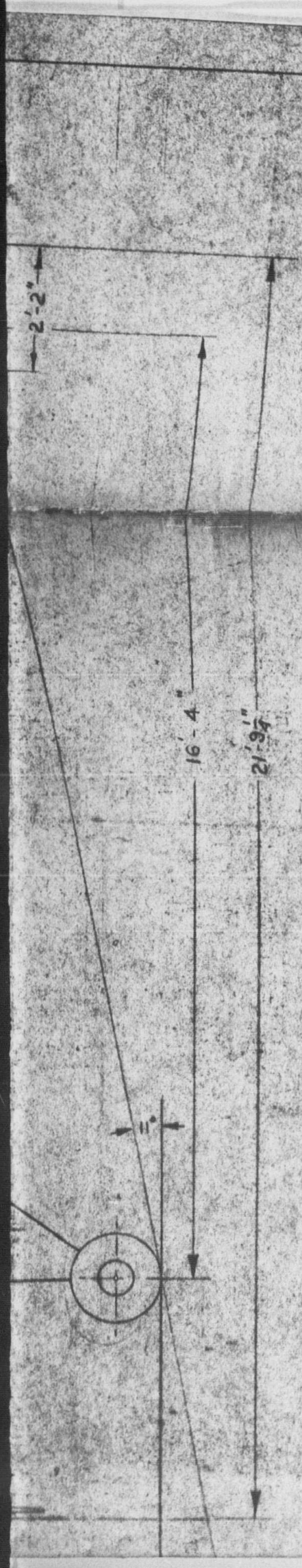
AILERON TRAVEL MAY BE:

$25^\circ \pm^{2^\circ}_{3^\circ}$ UP

$25^\circ \pm^{2^\circ}_{6^\circ}$ DOWN

RUSH

1719



SURFACE AREAS IN SQ. FT. (TOT

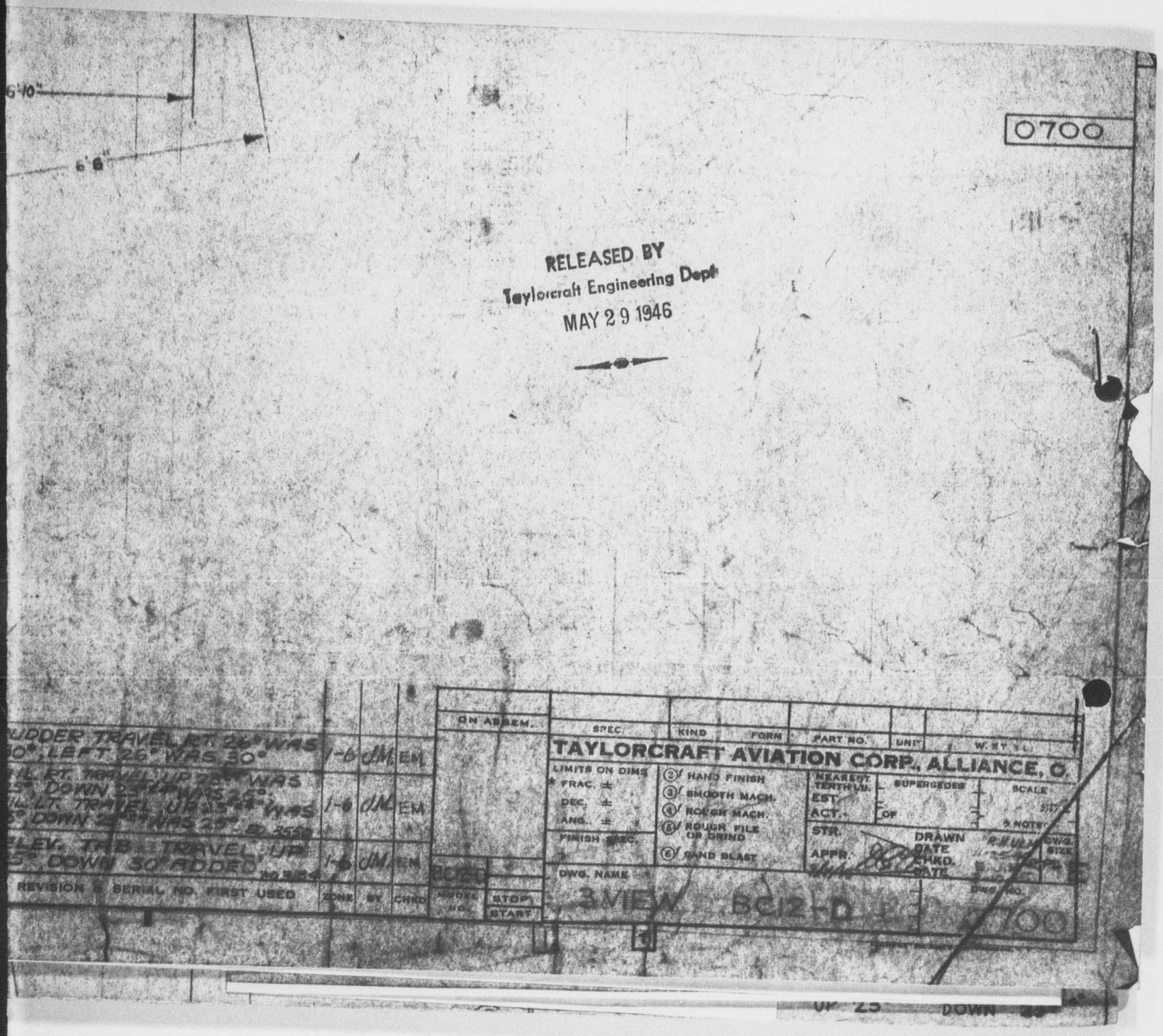
WING	183.71
AILERON	20.0
FIN	3.7
RUDDER	6.3
ELEVATOR	10.66
STABILIZER	13.0

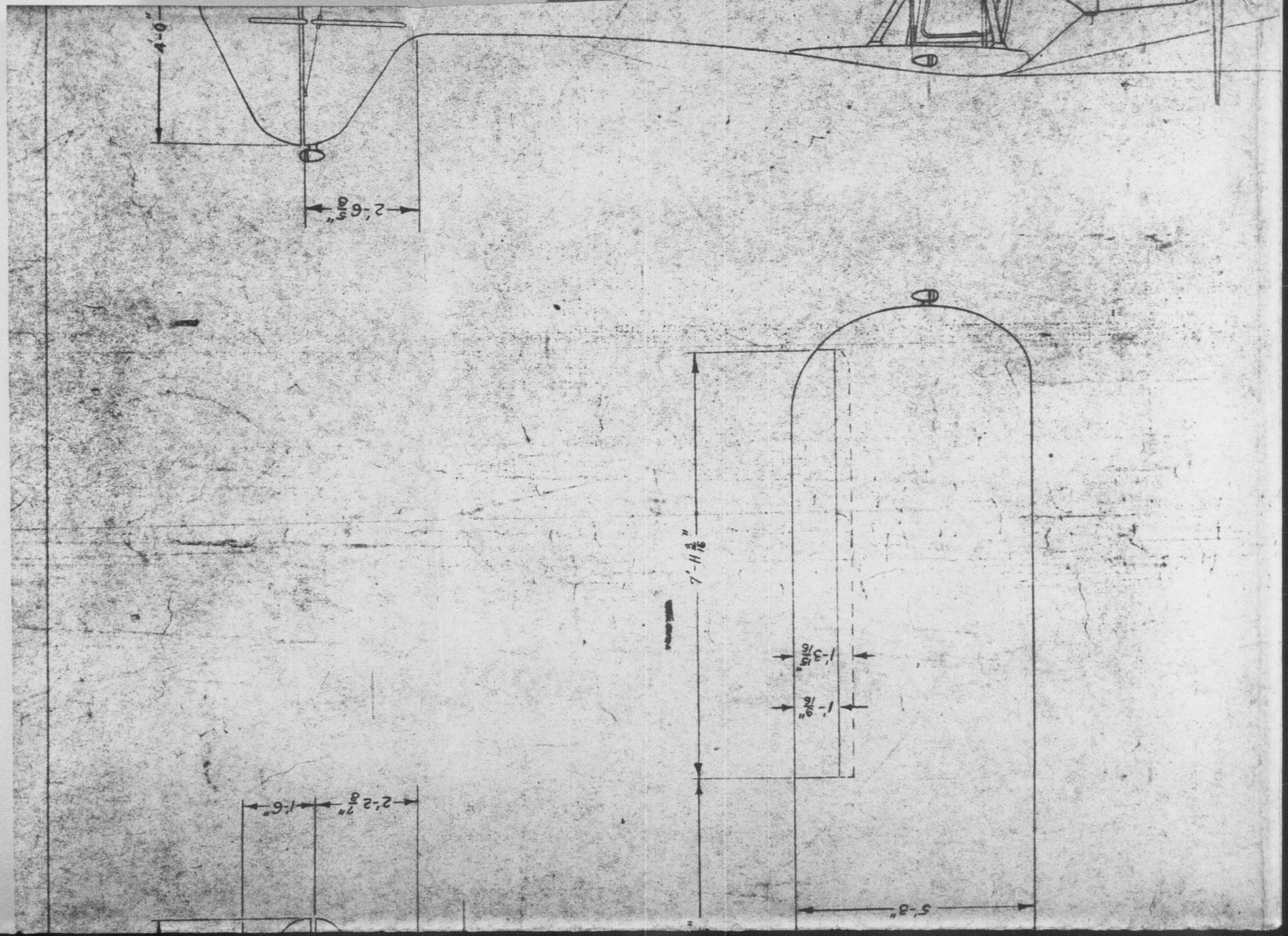
8. ENGINE CONTINENTAL #A-65-8

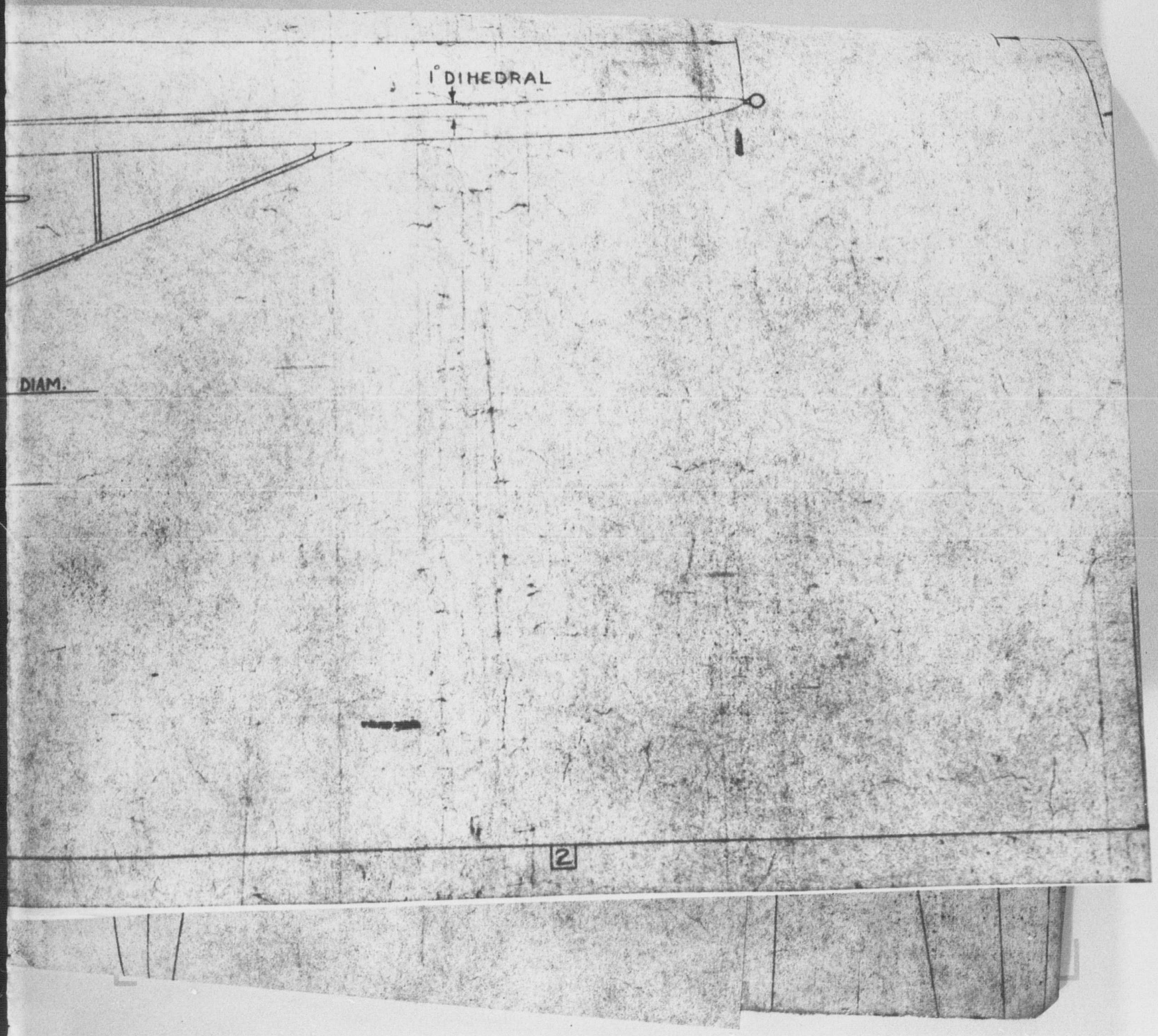
9. ALL DIMENSIONS REF. ONLY SEE SPEC.

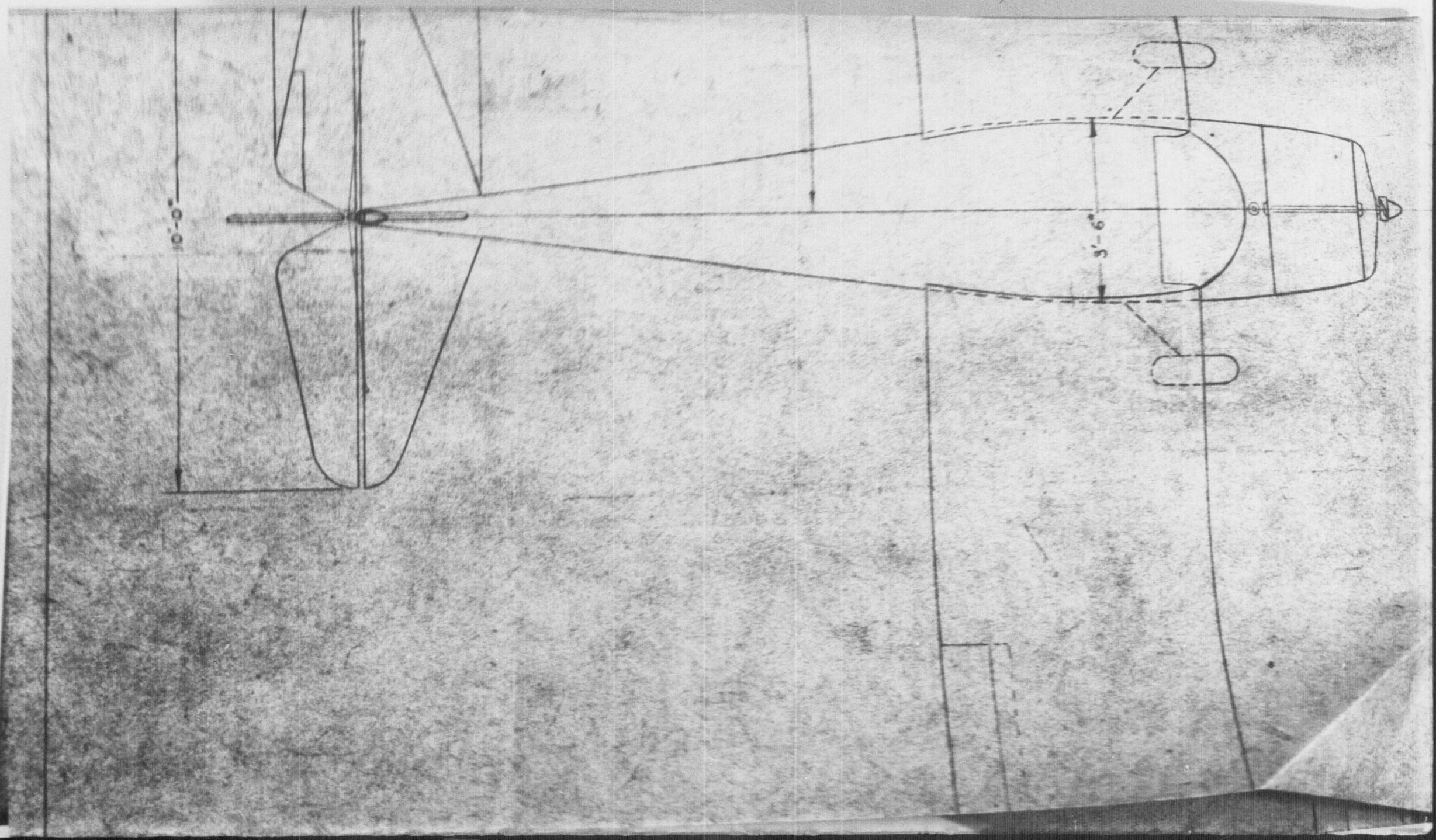
10. CONTROL SURFACE TRAVEL. TOL. ±2°

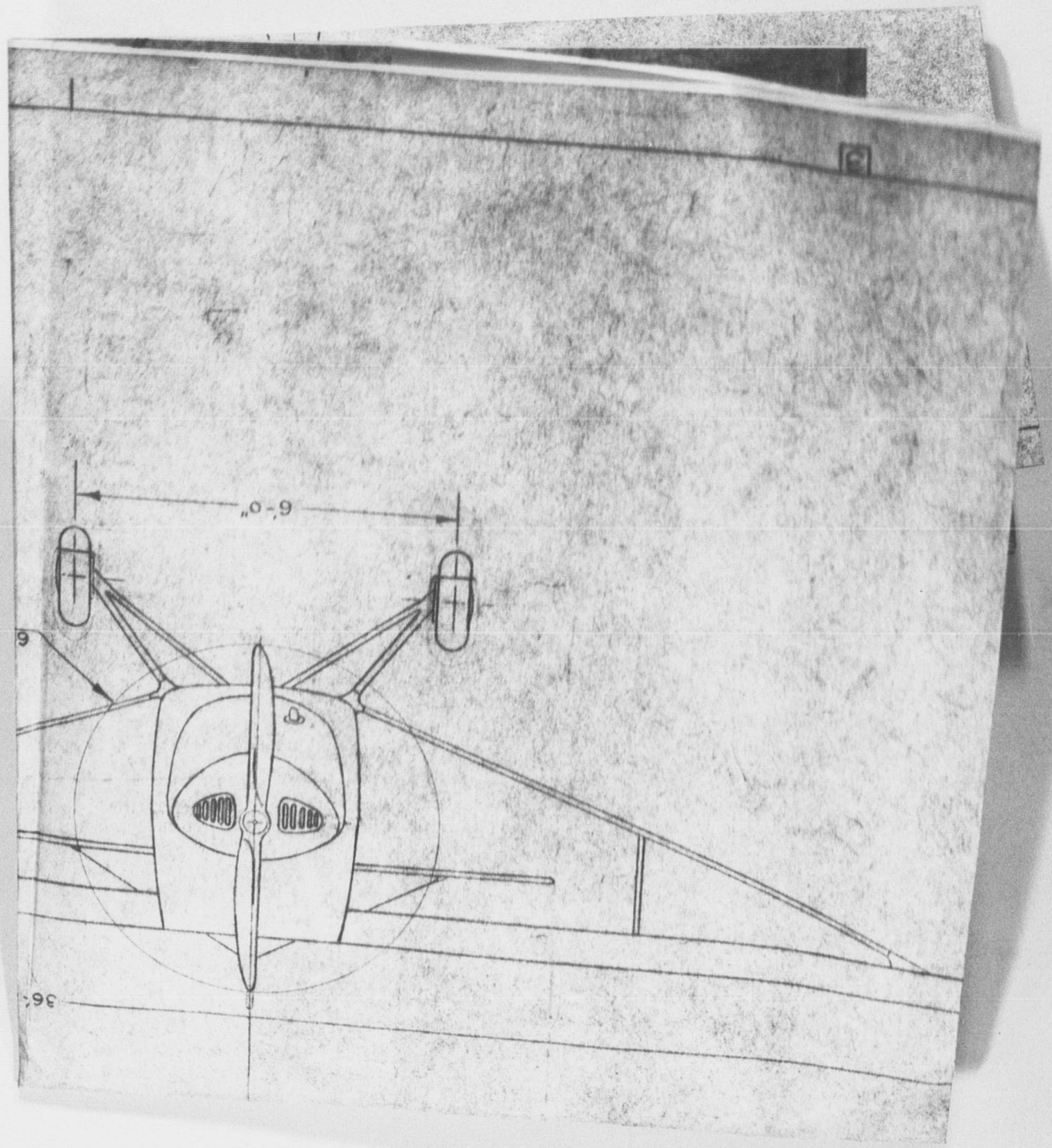
Ⓐ ELEVATOR TAB	UP 25°	DOWN 30°
ELEVATOR	UP 27°	DOWN 25°
Ⓑ AILERON RIGHT	UP 23°±4°	DOWN 23°±4°
Ⓒ AILERON LEFT	UP 23°±4°	DOWN 23°±4°
RUDDER	RIGHT 26°	LEFT 26°


6'10"
6'8"
0700
RELEASED BY
Taylorcraft Engineering Dept
MAY 29 1946
UDDER TRAVEL RT. 26° WAS
0°, LEFT 26° WAS 30°
1-6 JM EM
IL RT. TRAVEL UP 25° WAS
5° DOWN 25° WAS 25°
IL LT. TRAVEL UP 25° WAS
5° DOWN 25° WAS 25°
1-6 JM EM
ELEV. TAB TRAVEL UP
5° DOWN 30° ADDED
1-6 JM EM
REVISION & SERIAL NO. FIRST USED
ZONE
BY
CHKD
ON ASSEM.
SPEC.
KIND
FORM
PART NO.
UNIT
W. ST. & L.
TAYLORCRAFT AVIATION CORP., ALLIANCE, O.
LIMITS ON DIMS
FRAC. ±
DEC. ±
ANG. ±
FINISH SPEC.
HAND FINISH
SMOOTH MACH.
ROUGH MACH.
ROUGH FILE OR GRIND
SAND BLAST
NEAREST TENTH LB.
EST.
ACT.
SUPERSEDES
OF
SCALE
NOTE
STR.
APPR.
DRAWN
DATE
CHKD.
DATE
DWG. SIZE
DWG. NAME
3 VIEW BC12-D
DWG. NO.
0700
MODEL NO.
STOP
START
UP 25
DOWN


4'-0"
2'-6 3/8"
5'-3"
7'-11 3/8"
1'-3 15/16"
1'-3/16"
2'-2 7/8"
1'-6"


1° DIHEDRAL
DIAM.
2


3'-6"


6'-0"
36'-

2462A
8-41

14

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3812

NATIONALITY AND REGISTRATION MARKS CF-DOL

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Aircraft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7697
4. Name of owner	Associated Airways Ltd.,
5. Address of owner	P.O. Box 424, Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of June 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-DOL and is of Canadian nationality.

Given at Ottawa this 19th day of August, 19 46.

L. C. Ottawa.

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

15

5008-D15-12

REGISTERED

Ottawa, Sept. 18th, 1946.

Associated Airways Ltd.,
P.O. Box 424,
Edmonton, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3812 and Certificate of Airworthiness No. 1332 for your Taylorcraft BC-12D aircraft CF- DOL, Serial No. 7697.

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.

2

2413 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..... Donald F. Lamb

Date of Application..... Sept 25th 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
DONALD FRANCIS LAMB	TISDALE SASK	ENGLISH CAN.

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 SASKATOON. SASK.

Date of manufacture or reconstruction JUNE 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.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by TAYLORCRAFT. CORP.

Type HIGH WING MONOPLANE. Maker's No. 7697.

TAYLORCRAFT.	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36	
Length o/a in feet	22	
Height o/a in feet	6-6.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 760 LBS.

Total weight authorized (fully loaded) in lbs 1200. Air speed 95. miles per hour

EQUIPMENT—(Give number and type).

1. Instruments (ALT 1000. 7996-C) TACHOMETER. — A/S IND 10934) COMP.
2. Gauges (OIL P. 7389) (OIL TEMP. AD 7390)
3. Lights None——
4. Signals None
5. Fire Extinguishers One
6. Parachutes None
7. Tools None
8. Other Equipment None

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	A-65-8. CONTINENTAL			
Pusher or Tractor	TRACTOR.			
Right or Left Hand	LEFT.			
No. of Cylinders	4			
H.P.	65.			
Bore	3.875.			
Stroke	3.625.			

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 25/9/46 Signature

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

B I L L O F S A L E

KNOWN 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: Taylorcraft Model:BC12D Serial:7697

MANUFACTURER OF ENGINE: Continental Model:A-65-8 Serial:4441868

REGISTRATION :

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

..... whose address is

.....

For and in consideration of the sum of One or more....dollars, .Associated Airways Ltd....., the undersigned, whose address is P..O..Box 424..Edmonton..Alberta.....

does this ..25..day of September., 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:

.....Donald.F..Lamb.....

whose address is .....Tisdale..Saskatchewan....., 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 Have...h.. and seal this ..25.....day of .September..., 1946....

ASSOCIATED AIRWAYS LTD.

.....T.O.Fox.....

(Seller's signature)

18

1-548

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 26, 1946.

Mr. D. F. Lamb,
c/o Mitchinson's Flying School,
P. O. Box 605,
SASKATOON, Saskatchewan.

Dear Sir:

Pending issue of the formal Certificates of Registration and Airworthiness by our Headquarters, this letter constitutes your temporary authority to operate Taylorcraft aircraft CF-DOL for a period of sixty (60)days, VFR, day flying only.

The aircraft is to be operated within the following weight limits:

Landplane: Empty.....760 lbs.
Gross.....1200 lbs.

This authority to be not valid after November 24th, 1946.

Yours truly,

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

KFS/mp
cc: Hqs.

2462A
6-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3812

NATIONALITY AND REGISTRATION MARKS CF-DOL

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Aircraft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7697
4. Name of owner	Associated Airways Ltd.,
5. Address of owner	P.O. Box 424, Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of June 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-DOL and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

for C F Harris
Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

20

R SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-D15-12

REGISTERED

Ottawa, Sept.18th, 1946.

Associated Airways Ltd.,
P.O. Box 424,
Edmonton, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3812 and Certificate of Airworthiness No. 1332 for your Taylorcraft BC-12D aircraft CF- DOL , Serial No. 7697.

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,

for C.P. Travers.
(S. Graham),
Superintendent, Air Regulations.

Encls.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21/2

6-44

Edmonton, Alberta, September 26, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D-15-12	BC12-D TAYLORCRAFT CF-DOL Purchased by Mr. Donald Francis Lamb	1-548

REGISTERED

A24874

TRANSPORT RECORDS
SEP 30 A.M.
File 5008 D 15-12

Controller of Civil Aviation,
OTTAWA.

1. Herewith, application in duplicate for the reregistration commercially of Taylorcraft CF-DOL in the name of Donald Francis Lamb, together with:

(a) Bill of Sale from Associated Airways Limited to Mr. Lamb.
(b) Fee of $5.00 has been received and will be forwarded to Headquarters under Folio No. 5, Receipt No. 75083
(c) Copy of our letter to Mr. Lamb dated September 26th, 1946, which is self-explanatory.
(d) Formal certificates issued the aircraft in the name of Associated Airways Limited.

2. It is recommended that formal certificates be issued in the name of Donald Francis Lamb and forwarded direct to the new owner please.

3994 (R)
1332 (A)

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

KFS/mp
Encs.

24

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3994

NATIONALITY AND REGISTRATION MARKS CF-DOL

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7697
4. Name of owner	Donald Francis Lamb
5. Address of owner	Tisdale, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Saskatoon, Sask.
8. Purpose	~~Commercial~~ PRIVATE (6.6.50)

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 26th day of Sept., 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-DOL and is of Canadian nationality.

Given at Ottawa this 7th day of Nov., 1946.

C. Ottawa.

Superintendent, Air Regulations.

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

Not valid after 20-6-47 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

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.

25

5008-D15-12

REGISTERED

Ottawa, Nov. 7th , 1946.

D.F. Lamb, Esq.,
Tisdale, Sask.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3994 and Certificate of Airworthiness No. 1352 for your Taylorcraft BC-12D aircraft CF-DOL , Serial No. 7697.

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

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

/JS

26

5008-M5-12

REGISTERED

OTTAWA, Ontario.
November 20, 1946.

Mr. D. F. Lamb,
Tisdale,
Sask.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-DOL.

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.

Encl.

cc DIAR EDMONTON

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

28 2
8-45

Edmonton, Alberta, November 25, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-12	Accident to Taylorcraft CF-DOL	1-548

TRANSPORT RECORDS
NOV 29 A.M. 1946
5008-D15-12
File

Controller of Civil Aviation,
OTTAWA.

1. Attached hereto, for your information and records please copy of report of accident to Taylorcraft CF-DOL on October 17th, 1946, dated October 28, 1946, as submitted by Gordon F. Hoffos.

59189

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

KFS/p
Enc.

ENTERED
IN ACCIDENT
RECORDS
30-11-46

2-1½

11

2

COPY

LAMB HARDWARE AND FURNITURE

27

Tisdale, Sask.
October 28, 1946.

Mr. J. J. Currie,
402 Blowey-Henry Bldg.,
EDMONTON, Alta.

File No. 1-548

Dear Sir:

Detailed report of accident to Taylorcraft CF-DOL as requested in your letter of the 24th instance.

The time of accident was approximately five p.m. on October 17th; the landing area was a pasture field adjacent to the town of Porcupine-Plains. Occupants of aircraft were G. F. Hoffos, pilot, and D.F. Lamb, owner of aircraft. Before landing the most suitable field was selected and several dummy runs were executed. Wind at this time was westerly, necessitating a landing into sun. The field was large and the surface firm though extremely bumpy. The left side of the field was bordered by trees, and due to the contour of the field it was necessary to alight as near as possible to the left side. After alighting and rolling for a short distance the port wing struck a small tree about two feet from the wing tip. This caused the aircraft to turn into the borderline of trees and in so doing damaged the tail structure and touched the stbd. wing tip on a tree. The origonal tree that was hit broke off on impact and the broken tip ripped the fabrics on the underside of the port wing.

Trusting that this is the information that you desire Sir, I am,

Yours truly,

Gordon F. Hoffos

30 2 8-45

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Edmonton, Alberta, December 6, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D-15-12	Taylorcraft CF-DOL ✓	1-548

TRANSPORT - RECORDS
DEC 10 A.M. 1946
5008 D 15-12
File

Controller of Civil Aviation,
OTTAWA.

1. Further to our letter dated November 25, 1946, re accident to Taylorcraft CF-DOL, attached hereto copy of list of repairs and inspection carried out on the above-mentioned aircraft dated October 29, 1946 by M & C Aviation.

60963

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

KFS/p
Enc.

Noted 16/12/46.

Noted
12-12-46

29

M & C AVIATION COMPANY LIMITED

Prince Albert Saskatchewan

October 29, 1946

Aircraft CF-DOL - Taylorcraft
Type 2P. C. L. - 5M
Mfg. Serial No. 7697
Total Time since Mfg. 206 hrs. 15 min.
Owner Mr. D. F. Lamb.

The following is a list of repairs and inspection carried out on the above aircraft in our shops.

Port Wing

1. Opened up for inspection of interior, wing root fittings, and fabric stripped back from tip to No. 3 rib.
2. No. 1 rib and one nose rib repaired as per CAM 18, Section 18e6442-A, figure 30.
3. Rear spar tip repaired as per CAM 18, Section 18-6013 page 29.
4. Compression strut removed, inspected and turned one half turn when installed.
5. Tip bow straightened.
6. Brace wires adjusted.
7. Leading edge straightened.
8. Wing checked recovered and doped.
9. Ailerons patched and reinstalled.

Starboard Wing

1. Opened up for inspection of interior, wing root fittings inspected, and fabric removed to first rib from tip.
2. No. 1 rib repaired in accordance with CAM 18 section 18-6442-A figure 30.
3. Tip bow straightened.
4. Wing checked, fabric replaced and doped.
5. Ailerons patched and reinstalled.

Fuselage

1. Rudder, elevators, stabalizer and fin removed, fabric removed from fuselage to expose damage to No. 1 bay at rear.
2. Port lower longeron bent and section removed and replaced in accordance with CAM 18 figure 19 "A" page 93.
3. Diagonal bracing members No. 1 bay replaced with exception of right outer member.
4. Right lower longeron cold straightened.
5. Fin post member straightened.
6. Brace wire lugs straightened.
7. Fuselage checked for truth.
8. Fabric replaced and doped and empennage reassembled.
9. Front tail spring bolt replaced, one rear bracket bolt replaced.
10. Rigging checked and aircraft test flown found normal.

.....I hereby certify that all work listed has been done with certified material according to accepted practice; that all manufacturer's service bulletins affecting safety have been complied with to date and no unapproved modifications affecting safety have been incorporated and that the Aircraft is Air Worthy.

Signed:.....
Air Engineer No. A 1939

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 30 Date Oct 29 1946

Signed [illegible] Signed W. A. Wlapenichuk

COPY

INCOMING CORRESPONDENCE

TRANSPORT - RECORDS
FEB 7 A.M
5208-D,5-12
File

ORIGINAL ON FILE 5003-10 COPY FOR FILE 5802-

LEJG.

DEPARTMENT OF TRANSPORT

69445

Edmonton, Alta. Feb. 3, 1947.

Flying of Taylorcraft CF-DOL
from unlicenced Airport while under Instruction Our file
1-548

Controller of Civil Aviation,
Ottawa.

1. Herewith, copy of letter from Donald F. Lamb dated January 31, 1947.

2. This student and Pilot G. Hoffos (the latter of whom we have no record) are carrying out student flying froman unlicenced airport.

3. We recommend please that Headquarters direct a warning letter to them. Our efforts are futile along these lines.

4. Attached hereto, copy of our letter to Mr. Lamb dated the 28th ultimo which is self-explanatory.

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

KFS/M
Enc.2

8
11-46

DWS/M

32

Ottawa, Ontario, February 18th, 1947.

CF-DOL - HOFFOS, Gordon F.-

~~5902-16211~~
~~5008-10~~
5008-D15-12 V
~~5902-16252~~

1-548

AIR MAIL

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

1. Replying to your letter of the 3rd instant, for your information Mr. Hoffos is the holder of Public Transport Pilot's Certificate No. 910, amended to include authority to give dual flying instruction, Class II.

(S. Graham),
Superintendent, Air Regulations.

COPY 858

INCOMING CORRESPONDENCE

TRANSPORT-RECORDS
FEB 24 P.M. 1947
File 5008-D15-12

ORIGINAL ON FILE 5802-16211 COPY FOR FILE 5003-10
5008-D15-12

LEJG.

DEPARTMENT OF TRANSPORT

Edmonton, Alberta, February 19, 1947.

Your file
5802-16211
5003-10
5008-D15-12
5802-16262

CF-DOL - HOFFOS, Gordon F. Our file 1-548

Controller of Civil Aviation,
Ottawa.

1. Reference your letter of February 18th, 1947 and further to our letter of February 3rd, 1947.

2. We point out that although Mr. Hoffos has the desired authority, he had not the authority to carry out instruction from an unlicenced field.

3. Our recommendations of the 3rd instant still stands, please.

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

KF3/p

8
11-46

34

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

Edmonton, Alta. Feb. 4, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-12	Taylorcraft BC-12D CF-DOL Serial No. 7697	1-548

TRANSPORT - RECORDS
FEB 8 A.M.
File 5008-D15-12

69645

CAR

Controller of Civil Aviation,
Ottawa.

1. Please be advised that the C of A No. 1332 covering the subject aircraft was endorsed on the 3rd instant as follows:

Footnote on page 1:
Maximum commercial load may not exceed 117 lbs. when fuel and oil tanks are full, as Landplane or 101 lbs. as Skiplane.

B.D.
Pleasure & P.A.

Page 2:
Item 25: Weight of aircraft empty:
(c) Skiplane.....776 lbs.
Item 31: Max. commercial load:
Skiplane..... 101 lbs.

Items 32 & 33: Max. total weight authorized:
Skiplane.....1200 lbs.

Noted
Rm

2. Log book has been endorsed accordingly.

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

KFS/M

2

Reena
Please file
+ Return CAR

DEPARTMENT OF TRANSPORT

Civil Aviation Division

CAI-601

File No. 1-548
H.Q. File: 5008-D15-12
Place Edmonton

Date July 8th 194 7

A12893

TRANSPORT-RECORDS
JUL 21 DU
File 5008-D15-12

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Taylorcraft BC-12D.....

Registration Markings .....CF-DOL.....

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

Date of Inspection .....✓.....

Previous C. of A. Expires .....June 20/47.....

Present C. of A. Expires .....July 7/48.....

Mrs Jones to note...

C of A amended as follows; this date:

Remarks ..Item 25:...Landplane empty changed from 760 to 779 lbs. ✓
Skiplane " " " 776 to 795 lbs. ✓
.....Item 31:..Landplane commercial " " 117 to 98 lbs. ✓
Skiplane " " " 101 to 82 lbs. ✓
.....Footnote, on page 1 changed accordingly.....

Marked USA

K. F. Saunders,
District Inspector.
Air Regulations

KFS/M

INSPECTION REPORT AND REPAIRS CARRIED OUT ON TAYLORCRAFT CF-DOL PRIOR TO RENEWAL OF C OF A .

D.O.T. file 1-548

35

AIRCRAFT :- Make - Taylor Craft. Mfg serial No. 7697 model BC12D. Registration - CF-DOL. Time since Mfg. 444 hrs. 20 minutes.

ENGINE :- Make - Continental. Type - A65-8. Mfg serial No. 4441868 Time since Mfg. 457 hrs. 40 minutes.

PROPELLER:- To be replaced with new propeller, servicable for ferry only

INSPECTION AND REPAIRS CARRIED OUT.

1 Aircraft inspected to airworthiness directive No. AD-696-3. Mandatory Note 12, Fuel Shut Off Valve Safety Clip made up and installed. Strut fittings inspected in accordance with Note 13 and found serviceable, Fuel Hose inspected in accordance with Note 14. The fuel line from tank to filter has white dash lines but is found to be serviceable with no sign of failure.

2 Aircraft inspected in detail, upper surfacers of wings given one coat of dope, inspection covers and fairings removed for inspection, Rudder trailing edge at lower end opened up, inspected, straightened cold and fabric repaired. Paint touched up where required.

3 Undercarriage inspected one shock cord assembly to be replaced, parking brake control repaired. Right brake return spring installed, Tires inspected, Wheel bearings checked, attachment bolts and fittings checked. TAIL WHEEL ASSEMBLY - Wheel removed, grease fittings freed up to take grease, tire inspected.

4 Instruments tested and calibrated. Turn & Bank instrument and Venturi installed. Compass swung.

5 Controls inspected, tested and adjusted, Dual rudder pedals modified to conform to A/27/29 and O/18/34. Interior of aircraft cleaned.

6 Engine cowlings repaired and paint touched up.

7 Engine serviced, Exhaust system and cabin heat checked.

8 Fuel drained and filters drained.

9 Aircraft weighed empty as land plane

1 st. weighing		2 nd. weighing	
right	- 340	right	- 341
left	- 341	left	- 339
rear	- 98	rear	- 99
Total	- 779		779

I hereby certify that all work listed has been done with certified material according to accepted practice, that all Mfg. service bulletins affecting safety have been complied with to date and that no unapproved modifications have been incorporated and that the aircraft is airworthy.

signed ...J. Doel.....

Engineer A1939

Date - June 24th. 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 00 Date June 23 1947

Signed C. Norman Signed H Grest

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

37

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

TRANSPORT RECORDS
COLLECT
SEP 9 P.M.
File 5008 fl15 12

Winnipeg, Man., Sept. 7, 1948.

A23300

Melfort Skyways,
Melfort, Saskatchewan.

THIS WIRE YOUR AUTHORITY FERRY TAYLORCRAFT CF DASH DOL MELFORT TO PRINCE ALBERT STOP RETURN FLIGHT MAY BE MADE PROVIDED INSPECTION COMPLETED AND CERTIFICATION IN LOG BOOK AS PER T/3/48

Fred W Bone

DISTRICT INSPECTOR AIR REGULATIONS

FWB/ET
cc: H.Q.

Noted

AIRCRAFT INSPECTION REPORT

Date of Inspection 9/9/48 Owner Donald F. Lamb Registration Markings CF-DOL

Type Taylorcraft BC-12D Serial No. 7697 Purpose Commercial

C. of R. 3994 C. of A. 1332 Date of Last Inspection --

Previous C. of R. & A. Expires July 7, 1948 Present C. of R. & C. of A. Expires September 8, 1949.

AIRFRAME

Crew One Passengers One No. of Fuel Tanks 3

Capacity 20 Imp.gals. No. of Oil Tanks 1 Capacity 1 Imp. gal.

Total Hours Since New 559:20 Since Overhaul N/A Since Reconditioned 0

WEIGHTS

		Gross	Tare	Empty	Carrying Capacity
Landplane	Passenger	1200		779	98
	Freighter				
Seaplane	Passenger				
	Freighter				
Skiplane	Passenger	1200		795	82
	Freighter				

TRANSPORT-RECORDS
SEP 17 P.M.
File 580 f 11/5 - 1/2
A24543

ENGINE(S)

LEFT		RIGHT	
Make	Continental	Make	
Model	A65-8	Model	
Serial No.	4441868	Serial No.	
H.P.	65	H.P.	
Total Hrs. Since New	569:55	Total Hrs. Since New	
Since Complete Overhaul	116:05	Since Complete Overhaul	

PROPELLER(S)

LEFT		RIGHT	
Make	Lewis	Make	
Model	Wood	Model	
Diameter	--	Diameter	
Pitch	--	Pitch	
Blade Design	Serial No. 13882 Model LL1CKHS	Blade Design	
Mfg.No.1	2 3	Mfg. No.1	2 3
Total Hrs.1	2 3	Total Hrs.1	2 3
Hub Design		Hub Design	
Mfg. No.		Mfg. No.	
Total Hours		Since Last Overhaul	
Date of Last Overhaul		Date of Last Overhaul	
Date of Last Inspection		Date of Last Inspection	
Date Purchased		Date Purchase	

UNDERGEAR

Skis Federal

Floats --

Wheels Standard

Pedestals Federal

Chassis --

Chassis Standard

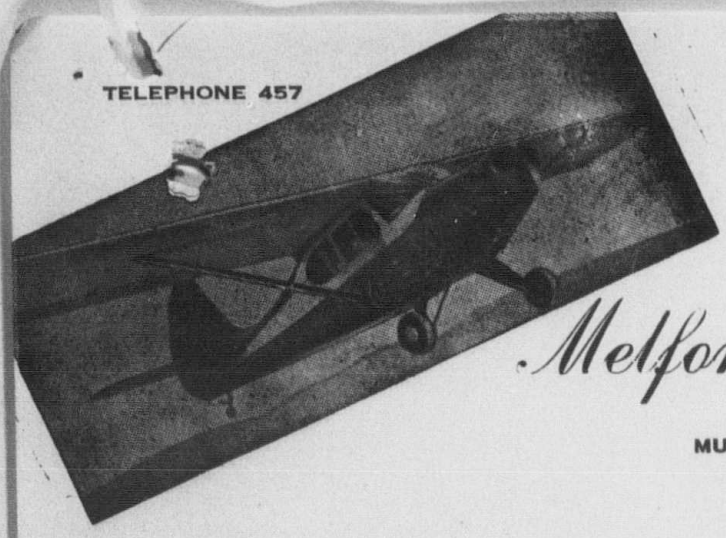
Inspection and Repair Report attached.

C. of A. renewed 9/9/48 by:

R.L.Bolduc,
Inspector, Air Regulations.

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

RLB/MC



TELEPHONE 457

39

- CHARTER FLIGHTS
- FLYING INSTRUCTION
- AIRCRAFT SALES & SERVICE

Melfort Skyways

MUNICIPAL AIRPORT P.O. BOX 430

MELFORT, SASK.

INSPECTION AND REPAIRS FOR RENEWAL OF C OF A AND C OF R
CF-DOL

Engine

Given complete service.
Engine washed down.
Spark plugs removed and cleaned and reset, re-installed.
Carburator drained and flushed.
Oil system drained and cleaned.
New sump gasket installed.
Rocker box caps removed, inspected and assembled.
New rocker box gaskets installed with rocker box caps.
Throttle re-adjusted to give full travel.
Exaust muff removed and exaust system inspected.
Ignition system inspected.
All engine controls inspected.
Engine mount and bearers cleaned and inspected.
Oil changed.
Priming system inspected.
Engine run up.

Cowlings

Cowlings removed, cleaned and repaired where necessary.
Fairings removed, cleaned and repaired where necessary.
Cowling sprayed with Consolidated Blue dope.

Propellor

Spinner removed and nuts checked.
Locking checked.
Propellor visually checked and tested for track.

Instruments

All instruments removed and checked and re-callibrated.
Compass swung.

Undercarriage

Tail wheel assembly dismantled, greased and checked.
Two new tail springs installed.
Hub assembly found loose, tightened when re-assembled.
Tires checked and pressure brought up, cross braces re-fabricated,
and under carriage sprayed with Consolidated Blue dope.
Bungies checked and fairings repaired.

AIRFRAME - TOTAL TIME SINCE MANUFACTURE 559 hrs 20 min
ENGINE - TOTAL TIME SINCE MANUFACTURE - 569 hrs 55 min
TOTAL TIME SINCE OVERHAUL 11 hrs 35 min

HFB/HMC

41

5802-16262;
5008-D15-12;
5258-239;

Ottawa, Ontario,
December 1, 1948

REGISTERED

Mr. Donald Francis LAMB,
TISDALE, Saskatchewan

Dear Sir:

A report has been received that you, during the spring of this year, carried passengers on several occasions in your Taylorcraft aircraft, registration markings CF-DOL, and you received payment for several of these flights. This is contrary to Part VII, Paragraph 2. and Part VIII, Paragraph 18. of the Air Regulations.

This Department takes a very serious view of this report. You are, therefore, warned that any further breach of The Air Regulations may result in action being taken against you.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

CC DIAR WINNIPEG

JL3

BFB/HMC 42

5802-16262;
5008-D15-12;
5258-239;

Ottawa, Ontario,
December 1, 1948

REGISTERED

Superintendent of "F" Division,
R.C.M.P.,
REGINA, Saskatchewan

Dear Sir:

Re: Donald Francis LAMB - Enquiry re Air Transport Board - Tisdale, Saskatchewan

Reference is made to your investigation report dated August 21, 1948, on the above subject.

Donald Francis LAMB has been sent a letter of warning by this Department under Part VII, Paragraph 2. and Part VIII, Paragraph 18. of The Air Regulations. This investigation carried out by your Division is very much appreciated.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

CC DIAR WINNIPEG

343

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

TRANSPORT - RECORDS
SEP 15 A.M.
File 5008 - D 15-12

43

(COLLECT)

WINNIPEG MANITOBA SEPTEMBER 10 1949

DONALD F LAMB
TISDALE SASKATCHEWAN

23960

RETEL PENDING RENEWAL OF CERTIFICATES OF REGISTRATION AND AIRWORTHINESS THIS TELEGRAM CONSTITUTES YOUR AUTHORITY OPERATE TAYLORCRAFT CF DASH DOL IN ACCORDANCE WITH SAID CERTIFICATES FOR PERIOD THIRTY DAYS VALID UNTIL OCTOBER SEVENTH NINETEEN FORTY NINE

Thomas Bone

DISTRICT INSPECTOR 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 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

TRANSPORT RECORDS

MAR 13 P.M.

File 5808-D15-12

(COLLECT)

WINNIPEG MANITOBA MARCH 11 1950

D LAMB
c/o KRAMER AIR SERVICES
REGINA SASKATCHEWAN

50320

RETEL PENDING RENEWAL OF FORMAL CERTIFICATES OF REGISTRATION AND AIRWORTHINESS THIS TELEGRAM CONSTITUTES YOUR AUTHORITY OPERATE TAYLORCRAFT CF DWSH DOL IN ACCORDANCE WITH SAID CERTIFICATES FOR PERIOD THIRTY DAYS VALID UNTIL APRIL TENTH NINETEEN FIFTY

for J. D. Clayton
DISTRICT SUPERINTENDENT AIR REGULATIONS

JDC/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

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

TRANSPORT - RECORDS

MAR 10 1950.

5008-D15-12
File

(COLLECT) WINNIPEG MANITOBA MAR 10 1950.

DONALD F LAMB
TISDALE SASKATCHEWAN

49791

RETEL THIS TELEGRAM CONSTITUTES YOUR AUTHORITY FERRY TAYLORCRAFT CF DASH DOL FROM TISDALE TO REGINA DAY FLYING ONLY VFR CONDITIONS NO PASSENGERS TO BE CARRIED PROVIDED AIRCRAFT CERTIFIED FIT FOR FLIGHT BY COMPETENT PERSON

Stuart 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

TRANSPORT - RECORDS
MAR 24 A.M.
5008-D15-12

56

51795

AIRCRAFT INSPECTION REPORT

Date of Inspection 11/3/50 Owner D.F. Lamb File Reg. Marks CF-DOL

Type Taylorcraft BC-12D Serial No 7697 Purpose Commercial

C. of R. No 3994 C. of A. No 1332 Present C. of R. & A. Expires March 10th, 1951.

AIRFRAME

Crew One Passengers One No. of Fuel Tanks Three

Fuel Capacity 20 Imp.Gals. No. of Oil Tanks One Oil Capacity 1 Imp.Gals.

Total Hours Since New 672:25 Date Last Overhaul No previous Overhaul Hours Since Overhaul

ENGINES

LEFT		RIGHT	
Make Continental	Model A65-8	Make	Model
Serial No 1441868	H.P 65	Serial No	H.P
Total Hours Since New 674:20	Since c/Overhaul 215:10	Total Hours Since New	Since c/Overhaul

PROPELLORS

LEFT		RIGHT	
Make Lewis	Model Wood	Make	Model

UNDERGEAR

Main Ski Base Federal Main Ski Pedestals Federal

Floats Float Chassis

Wheels Standard Wheel Chassis Standard

WEIGHTS

	EMPTY	GROSS	COMMERCIAL LOAD
Landplane	793	1200	407
Seaplane			
Skiplane	809	1200	391

AMENDMENTS TO CERTIFICATES & REMARKS

The Certificate of Airworthiness has been amended dated March 18th, 1950, as follows:

Items 26 - 32 - deleted en bloc.
Item 25 (a) "779" deleted "793" inserted
(c) "795" deleted "809" inserted

Page 3 inserted: "Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft 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 B.F. Burbridge
Date March 18th, 1950.
Work Sheets & Copy Wt. & Bal. Attached.
BFB/AB

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

49

KRAMER AIR SERVICES

March 11, 1950.

Inspection Report prior to application for renewal of C. of A.

AIRCRAFT

Taylorcraft BC-12D - Reg. CF-DOL
Serial No. 7697
Owner - Donald Francis Lamb
Purpose - Commercial
C. of A. No. 1332, C. of R. No. 3994
Present C. of A. and C. of R. expired Sept. 8, 1949.
Time since new 672:25
Time since o/h N.A.

ENGINE

Continental A65-8
Time since new 674:20
Time since o/h 215:10

PROPELLOR

Lewis
Serial 3882
Design L11CK-45

C.A.A. Directives Applicable:

47-13-1 (Fuel Shut off Valve Clip) .....Found embodied.
47-13-2 (Fuel Hose).....Inspected and found O.K.
47-16-3 (Wing Strut Fittings).....Inspected and found O.K.

All Other Directives N.A.

All inspection panels, fairings, cowlings, etc. removed to facilitate inspection.

Right Wing Panel (including attach., ailerons, struts).
Top and bottom surfaces at wing tip rejuvenated and refinished.
Registration letters touched.
All new inspection hole covers installed.

Left Wing Panel
All drag and anti-drag wires found slack--retentioned.
Minor refinish to T.E. of aileron
Registration letters touched up.
Defective drain plug in fuel tank removed and replaced with new plug.

Fuselage (including cabin)
Fabric at vertical fin location rejuvenated and refinished.
Misc. screws replaced and tightened.
Baggage compartment fabric repaired.
Seat cushions repaired.
Misc. small fabric patches applied where required.
New bolts installed in cabin door hinges.

a1

Empennage

Elevators
Trim tab removed and repaired.
Tab mechanism serviced and adjusted.

Hor. Stabiliser.
Local areas top surface refinished.
Leading edge tapes re-applied where loose.

Rudder
Checked and found O.K.

Undercarriage
Skiis removed and axles checked.
Skiis repaired by replacing missing rivets and pedestals painted.
Rear check cables renewed.

Engine (including propellor)
Oil changed.
Push rod cover clamps checked and tightened.
Lower ignition wire No. 2 cylinder repaired.
Oil filter cleaned.
Missing locking wires replaced.
Propellor sanded and varnished.
Gascolator removed, cleaned and filled with new gasket.
Heater muffs removed and repaired. (Recommend replacement at early convenience)
Tachometer drive cable replaced.

Instruments
Venturi and lines removed and cleaned out.
New drive cable installed to Tachometer.

Controls
Control wheel universal joints removed and serviced.
New bolts installed and back lash taken up.
Elevator trimmer controls serviced.
Co-pilot's L.H. rudder pedal tightened.

General
Aircraft cleaned inside and out.
Weight and C.G. taken.

Aircraft and engine controls checked in detail for soundness, correct action, and the presence of all safety and locking devices.

Air Engineer J.R.Humble

Air Engineer J.Hunaley A2624

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 modifications have been incorporated and that the aircraft is airworthy.

Signed J.R.Humble
Air Engineer "B". A674

47

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. S. Jacklin

Date. 11 Mar 50

17-3-50

KRAMER AIR SERVICES. Date March 11, 1950.

46

WEIGHT AND BALANCE REPORT FOR TAYLORCRAFT BC-12D....CF-DOL.

Condition - Empty, with residual fuel and oil and fire extinguisher. As ski-plane. Using certified Fairbanks Morse Scales.

1st Weighing

Position	Scale No.	Weight	Tare	Total
CL Left Axle	B44957	372	0	372
CL Right Axle	B44958	362	0	362
CL Tail Ski	B40344	58	0	58
				792

2nd Weighing

Position	Scale No.	Weight	Tare	Total
CL Left Axle	B44958	371	0	371
CL Right Axle	B44957	365	0	365
CL Tail Ski	B40344	58	0	58
				794

AVERAGE OF TWO WEIGHINGS..... 793 lbs.

Distance CL main wheel axles to CL tail wheel = 196.75"
Distance CL main wheel axles to datum (L.E. of wing) = 1.5"
C.G. Location $\frac{58 \times 196.75}{793}$ +1.5 = 15.89"

Weight empty C.G. is aft of datum, 15.89"

Signed J R Humble

A H Walker
17-3-50

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

611 Power Building,
Winnipeg, Manitoba. June 13th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft - CF-DOL	5008-D15-12

11494

TRANSPORT - RECORDS
JUN 15 P.M.
5008-D15-12
File

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

Attention: Superintendent, Air Regulations

1. Please be advised that Certificates of Registration and Airworthiness, covering the above noted aircraft, have been amended as follows:

Certificate of Registration

Item 8 "Commercial" deleted "Private" inserted.
"J.D.C." 6/6/50.

Certificate of Airworthiness

Item 14 "A, B, C & E" deleted
"J.D.C." 6/6/50.

Noted
B7E

District Controller of Air Services.

JDC/AB

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

FORM No. 2444

TRANSPORT - R.C.A.F.
APR 1 P.M.
5008-D15-12
File

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

02465

Registration - CF- DOL Serial No. 7697

1. C. of A. No. 1332 Expires Mar.10/51 C. of R. No. 3994 Expires Mar.10/51
Aircraft Data - Manufacturer Taylorcraft Model BC-12D
Hours flown - Since New 706:00 Since Overhaul N.A.
Engine Data - Manufacturer Continental Model A65-8

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	4441868	710:45	251:35
(2)			
(3)			
(4)			

Signature of Applicant F. D. Lamb
Date April 4, 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 J. L. White
"B" Engineer
Date April 4, 1951.

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

Signed H. H. Elinton
Test Pilot
Date April 4, 1951.

4. The following documents are attached:
Certificate of Airworthiness [X]
Certificate of Registration [X]
Weight and Balance Report (when applicable) [X] (wheels and skis)

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. 3994 and C. of A. No. 1332, 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 Jerry Smith
District Aircraft Inspector
Date April 9 1951

DEPARTMENT OF TRANSPORT AERONAUTICAL D.A.I. CANADA

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

(Date)- April 3rd, 1952.
Permissible Gross Weights - Wheels 1200 lbs.
- Skis 1200 lbs.
- Floats

Signed H. E. Eaton
District Superintendent, Air Regulations
Date April 10th, 1951.

Other Action:- Item 25 (a) "793" deleted "770" inserted
(c) "809" deleted "799" inserted.

8. H.Q. Action C.A.R.
C.A.E.

M 80

54

Phone ~~4467~~ 33233
After 5 p.m.
Sundays & Holidays
6432

KRAMER AIR SERVICES LTD.

AIRPORT - REGINA, SASK.

P.O. Box No. 489

DATE... April 4, 1951.

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. ..CF-DCL..... Maker's Serial No....7697.....
Time Since Mfg...706....hrs..00.....mins. Since Overhaul..N.A....hrs.....mins.

Engine Make ..Continental.....Mfg's Serial No. 4441868..... Model....A65-8.....
Time Since Mfg...710....hrs..45.....mins. Since Overhaul..251....hrs..35.....mins.

Propeller Hub Make ..Lewis Wooden...Mfg's Serial No. ....3882.....Dwg. No. .....L11CK-45.....
Time Since Mfg.....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
C. OF A. RENEWAL

GENERAL
Aircraft cleaned--all inspection panels and fairings removed, cleaned, repaired and painted as necessary.

C.A.A. DIRECTIVES
47-13-1 Superseded by 51-9-3.
47-13-2 Inspected
47-16-3 Inspected
51-9-3 Part Ordered.

FUSELAGE
1. Aircraft washed down.
2. Fabric sanded and rejuvenated and given two coats of color and relettered.
3. Rear fuselage fabric along lower longerons replaced with new fabric--longerons checked for corrosion.
4. Cabin cleaned--windscreen and windows cleaned.
5. Fire extinguisher checked--refilled.
6. Seats and safety harness checked for wear and security.
7. Controls checked for correct action and lubricated where necessary.
8. Fuel selector valve checked--parts as required by C.A.A. Directive 51-9-3 on order to be installed by owner.
9. Instruments checked visually--plumbing inspected--pitot line cleared.

WINGS
1. Fabric cleaned, inspected--small patches doped on as necessary--registration sanded and relettered.
2. Wing structure inspected.
3. Wing and strut fittings and bolts inspected.
4. Wing tank inst. inspected and fuel flow checked.
5. Ailerons checked--hinge points checked--new outboard pins installed--hinge points lubricated--new aileron balance cable installed--hinge brackets tightened. Aileron checked for correct travel.

EMPENNAGE
1. Fabric inspected. Fabric on stabilizer and elevator rejuvenated and doped. Fabric on root of fin rejuvenated and doped.
2. New leaves installed at tail wheel suspension.
3. Control surfaces checked for correct travel--hinge points lubricated.
4. Elevator trim tab jack screw cleaned--tab travel checked.
5. Controls and control attachment points inspected for security, correct action and lubricated as necessary.
6. Stabilizer brace wires inspected.

UNDERCARRIAGE
1. Fabric inspected, rejuvenated and redoped.
2. Attachment fittings and bolts inspected.
3. Axles inspected.
4. Bungees inspected.
5. New tail ski bungee installed.

53

Phone ~~4400x~~ 33233
After 5 p.m.
Sundays & Holidays
6432

KRAMER AIR SERVICES LTD.
AIRPORT - REGINA, SASK.

P.O. Box No. 489

DATE April 4, 1951.

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. CF-DOL Maker's Serial No.....
Time Since Mfg.....hrs.....mins. Since Overhaul.....hrs.....mins.

Engine Make .....Mfg's Serial No. ..... Model.....
Time Since Mfg.....hrs.....mins. Since Overhaul.....hrs.....mins.

Propeller Hub Make .....Mfg's Serial No. .....Dwg. No. .....
Time Since Mfg.....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

ENGINE

1. Engine removed from air frame and given top overhaul. The following parts were installed.
   (a) New .005 oversize piston rings.
   (b) Two new intake and two new exhaust valves.
   (c) New gaskets
   (d) New engine bearer rubber mounts.
2. Engine installed and ground checked--full particulars in log book.
3. All new parts covered by Standard Aero Engine Release Certificates.

PROPELLER

1. Cleaned, inspected, sanded at rough spot and varnished. Propeller installed, locked and tracked.

WEIGHT AND BALANCE

See supplementary weight and balance report.

All aircraft and engine controls examined in detail for soundness, correct action, and presence of all locking and safety devices.

Time 12:30 Date April 5, 1951

Signed [signature] Signed [signature]

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 [signature]
Air Engineer "B".

52

AIRCRAFT -- CF-DOL

Taylorcraft BC-12D

SERIAL NO. - 7697

DATE - April 3, 1951.

WEIGHT AND BALANCE REPORT ON

WHEELS AND SKIS.

AIRCRAFT WEIGHED WITH A2000 FEDERAL SKIS INSTALLED

	SCALE WEIGHT	TARE	NET WEIGHT
Left	374	0	374
Right	366	0	366
Tail	73	14	59
		TOTAL EMPTY WEIGHT	799 lbs.

Distance Main Wheel C/L To Tail Ski C/L - 194 ins.

Distance C/L Main Wheels to Wing L.E. Datum - 1.5 ins.

Empty C.G. Location -- $\frac{59 \times 194}{799}$ + 1.5 = 15.8 ins.

Aircraft Empty C.G. on Wheels - 16 ins.

	SCALE WEIGHT	ARM	MOMENT
Aircraft Empty Weight	799	+15.8	12624.2
Equipment Change--			
Removed Item 316 (AB)	-36	-	-36
Removed Tail Ski	-4	+193	-772
Added Item 101 & 317	+21	+2	+42
Added Tail Wheel	+2	+193	+386
	770	16	12244

Empty Weight C.G. in both instances is within the range limits of 14.8 to 17.9 ins. Therefore, computation of critical fore and aft range is not necessary C.A.A. Aircraft Spec. A-696.

John G. Penhale
April 9 1951

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

SIGNED..I..L..White.....

12797

TRANSPORT - RECORDS
JUN 1 A.M. 1951
File 5008-A15-12

5008-M15-12

509 Power Building,
Winnipeg, Manitoba.

May 29th, 1951.

Mr. R. Koenig,
Englefeld, Saskatchewan.

Dear Sir:

Reference is made to your letter of May 23rd, 1951.

Pending submission to this office of a formal Bill of Sale, this letter constitutes your authority operate Taylorcraft aircraft, CF-DOL, for private purposes only, for period thirty (30) days, valid until June 28th, 1951.

Bill of sale must be forwarded to this office before the expiration of the temporary.

Yours truly,

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

HFB/AB
c.c. H.Q.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

59

609 Power Building,
Winnipeg, Manitoba, June 27, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident - Taylorcraft CF-DOL.- Spearfish, S. Dakota, U. S. A.	5008-D15-12

TRANSPORT - RECORDS
JUN 29 P.M. 1951
File 5008-D15-12

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

18614

Attention: Superintendent, Air Regulations.

1. Attached hereto please find copy of report covering the above noted subject as submitted by Richard Koenig of Englefeld, Sask.

2. Documentation covering the registration of the aircraft in his name is being held up at this office pending the submission of another Bill of Sale more suitable for Departmental records.

3. The aircraft at the time of the accident was being operated for Private purposes under temporary authority, valid to the 28th of June, 1951.

4. Referring to the attached report, it is the opinion of the undersigned that the cause of the accident was poor airmanship in that the pilot attempted to fly in mountainous terrain with little experience of the effect of altitude on the actual performance of the aircraft. The owner, Mr. Koenig, has been advised of the proper procedure to follow in connection with the aircraft being repaired in the U. S. A.

5. Submitted,

Fred W. Bone

for Acting District Controller of Air Services.

FWB/MMR
Enc.

1 copy
3/7/51

COPY ON
5802 - 25277

12/7/51

COPY File # 5008-D15-12

Englefeld, Sask.
June 22, 1951.

58

Department of Transport,
District Controller, Air Services,
611 Power Building,
Winnipeg, Manitoba.

Dear Sirs:

I wish to report the accident involving Taylorcraft CF-DOL as follows:

The place of accident was about 5 miles south of Spearfish Airport, Spearfish, South Dakota. Date was June 16 at about 6:30 or 6:45 P. M.

Damaged as follows: Broken propeller - front end of fuselage damaged, both wings badly damaged, and wind-shield broken out, one landing gear broken.

The aircraft was being piloted by Mr. Roy Irvine of Spalding, Sask., holder of a Private Licence.

NATURE OF ACCIDENT.

Took off from Spearfish airport after refuelling. We climbed to approximately 800 feet from which point we could look down a canyon. We were not quite high enough to clear the hills direct, but there was no doubt in our minds that we could take off down the top of this canyon and in a few minutes clear our way out and over the top. But after we got going I noticed and remarked to my pilot, who was in charge of the plane, that something didn't seem quite right, we seemed to be losing altitude. As we soon found out, we didn't lose altitude, but the hills were climbing faster than we were or could. And by the time we fully realized that we could not make it up and over, there was no more chance of turning around as the canyon walls had closed in fast. So Mr. Roy Irvine, the pilot, and I picked a fair looking hill to land on, but before we could get to it the trees were already hitting the wing struts. About 30 yards short of the knoll, a tree caught the left wing as we stalled the aircraft in the last seconds and we pancaked down. It all adds up to this; the altitude up there was quite a lot above sea-level which cut the engine performance, and Mr. Irvine, as well as myself, had no idea of what we were up against as back home, at our sea-level, the same manouver or climb would have

..... 2.

57

been quite possible. However, we found this all out too late and can just mark it down as experience at a high price. There was no one hurt. Mr. Irvine had a cut lip and I had a cut on the chin besides a few bruises and bumps. We walked back to the airport and turned in the accident. The plane is now sitting at the Black Hills Airport, at Spearfish, South Dakota.

For any more information you may need, get in touch with:

Mr. Clifford T. Bobier,
Skyway Air Service, Inc.
Spearfish, South Dakota.

The accident was looked after by him and some other officials that were in charge of such things.

At present my intentions are to have the plane repaired. This won't be done until the middle of August as they are too busy. Please let me know if the work done down there by licenced mechanics and checked out air-worthy will also be considered eligible in Canada.

As you will see also, you still have my Certificate of Airworthiness and Registration in your possession, pending a new Bill of Sale. But I did have a written letter granting permission to operate this machine till July 1st.

So please let me know if there are any "catches" to having my plane put into airworthiness again and bring it back home, as I want to write to these fellows if there is anything that will hinder a new Certificate of Airworthiness.

Also if you need more information I will be glad to give any that is possible.

Yours truly,

(sgd) Richard Koenig.

60

Air Services
Civil Aviation Division

Refer to File Number
5008-D15-12

Canada
DEPARTMENT OF TRANSPORT

509 Power Building,
Winnipeg, Manitoba.

July 15,1951.

Mr. Richard Koenig,
Englefeld, Sask.

Re: Taylorcraft CF-DOL.

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 from D.F.Lamb	(x)
(e) Customs Receipt	( )
(f) Certificate of Airworthiness for Export	( )
(g) Certificate of Registration and Certificate of Airworthiness in the name of the former owner.	(x)

Attached hereto is Official Receipt No. 140551 covering the fee of $5.00

Pending receipt of the formal Certificates of Registration and Airworthiness in your name, this letter constitutes your temporary authority to operate the above noted aircraft for Private purposes, under the same terms and conditions as contained in the formal Certificate of Airworthiness.

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

If registered commercially, this aircraft may not be flown for hire or reward unless the operator is in possession of a Licence issued by the Air Transport Board and an Operating Certificate issued by this Department.

This authority is valid until the 12th day of August,1951.

Yours truly,

Department of Transport Civil Aviation

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

FWB/OA c.c. H.Q.✓

2462A
8-41

CANADA

61

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3994

NATIONALITY AND REGISTRATION MARKS CF-DOL

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div.,Detroit Products Inc., Alliance, Ohio,U.S.A.
3. Constructor's serial number	7697
4. Name of owner	Donald Francis Lamb
5. Address of owner	Tisdale, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Saskatoon,Sask.
8. Purpose	~~Commercial~~ PRIVATE JWB 6/6/50

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 26th day of Sept., 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-DOL and is of Canadian nationality.

Given at Ottawa this 7th day of Nov., 19 46.

for C. Ottawa
Superintendent, Air Regulations.

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

Not valid after 20-6-47 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

Not valid after July 7/48 8-7-47

9/9/48 Renewed not valid after 8/9/49

18/3/50 Renewed not valid after March 10th, 1951.

APR 10 1951 Renewed not valid after April 3, 1952

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.

Donald F. Lamb

TISDALE. SASK.

62

Bill of Sale.

July 5th 1951

This is to certify that the undersigned is the owner of the full legal and beneficial title to the following aircraft.

Manufacturer of aircraft: Taylorcraft, Alliance, Ohio.
Model : B.C.12D.
Manufacturers serial no. 7697
Registration CF-DOL.
Engine serial no. 4441868

That such title to said aircraft is not subject to any mortgage, or other encumbrance.

For and in consideration of the sum of One or more Dollars I, the undersigned, sell, grant, transfer, and deliver the above described aircraft to Richard Koenig of Englefeld, Saskatchewan. (May 12th 1951).

Signed.

Donald F. Lamb.

Tisdale. Sask.

WITNESS: R.M. Lamb.

2413
7-50

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 Richard Koenig

Date of Application May 18 1951

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
RICHARD KOENIG	ENGLEFELD 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 Englefeld.

Date and place of manufacture or reconstruction Taylorcraft aviation div. Detroit Products Inc. Alliance, Ohio 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: Taylorcraft Aviation Div.

Type: Taylorcraft, BC-12D, 2 PCL-5M Maker's No.: 7697

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36 ft.	
Length o/a in feet	22 ft.	
Height o/a in feet	6 ft 6 in.	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	770 + 799 (wheels + skis)	
Total weight authorized (fully loaded) in lbs. 1200 Air Speed 95 miles per hour		

EQUIPMENT—(Give number and type).

1. Instruments: Turn & Bank, Altimeter, Tachometer (R.P.M) Air Speed.
2. Gauges: Oil Temperature & Oil Pressure.
3. Lights: Nil
4. Signals: Nil
5. Fire Extinguishers: One
6. Parachutes: Nil
7. Tools: Screw driver, Pliers, Crescent wrench
8. Other Equipment:

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type: A65-8	Continental (4H0A)			
Pusher or Tractor	Tractor.			
Right or Left Hand	Right			
No. of Cylinders	four			
H.P.	65 H.P.			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 4th April 1951 A/C M Engr. I. L White WG 1428

Particulars accurate as corrected C of A varied to 3/4/52. Yes

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions: For Day Flying only under VFR conditions

Date 21 May 1951

Signature: Frank Bone D.S.A.R. - Winnipeg

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

2413
7-50

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 ..... Richard Koenig

Date of Application ..... May 18 1951

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
RICHARD KOENIG	ENGLEFELD 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 ..... Englefeld

Date and place of manufacture or reconstruction ..... By Taylor ~~aircraft~~ aviation div. Detroit Products Inc., Alliance Ohio 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 Taylorcraft Aviation Div.

Type Taylorcraft BC-12D, 2PCL-5M. Maker's No. 7697

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36 ft.	
Length o/a in feet	22 ft.	
Height o/a in feet	6 ft 6 in.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 770 + 799 (wheels + skin)

Total weight authorized (fully loaded) in lbs. 1200 Air Speed 95 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Turn & Bank, Altimeter, Tachometer (R.P.M.) Air-speed.
2. Gauges Oil Temperature + Oil Pressure.
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One
6. Parachutes Nil
7. Tools Screw driver, Pliers, Cresent wrench
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type A65-8	Continental (4HOA)			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	four.			
H.P.	65 H.P.			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 4th May 1951. A/C M Engr. I.L. White WGM 28

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet For Day Flying only

Registration recommended with the following special conditions under VFR conditions.

Date 21. May. 1951

Signature Fred W Bone
D. S. A. R. - Winnipeg

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT 21241

Intra-Departmental Correspondence

TRANSPORT - RECORDS
JUL 16 A.M. 1951
File 5008-D15-12

501 Power Building,
Winnipeg, Manitoba, July 13, 1951.

Your File	Subject	Our File
5008-D15-12	Taylorcraft CF-DOL	5008-D15-12

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 Richard Koenig (x)
2. Bill of Sale from Donald F.Lamb (x)
3. Certificate of Registration No. 3994 for cancellation (x)
4. Certificate of Airworthiness No. 1332 for re-issue in the name of the new owner. (x)
5. Customs Receipt No. _____ dated _____ ( )
6. Certificate of Airworthiness for Export No. _____ ( )
7. Form 244 -Application for Renewal of Certificate of Airworthiness ( )
8. Copy of letter of temporary authority dated July 13,1951 (x)

2. Fee in the amount of $5.00 has been received, Receipt No. 140531, issued, and the remittance shown in Blotter Cash Book Folio No. 8452, May 1-31,1951.

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

Fredw Boxe
for District Controller of Air Services.

FWB/OA
Encs.

10310 (R)
1332 (A)

~~Valid in Canada only~~
Issued in lieu of U.S. Dept. of Commerce Certificate of Airworthiness for Export # E-9877 and subject to the conditions contained therein.

Valid for day flying only.

2462
7-45

68

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1332

(Heavier than air)

FIRST PART (13.7.51) KOENIG,

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

1. Surname of owner (or name of Company) ~~(26-9-40)~~ ~~LAMB~~ ~~Associated Airways Ltd.~~
2. Christian name ~~Donald Francis~~ Richard,
3. Address ~~Tisdale, Sask.~~ Englefeld, Sask. ~~P.O. Box 424, Edmonton, Alta.~~
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Taylorcraft Aviation Div., Detroit Aircraft Products Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-DOL

DESCRIPTION OF AIRCRAFT

7. Type Taylorcraft Series BC-12D Constructor's No. 7697
8. Place and year of construction of aircraft Alliance, Ohio, U. S. A.

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~~ (6.6.50)
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 22'
17. Total height (with and without trolley in case of seaplanes) 6' 6"

* Maximum commercial load may not exceed ~~117~~ 88 (20.6.47) lbs. when fuel and oil tanks are full, as landplane or ~~101~~ 82 (20.6.47) lbs. as Skiplane (4.2.47)

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 ..... 2300 ..... 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 ..... No. .....
Pitch ..... Diameter ..... (18.3.50) ~~779~~ ~~760~~ ~~(20.6.47)~~

25. Weight of aircraft empty (ncluding water in the radiators):
(a) Landplane (10.4.51) 770 ~~793~~ ~~760~~ lbs.
(b) Seaplane ..... lbs.
(c) Skiplane 799 (10.4.51) ~~(4.2.47)~~ ~~776~~ ~~795~~ ~~809~~ ~~(20.6.47)~~ lbs.

WEIGHT OF FUEL AND OIL

DELETED (18.3.50)

~~26. Fuel ..... (18.3.50) 244 lbs.~~
~~(at 7·2 lbs. per gallon)~~
~~(a) Number of tanks ..... Three~~
~~(b) Capacity of tanks ..... 20 ..... 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 144 lbs (4.2.47) 82 (20.6.47) ..... 98 (20.6.47) ~~117~~ lbs.~~

~~32. Maximum total weight authorized ..... lbs.~~
~~Landplane ..... 1200 lbs.~~
~~Seaplane ..... lbs.~~
~~Skiplane ..... 1200 lbs.~~

COMPULSORY CONDITIONS

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

34. Minimum crew necessary ..... One

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

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 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 ..... 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... June 20, 1946 ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this ..... 19th ..... day of ..... August 19 46

p. Ottawas
Superintendent, Air Regulations.

MIM/ZC/LEM

67

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. (18.3.50)

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
		June 20, 1947 7/7/48 8/8/49 10.3.51 3.4.52	

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

All modifications affecting airworthiness should be noted.

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

2462A

js

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10310

NATIONALITY AND REGISTRATION MARKS CF-DOL

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Aircraft Products, Inc., Alliance, Ohio.
3. Constructor's serial number	7697
4. Name of owner	Richard Koenig
5. Address of owner	Englefeld, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Englefeld, Sask.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 13th day of July 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-DOL and is of Canadian nationality.

Given at Ottawa this 18th day of July 1951.

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

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.

70

Je

5008-D15-12

OTTAWA, Ontario.
July 23, 1951.

Mr. Richard Koenig,
Englefeld,
Sask.

Dear Sir/Madam:-

Enclosed are Certificate of Registration No. 10310 and Certificate of Airworthiness No. 1332 for your Taylorcraft BC-12D aircraft, CF-DOL , Serial No. 7697.

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

The Certificate of Airworthiness is valid until April 3, 1952.

Your attention is drawn to Information Circular T/8/39.

It is important that you notify this Department of any change of address, in order that delivery of circulars and other matter may be assured.

Yours truly,

RECEIVED
JUL 27 1951
Audit
Dept. of Transport.
WINNIPEG

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

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

A

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

77

2
9-49

501 Power Building,
Winnipeg, Manitoba, March 20th, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF-DOL -- TAYLORCRAFT	5008-DIS-12

TRANSPORT - RECORDS
MAR 24 A.M. 1952
File 5008-D/S-12

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

62937

Attention: Superintendent, Air Regulations.

1. Enclosed please find Certificate of Registration No. 10310 and Certificate of Airworthiness No. 1332 for Taylorcraft BC-12D aircraft, CF-DOL, Serial No. 7697. These Certificates are being forwarded to you for the purpose of cancellation

2. Also enclosed is a copy of a letter from the owner Mr. Koenig who states that this aircraft "has been abandoned and can be written off the records"

3. Submitted please.

for J.D. Caton
District Controller of Air Services.

JDC/ma
Encs.

REGISTERED

Cancelled 24.3.52

R

76

C O P Y

ENGLEFELD, Sask.
Feb. 19, 1952.

Mr. F. W. Bone,
District Supt. Air Regulations,
Winnipeg, Man.

Ref. File No. 5008-D15-12

Dear Sir:-

It is with quite some regret that I wish to inform you that my Taylorcraft, CF-DOL, which was at Spearfish, South Dakota, has been abondoned, and can be "written off" the records. And for this I can thank our dear "Canadina Customs and Excise" outfit. I contacted them several times, but never did get the true picture until my plane was about ready, It was then I decided not to pay "through the nose" any more.

I may add here; as long as our civil aircraft are going to be priced sky-high in comparison to American aircraft, us fellows interested in our civil aviation are never going to have an actual decent go of it. One or two bad breaks and most of us are down and out, unless we have rich uncles and such. As for myself, I'm finished for good, or such a time when aircraft sell for what they're worth.

Yours truly,

RICHARD KOENIG. (SGD.)
KOENIG

2462A

js

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10310

NATIONALITY AND REGISTRATION MARKS CF-DOL

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Aircraft Products, Inc., Alliance, Ohio.
3. Constructor's serial number	7697
4. Name of owner	Richard Koenig
5. Address of owner	Englefeld, Sask.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Englefeld, Sask.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 13th day of July 19 51., in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, ~~1938,~~ ~~amended~~, and has been allocated the nationality and registration marks CF-DOL and is of Canadian nationality.

Given at Ottawa this 18th day of July 19 51.

H. L. Patterson

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

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.

74

~~XXXXXXXXXXXXXXXXXXXXXXXX~~
Issued in lieu of U.S. Dept. of Commerce Certificate of Airworthiness for Export # E-9877 and subject to the conditions contained therein.

Valid for day flying only.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1332

(Heavier than air)

FIRST PART (13.7.51) KOENIG, [signature]

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

1. Surname of owner (or name of Company) ~~(26-9-46)~~ ~~LAMB~~ ~~Associated Airways Ltd.~~
2. Christian name ~~Donald Francis~~ Richard,
3. Address ~~P.O. Box 424, Edmonton, Alta.~~ ~~Tisdale, Sask.~~ Englefeld, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Taylorcraft Aviation Div., Detroit Aircraft Products Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-DOL

DESCRIPTION OF AIRCRAFT

7. Type Taylorcraft Series BC-12D Constructor's No. 7697
8. Place and year of construction of aircraft Alliance, Ohio, U. S. A.

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~~ [signature] 6/6/50
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 22'
17. Total height (with and without trolley in case of seaplanes) 6' 6"

* Maximum commercial load may not exceed 198 lbs. when fuel and oil tanks are full, AS Landplane or 182 lbs. as Skiplane. ~~3-8-47~~ 8-7-47 [signature]

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 2300 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 ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):
(a) Landplane ..... lbs. 8-7-47
(b) Seaplane ..... lbs.
(c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		144 lbs.
(a) Number of tanks	Three	
(b) Capacity of tanks	20 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)		9 lbs.
(a) Number of tanks	One	
(b) Capacity of tanks	1 Imp. gals.	
28. Weight allowed for crew		170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full Skiplane		98 lbs. 8-7-47
32. Maximum total weight authorized		lbs.
Landplane		1200 lbs.
Seaplane		lbs.
Skiplane		1200 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full):
Landplane Twelve hundred pounds
Seaplane .....
Skiplane Twelve hundred pounds 3-2-47
34. Minimum crew necessary One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of +14·2 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 20, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 19th day of August 1946

Superintendent, Air Regulations.

AIRCRAFT -- CF-DOL

Taylorcraft BC-12D

SERIAL NO. - 7697 73

DATE - April 3, 1951.

WEIGHT AND BALANCE REPORT ON

WHEELS AND SKIS.

AIRCRAFT WEIGHED WITH A2000 FEDERAL SKIS INSTALLED

	SCALE WEIGHT	TARE	NET WEIGHT
Left	374	0	374
Right	366	0	366
Tail	73	14	59
	TOTAL EMPTY WEIGHT		799 lbs.

Distance Main Wheel C/L To Tail Ski C/L - 194 ins.

Distance C/L Main Wheels to Wing L.E. Datum - 1.5 ins.

Empty C.G. Location -- $\frac{59 \times 194}{799}$ + 1.5 = 15.8 ins.

Aircraft Empty C.G. on Wheels - 16 ins.

	SCALE WEIGHT	ARM	MOMENT
Aircraft Empty Weight	799	+15.8	12624.2
Equipment Change-- Removed Item 316 (AB)	-36	-	-36
Removed Tail Ski	-4	+193	-772
Added Item 101 & 317	+21	+2	+42
Added Tail Wheel	+2	+193	+386
	770	16	12244

Empty Weight C.G. in both instances is within the range limits of 14.8 to 17.9 ins.

Therefore, computation of critical fore and aft range is not necessary--C.A.A.

Aircraft Spec. A-696.

SIGNED .....

April 9 1951.

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

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.

71

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. 21/3/50.

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
		June 20, 1947	R Thavers.
Inspected for renewal of formals.	Satisfactory	July 7, 1948.	G W Puntley
		Sept. 8 1949	R. [illegible]
		March 10th, 1951	[illegible]
		APRIL 3, 1952	J. [illegible]

(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 - D15 - 13

VOLUME No. 1

VOL. 1

5008 - D15 - 13

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DOM - TAYLORCRAFT. BC-12D.

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 21 48	25116	CAR			SEP 23 48

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

1
9-47

3-46
P. 58825
L.L. Co

FILE No. 5008 - D15 - 13

VOLUME No.

VOL. 1

5008 - D15 - 13

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DOM TAYLORCRAFT

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 19 1946	9873.	S.A.R		GJ	JUN 20 1946
JUL 8 1946	12620.	S.A.R		GJ	JUL 10 1946
JUL 27 1946	15443	SAR		C.T.	SEP 19 1946
SEP 19 1946		Treas		Jubey	
FEB 15 1947	Requested	CRD.		[illegible]	SEP 23 1946
	Requested	CAR		[illegible]	
JUN 3 - 1947	Miss Jones as Requested	CAR		GJ	JUN 5 - 1947
JUN 23 1947	9534	CAR		GJ	JUN 27 1947
JUL 7 - 1947	11046	CAR		GJ	JUL 18 1947
JUL 29 1947	13791	CAR		[illegible]	JUL 31 1947
		CAI		[illegible]	
JUL 31 1947	(Copy to 5802)	Records		G.L	JUN 10 [illegible]
AUG 8 - 1947	13791	CAR. II		[illegible]	~~JUN 10~~ [illegible]
AUG 2 - 1947 JUL 31 1947	(Ofrady) ~~[illegible]~~	Records ① I		[illegible]	JUN 10 [illegible]
		Mr Charland ①		G.C.	AUG 2 - 1947
		Mr Kenny 2		[illegible]	AUG 2 - 1947
	14123	CAR		[illegible]	AUG 6 - 1947
AUG 6 - 1947		Mr. Charland		[illegible]	AUG 7 - 1947
19/8	14323	CAR		GJ	AUG 22 1947
		CAE		[illegible]	AUG 22 1947
JUL 22 48	16809	CAR	~~3/8/48~~	Cr (H.F)	JUL 23 [illegible]
JUL 23 48		CAI		[illegible]	JUL 26 48
JUL 27 48	17415	CAR	~~3/8/48~~	HF	JUL 28 [illegible]
JUL 28 48		CAI		[illegible]	JUL 29 [illegible]
JUL 29 48	BF 3/8/48	CAR		[illegible]	SEP 15 [illegible]
	BF July 5	CAR		[illegible]	SEP 15 [illegible]
	18854	CAR		[illegible]	SEP 15 [illegible]
SEP 15 48	Copy to 5802-1[illegible]	Records		[illegible]	[illegible]
AUG 21 1948	19536	CAR.		[illegible]	[illegible]

IMPORTANT — DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER [illegible]

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-9878

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.

Three-View Drawing is attached. Instruction Manual is attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-44.

Actual empty weight: 758 pounds.

Standard weight: 1,200 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	TAYLORCRAFT AVIATION DIVISION DETROIT AIR-CRAFT PRODUCTS, INC. - May 31, 1946
Type	LAND MONOPLANE
Model	TAYLORCRAFT BC12-D
Serial No.	7698 √
Date	JUNE 11, 1946

CF-DOM

Charles F. Dycer.

Charles F. Dycer, Director
Aircraft and Components Service

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

A-696-3
TAYLORCRAFT

BC
BCS
BC-65
BCS-65
BC12-65 (Army L-2H)
BCS12-65
BC12-D
BCS12-D

February 25, 1946

AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with 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: Taylorcraft Aviation Division
Detroit Aircraft Products, Inc.
Alliance, Ohio

I - Models BC and BCS 2 PCL-SM Approved August 24, 1938 (BC) and April 5, 1939 (BCS).

Engine	Continental A-50-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind.
	Glide or dive 131 mph True Ind.
	Seaplane: Level flight or climb 95 mph True Ind.
	Glide or dive 129 mph True Ind.
Propeller limits	Diameter, maximum 83 inches.
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC)
	Seaplane: (+15.1)(24.2% MAC) to (+19.4)(31.0% MAC)
Maximum weight	Landplane: 1100 lbs. (See NOTE 2)
	Seaplane: 1228 lbs.
No. seats	2 at(+23)
Baggage	30 lbs. max. (+40)
Fuel capacity	12 gals. (-9). (See Item 312)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 25° up and 27° down
	Rudder 26° right and left
	Ailerons Not available
Serial Nos. eligible	1001 and up
Required equipment	Landplane: Item 101, 102, 103, 104 and 105.
	Seaplane: Items 103, 104, 105 and 151.

II - Models BC-65 and BCS-65 2 PCL-SM Approved July 22, 1939 (BC-65) and October 7, 1939 (BCS-65)

(Same as model BC except engine installation)

Engine	Continental A-65-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2350 rpm (65 hp)

21830

Airspeed limits	Landplane:	Level flight or climb 105 mph True Ind.
		Glide or dive 131 mph True Ind.
	Seaplane:	Level flight or climb 95 mph True Ind.
		Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: Max. 2330 (A-65-1 engine); 2280 (optional engines) Min. 2120	
	Diameter: Max. 83 inches (landplane); 79 inches (seaplane) Minimum 70 inches.	
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC)	
	Seaplane: (+15.1)(24.2% MAC) to (+20.1)(32.3% MAC)	
Maximum weight	Landplane: 1100 lbs. (See NOTE 2)	
	Seaplane: 1228 lbs. (See NOTE 2)	
No. seats	2 (+23)	
Baggage	30 lbs. max. (+40)	
Fuel capacity	12 gals. (-9) (See Item 312)	
Oil capacity	1 gal. (-21)	
Control surface movements	Elevators	27° up and 25° down
	Rudder	26° right and left
	Ailerons	Not available
Serial Nos. eligible	1001 and up	
Required equipment	Landplane: Items 101, 102, 103, 104 and 105.	
	Seaplane: Items 103, 104, 105 and 151.	

III - Models BC12-65 (Army L-2H) and BCS12-65 2 PCL-SM Approved April 7, 1941

(Same as model BC-65 except for minor structural changes and added elevator trim tab.)

Engine	Continental A-65-7 (See Item 308)	
Fuel	73 min. octane aviation gasoline	
Engine limits	For all operations, 2300 rpm (65 hp)	
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind.	
	Glide or dive 140 mph True Ind.	
	Seaplane: Level flight or climb 95 mph True Ind.	
	Glide or dive 129 mph True Ind.	
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120	
	Diameter - not more than 72 inches; not less than 70 in.	
C.G. range	Landplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC)	
	Seaplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) when equipped with Edo floats (Item 151).	
	Seaplane: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC) when equipped with Heath floats (Item 320).	
Maximum weight	Landplane: 1200 lbs.	
	Seaplane: 1278 lbs.	
No. seats	2 (+23)	
Baggage	Landplane: 50 lbs. maximum (+40)	
	Seaplane: 30 lbs. maximum (+40)	
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)).	
Oil capacity	1 gal. (-21)	
Control surface movements	Elevators	27° up, 25° down
	Elevator tab	25° up, 30° down
	Ailerons	25° up and down
	Rudder	26° right and left

Serial Nos. eligible	2401, 2501, 2503, 2504, 2529 and up and all AAF numbers.
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108 and 151.

IV - Models BC12-D and BCS-12D 2 PCL-SM Approved November 23, 1945 (BC12-D) and February 19, 1946 (BCS12-D)

(Same as model BC12-65 except for alternate tail surface, revised aileron travel, alternate one piece windshield, and miscellaneous structural and non-structural changes).

Engine	Continental A-65-7 (See Item 308)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2300 rpm (65 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 140 mph True Ind. Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120 Diameter: not more than 72 in.; not less than 70 in.
C.G. range	Landplane or Seaplane with Edo floats (Item 151) installed: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) Seaplane with Heath floats (Item 320) installed: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC)
Maximum weight	Landplane: 1200 lbs. Seaplane: 1278 lbs.
No. seats	2 (+23)
Baggage	Landplane: 50 lbs. maximum (+40) Seaplane: 30 lbs. maximum (+40)
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)) (See NOTE 4)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 27° up, 25° down Elevator tab 25° up, 30° down Ailerons 23° up and down Rudder 26° right and left
Serial Nos. eligible	6402 and up
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108, 151

Specifications Pertinent to all Models

Datum	Leading edge of wing
MAC	61.9 inches (L.E. of MAC at +0.2)
Leveling means	Upper surface of horizontal stabilizer
Certification basis	Type Certificate No. 696 (CAR 04 in effect prior to November 9, 1945)
Production basis	Production Certificate No. 9
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane and seaplane - eligible. Skiplane - not eligible. However structure complies with Canadian requirements as follows:

(1) At 1100 lbs. maximum weight - Landing gear per Dwg. B-A50, ski height 10 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamlined member to axle.)
(2) At 1150 and 1200 lbs. maximum weight - Landing gear per Dwg. B-A515, ski height 9 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamline member to axle.)

(b) Great Britain - when rear spar hinge fittings are in accordance with Dwg. No. B-L800.
(c) All other countries except 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

103. Propeller - wood (fixed or adjustable pitch) 10 lbs. (-46)

Engines and Engine Accessories - Fuel and Oil System

104. Carburetor air heater (Dwg. BC-L601)
108. Enclosed engine cowl (BC12-65, BCS12-65, BC12-D, BCS12-D)
308. Engines (Continental, see Engine Specs. 190 & 205) (-33)

A. Models BC and BCS
(a) A-50-2 +6 lbs.
(b) A-50-3 or A-50-8 +10 lbs.
(c) A-50-4 +3 lbs.
(d) A-50-5 +13 lbs.
(e) A-50-7 No weight change

B. Models BC-65 and BCS-65
(a) A-65-3, A-65-3J, A-65-8 or A-65-8J +10 lbs.
Engine limits
For all operations, 2300 rpm (65 hp)
(b) A-65-7 or A-65-7J No weight change
Engine limits same as (a)

C. Models BC12-65, BCS12-65, BC12-D, BCS12-D
(a) A-65-7J No weight change
Engine limits same as B(a)
(b) A-65-8 or A-65-8J +10 lbs.
Engine limits same as B(a)

312. Auxiliary 6 gal. fuselage fuel tank installation 8 lbs. (+30)
(Fuel arm (+35)) (BC, BCS, BC-65 and BCS-65)
313. Enclosed type engine cowl (Dwg. BL-L628)
(BC, BCS, BC-65 and BCS-65) 9 lbs. (-18)
315. Revised engine mount (Dwg. BC65-A128) (for engines incorporating integral rubber bushings) Neglect weight change

Landing Gear and Floats		
101. 6.00-6 wheels (Shinn 6C4) with 2-ply tires	21 lbs.	(+2)
102. Tail skid		
107 or 309. Parking brake	1 lb.	(-9)
151. Edo 60-1320 float installation 169 lbs. (including auxiliary fin 4 lbs. (+176))	+115 lbs.	(+22) (+193)
302. Tail wheel		
(a) 6x2.00 steerable with brake (Baxter)	+5 lbs.	
(b) 6x2.00 steerable (Aircraft Associates)	+3 lbs.	
(c) 6x2.00 full swiveling (Firestone Industrial)	+3 lbs.	
(d) 6x2.00 steerable (Lake State Products 5-40-31)	+4 lbs.	
(e) 6x2.00 steerable (Heath)	+4 lbs.	
304. 6.00-6 wheels (Shinn 6C4HB) with brakes	+6 lbs.	(+1)
305. Wheel streamlines (Dwg. A-9015 or A-9016)	6 lbs.	(+2)
316. Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum 9 in. ground clearance. The maximum weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less) Use actual wt. change		
(a) Marston 1200 (Maximum 1200 lbs.)		
(b) Air Transport 1220-480 (Maximum 1220 lbs.)		
(c) Air Transport 1224-580-1 (Maximum 1220 lbs.)		
(d) Federal SC-1 (Maximum 1400 lbs.)		
(e) Piper S-1000 (Maximum 1200 lbs.)		
(f) Jennings TY-2 (Maximum 1200 lbs.)		
(g) Federal SA-1 (Maximum 1200 lbs.)		
(h) Aviation Service B (Maximum 1650 lbs.)		
(i) Richards 1-B (Maximum 2220 lbs.)		
(j) Washington Aircraft 1200 (Maximum 1200 lbs.)		
(k) Heath 655 (Maximum 1210 lbs.)		
(l) Federal SC-2 (Maximum 1650 lbs.)		
(m) Aviation Service A (Maximum 1100 lbs.)		
(n) Federal SA-1A (Maximum 1300 lbs.)		
(o) Jacobsen (formerly Escanaba) EAS-100 (Maximum 1200 lbs.)		
(p) Richards 1-A (Maximum 2800 lbs.)		
(q) Marston MFS-1600 (Maximum 1600 lbs.)		
(r) Heath 725 (Maximum 1450 lbs.)		
(s) Aero. Sales & Service AS-6.00-6 (Maximum 1320 lbs.)		
(t) Jack Carr Service 16 (Maximum 1600 lbs.)		
(u) Fairbanks MF-5 (Maximum 1310 lbs.)		
(v) Heath 725A (Maximum 1450 lbs.)		
(w) Federal SK4-1 (Maximum 1400 lbs.)		
317. 6.00-6 4-ply tires	Neglect weight change	
320. Heath 1460A float installation, 172 lbs. including auxiliary fin, 4 lbs. (+176) (BCS12-65 and BCS12-D only)	+122 lbs.	(+25)
Electrical and Radio Equipment		
310. Battery and Box		
(a) 6 volt	9 lbs.	(+10)
(b) 12 volt	15 lbs.	(+10)
311. Radio installations		
(a) Receiver (BC, BCS, BC-65 and BCS-65)	9 lbs.	(+39)
(b) Receiver (BC12-65 and BCS12-65)	11 lbs.	(+12)

(c) Transmitter (BC12-65 and BCS12-65)	9 lbs. (+8)
(d) Reel type trailing antenna (BC12-65 and BCS12-65)	3 lbs. (+61)
(e) "T" type antenna	1 lb. (+40)
(f) Lear Loop Rotator AML-1 (BC12-65 and BCS12-65)	2 lbs. (+25)
(g) Lear receiver complete, including receiver AMR-1 5 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only)	12 lbs. (+14)
(h) Lear receiver and transmitter complete, including receiver AMR-1 5 lbs. (+2), receiver antenna 1 lb. (+40), transmitter AMT-1 5 lbs. (+2), trailing antenna 3 lbs. (+61), dry battery and cable 9 lbs. (+20) (B12 series only)	23 lbs. (+18)
(i) Heath receiver complete, including receiver MA-4 7 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only)	14 lbs. (+13)
(j) See NOTE 5 for BC12-D and BCS-12D	
319. Position lights	2 lbs. (+77)
(a) Grimes B (6 volt)	
(b) Grimes D (6 volt) BC12-D and BCS12-D only	
(c) Grimes D (12 volt) BC12-D and BCS12-D only	

Interior Equipment

105. Wheel type control	
301. Parachutes (one or two)	20 lbs.ea. (+23)
306. Cabin heater (Taylorcraft BC-L606 or BC-L630)	2 lbs. (-22)
307. Leather upholstery	+5 lbs. (+25)
314. Stick type control	Neglect weight change
318. Special instruments (B12 series only)	
(a) Bank and turn	4 lbs. (0)
(b) Rate of climb	2 lbs. (-4) or (-9)
(c) Compass	2 lbs. (+4)
(d) Clock	0.5 lbs. (+10)

Miscellaneous (Not listed above)

200. Miscellaneous items as noted in the approved weight and balance report.	
106 or 303. Auxiliary door	+5 lbs. (+25)

NOTE 1. (Deleted - December 2, 1942)

NOTE 2. (a) Models BC and BC-65, serial Nos. 1407 and up, eligible at 1150 lbs. maximum weight.
(b) Model BCS-65, serial Nos. 1432 and up, eligible at 1278 lbs. maximum weight.

NOTE 3. No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

NOTE 4. Opposite wing tank eligible as 6 gal. auxiliary on models BC12-D and BCS12-D only.

NOTE 5. Models BC12-D and BCS12-D radios restricted to total weight not more than 20 lbs. and arm from (+8) to (+20).

(SEE ALSO PERTINENT "AIRWORTHINESS DIRECTIVE")

Charles F. Dyer
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon applica. to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

2/8 30

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer	Continental Motors Corporation, Muskegon, Michigan					
Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S Auto-Lite 18A-1	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis — Type Certificate No. 205
Production basis — Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -8J	High Model A Fuel Injector or Excello Model A42	3 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23162

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

Starter	Weight, lbs.
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type GP 8527	4
AC type 1523843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	575897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer
Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SUPERSEDES P-644

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

P-676
SENSENICH
All Wood Propellers

March 20, 1946

AIRCRAFT PROPELLER SPECIFICATIONS

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and CAR 04.61.

The propellers are of two-bladed, laminated birch construction with fabric and metal tipping. The take-off rating is ten per cent in excess of the maximum, except take-off, rating. Propeller weight does not include the metal hub. The weight of metal hubs is given on the pertinent engine specification. These limitations apply to all propellers listed herein except as modified in the notes.

Manufacturer: Sensenich Bros., Lancaster, Pennsylvania

Model	Cert. Basis*	Max., Except Take-off HP	Max., Except Take-off RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Hub Drilling Dia. Holes	Hub Drilling Dia. Bolt Circle	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

22026

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
73KE	TC 838	125	2550	73"	60"-50"	8	7/16"	5-1/4"	7-1/2"	4-1/8"	12	1
73KR	TC 838	125	2550	73"	60"-50"	8	3/8"	5-1/4"	7-1/2"	4"	12	1
74B	TC 689	90	2250	74"	58"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74CF	TC 766	130	2600	74"	60"-53"	8	7/16"	5"	7-1/4"	4"	12	1
74F	TC 709	65	2350	74"	40"-38"	6	3/8"	4"	6-1/8"	3-1/4"	10	1
74FA	TC 765	130	2600	74"	62"-58"	6	1/2"	4-3/4"	7-1/4"	4"	11	1
74FB	TC 765	130	2600	74"	62"-58"	8	7/16"	5"	7-1/4"	4"	11	1
74FC	TC 765	90	2600	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1
74FCT	TC 765	75	2300	74"	52"-46"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	12	1
74FD	TC 765	90	2600	74"	52"-46"	6	3/8"	4"	6-1/8"	4"	11	1
74FDS	TC 765	90	2500	74"	52"-44"	6	3/8"	4"	6-1/8"	4"	13	1
74FE	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/4"	6-1/2"	4"	11	1
74FM	TC 765	104	2600	74"	52"-40"	6	3/8"	4-3/8"	6-1/2"	3-1/2"	11	1
74LN	TC 538	95	2200	74"	62"-60"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
74RA	TC 789	150	2600	74"	70"-62"	8	3/8"	5"	7"	4"	13	1
74RR	TC 789	150	2600	74"	70"-62"	8	3/8"	5-1/4"	7"	4"	13	1
76	TC 525	70	1950	76"	54"	6	7/16"	4-5/8"	6-1/2"	4"	14	1
76AA	TC 538	113	2205	76"	60"-54"	4	7/16"	5-1/4"	7-3/4"	4-1/8"	14	1
76B	TC 667	50	1900	76"	53"-47"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	11	1,2
76C	TC 692	65	2350	76"	48"-40"	6	3/8"	4-3/8"	6-1/8"	3-3/8"	10	1
76D	TC 711	90	2375	76"	57"-53"	6	7/16"	4-5/8"	6-7/8"	4"	14	1
76DL	TC 711	80	2300	76"	53"	6	7/16"	4-23/32"	6-7/8"	4"	14	1
76JA	TC 766	150	2600	76"	61"-40"	8	3/8"	5"	7"	4"	15	1
76JB	TC 766	125	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76JC	TC 766	125	2600	76"	61"-40"	6	3/8"	4-3/4"	7"	4-3/4"	15	1
76JR	TC 766	150	2600	76"	61"-40"	8	3/8"	5-1/4"	7"	4"	15	1
76L	TC 738	75	2015	76"	56"-46"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	11	1
76RM	TC 834	110	2600	76"	47"-37"	6	3/8"	4-3/4"	6-1/2"	3-1/2"	11	1
78	TC 557	85	1900	78"	67"	8	13/32"	4-23/32"	7"	4"	17	-
78L	TC 538	90	2250	78"	54"-50"	6	7/16"	4-5/8"	7"	4"	13	1
78LY	TC 538	75	2015	78"	56"-48"	6	3/8"	4-3/4"	6-1/8"	3-1/2"	12	1
78R	TC 538	120	2225	78"	59"-50"	6	7/16"	4-5/8"	7-3/8"	4"	13	1
78RB	TC 538	125	2600	78"	55"-39"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
78RW	TC 538	90	2050	78"	65"-59"	8	3/8"	5-1/4"	7-3/8"	4"	13	1
80B	TC 536	90	2250	80"	43"	6	7/16"	4-5/8"	6-7/8"	4"	14	-
80C	TC 538	150	2300	80"	64"	8	3/8"	5-1/4"	7-7/16"	4"	17	-
80C	TC 538	150	2300	80"	64"	8	7/16"	6"	8"	5"	17	-
80D	TC 551	90	2250	80"	41"	6	7/16"	4-5/8"	6-7/8"	4"	16	-
80R	TC 538	150	2260	80"	73"-69"	8	3/8"	5-1/4"	7"	4-3/8"	13	1,2
80W	TC 547	90	2025	80"	49"	8	3/8"	5-1/4"	7"	4"	14	-
82	TC 547	90	2025	82"	49"	8	3/8"	5-1/4"	7"	4"	15	-
82R	TC 538	145	2050	82"	83"-77"	8	3/8"	5-1/4"	7"	4"	13	1
82RA	TC 538	165	2100	82"	83"-77"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	13	1
82RS	TC 538	200	2450	82"	72"-66"	8	3/8"	5-1/4"	7-3/8"	4-1/8"	17	1,5
83AA	TC 586	185	2550	83"	67"-58"	8	7/16"	7"	9-1/4"	5-1/4"	21	1
83W	TC 715	125	2050	83"	64"	8	3/8"	5-1/4"	7"	4"	14	-
84	TC 527	85	2125	84"	40"	6	0.437"	4-5/8"	6-1/2"	4"	15	-
84C	TC 462	75	1975	82"	42"	6	3/8"	4-5/8"	6-3/4"	4"	15	-
84D	TC 479	90	2050	82"	52"	6	3/8"	4-3/4"	6-3/4"	4"	15	-
84E	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	6-3/4"	4"	15	1
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

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
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)										
90D	TC 586	160	1975	90"	82"-64"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90E	TC 517	(Left hand of 90C)										3
90H	TC 586	160	1850	90"	90"-80"	8	7/16"	6-1/4"	8-1/2"	4-1/4"	19	1
90HA	TC 586	160	1850	90"	90"-80"	8	7/16"	7"	8-1/2"	4-1/2"	19	1
90HASP	TC 586	160	1850	90"	90"-82"	8	7/16"	7"	8-1/2"	4-1/2"	28	1
90HASP-90M	TC 586	(Same as 90HASP-90 except dia. may be cut down to 86" and spinner may be removed.)										
90HB	TC 586	160	1850	90"	90"-80"	8	7/16"	5-1/4"	7-3/8"	4"	19	1
90HSP	TC 586	160	1850	90"	90"-82"	8	7/16"	6-1/4"	8-1/2"	4-1/2"	28	1
90JA	TC 811	225	2000	90"	83"-79"	8	7/16"	7"	9-1/4"	6"	27	1
90LA	TC 546	220	2075	90"	80"-76"	8	7/16"	7"	9-1/4"	6"	26	1
92H	TC 586	160	1850	92"	77"-70"	8	7/16"	6-1/4"	9"	4"	25	1
92HBSPA	TC 586	160	1850	92"	86"-76"	8	7/16"	5-1/4"	8"	4"	28	1
94A	TC 546	210	2000	94"	60"	8	1/2"	6.693"	9-1/4"	6"	29	1
96B	TC 659	170	2125	96"	48"	8	3/8"	5-1/4"	9"	5"	21	-
96T	TC 586	115	1650	96"	69"	8	3/8"	5-1/4"	7"	4"	20	1
98AA	TC 546	225	2100	98"	68"-62"	8	7/16"	7"	9-1/4"	6"	31	1
98AB	TC 546	225	2100	98"	68"-62"	8	5/8"	6-11/16"	9-1/4"	6"	31	1
98AC	TC 546	225	2100	98"	68"-62"	8	1/2"	6.693"	9-1/4"	6"	31	1
98C	TC 586	225	2100	98"	70"-64"	8	1/2"	6.693"	9-1/4"	6"	28	1
100	TC 546	225	2000	100"	62"	8	1/2"	6.693"	9-1/4"	6"	30	3
100A	TC 546	225	2100	100"	59"	8	1/2"	6.693"	9-1/4"	6"	30	3
100B	TC 546	165	2000	100"	52"	8	1/2"	6.693"	9-1/4"	6"	30	3
100CC	TC 546	225	2100	100"	67"-58"	8	1/2"	6.693"	9-1/4"	6"	31	1

* Production basis - Production Certificate No. 1

22026

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"	65"	8	3/8"	5-1/4"	7-1/8"	4"	21	-
102B	TC 586	120	1550	102"	69"	8	0.472"	5-5/16"	7-1/4"	5-1/2"	23	-
102CA	TC 546	225	2100	102"	62"-53"	8	7/16"	7"	9-1/4"	6"	32	1
755	TC 388	45	1850	75-1/2"	54"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755A	TC 441	40	2050	75-1/2"	40"	6	0.437"	4-5/8"	6-1/4"	4"	11	-
755B	TC 454	35	1750	75-1/2"	45"	6	3/8"	4-3/4"	6-1/4"	3-1/2"	11	-
755C	TC 463	63	2300	75-1/2"	36"	6	7/16"	4-5/8"	6-1/4"	4"	11	1
755CF	TC 463	63	2125	75-1/2"	36"	6	3/8"	4-23/32"	6-1/4"	4"	11	1

* Production basis - Production Certificate No. 1

NOTE 1. Dash number after model designation refers to pitch in inches. Pitch must be within approved limits on specifications.

NOTE 2. Dash number 1, 2 or 3 after model designation on serial numbers below 16000 refers to difference in pitch, not in inches.

NOTE 3. Approval of the following models expired. No propeller manufactured after the date specified is eligible for use on certificated aircraft.

Model	Date Expired
88	January 29, 1937
90, 90A, 90B, 90C, 90E	August 10, 1944
69, 69D	November 6, 1944
69B, 69E, 69F	December 28, 1944
100, 100A, 100B	February 15, 1945

NOTE 4. Some of the early propellers of this model may not be marked with the pitch as provided in NOTE 1. Propellers so marked are eligible provided the pitch corresponds to the following approved values which were in effect at that time.

Previous Marking	Corresponding Approved Pitch	Current Marking
69C	23"	69C-23
69J	28"	69J-28

NOTE 5. Eligible with or without fabric tipping.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

22016

TAYLORCRAFT AVIATION CORPORATION

ALLIANCE, OHIO

ACTUAL WEIGHT AND BALANCE REPORT

MODEL BC12D

SERIAL NO. 7698

LICENSE NO. CF-DOM

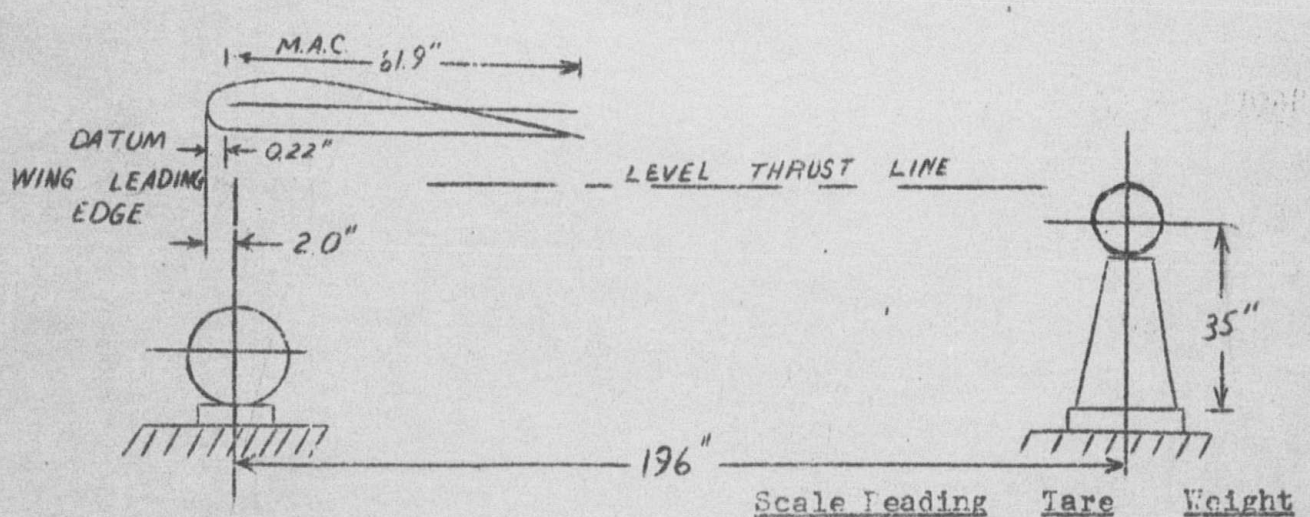
DATE June 6, 1946

PREPARED BY John G Logeman

INSPECTOR W H. Lows

Section 1. Aircraft Weight

A. Empty Weight as weighed (Level Landing Position)



	Scale Reading	Tare	Weight
Right Wheel			358
Left Wheel			345
Tail Wheel			62.5
	Actual Weight plus Oil		765.5
	Oil - 1 gal. 7.5 lbs.		-7.5
	Empty Weight		758.0

C.G. Empty (as weighed) aft of wheel centerline = $\frac{62.5 \times 196}{765.5}$ = 16.0 inches

C. G. is aft of leading edge of wing = 16.0 " + 2.0 " = 18.0 "

Section 2. Most Forward C.G. Loading Condition

Item No.	Name	Weight	Hor. Arm	Moment
1.	Empty Weight (as weighed including oil)	765.5	18.0	13779
2.	Fuel - 12 gal. (fuselage tank)	72	-9.	-648
3.	Pilot	170	23.	3910
		1007.5	16.9	17041

Datum to M.A.C. Leading Edge = 0.22 inches

Percent of M.A.C. = $\frac{16.9 - 0.22}{61.9} = 26.9$ %

C.G. aft of leading edge of wing = 16.9 inches

Section 3. Most Rearward C.G. Loading Condition

Item No.	Name	Weight	Hor.	Arm Moment
1.	Empty Weight (as weighed including oil)	765.5	18	13779
2.	Fuel - 6 gal. (fuselage tank)	36	-9	-324
3.	Pilot & passenger	340	23	7820
4.	Baggage	50	40	2000
		1191.5	19.5	23275

Datum to M.A.C. Leading Edge= 0.22 inches

Percent of M.A.C.= $\frac{19.5 - 0.22}{61.9}$ = 31.1 %

C.G. aft of leading edge= 19.5 inches

STANDARD FQUIPMENT LIST FOR TAYLORCRAFT BC12D

Schnutt 2-ply Tires

Aeromarine Tachometer

Aeromarine Altimeter

Aeromarine Airspeed

Oil Pressure Gauge

Oil Temperature Gauge

Dual Ignition Switch

Shock Cords

Primer

Throttle Control

Carburetor Heater

Cabin Heater

Propeller

Continental A65-8 Engine Dual Ignition

Navigation Lights, Battery & Box

Flightex 3½ oz. cloth

Removable Equipment Including Installation Weight

- Ahead of leading edge of wing	+Rearward of leading edge
Parking brake	Wt. 1.0 lbs. - 9
Carwell Aero Eng. Co. Compass Type 55	Wt. 2.0 lbs. - 3.5"
Shinn Devices Brakes 6C4HB	Wt. 6.0 lbs. + 1"
Steerable Tailwheel	Wt. 2.0 lbs. + 193"
Total	11. lbs.

FOREWARD

This instruction book has been compiled with the view of giving the private owner or operator of Taylorcraft airplanes sufficient knowledge of the construction, operation and care of the airplane so that the service and satisfaction built into it may be obtained.

Carelessness in one form or another is the true source of practically all airplane mishaps. Neglect of, or improper inspection on the ground is the hardest form of carelessness to overcome. While we all condemn reckless flying, improper care on the ground cannot be too strongly pointed out as the most dangerous form of recklessness. Be sure, therefore, when taking delivery of your Taylorcraft airplane that you know how to care for it and if you cannot give it thorough and regular care, put it in the hands of a competent mechanic and give him free use of this Service Manual.

In case of doubt concerning any service or operating problems not covered in this manual, or obtainable through our sales representatives, consult our Service Department which is maintained to assist you in obtaining economical and efficient service from your Taylorcraft.

WARRANTY

The Taylorcraft Aviation Corporation warrants each new airplane or part manufactured by them, when used under normal conditions, for ninety days, or in no case exceeding fifty hours flying time, after delivery of plane from the factory. This warranty is limited to replacing or repairing at the factory, any part or parts which have been returned to the factory, with transportation charges prepaid and which, in its opinion, are defective. This warranty is in lieu of all warranties and representations, expressed or implied, and all other obligations or liabilities on the part of the Taylorcraft Aviation Corporation.

This warranty does not cover any labor charges for replacement of parts, adjustments, repairs, or any work done by Taylorcraft Aviation Corporation, or other parties.

This warranty shall not apply to any aircraft or part repaired or altered outside our factory in any way, so as in our judgment to affect its operation, or which has been subject to misuse, negligence, or accident.

The Taylorcraft Aviation Corporation makes no warranty with respect to motor, instruments, propellers, tires, wheels or other trade accessories, inasmuch as they are usually warranted by their respective manufacturers.

The Taylorcraft Aviation Corporation reserves the right to change the design, aircraft, parts, specifications, prices, etc., without incurring any responsibility with regard to aircraft or parts previously sold or replaced.

The Taylorcraft Aviation Corporation is not responsible to any purchaser or any party or parties, for any representation, undertaking, promise or warranty, made by representatives selling its products, beyond those herein expressed.

SERVICE

The Taylorcraft distributors and dealers are rapidly building up their Service Departments. Parts are available and they have efficient licensed mechanics. When in need of service, contact the nearest Taylorcraft representative. The factory maintains a Service Department to assist the representatives and you, to obtain the most service from your airplane.

HOW TO ORDER PARTS

When ordering parts, always give the following information to the Taylorcraft representatives:

1. The model, Serial No., NC No., and engine Serial No. of your plane, The model and serial number can be found on the metal plate attached to the floor board on the right side of the cabin.
2. The part number and name of the piece wanted, whenever possible. (See Diagram) If you cannot find the part number give as complete a description as possible of the part required and location, stating right or left. A sketch is frequently of assistance in filling orders.
3. Quantity needed. THIS IS IMPORTANT.
4. If representatives do not carry the part needed, state -- to whom the shipment is to be made, address to where parts are to be sent, transportation - Parcel Post, Air Mail, Air Express, Railway Express or Freight.
5. Parts will be shipped C.O.D. unless credit is established or a certified check or money order accompanies the order.
6. Parts ordered to be shipped by Air Express must be accompanied by a money order or a certified check.
7. For engine service, contact the engine manufacturer's service station directly.

NOTE: In order to avoid delays, all communications should be addressed to the attention of the Service Department.

RETURN OF PARTS

Parts returned for replacement, repair, or credit should be accompanied by a letter stating the reason for return with the plane serial number and number of hours the parts have been in service. All possible information that will assist us to determine the cause of the trouble is essential. Transportation must be prepaid.

PRICES

Prices are subject to change without notice.

GENERAL DESCRIPTION

The Taylorcraft, Model B or B12, is a high wing strut braced, two place cabin monoplane and is available as a land plane or seaplane. The Model B or B12 is obtainable with the following 65 horsepower engine installations:

Lycoming O-145-B
Franklin 4AC-176-B2
Continental A-65-8

SPECIFICATIONS

General (All Models)

Wing Span	36 ft.
Height (Tail Down)	78 in.
Wing Chord	63 in.
Length Overall	21 ft.9 in.
Dihedral	1 degree
Wheels	Shinn
Tires	6.00 x 6 2-pl
Tail Wheel	6 x 200

FUSELAGE

The fuselage is composed entirely of steel tubing welded into a unit structure. All members are of S.A.E. No. 1025 or No. 4130 steel. All members are jig cut and in case of replacement they can be furnished ready for welding into the fuselage.

All fuselage tubes are given a protective coating of primer.

Saltwater seaplane fuselages require extra fittings and special corrosion protection. Fresh water fuselages have no special corrosion protection. Care should be taken to give replacements for seaplanes the same corrosion protection as the original material. All saltwater seaplane fuselage tubes are sandblasted, primed, coated with enamel, and oiled on the inside. Information concerning the size and material on any member can be obtained from the Service Department.

WINGS

The wings are a built-up structure having two solid spruce spars braced with steel tubular drag struts and steel tie rods. The ribs are built up of riveted nicralumin sections and nailed to the spars. The leading edge is formed of sheet nicralumin fastened to the ribs by self-tapping metal screws. The wings are covered with medium airplane fabric which is sewed to the ribs with 6U commercial gray waxed linen, right twist, rib cord, reinforced by means of 3/8" herringbone tape and covered with 1-1/2" pinked edge wing tape. Seven or more coats of high grade airplane nitrate dope provides the cloth with tautness and finish.

AILERONS

The ailerons are also a built-up structure with a spruce spar and with stamped aluminum ribs. Aluminum leading edge is fastened to the ribs by means of self-tapping metal screws and nailed to the spar. They are fabric covered and doped. The ailerons are attached to the wing

AILERONS * CONT.

THROUGH STEEL HINGE BRACKETS WHICH ARE BOLTED TO THE REAR SPAR IN THE wing. The center hinge bracket carried a horn from which a tubular drag link transmits the motion to the ailerons.

TAIL SURFACES

The tail surfaces are built up with steel tubing frame work and formed steel ribs. The two stabilizers and the fin are bolted to the fuselage and wire braced. The two elevators are bolted at the horn so that they act as a single unit. The fuselage, fin and stabilizers are equipped with replaceable bronze bushings which should be oiled frequently.

LANDING GEAR

The landing gear is built of tubing forming two separate units and are individually hinged to the fuselage. Each has replaceable bronze bearings, which should be oiled frequently. (See diagram)

No part of the landing gear is heat treated. The shock absorbers for each side consist of two 9/16" shock cords. There is a rubber bumper installed on the shock truss in the fuselage which separates the landing gear and the fuselage structure at the point where the shock cord is attached. A stop cable is also provided at this point to prevent the shock cord being stretched beyond its elastic limit. Roller bearings are installed in the wheels. The brakes are cable controlled and of the internal expanding type with the lining on the drums.

Standard planes without brakes are equipped with a spring leaf tail skid. When brakes are installed, a special spring with a full swivel tail wheel is used in place of the spring and skid. A steerable tail wheel is also available.

CONTROLS

The control system has dual wheels attached to an H column to control the elevators and ailerons. The control wheel shafts slide through composition bearings and are connected to the control column by a universal joint. These wheels may be removed by removing the bolt connecting the shaft to the universal joint. Always remove the rear hub of the universal joint when removing duals. The right set of rudder pedals may be removed by removing one bolt from each pedal.

Flexible steel cables are used throughout the control system to transmit motion. All pulleys are mounted on graphite bronze bushings. The trim tab control on the model B is below the left seat and is to compensate for slight nose or tail heaviness. To correct for nose heaviness, the handle is raised and to correct for tail heaviness, the handle is lowered. The trim tab control on the model B12 is located on the ceiling, and is turned clockwise to correct for nose heaviness. See diagram for lubrication and adjustment of trum tab.

ENGINE CONTROLS

The engine controls consist of an ignition switch, throttle, a carburetor heater, gas shut-off and primer. There is an altitude adjustment on the Continental carburetor equipped engines, and available on the Lycoming and Franklin at extra cost. Operation instructions for the controls are shown on the instrument panel or control knobs. The throttle is located at the lower center of the instrument panel and is of the push-pull type. The throttle is pushed forward to open.

FUEL SYSTEM

The fuel system on the B12 consists of a twelve gallon terneplate gas tank located in the front of the fuselage and a six gallon tank in the right wing. The valve for the wing tank is located above the corresponding door. The wing tank should be emptied when the main tank is half empty. Fuel is gravity fed to the carburetor. A small copper screen is placed in the outlet of the tank. Flexible hose connections are used between the tank, filtrap and engine. A small copper line is attached to the filtrap inlet to deliver gas through the primer to the cylinders for starting.

The fuel system on the model B consists of a twelve gallon tank in the front of the fuselage as standard, and a six gallon auxiliary tank can be installed behind the seat as extra equipment.

ENGINES

The engines are wet sump motors, having an oil capacity in their crankcase for one gallon of oil each.

ASSEMBLY OF LANDING VEES

The landing vees are made right and left and the bearings should be oiled or greased just before assembly. With the fuselage supported at the front end, the vees are then put in place and assembled with the bolts provided. Tighten the bolts to a snug fit but not tight enough to resist the motion of the landing gear. Looseness permits excessive wear of the fittings. Install one shock cord, then the safety cable, followed by the second shock cord ring for each vee.

To install wheels, place the tapered roller bearings in their proper positions, install special lock washer and tighten nut sufficient to hold the wheel snugly in place. Be careful not to cause any binding.

ASSEMBLY OF WINGS

The wings are attached to the fuselage through the hinge fittings with the bolts provided. Hold or block the wing in its approximate position while the wing struts are installed with the bolts provided.

ASSEMBLY OF WINGS (CONT.)

The proper amount of incidence is built into the fuselage fittings and the dihedral is fixed by the length of the front struts. The rear struts are adjusted at the factory and must be assembled as tagged. After the plane is out in service, it may change balance slightly, by developing wing heaviness. To correct this, remove the bolt at the upper end of the rear wing strut of the opposite of that which is heavy and unscrew the plug 1/2 turn or more until the balance is corrected. After an airplane has received a major overhaul, it may be advisable to check the complete rigging of the airplane. To accomplish this, level the plane laterally by attaching a cord from wing tip to wing tip over the front spar. Place a line level on the center of the string and level the plane by blocking up the low wheel by a jack or other means. Level the plane longitudinally by placing a level on the stabilizer close to and parallel to the fuselage. Use a 30" level to check the incidence at the tip of the wing, (readings to be taken on the first full rib from the tip.) By placing the edge of the level at the forward part of the rear spar along the rib mentioned with the level in horizontal position, there will be a gap between the front edge of the level and the wing of 1-5/16". The plug at the top of the rear strut is used for adjustment. The tail surfaces are bolted to the fuselage and rigged level and plumb with the wings with an ordinary level used along the rear tube of the stabilizer and the rear tube of the fin. The wires to be rigged snug but not too taut. A low bass is satisfactory. The control cables are provided with turnbuckles for proper adjustment of the rudder and elevators.

When rigging the ailerons with the wheel centered adjust the cables, through the zipper in the back of the cabin so that the trailing edge of the aileron is in line with the trailing edge of the wing. All cables should be adjusted until they are snug, NOT TIGHT. If the cables are too tight, there will be too much drag in the aileron control.

STARTING

Before the start of any flight a complete check should be made of the quantity of gasoline and oil contained in the tank or motor. Also, it is recommended that the filter bowl be cleaned frequently because water and dirt will collect there.

When starting, always have a competent person at the controls.

Be sure the gas is turned on and with the switch IN THE OFF POSITION, give the primer one or two shots, then pull the prop through four or five times. Put the switch in the ON position, opening the throttle a little and pull the prop through quickly. If the engine fails to start, repeat the operation. If the engine loads up, put the switch in the OFF position, open the throttle wide and turn the prop backwards a few times to clear the engine. Then start in the conventional manner.

CAUTION: Always block the wheels when starting the engine, unless an experienced person is in the cabin controlling the brakes.

POINTS TO BE LUBRICATED AND CHECKED AT EACH PERIODIC INSPECTION

CONTROLS IN FUSELAGE

In the fuselage the main points to be lubricated are in the control system. The shafts of the control wheels slide through Bakelite bearings. A small amount of grease on the shafts will make a smoother working control at this point.

The following points on the Control Column should be oiled frequently:

1. The universal joint at the top of the control column.
2. There is also an oil hole on the top of the control column to lubricate the shaft of the universal joint.
3. The sprocket chain links.
4. The bearings at the bottom of the control column.
5. All pulley bearings and faces of pulleys.

Note: There are two pulleys for the aileron cable at the top front of the cabin and two more at the rear of the cabin. The front two can be reached through the zipper openings in the top of the cabin lining and the other two through the zipper opening in the back of the cabin.

On the right side of the floor just in front of the door are three pulleys carrying the elevator cables and one of the rudder cables. There is one pulley on the left side of the floor carrying the other rudder cable. These pulleys should be oiled and checked frequently. There are also cable guides in the rear of the fuselage that may be seen through the rear zipper opening that should be checked every 20 hours for frayed cables. There are also cable guides under the seat which may be inspected by lifting the edge of the seat canvas. Inspection covers at the rear of the fuselage provide access to the elevator control cable ends and these points should be oiled frequently.

CONTROLS IN WINGS

The aileron control horn which is located in the wing at the center aileron hinge bracket may be reached by removing the cover plate on the top of the wing. Oil placed in the hole of the control horn will lubricate the bearing. The ball joints and drag link at this point should be checked for looseness. Looseness due to wear may be removed by tightening the ball stud seat in the end of the drag link. The bronze bearings in the aileron hinge brackets should be oiled frequently. When wear occurs here, new bushings and hinge pins may be installed.

TAIL SURFACES

The hinge joints on all tail surfaces should be oiled frequently. When looseness occurs, new bushings and hinge pins will correct this condition.

LANDING GEAR

The roller bearings in the landing wheels should be lubricated with graphite grease, being careful not to get grease on the brake drum or band. Oil the hinge bearings frequently at the top of the landing gear between the fittings on the fuselage and landing gear.

LANDING GEAR (CONT'D.)

On planes equipped with a swivel type tail wheel, oil the swivel bearing and grease the ball bearings in the hub of the tail wheel.

Note: IT IS IMPORTANT that the bumpers on the fuselage truss under the shock cords be inspected every 20 hours and replaced when needed.

PARACHUTES

Provisions for parachutes have been made. By removing the four bolts (the nuts are riveted in place) on the front edge of the seat and making one-half turn of the leading edge frame and replacing the bolts, the seat is lowered ample to accommodate parachutes.

WINDSHIELD

The windshield may be changed by simply removing the bolts and clamps around its edges and replacing it with a new windshield.

GAS TANK

On rare occasions it may be necessary to remove the gas tank. To accomplish this, remove the control wheels and the front instrument panel which will give access to the tie rods which support the tank. Next remove the caps from the control column bearings and drop the column to the floor. Several engine controls and attachments must also be removed. Remove the forward tie rod nuts next to the fire-wall and pull the rods. The tank is then free to be removed down and out through the cabin.

ADJUSTMENT OF BRAKE SHOES ON

MODEL 6C2HB, 6C4HB, AND 6C5HB WHEELS

1. Unhook lock springs from adjustment nuts located outside of brake dust shield.
2. Screw in adjustment nuts until a heavy drag is produced on each shoe. Back out each nut one-half turn.
3. Apply brake firmly, release and check for drag. If still too much drag on either shoe, the corresponding adjustment nut must be backed out one-sixth turn at a time, brakes applied, released and checked for drag until sufficient clearance is obtained.
4. After a satisfactory adjustment is obtained, the lock springs are engaged in the holes in the adjustment nut.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE

Can be installed without any special tools

1. Lightly grind ends of lining until lining is right length for a snug fit in drums.
2. Push lining in drum with gap in lining centered between the rivets which are 1-1/2" between centers. Start by hand, then place a board over lining and tap down until it is flush with edge of drum.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE (CONT.)

3. Using drum as jig, drill rivet holes through lining, from outside, with an ordinary 9/64" drill.
4. Remove lining from drum with a claw hammer or other flat ended bar, using care to raise it evenly all around the circumference.
5. Countersink lining, with countersink drill, to correct size for rivet head (5/16") to 3/32" depth.
6. Replace lining in drum with holes aligned.
7. Place rivets in drum and rivet by setting head of rivet on end of a 5/16" rod held in a vise and hitting tubular end of rivet with hammer. Care should be taken not to hit the aluminum drum and not to hammer the rivet more than necessary, as there is danger of distorting the drum with excessive pounding.

Note: As brake lining service shops have a standardized set-up for automobile brake work and do not care for special jobs, it is recommended that this work be taken to a small machine shop or garage where there is a drill press or electric drill available.

If a special long shank countersink is used, it is not necessary to remove the lining from the drum in order to countersink it. We can furnish this special countersink at a price of $1.00 net.

ELECTRICAL EQUIPMENT

All models of Taylorcraft after serial No. 2529 are wired for lights, and on those that are not equipped with navigation lights the wires are strung through the wing and taped to the wing bow at the extreme tip. The wires on the fin are taped to the top edge just ahead of the trailing edge.

The battery is placed on the floor immediately ahead of the seat, slightly to the left of the center of the ship and is grounded to the fuselage framework under the seat. The system is fused in the positive lead where it comes out of the battery box and the fuse should always be replaced by a fuse of the same capacity as the original installation.

If the ship is equipped with a battery, care must be exercised in charging, as small aircraft batteries should not be charged over 2-1/2 amperes in excess of any outside draw such as lights or radio for more than a fifteen minute period.

If the ship is equipped with a generator, charging rate should be held down either by a brake or adjustment, and if the battery is charged outside, charging should never exceed 2-1/2 amperes.

If the charging rate is excessive or if one cell is broken down, the battery will boil, causing acid to leave the battery and perhaps come in contact with parts of the ship which may result in a failure. If the battery is charged out of the airplane, there is not the danger of damage to the airplane, but the battery is likely to be injured if the charging rate is excessive.

TAYLORCRAFT AVIATION CORPORATION

ALLIANCE, OHIO

TAYLORCRAFT MODEL B & B12

RIGGING INFORMATION

As the airplane is built entirely in jigs, it requires no rerigging to disassemble and reassemble the wings. There are only two points where any wing adjustment may be made.

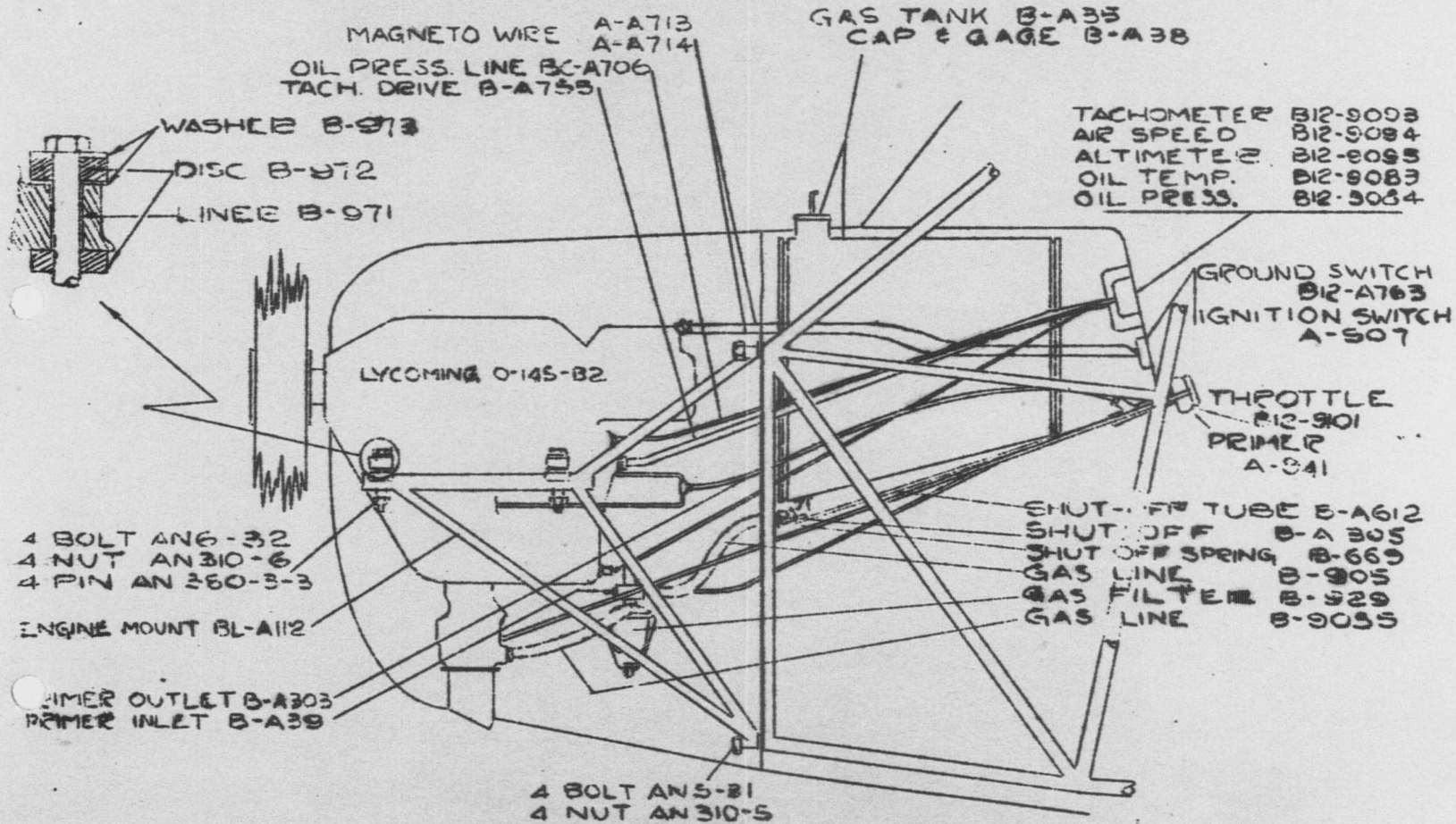
The front wing struts being jig built have no adjustment.

To check the rigging of the wings and tail, stretch a cord across the wings at the front spar and level the ship with a line level placed over the center of the cabin. Stretch a second cord across the wings at the rear spar and level with a line level. The rear strut adjustment is used to accomplish this. The bolt at the point of attachment of the wing strut with the wing fitting must first be removed. A long screw driver may be used to move the adjusting nut as required.

In flight tes ting, if the airplane flies either wing heavy, the rear strut adjustment may be used to correct this by washing the opposite wing out, or the heavy wing in.

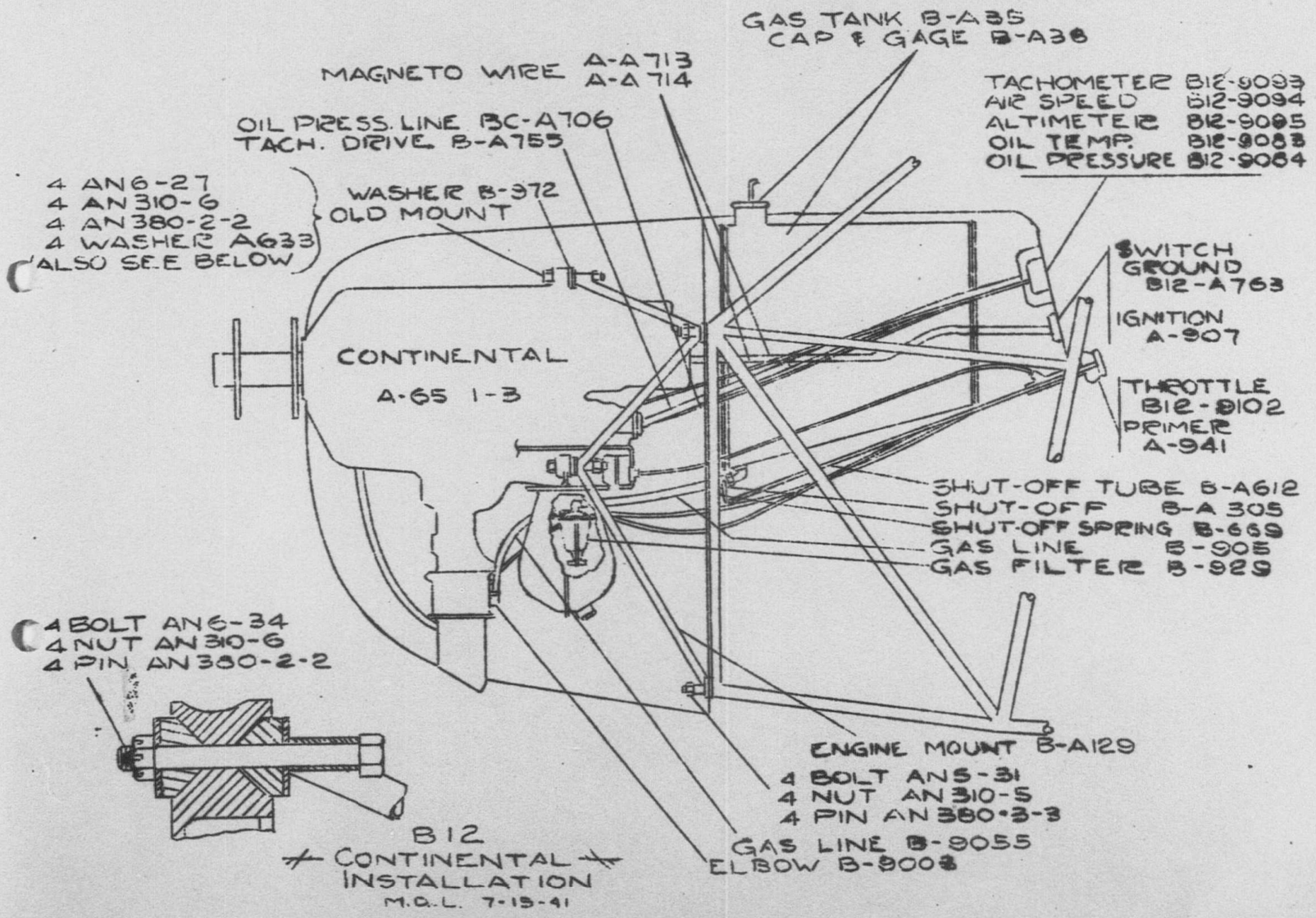
If the airplane flies nose heavy, both wings may be washed in; or if tail heavy, both wings may be washed out for correction.

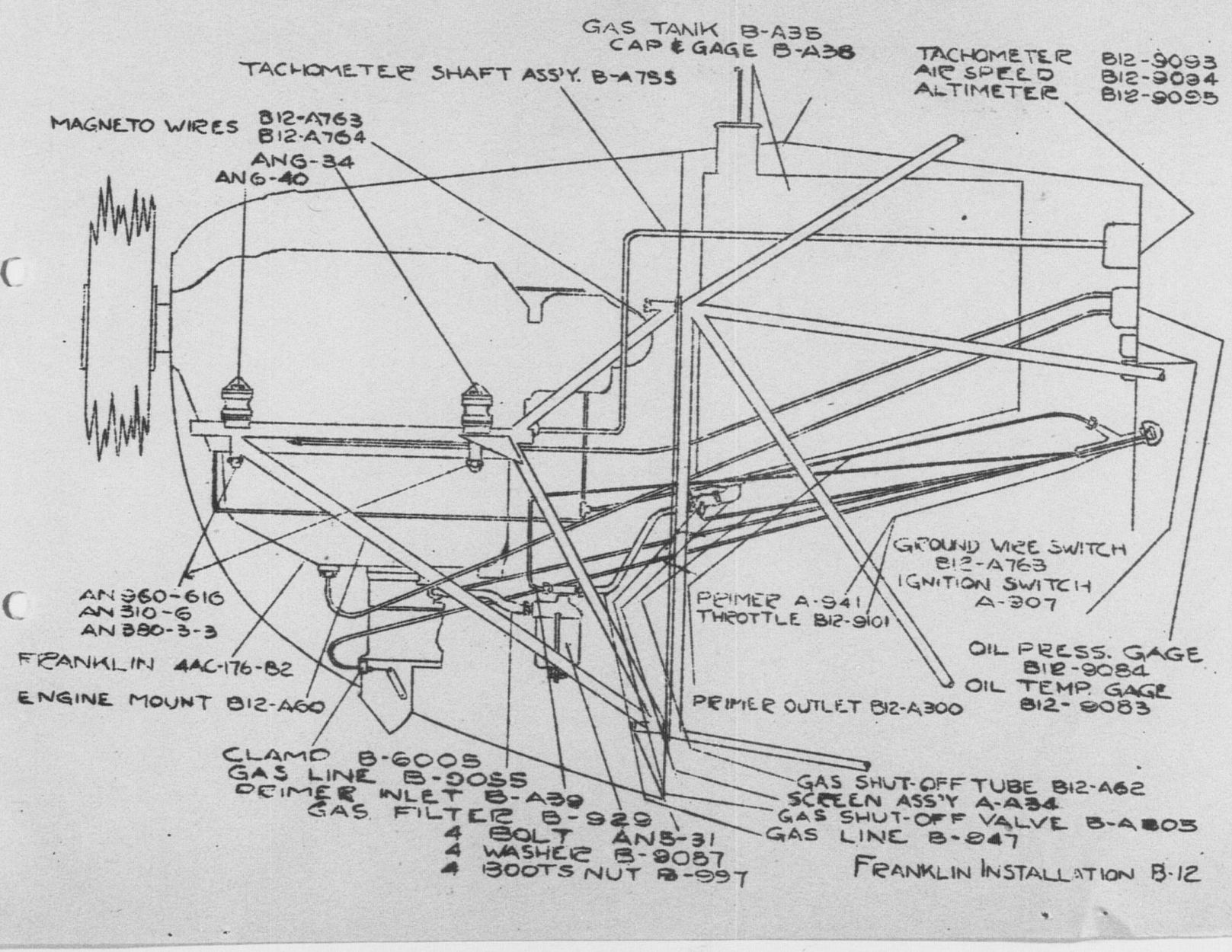
The tail is rigged level and perpendicular while the ship is level. An ordinary level used along the rear tube of the stabilizer and rear tube of the fin will accomplish this. The wires should be rigged snug but not too taut. A low bass tone is satisfactory.

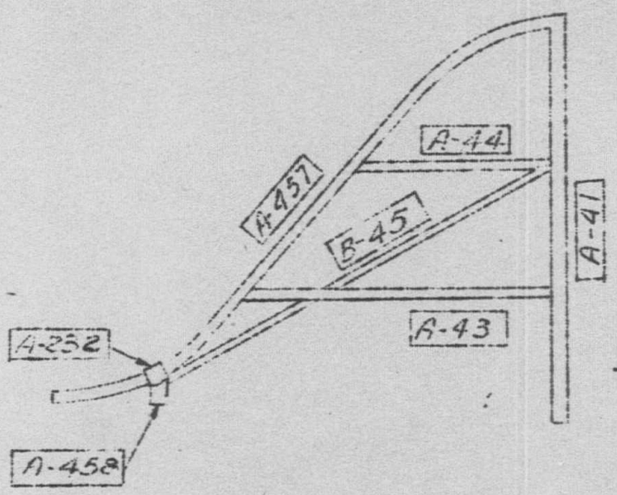


LYCOMING ENGINE
INSTALLATION OF B12

M. O. L.
7-15-41

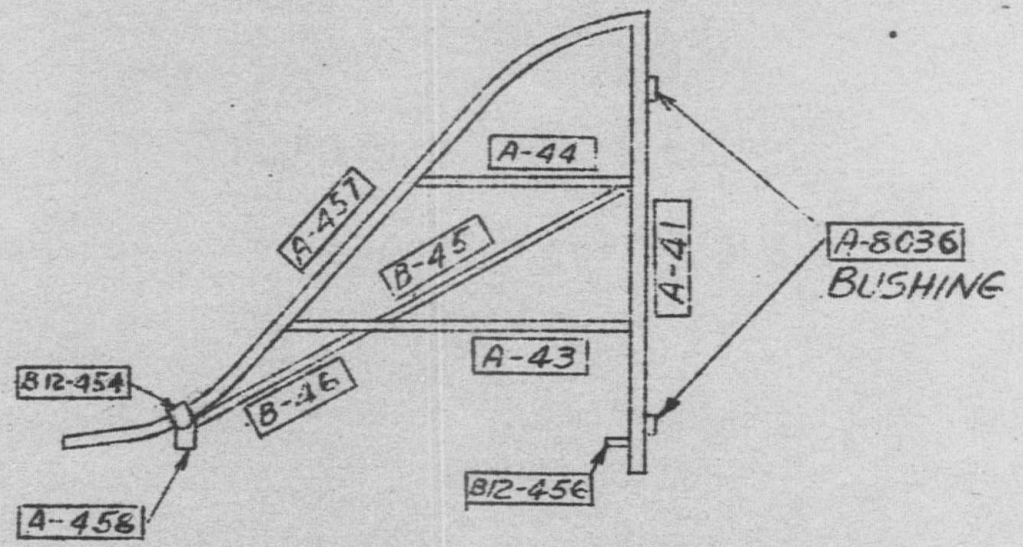

GAS TANK B-A35
CAP & GAGE B-A38
MAGNETO WIRE A-A713
A-A714
TACHOMETER B12-9093
AIR SPEED B12-9094
ALTIMETER B12-9095
OIL TEMP. B12-9083
OIL PRESSURE B12-9084
OIL PRESS. LINE BC-A706
TACH. DRIVE B-A755
4 AN6-27
4 AN310-6
4 AN380-2-2
4 WASHER A633
ALSO SEE BELOW
WASHER B-372
OLD MOUNT
SWITCH GROUND B12-A763
IGNITION A-907
CONTINENTAL
A-65 1-3
THROTTLE B12-9102
PRIMER A-941
SHUT-OFF TUBE B-A612
SHUT-OFF B-A305
SHUT-OFF SPRING B-669
GAS LINE B-905
GAS FILTER B-929
4 BOLT AN6-34
4 NUT AN310-6
4 PIN AN380-2-2
ENGINE MOUNT B-A129
4 BOLT AN5-31
4 NUT AN310-5
4 PIN AN380-3-3
GAS LINE B-9055
ELBOW B-9008
B12
CONTINENTAL
INSTALLATION
M.O.L. 7-15-41


GAS TANK B-A35
CAP & GAGE B-A38
TACHOMETER SHAFT ASS'Y. B-A755
TACHOMETER B12-9093
AIR SPEED B12-9094
ALTIMETER B12-9095
MAGNETO WIRES B12-A763
B12-A764
ANG-34
ANG-40
GROUND WIRE SWITCH
B12-A763
IGNITION SWITCH
A-307
PRIMER A-941
THROTTLE B12-9101
OIL PRESS. GAGE
B12-9084
OIL TEMP. GAGE
B12-9083
PRIMER OUTLET B12-A300
AN 960-616
AN 310-6
AN 380-3-3
FRANKLIN 4AC-176-B2
ENGINE MOUNT B12-A60
CLAMP B-6005
GAS LINE B-9055
PRIMER INLET B-A39
GAS FILTER B-929
4 BOLT AN5-31
4 WASHER B-9087
4 BOOTS NUT B-997
GAS SHUT-OFF TUBE B12-A62
SCREEN ASS'Y A-A34
GAS SHUT-OFF VALVE B-A805
GAS LINE B-947
FRANKLIN INSTALLATION B-12

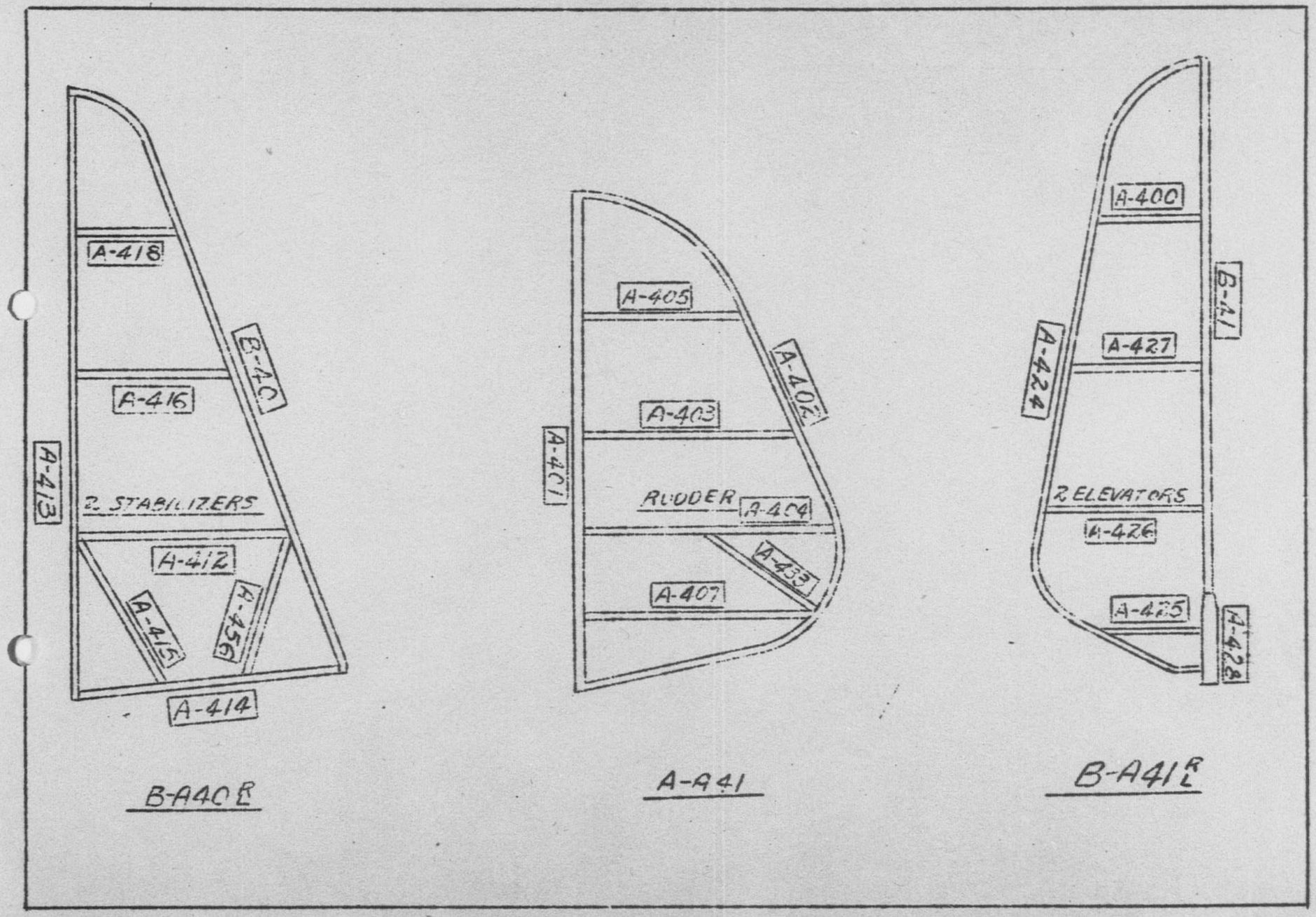


FIN ASSY. B-A43

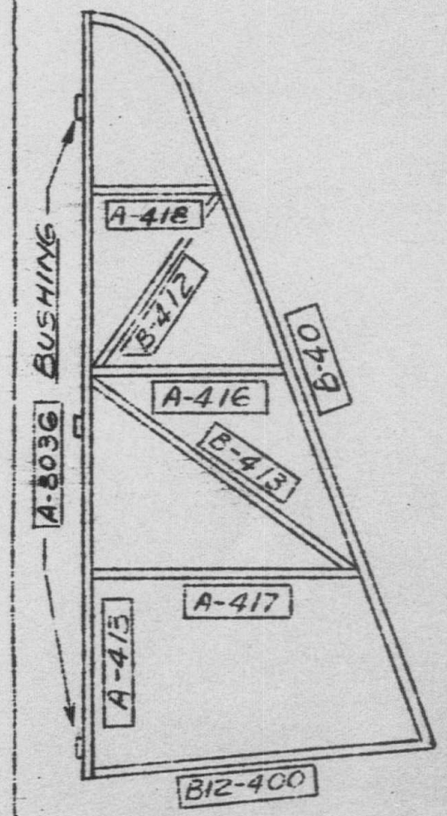
FIN ASSY. B-A43



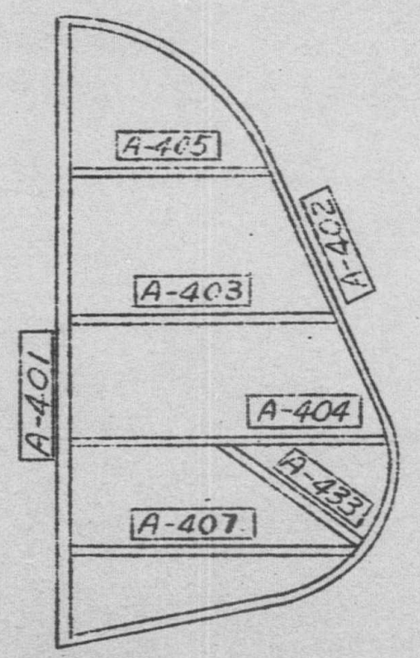
FIN ASSY. B12-A43


A-418
B-40
A-416
A-413
2 STABILIZERS
A-412
A-415
A-456
A-414
B-A40 R
A-405
A-402
A-403
A-401
RUDDER
A-404
A-433
A-407
A-A41
A-400
B-41
A-424
A-427
2 ELEVATORS
A-426
A-425
A-428
B-A41 R L

TAIL SURFACES



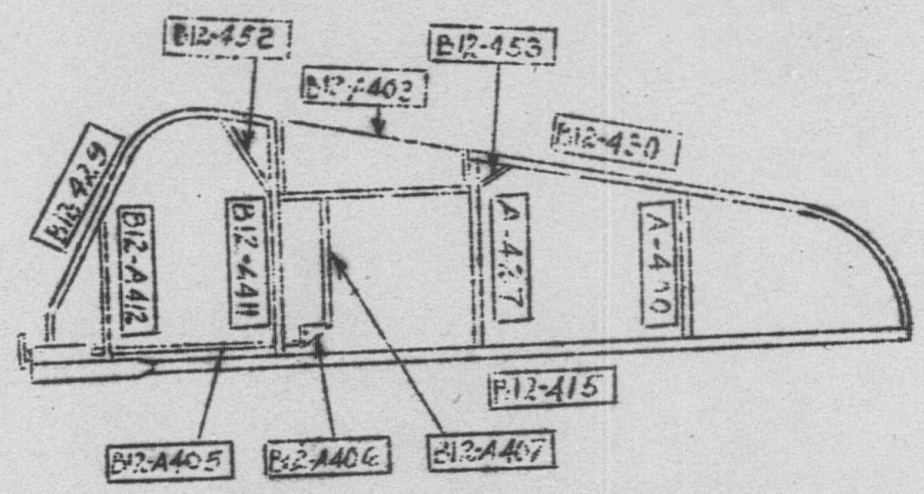
STABILIZER B12-A44 L R



RUDDER A-A41

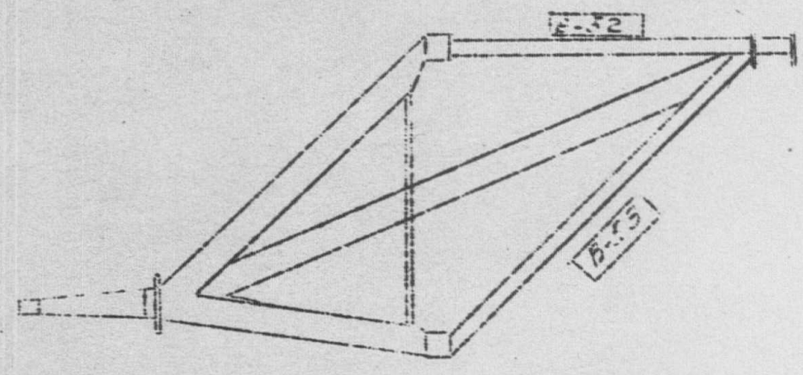


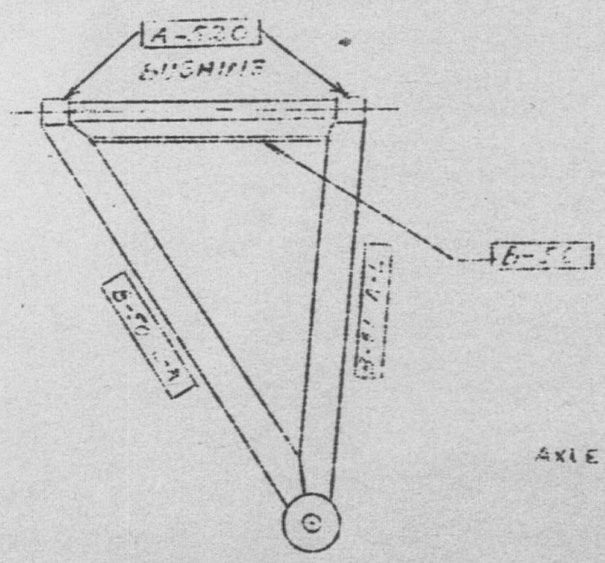
ELEVATOR B12-A401

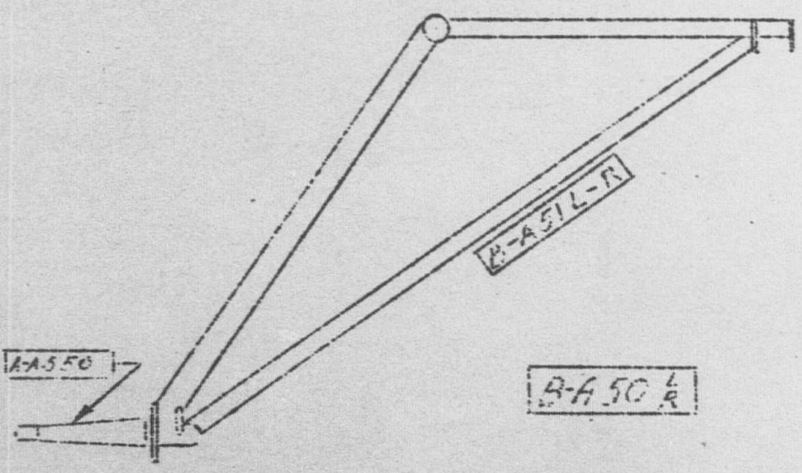


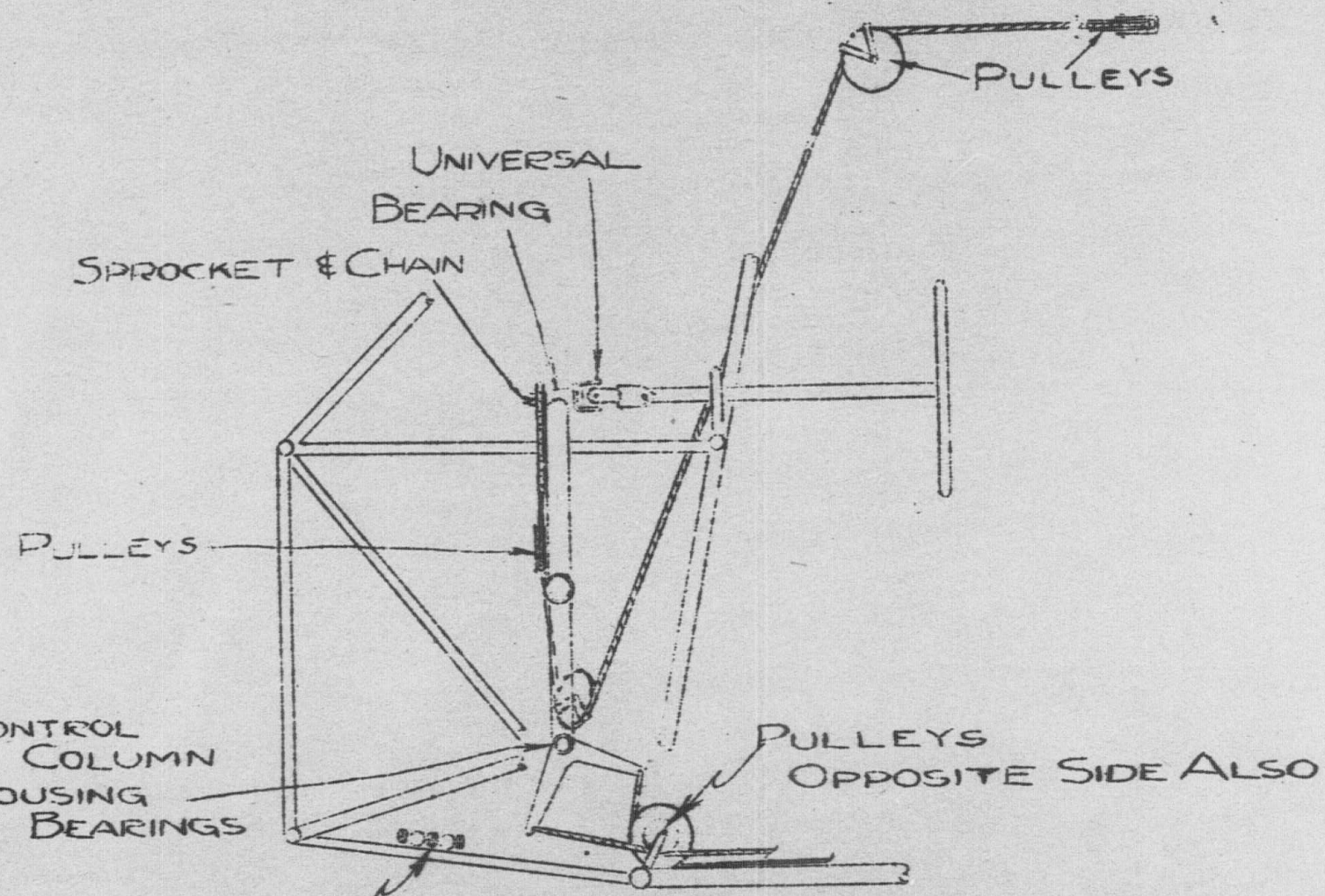
B12-A402
LEFT ELEVATOR

RT. HALF OF LANDING GEAR





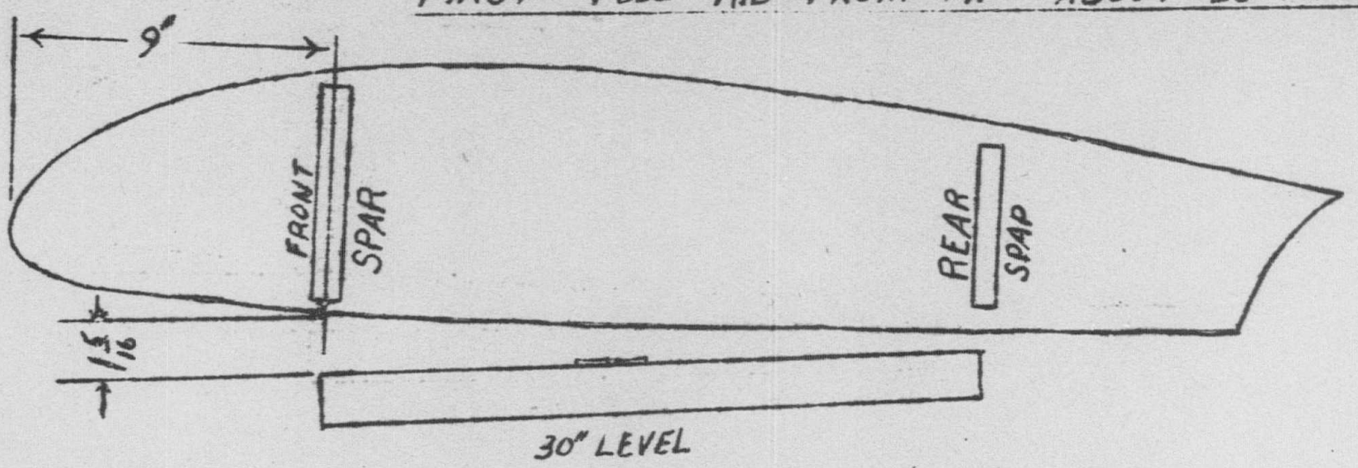




POINTS OF LUBRICATION OF
CONTROL SYSTEM
MODEL B

MDL

FIRST FULL RIB FROM TIP - ABOUT 26" FROM TIP

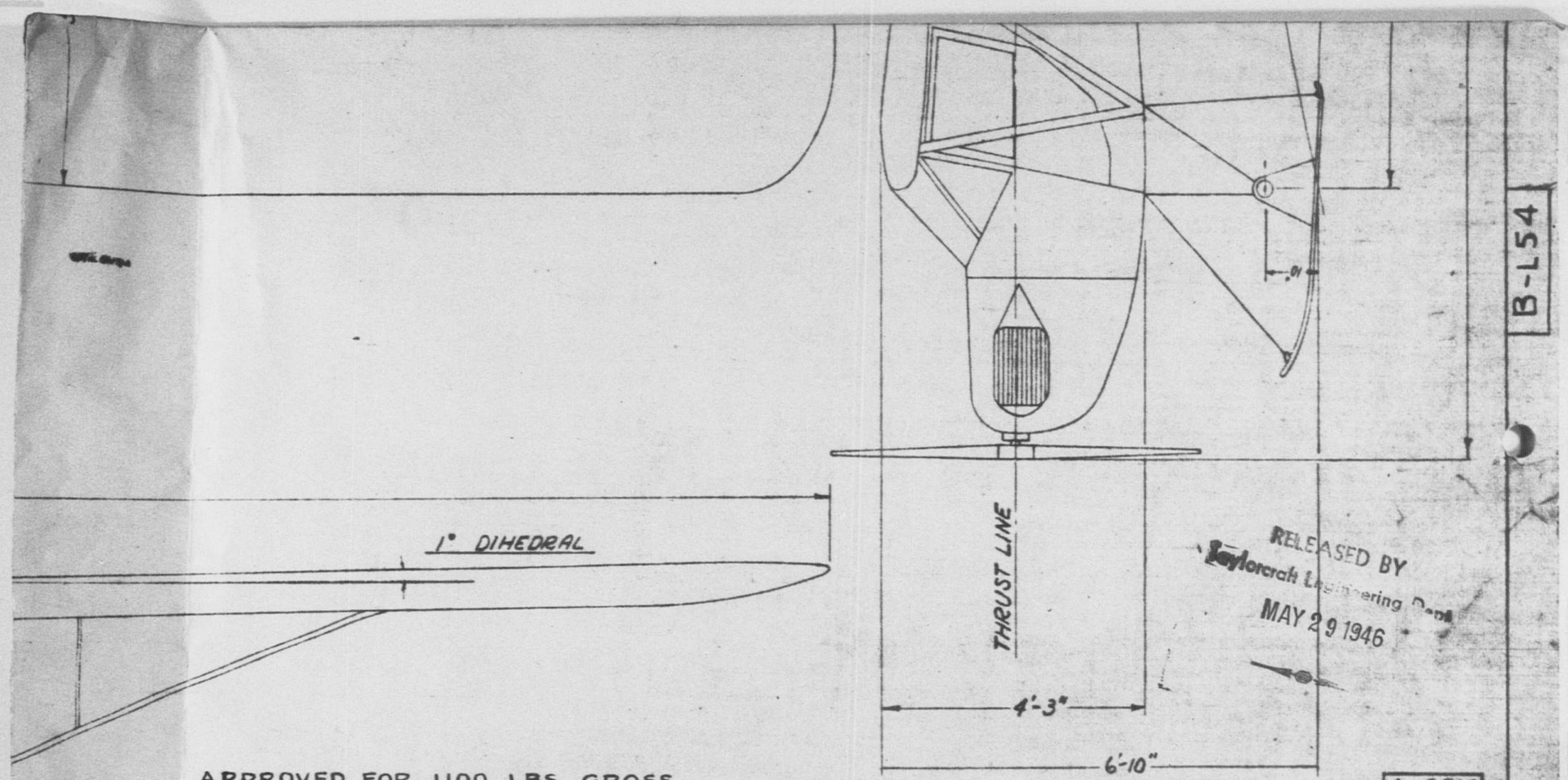


THRUST LINE

LEFT AND RIGHT WING ARE RIGGED IN THIS MANNER

PLANE TO BE IN LEVEL POSITION

SURFACE OF STABILIZERS ARE PARALLEL TO THRUST LINE



B-L54

RELEASED BY
Taylorcraft Engineering Dept.
MAY 29 1946

APPROVED FOR 1100 LBS. GROSS

SEE DRAWINGS A-L501 A-9018 A-9019 A-9020

FEDERAL SKI SA-1 INSTALLATION

REV.	DATE	REVISION & SERIAL NO. FIRST USED	ZONE	BY	CHKD.

ON ASSEM. | SPEC. | KIND | FORM | PART NO. | UNIT | W. X T. X L.

TAYLORCRAFT AVIATION CORP., ALLIANCE, O.

LIMITS ON DIMS: FRAC. ± DEC ± ANG. ± | FINISH SPEC. | ② HAND FINISH ③ SMOOTH MACH. ④ ROUGH MACH. ⑤ ROUGH FILE OR GRIND ⑥ SAND BLAST | NEAREST TENTH LB. EST. ACT. | SUPERSEDES OF | SCALE SIZE & NOTED

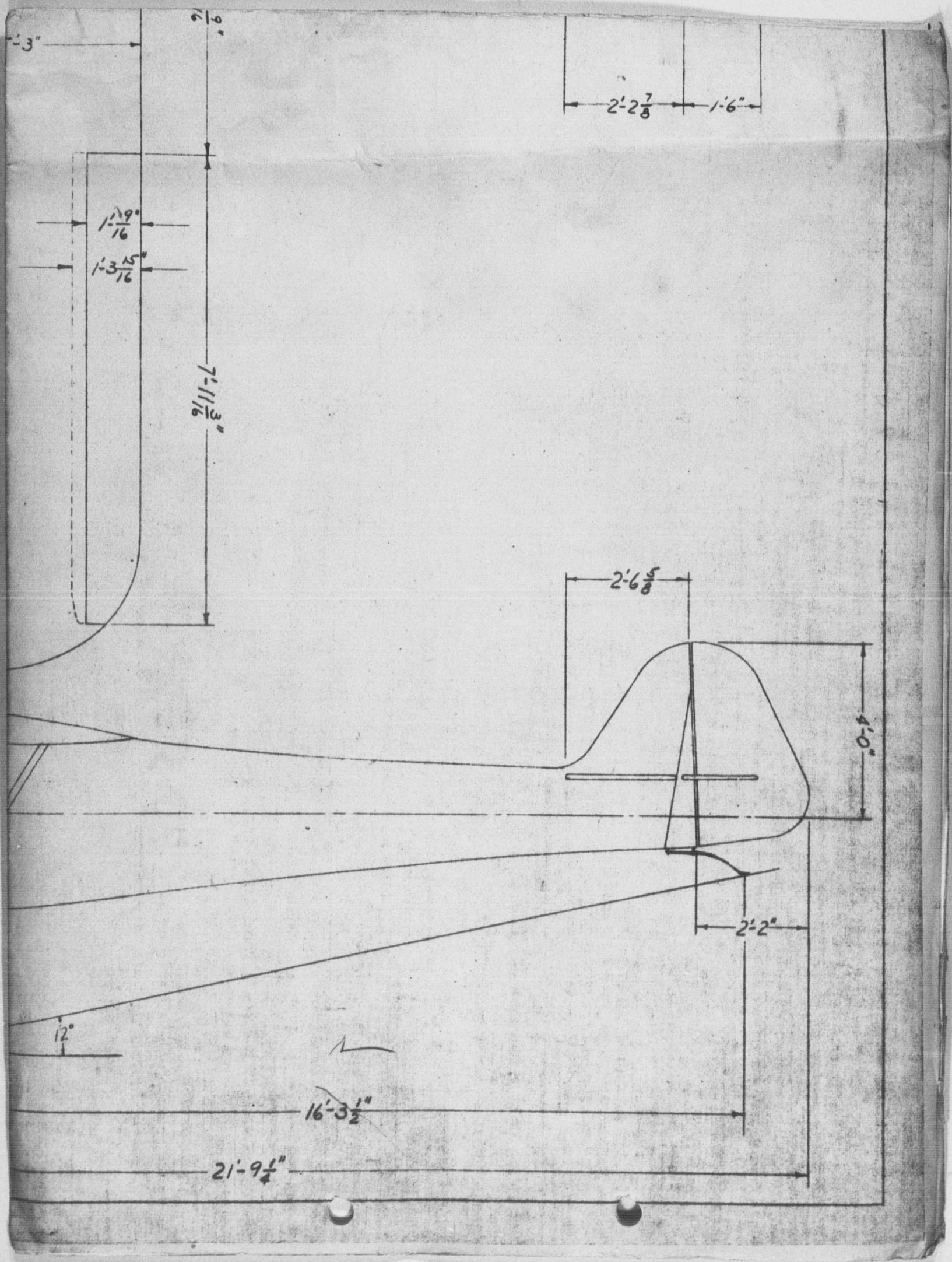
STR. APPR. | DRAWN A.S DATE | CHKD. DATE | D

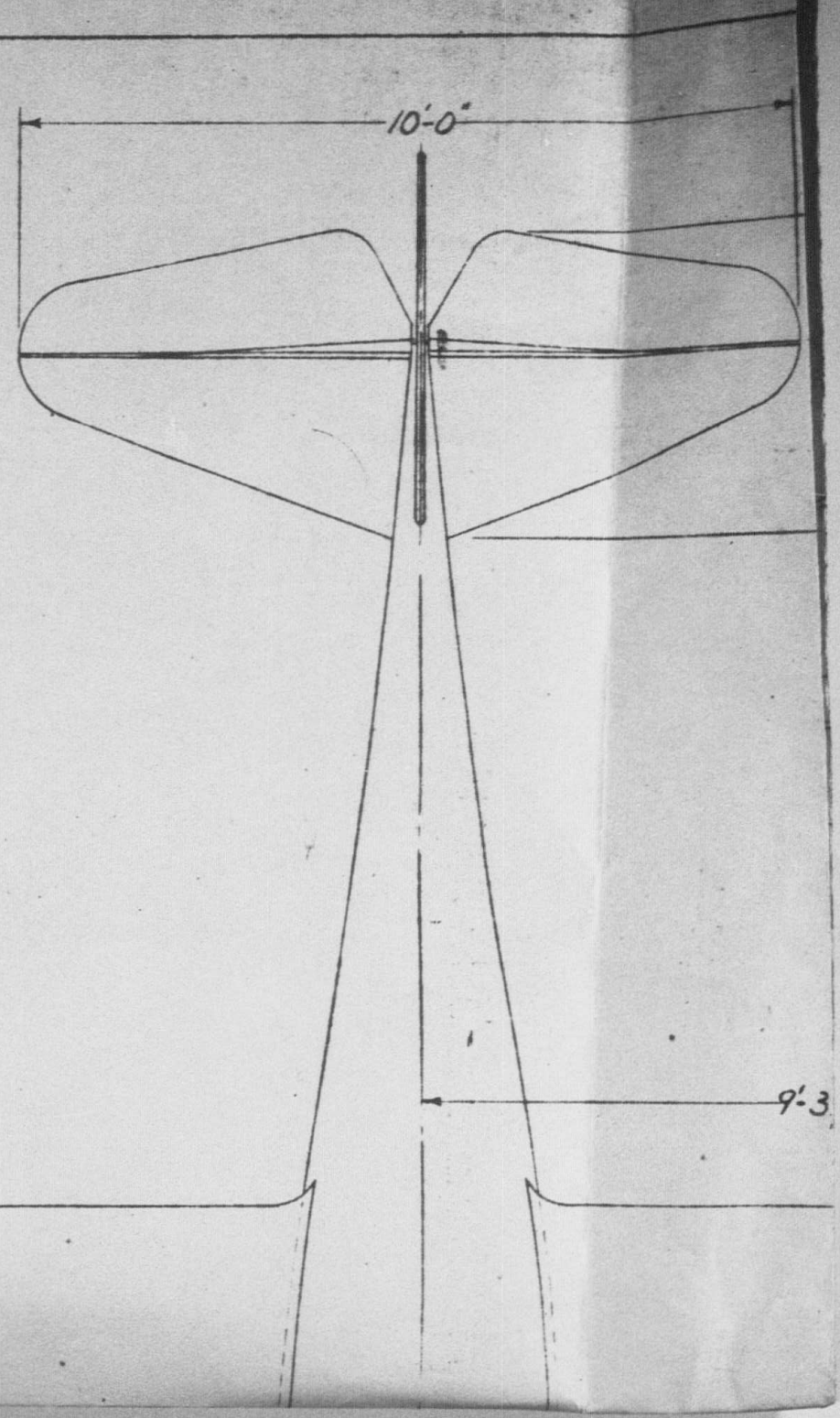
B | MODEL NO. | STOP START

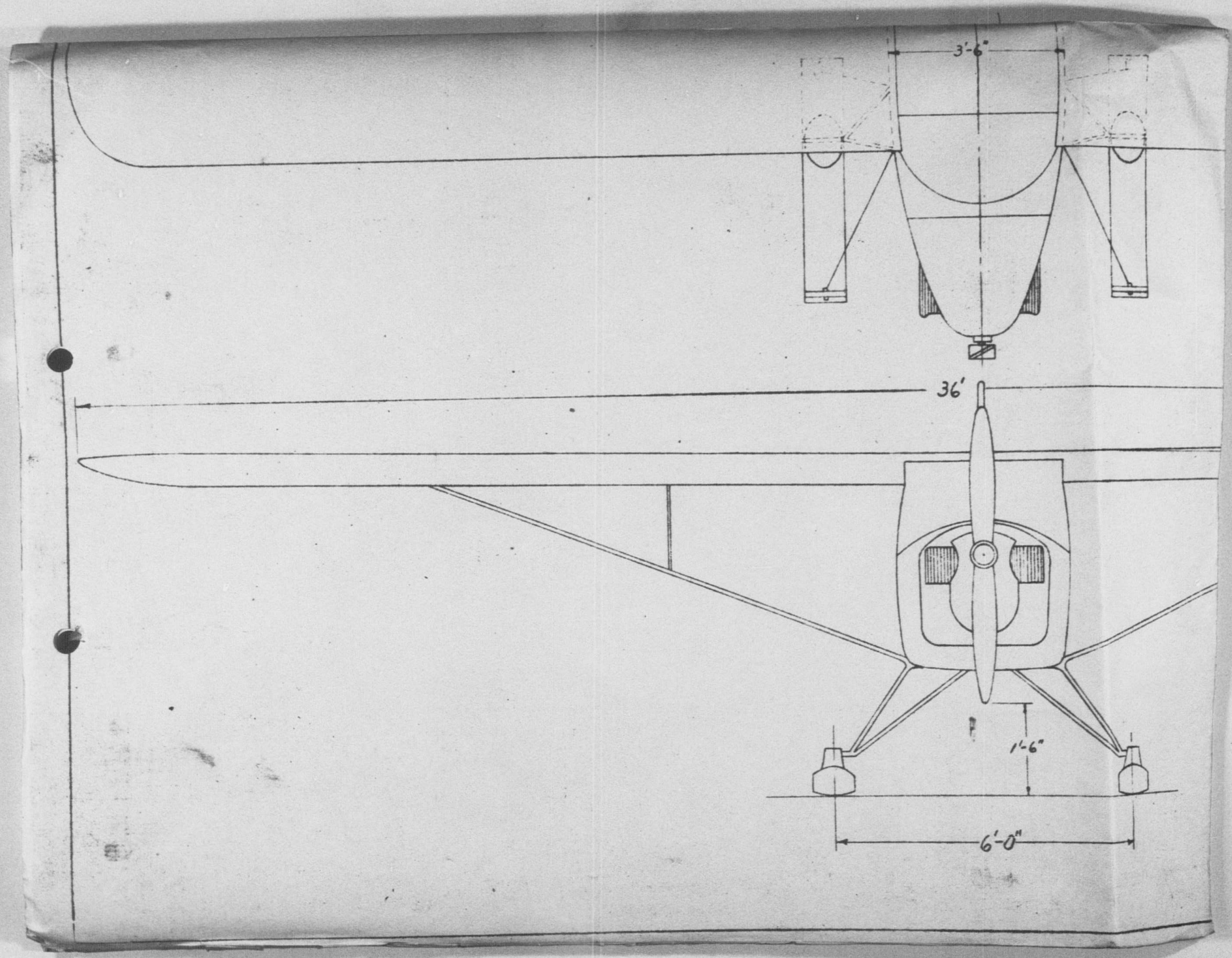
DWG. NAME: TAYLORCRAFT SKIPLANE MODEL B - THREE VIEW LAYOUT

DWG. NO. B-L54

1


1'-3"
9/16"
2'-2 7/8"
1'-6"
1'-1 9/16"
1'-3 5/16"
7'-11/16"
2'-6 5/8"
4'-0"
2'-2"
12"
16'-3 1/2"
21'-9 1/4"


10'-0"
9'-3"


3'-6"
36'
1'-6"
6'-0"

SURFACE AREAS IN SQ. FT. (TOTAL)

WING	183.71
AILERON	20.0
FIN	3.7
RUDDER	6.3
ELEVATOR	10.66
STABILIZER	13.0

8. ENGINE CONTINENTAL #A-65-8

9. ALL DIMENSIONS REF. ONLY SEE SPEC.

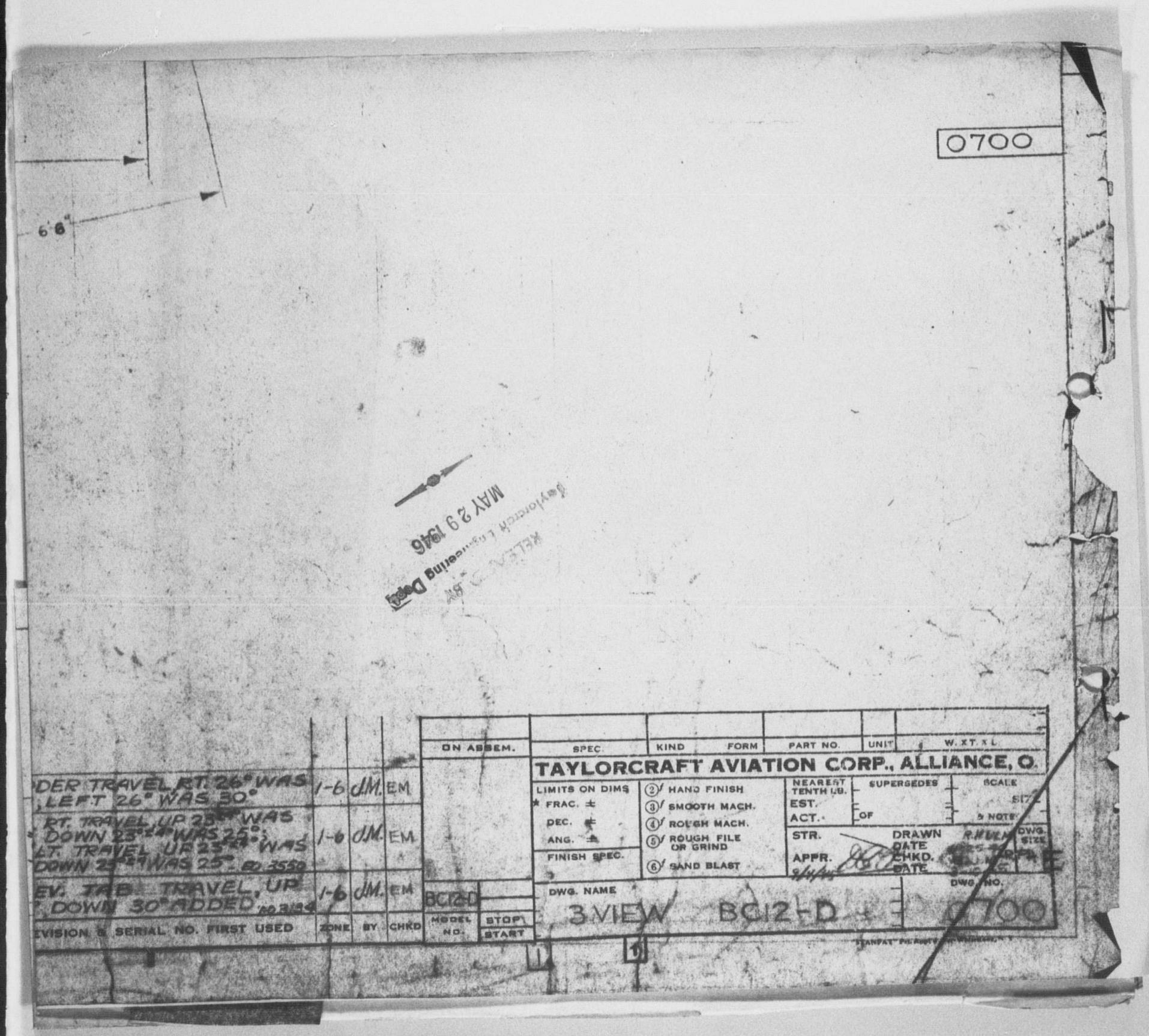
10. CONTROL SURFACE TRAVEL TOL. $\pm 2°$

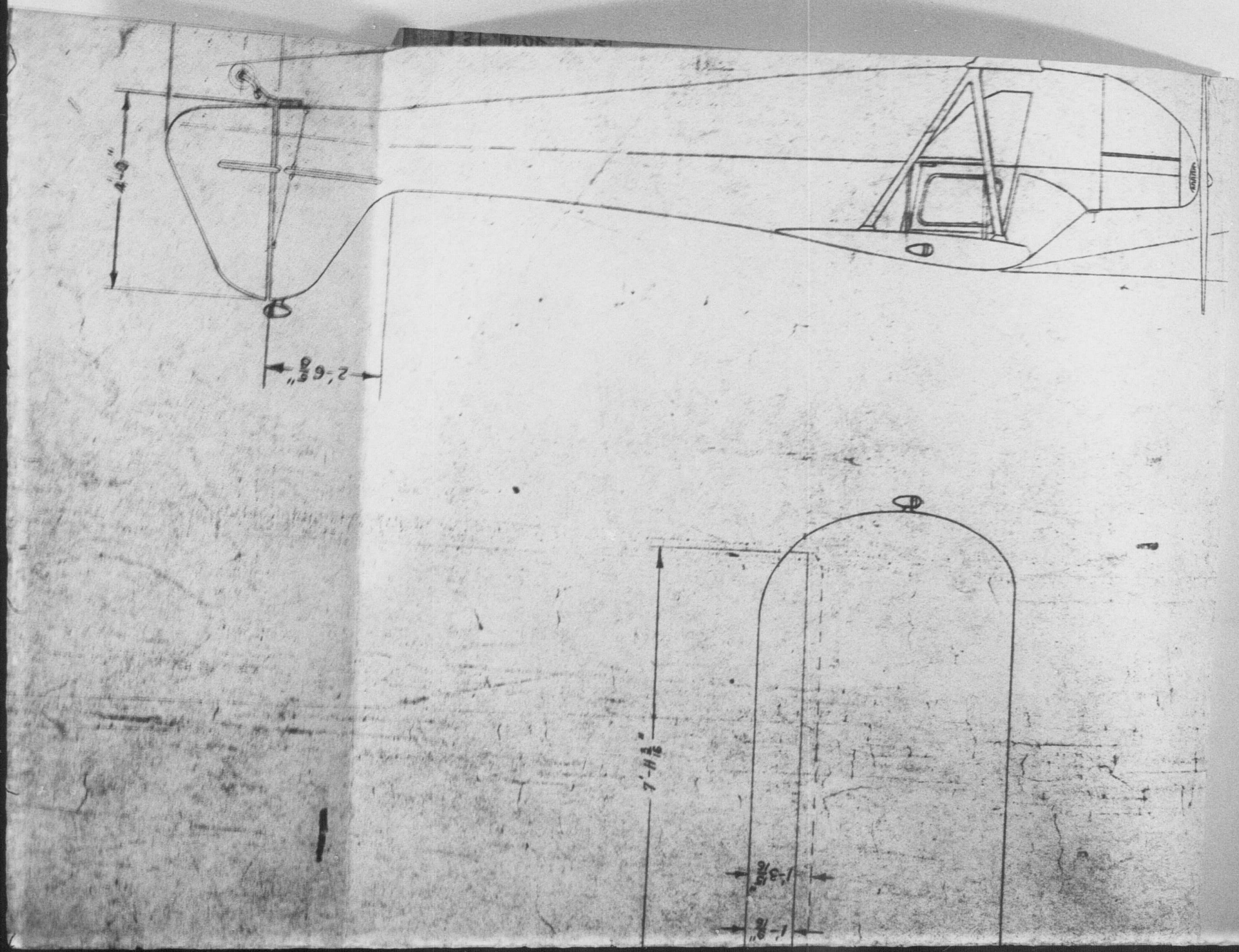
Ⓐ	ELEVATOR TAB	UP 25°	DOWN 30°	
	ELEVATOR	UP 27°	DOWN 25°	
Ⓑ	AILERON RIGHT	UP $23° \pm 4°$	DOWN $23° \pm 4°$	
	AILERON LEFT	UP $23° \pm 4°$	DOWN $23° \pm 4°$	
Ⓒ	RUDDER	RIGHT 26°	LEFT 26°	

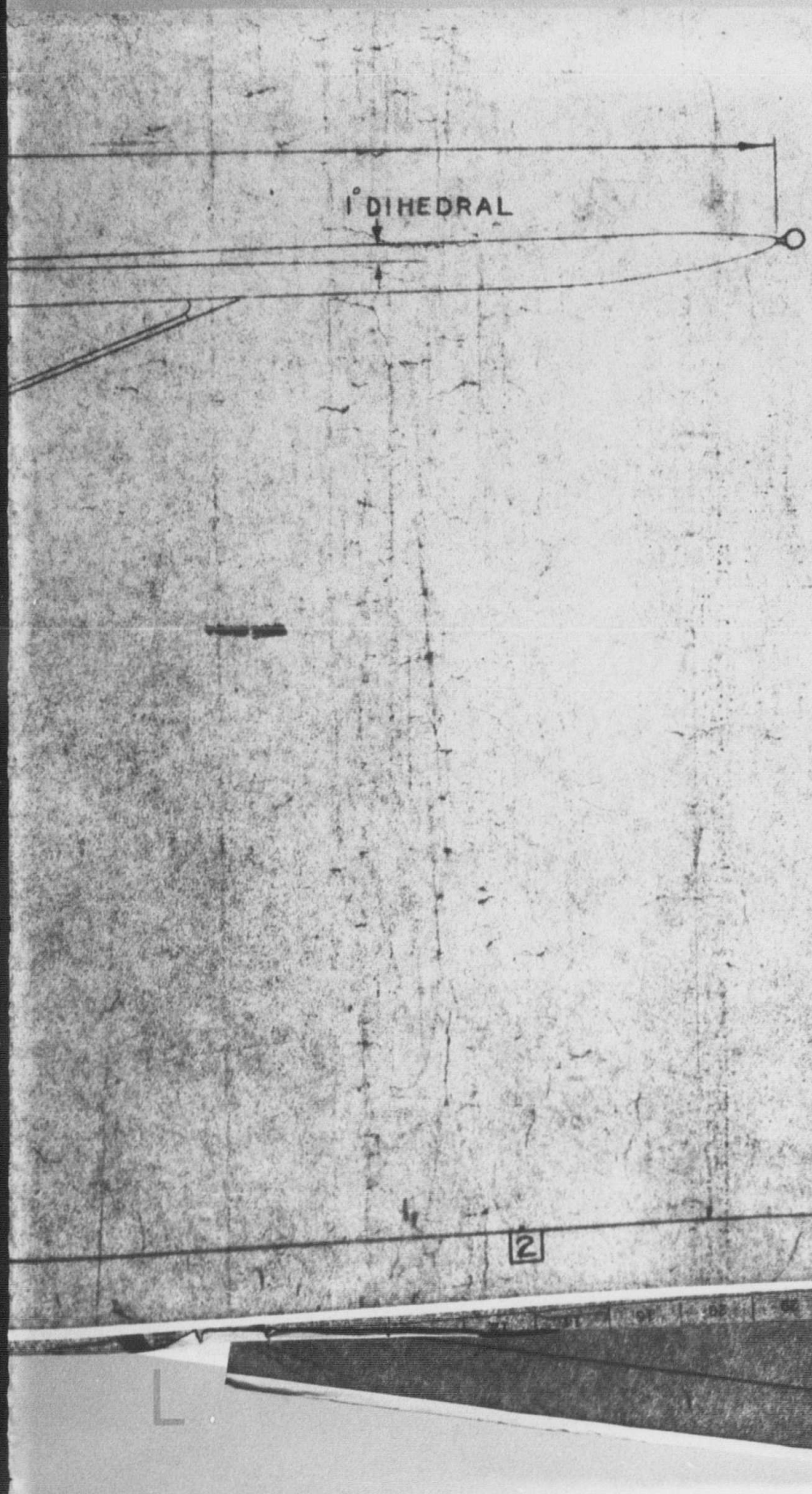
16'-4"

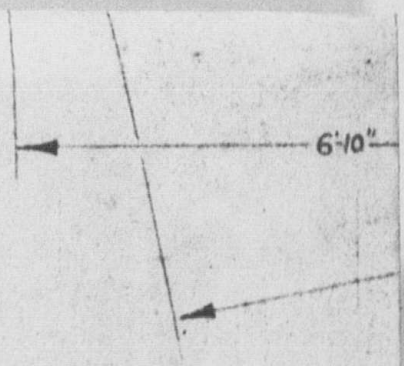
21'-9¼"

11°


0700
6'8"
RELEASED BY
Taylorcraft Engineering Dept.
MAY 29 1946
ON ASSEM.
SPEC.
KIND
FORM
PART NO.
UNIT
W. XT. XL
TAYLORCRAFT AVIATION CORP., ALLIANCE, O.
LIMITS ON DIMS
FRAC. ±
DEC. ±
ANG. ±
FINISH SPEC.
2 HAND FINISH
3 SMOOTH MACH.
4 ROUGH MACH.
5 ROUGH FILE OR GRIND
6 SAND BLAST
NEAREST TENTH LB.
EST.
ACT.
SUPERSEDES
OF
SCALE
SIZE
& NOTE
STR.
APPR.
DRAWN
DATE
CHKD.
DATE
DWG. SIZE
DWG. NAME
3 VIEW BC12-D
DWG. NO.
0700
DER TRAVEL RT. 26° WAS
LEFT 26° WAS 30°
1-6 JM. EM
RT. TRAVEL UP 23° WAS
DOWN 23° WAS 25°;
LT. TRAVEL UP 23° WAS
DOWN 23° WAS 25° ED 3550
1-6 JM. EM
EV. TAB TRAVEL, UP
DOWN 30° ADDED ED 3194
1-6 JM. EM
EVISION & SERIAL NO. FIRST USED
ZONE
BY
CHKD
BC12-D
MODEL NO.
STOP
START

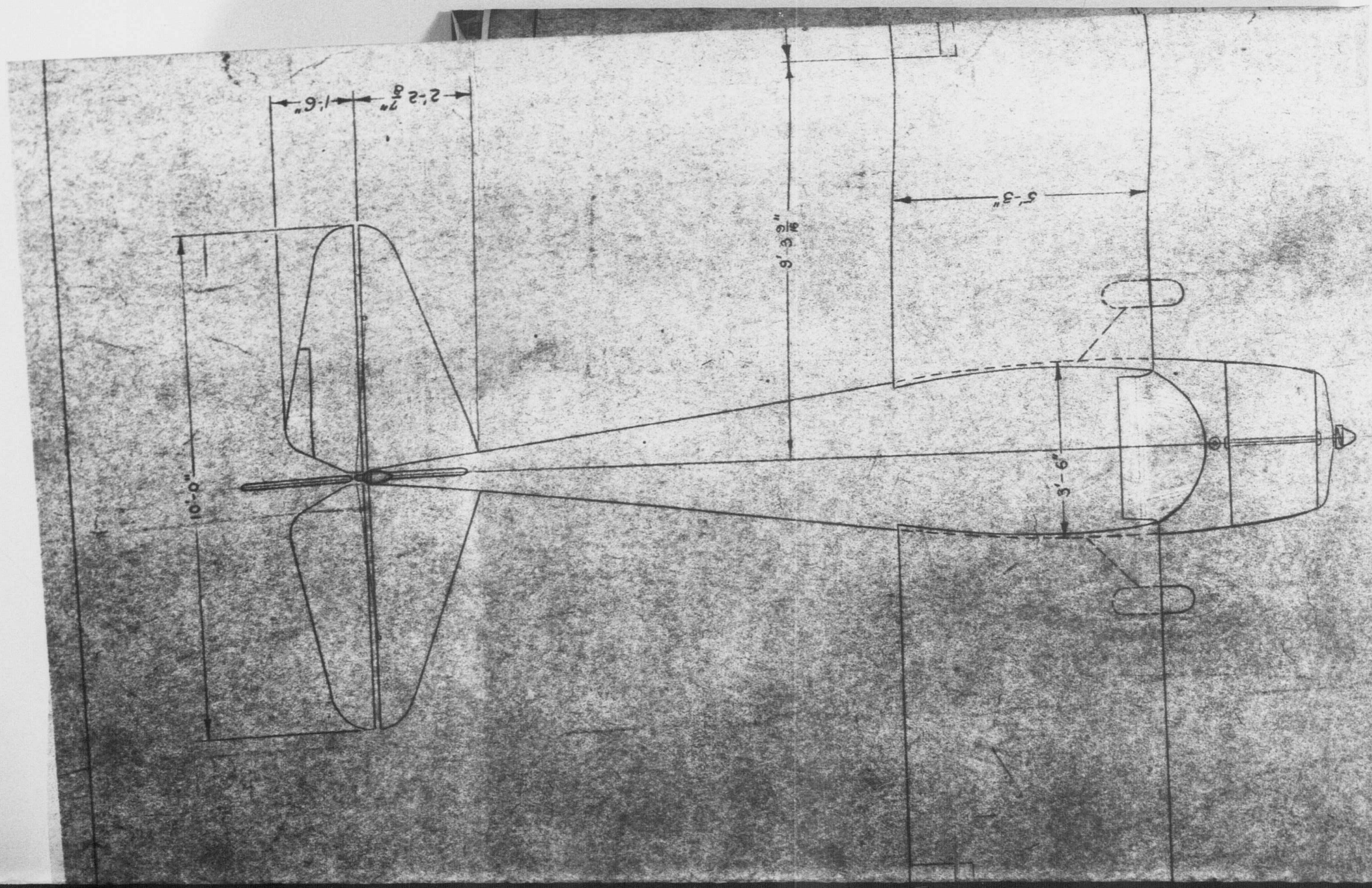

2'-6 5/8"
7'-11 1/2"
1'-3 1/2"
1'-0"

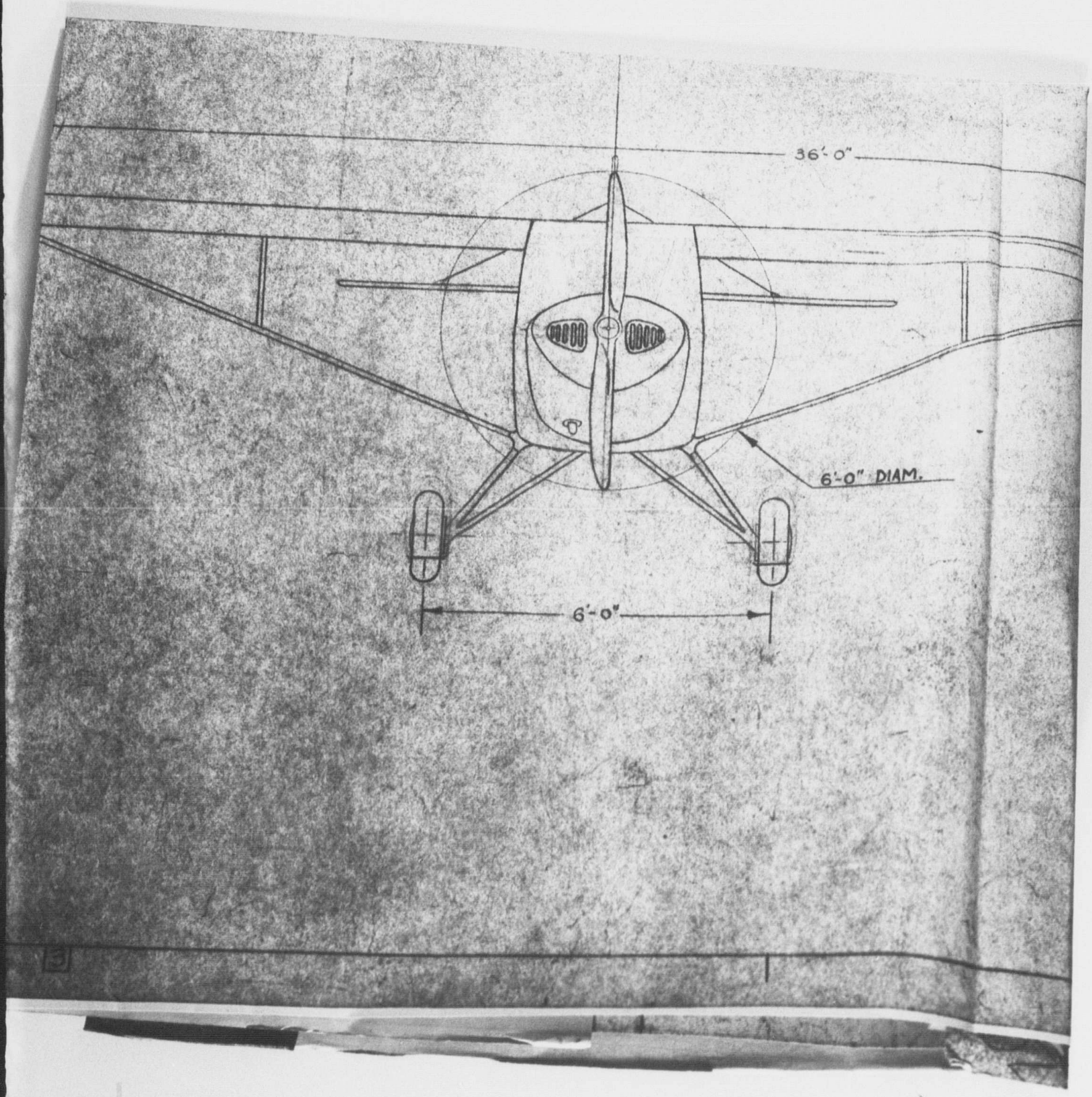




REV.	DATE	
C	2/1/46	RUD 30°
B	9/24/45	AIL 25° AIL 25°
A	9/6/45	EL 25°

2


1'-6"
2'-2 7/8"
9'-3 9/16"
5'-3"
3'-6"
10'-0"


36'-0"
6'-0" DIAM.
6'-0"

5008-1 (Vol.4)

TRANSPORT-RECORDS
JUN 17 P.M.
File 5008-613-13

717 Dominion Public Bldg.,
Winnipeg, Man.

June 13, 1946.

H. Koenen, Esq.,
Associated Airways Ltd.,
c/o Johannesson Flying Service Ltd.,
Stevenson Airport,
Winnipeg, Man.

A 9873

Dear Sir:

This letter constitutes your temporary authority to ferry Taylorcraft CF-BDM from the Canadian-United States Border to Edmonton, Alta., via Winnipeg, at which point Customs Formalities, etc., are to be complied with.

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.

Yours truly,

Department of Transport
Civil Aviation Division
CANADA

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC
c.c. Associated Airways Ltd., P.O. Box 424, Edmonton, Alta.
c.c. H.Q. ✓
c.c. D.I.A.R. Edmonton

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 11
8-45

Edmonton, Alberta, July 3, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft CF-DOM Serial No. 7698	1-550

A12620

TRANSPORT-RECORDS
JUL 8 A.M.
File 500 8d

15-13

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of Mr. Henry Koenen of 10150 - 121st Street, Edmonton, Alberta, together with:

(a) Bill of Sale from Taylorcraft Aviation Div., Detroit Air-Craft Products, Inc. to Associated Airways Ltd.

(b) Bill of Sale from Associated Airways Ltd. to Mr. H. Koenen.

(c) Customs Declaration B.1

(d) Copy of letter from Dept. of Commerce Alliance, Ohio dated June 11, 1946, re C of A for Export application.

Exp Cert

(e) AID report dated June 18, 1946, covering weighing of this aircraft empty as a Land-plane at Edmonton on June 18, 1946.

(f) Copy of our letter to Mr. H. Koenen dated June 20, 1946, granting him temporary authority to operate the aircraft, to be not valid after July 19, 1946.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #2, Receipt #55355.

2

10

We recommend that formal Certificates of Registration and Airworthiness be issued this aircraft in the name of Mr. H. Koenen, and forwarded direct to him, please.

K. F. Saunders
m

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

KFS/M
Enc.

CF-DOM.

2413 9

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness ..... X $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Henry Koenen

Date of Application ..... June 17th. 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
KOENEN, Henry ~~Henry Koenen~~	10150 -121 st. Edmonton	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 ..... Edmonton Alberta.

Date of manufacture or reconstruction ..... May 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.

Receipt No. 55255
Folio 2.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier. made by Taylor Craft.

Type B C I2 D Taylorcraft Maker's No. 7698.

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36 ft.	
Length o/a in feet	22ft.	
Height o/a in feet	6 ft. 6 in.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 770 lbs.

Total weight authorized (fully loaded) in lbs I200 Air speed I40 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Air speed, Altimeter, Compass , Tachometer.
2. Gauges Oil Pressure, Oil temperature.
3. Lights None.
4. Signals None.
5. Fire Extinguishers None
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 4 HOA -	Contintal			
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

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Aircraft weighed empty as a Landplane at Edmonton on June 18/46 - 770 lbs.
(2 wing tanks 5 gals each; 1 centre tank 10 gals — 3 tanks in all)

Date 20. 6. 46

Signature [illegible]

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

COPY

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: Taylorcraft
MODEL: BC12-D
MANUFACTURER'S SERIAL NO.: 7698
C.A.A. Identification Mark CF-DOM

MANUFACTURER OF ENGINE: Continental
Model: A-65-8
Serial No. 4447968

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

None in the sum of $ in favor of
(Mortgage, mechanic's lien, etc.)

For and in consideration of the sum of one or more dollars,
Taylorcraft Aviation Div., Detroit Air-Craft Products, Inc.
address is North Benton Road, Alliance, Ohio the undersigned, whose

does this 11th day of June 1946 sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto

Associated Airways Ltd.
P.O. Box 424
Edmonton, Alberta, Canada

and to their executors, administrators, and assigns, to have and to hold all and sigmular, the said aircraft forever

IN TESTIMONY WHEREOF, we have set our hand and seal this 11th day of June 1946 Taylorcraft Avia. Div., Detroit Air-Craft Products, Inc. BERNARD RUSS (SEAL)
Vice President

COPY

7

ASSOCIATED AIRWAYS

June 20, 1946.
P.O. Box 424
EDMONTON, Alta.

TO WHOM IT MAY CONCERN:

This is to certify that we have on this day sold to HENRY KOENEN, of the City of Edmonton, one Taylorcraft airplane, model BC 12D, serial No. 7698, registration CF-DOM, and that we hereby transfer a clear title to the above designated aircraft to the said HENRY KOENEN.

Signed: ASSOCIATED AIRWAYS, Ltd.

T. P. Fox

Manager.

B.1 Edmonton, Alberta. June 18, 1946. COPY

Port of Skyways
Arriving per Associated Airways Ltd.
Imported by USA
Direct

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Port 5560

Number of Packages	Description of Goods		See Note Below	Value for Duty in Dollars	Rate of Duty or Free	Total Customs Duty	Duty Paid Value	Sales Tax	Tariff Item Applied
4	Aircraft, not including engines and complete parts NOP	7142.40	7892.35	7892.	20%	1578.40			42401
	Engines imported only for equipment of aircraft	1641.60	1813.97	1814.	17½%	317.45			440M
		8784.00	9706.32	9707.		1895.85	11602.85	928.23	

Total Duty & Tax 1895.85 War Exchange Tax 2824.08

FROM: Taylorcraft Aviation Corporation, Alliance Ohio.
6-4-46

Serial Nos. (Aircraft)	Engines Nos.
7695 - 7696	4414368 - 4432368
7697 - 7698	4441868 - 4447968

Reg. Nos.	
CF-DBY	CF-DOK
CF-DOL	CF-DON ✓

Reported June 18 1946

Total 2824.08

Sales Tax Licence No. 5619

5-

copy

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Box 774
ALLIANCE, Ohio

June 11, 1946.

Taylorcraft Aviation Div.,
Detroit Air-Craft Products, Inc.,
North Benton Road,
ALLIANCE, Ohio.

Subject: Taylorcraft Model BC12-D Serial No. 7698

Identification No. CF-DOM

Gentlemen:

The application for Certificate of Airworthiness for Export for the subject aircraft was forwarded complete with all supporting documents and data to our Washington Office via the Chicago Regional Office on June 11, 1946.

The aircraft has been inspected by this office and found eligible for Export to Canada.

The Export Certificate of Airworthiness and other required data should reach your customer in the very near future.

Very truly yours,

W. H. Ross
CAA Rep.
Alliance, Ohio.

4

COPY

UNITED STATES OF AMERICA

DEPT. OF COMMERCE

BUREAU OF AIR COMMERCE

WASHINGTON

THIS certified that the compnnent part(s) of

TAYLORCRAFT BC12-D, SERIAL NO. 7698

to which this tag is sealed, and described on reverse side hereof, has been APPROVED as airworthy under Specification No. 696

Date June 11, 1946

SIGNED: W. H. Ross
Inspector, Bureau of Air Commerce.
for The Secretary of Commerce.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 3
2-41

Edmonton, Alberta, June 18, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft CF-DOM	1-550

District Inspector, Air Regulations, Edmonton.

1. The subject aircraft was weighed empty as a landplane at Edmonton on June 18, 1946, the following weights were obtained:

	1st	2nd	3rd
Left	320 lbs.	300 lbs.	340 lbs.
Right	360 lbs.	360 lbs.	320 lbs.
Tail	100 lbs.	110 lbs.	100 lbs.
	780 lbs.	770 lbs.	760 lbs.

Mean empty weight of aircraft 770 lbs.

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

JJC/mp
cc:CAE

2

1-550

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 20, 1946.

H. Koenon, Esq.,
10150 121st Street,
EDMONTON, Alberta.

Dear Sir:

Pending issue of the formal certificates by our Headquarters this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness to operate Taylorcraft aircraft CF-DOM commercially, for a period of thirty days VFR, day flying only.

This authority to be not valid after July 19th, 1946.

The aircraft is to be operated within the following weight limits:

Landplane:	Empty	770 lbs.
	Gross	1200 lbs.

Yours truly,

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

KFS/mp
cc: Hqs.

HQ
THIS IS ACTUALLY Yellowknife AIR TAXI
KLC

1-550

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

A15443

12

H. Koenen, Esq.,
10150 -121st Street,
Edmonton, Alta.

TRANSPORT-RECORDS
JUL 27 A.M.
File 5008.D

15-13

Dear Sir:

Pending issue of the formal Certificates by our Headquarters, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Taylorcraft aircraft CF-DOM, for a period of thirty days, to be not valid after August 23, 1946.

The aircraft must be flown within the following conditions:

Day flying only.
VFR
When flown as a Seaplane, life preservers are to be carried for each person on board and luggage compartment is to be limited to 30 lbs.
Landplane empty weight.....770 lbs.
Landplane gross weight.....1200 lbs.
Seaplane empty weight..... 876 lbs.
Seaplane gross weight.....1278 lbs.

This Certificate does not permit you to use the aircraft for hire and reward until you are in possession of a Licence from the Air Transport Board to do so.

Yours very truly,

3813 (R)
1333 (A)

Weight to light?

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

KFS/M
Ch ✓

Valid in Canada only.
Issued in lieu of U.S. Dept. of Commerce Certificate of Airworthiness for Export # E-9876 and subject to the conditions contained therein.

Valid for day flying only.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

13

CERTIFICATE OF AIRWORTHINESS No. 1333

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Koenen
2. Christian name Henry
3. Address 10150 - 121 Street, EDMONTON, Alta.
4. Nationality British

Name of Constructor

5. Name Taylorcraft Aviation Div., Detroit Aircraft Products Inc.

Nationality and Registration Marks

6. CF-DOM

Description of Aircraft

7. Type Taylorcraft Series BC-12D Constructor's No. 7698
8. Place and year of construction of aircraft Alliance, Ohio, 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) 36'
16. Maximum length (in flying position) 22'
17. Total height (with and without trolley in case of seaplanes) 6' 6"

* Maximum commercial load may not exceed 107 lbs. when fuel and oil tanks are full.

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 2300 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 ..... No. .....
    { Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	770	lbs.
	(b) Seaplane	876	lbs. } 16.11.46
	(c) Skiplane	771	lbs. }

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		144	lbs.
(a) Number of tanks	Three		
(b) Capacity of tanks	20 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 (S.P.) 79 lbs., (Skiplane) 106 lbs (A.P.)		107	lbs.
32. Maximum total weight authorized			lbs.
Landplane		1200	lbs.
Seaplane		1278	lbs. } 16.11.46
Skiplane		1200	lbs. }

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: Twelve hundred pounds
    Seaplane: Twelve hundred & seventy-eight pounds } 16.11.46
    Skiplane: Twelve hundred Pounds
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 20, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 19th day of August 19 46

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

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

Acrobatic Category

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

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

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

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

June 20, 1939.

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 (16.11.46)

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

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

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 20, 1947	

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

All modifications affecting airworthiness should be noted.

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

(K.P. 39811)

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3813

NATIONALITY AND REGISTRATION MARKS CF-DOM

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Aircraft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7698
4. Name of owner	Henry Koenen
5. Address of owner	10150-121 St., Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of June, 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-DOM and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

C. F. Hawes,
Superintendent, Air Regulations.

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

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3813

NATIONALITY AND REGISTRATION MARKS CF-DOM

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Aircraft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7698
4. Name of owner	Henry Koenen
5. Address of owner	10150-121 St., Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of June, 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-DOM and is of Canadian nationality.

Given at Ottawa this 19th day of August, 19 46.

C. F. Hawes,
Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

5008-D15-13

15

REGISTERED

Ottawa, Sept. 18th, 1946.

Henry Koenen, Esq.,
10150- 121 St.,
Edmonton, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3813 and Certificate of Airworthiness No. 1333 for your Taylorcraft BC-12D aircraft CF- DQM , Serial No. 7698.

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.

P

SdR

1-550 18

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
November 16, 1946.

TRANSPORT-RECORDS
NOV 19 P.M.
5008-II 15-13
File

57569

REGISTERED

Mr. H. Koenen,
10150 121st Street,
Edmonton, Alta.

Dear Sir:

We are returning herewith, Certificate of Registration No. 3813 and Certificate of Airworthiness No. 1333. The Certificate of Airworthiness No. 1333 has been endorsed this date as follows:

Item 25: Weight of aircraft Empty (b) Seaplane.....876 lbs. ✓
(c) Skiplane....771 lbs. ✓

Item 31: Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full:
Seaplane.....79 lbs. ✓
Skiplane.....106 lbs. ✓

Item 32: Maximum total weight authorized:
Seaplane.....1278 lbs. ✓
Skiplane.....1200 lbs. ✓

Item 33: Maximum total weight authorized (write in full):
Seaplane..One thousand two hundred and seventy-eight lbs. ✓
Skiplane..Twelve hundred pounds.

Page 3: When flown as Seaplane, life preserver must be carried for each soul aboard. ✓
When flown either as a Seaplane or Skiplane, suitable reduction in fuel must be made for passenger or freight weight.

File missing - (Put in file when log books sent out)

Noted dsd

17

It is requested please that you advise us at your earliest convenience whether or not your aircraft is equipped with a turn and bank indicator and a chronometer.

Yours truly,

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

KFS/M
Ch

TO HEADQUARTERS: for your information and records please, and we are attaching hereto, true copy of letter from Mr. Koenen dated the 9th instant covering the weights, and which is self-explanatory.

COPY

16

YELLOWKNIFE, N.W.T.
November 9/46

D.I.A.R.
D.O.T.
EDMONTON, Alta.

Dear Sir:

Enclosed find Certificate of Registration and Airworthiness for Taylorcraft CF-DOM please amend same as a Seaplane and Skiplane and return, the following Federam Metal skis being fitted:

Serial No. 4087, CAA No.-82, Date of Manufacture 9.46
Approved Static load per ski 750 lbs.
Weight each ski 19 lbs.
Weight tail ski 2 lbs.
Weight each wheel 18 lbs.
Weight tail wheel 2½ lbs.

Yours truly

HENRY KOENEN

/RM

16
19

5008-D15-13

REGISTERED

OTTAWA, Ontario.
April 18th, ~~1946~~. 1947.

Mr. Henry Koonen,
10150-121 St.,
Edmonton, Alta.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-DOM.

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,

114
5059

(S. Graham),
Superintendent, Air Regulations.

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

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

30 2 8-45

Edmonton, Alta. June 17, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-13	Taylorcraft BC-12D CF-DOM Serial No. 7698	1-550

TRANSPORT-RECORDS
JUN 23 A.M.
File 580 S. 2

15-13

Controller of Civil Aviation,
Ottawa.

1. Please be advised that the undersigned granted an extension of two weeks to the C of R and C of A covering the subject aircraft to be not valid after July 4, 1947.

A 9534

2. Submitted.

G. V. Priestley,
for D.I.A.R.

GVP/M

noted

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	21
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

JUL 7
File 5008-D15-13

EDMONTON ALBERTA JULY 4/47

A11046

H KOENEN
YELLOWKNIFE NWT

RETEL CERTIFICATES OF REGISTRATION AND AIRWORTHINESS CF DASH DOG OBOE MAY EXTENDED TO TWENTIETH INSTANT FINAL PENDING OUR INSPECTION FOR RENEWAL OF FORMALS July 20/47

DISTRICT INSPECTOR AIR REGULATIONS

~~XXXXXXX~~
COLLECT

Noted
CA H A file: 5008-D15-13
Our file 1-550

P.

LM

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

22 2
8-45

Edmonton, Alta. July 26/47
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-13	Log Books for CF-DOM Taylorcraft	1-550

TRANSPORT-RECORDS
JUL 29 A.M.
File 5-008-D15-13

Controller of Civil Aviation, A13791
Ottawa.

1. Please refer to your letter of April 18, 1947 to Henry Koenen, 10150 121st Street, Edmonton, registered, in which you forwarded log books for the subject aircraft.

2. Mr. Koenen has not received them and the Post Office has no record of the letter.

noted
es

3. Mr. Koenen has changed his address to Yellowknife Air Taxi, Yellowknife, N.W.T.

4. Will Headquarters either trace from your end or issue a duplicate set of logs, please.

G V Priestley
for K. F. Saunders,
D.I.A.R.

KFS/M

Records
Please trace
Letter of April 18/47
SAF

COPY ON
5-802-4143

1 copy
6/8/47

Added
(+ P. A. E. & C. AO-1
Radio A.
4-8-47

Mr Garland

Please supply
Mr K with the number of
the registered letter, the date
despatched & the name of the
P.O. clerk who signed the
receipt. Yours truly

Mr. Kenny,

I wish to report herby, information requested by Mr. O'Grady;

Letter and Enclosures of April 18, 1947, addressed to: Mr. Henry Koenen,
10150-121 St.,
Edmonton, Alta.
was despatched saturday April the 19th, 1947 under Registration No. 5059 and received at the City Post Office at 1.30 P.M.

see letter above

G. Charlands
1/8/47.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 3 2
5-45

Edmonton, Alberta, July 30, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-13	Log Books for CF-DOM Taylorcraft	1-550

VAR Ei

A14123

TRANSPORT-RECORDS
AUG 1 A.M.
File 5008-D1 5-13

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. With reference to our letter of July 26th, 1947 regarding the log books for the subject aircraft.

2. Please be advised that Mr. Koenen is now in possession of these log books, which were in the possession of his brother.

for R. S. Keetley
K. F. Saunders,
District Inspector,
Air Regulations.

KFS/p

noted
DS
Office

DEPARTMENT OF TRANSPORT

Civil Aviation Division

26

CAR
CA-E

File No. 1-550
Hqs. file: 5008-D15-13
Place Edmonton, Alberta.

Date July 28th, 1947 A14323

TRANSPORT RECORDS
AUG 5 PM.
File 5008-D15-13

TO: Superintendent, Air Regulations.

FROM: District Inspector Air Regulations

SUBJECT: Aircraft Inspection Report.

Aircraft Type ....Taylorcraft BC-12D.....

Registration Markings ....CF-DOM.....

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

Date of Inspection .....July 28, 1947.....

Previous C. of A. Expires June 20, 1947....Renewed to July 28, 1948.

Present C. of A. Expires June 20, 1947....Renewed to July 28, 1948.

Remarks ..Attached hereto, Work reports together with AID report dated July 30, 1947 covering inspection of this aircraft on July 28, 1947, and which are self-explanatory.

Miss Jones to note.

noted
LSJ

for R. S. Keetley
K. F. Saunders,
District Inspector
Air Regulations.

KFS/p
Encs.

P.S. The C of A No. 1333 for this aircraft was amended this date under Item 9 to read " and Marine".

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

28 2
5-45

Edmonton, Alberta, July 30, 1947,
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft BC12-D CF-DOM Serial No. 7698	1-550

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a Seaplane at Cooking Lake Base on July 28, 1947.

AIRCRAFT: Total time: 370:10.

ENGINE: Continental A65 Serial No. 4150468.
Total time: 601:50.
Time since complete overhaul: 38:45.

PROPELLOR: Flotrop Wood
Drg. No. 7201-48
Serial No. A6111

2. The aircraft and engine were found in good condition and considered Airworthy on this date. The fabric on this aircraft had suffered damage by hail, the damage had been repaired satisfactorily at the time of the inspection.

3. Attached copy of log book work sheets covering the inspection for renewal of C of A.

J. J. Currie

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

JJC/p
C/CAE

UNITED AVIATION LTD.
Inspection report on Aircraft
CF-DOM

July 24, 1947

24

Aircraft:

Taylorcraft BC-12D.
Serial No. 7698
Total time since manufactured 370.10 hours.

Engine:

Continental A65-8
Serial No. 4150468
Total time since manufactured ~~370.10~~ 60/.50 hours.
Total time since overhauled 38.45 hours.

Airscrew:

Sensenich removed and new.
Flotrop Airscrew fitted.
Flotrop 2 blade wood.
Serial no. A6111
Des. 72C1-48
New

General:

The subject aircraft was inspected on this date and was found in good condition.

1. Flight instruments were overhauled and reconditioned. Kollsman compass fitted in place of the original which was unserviceable.
2. All inspection panels removed and main fittings checked.
3. All controls and control pullies examined and found in good condition.
4. Engine installation checked and cabin heater examined.
5. Aircraft checked to airworthiness. Directive AD-696-2 dated March 25, 1947 and found conforming.
6. Engine ground run and found O. K.

I hereby certify that all Mfg. Service Bulletins known affecting safety have been complied with to date, that no unapproved modifications have been incorporated, and that the aircraft is airworthy.

Signed [signature]
Chief Inspector

5008-D15-13

DEPARTMENT OF TRANSPORT

CANADIAN GOVERNMENT RADIO SERVICE

2032
3 - 47

30

SENT NO.	SENT TO	SENT BY	RECEIVED BY	TIME SENT	CODE	CHECK
					A15168	

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

TO CONTROLLER OF CIVIL AVIATION EDMONTON JULY 5 19 48
DEPT. OF TRANSPORT
HUNTER BLDG.
OTTAWA.

ARE488 FOLLOWING TELEGRAM RECEIVED THIS MORNING FROM YELLOWKNIFE QUOTE TAYLORCRAFT CF DASH DOG OBOE MABLE DAMAGED WHILE LANDING PILOT B SPRUNG AND PASSENGER SLIGHTLY INJURED SIGNED H KOENEN UNQUOTE RCMP ADVISE ACCIDENT AT WYNN MILL LONG ISLAND SLAVE RIVER APPARENT CAUSE MISJUDGEMENT HEIGHT DUE GLASSY WATER SURFACE STOP PILOT SPRUNG HOSPITALIZED PASSENGER STEWART MCLEOD ENROUTE STOP REPORT WILL FOLLOW

DISTRICT INSPECTOR AIR REGULATIONS

PREFERRED

Confirmation P. 1-550 5008-D15-13 Records P.A.Hs. W

29

Army Signals.

Yellowknife, N.W.T.
July 5, 1948.

D.I.A.R.
Edmonton

Retel your wire even date stop Pilot B. Sprung
Passenger Stewart McLeod injured in landing
Taylorcraft CF-DCM at Wynn Mill, Long Island,
Slave River stop Apparent cause misjudgement
height due to glassy water surface stop Pilot now
in Yellowknife hospital stop Passenger enroute

Cons. E. R. S. Batty
R.C.M.P.

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

28

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

EDMONTON ALBERTA JULY 5 1948

ROYAL CANADIAN MOUNTED POLICE
YELLOWKNIFE NWT

PLEASE INVESTIGATE CIRCUMSTANCES AND LOCATION UNDER WHICH PILOT B SPRUNG AND PASSENGER SLIGHTLY INJURED IN TAYLORCRAFT CF-DOM AND WIRE REPLY

DISTRICT INSPECTOR AIR REGULATIONS

PREPAID
$02 Blowey-Henry Bldg.
Edmonton

cc: Hqs. ✓
Hqs. file: 5008-D15-13
Our file: 1-550

P.

Attached copy of wire from H. Koenen advising of accident dated July 5th, 1948 and which is self-explanatory.

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

27

BC13 13 RUSH 1 EXA VIA EDMONTON WIRELESS

YELLOWKNIFE NWT JUL 5 850 AM

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY HENRY BLDG EDMONTON ALTA

TAYLORCRAFT DOM DAMAGED WHILE LANDING PILOT B SPRUNG AND PASSENGER SLIGHTLY INJURED

H KOENEN.

1948 JUL 5 PM 9 06

00750

30 A
5008 D 15-13

OW2 PFD

A19558

CCA OW

ARE488 FOLLOWING TELEGRAM RECEIVED THIS MORNING FROM YELLOWKNIFE QUOTE TAYLORCRAFT CF-DOM DAMAGED WHILE LANDING PILOT B SPRUNG AND PASSENGER SLIGHTLY INJURED SIGNED H KOENEN UNQUOTE RCMP ADVISE ACCIDENT AT WYNNMIL LOGISLAND SLAVERIVER APPARENT CAUSE MISJUDGEMENT HEIGHT DUE GLOSSY WATER SURFACE STOP PILOT SPRUNG HOSPITALIZED PASSENGER STEWART MCLEOD ENROUTE STOP REPORT WILL FOLLOW

DIAR EDMONTON 052320Z VIA XD 052330Z

CF-DOM B H KOENEN

ENTERED ON CARDS

CAR 6/7/48 M.

Records P.a. No

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

34 2 6-47

Edmonton, Alta., July 19, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-13	Taylorcraft, CF-DOM	1-550

A16809

TRANSPORT-RECORDS
JUL 21 P.M.
File 5008-D15-13

Director of Air Services,
Ottawa.

1. We attach hereto for your information copies of accident report re the subject aircraft, dated July 8, 13 and 15.

2. As you will note, Mr. Koenen states that the formal Certificates were lost with the plane, and we have asked him to forward us a Statutory Declaration to this effect, which will be forwarded to Headquarters upon receipt.

G.V. Pinotti

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

GVP*LC

Enc's.

ENTERED
IN ACCIDENT
RECORDS
H.J.

33

Yellowknife, N.W.T.
July 9, 1948.

D.I.A.R.
Edmonton.

Dear Sir:

In reply to your letter of July 5, regarding the accident of CF-DOM.

This aircraft became damaged while landing near Long Island on the Slave River and as a result sank, consequently the log books, the C of A and C of R were lost.

The aircraft was damaged to such an extent that I do not intend to have it repaired, so therefore it can be considered a write off.

Enclosed find pilots report of accident.

Yours truly,

Henry Koenen.

C O P Y

26-7-48

32

July 8, 1948.

D.I.A.R.
Edmonton.

Dear Sir:

Re: Accident to aircraft CF-DOM

This accident occurred Sunday, July 4th at approximately 7:15 a.m. at a point on the Slave River near Long Island. Weather was CAVU. I was piloting the aircraft at the time of the accident.

The accident happened under glassy water conditions. I was using the recommended procedure for such conditions, approaching at fairly slow speed, nose well up, letting down slowly with power. As we touched down we hit something very solid and were thrown sideways very violently, coming to rest on a submerged sand bar. The floats were smashed on hitting this object and we sank in the water.

It seems likely that we struck a half-submerged log, though I did not see one. The current on the river is about 10 or 12 miles per hour here.

Both my passenger and myself received slight injuries.

I could not determine the extent of injuries to the aircraft as it was sunk, but a report will follow later.

Certified true.

Bruce Sprung.
L.C.P. C-4246

Noted
26-7-48

COPY

31

Yellowknife, N.W.T.

July 15, 1948.

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

Dear Sirs:

In reply to your letter of July 13, requesting the passengers name and address, also loading of Taylorcraft CF-DOM at time of accident.

The passenger was Mr. Stewart Mcleod, c/o Wynns Sawmill, Long Island, N.W.T.

The aircraft loading was as follows; pilot 150 lbs., passenger 160 lbs., gas 5 gals. 36 lbs. oil 1 gal. 8 lbs. emergency rations 10 lbs., total 364 lbs.

Yours very truly,

H. Koenen.

C O P Y

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

38

2
6-47

EDMONTON (PLACE) ALBERTA JULY 23, 1948. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-D15-13	Accident to Taylorcraft CF-DOM Pilot - Bruce SPRUNG.	1-550

TRANSPORT-RECORDS
JUL 27
5008-D15-13
File

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

A17415

1. Further to our letter of July 19, 1948, herewith R.C.M.P. report dated July 15th, 1948, which is self-explanatory.

2. We have not as yet received a statutory declaration from the owners that the formals certificates were lost in the accident.

KFS/H
Encl.

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

ENTERED
ON CARDS

ROYAL CANADIAN MOUNTED POLICE C-237

37

DIVISION FILE No.....

DIVISION "G" SUB-DIVISION Fort Smith DETACHMENT Yellowknife

PROVINCE N.W.T. DATE July 15th, 1948.

FILE REFS. RE: Bruce SPRUNG - Yellowknife, N.W.T.
Accident to Aircraft CF-DOM

HEADQUARTERS

SUB-DIVISION

48FS-4-273

DETACHMENT

48YK-3-73

P.C.R.

First.

A. R. V. No.

DIARY DATE

SET FOR.....

5-7-48

1. Please be advised that on the above date the following wire was received at this detachment.

R.C.M.P. EDMONTON, July 5th.
YELLOWKNIFE

PLEASE INVESTIGATE CIRCUMSTANCES AND LOCATION UNDER WHICH PILOT B SPRUNG AND PASSENGER SLIGHTLY INJURED IN TAYLORCRAFT CF-DOM AND WIRE REPLY

DISTRICT INSPECTOR AIR REGULATIONS.

2. Enquiries were made at the local Red Cross Hospital and Bruce Sprung was contacted, and the following wire was sent to Edmonton.

DISTRICT INSP. AIR REGULATIONS YELLOWKNIFE JULY 5th.
EDMONTON ALBERTA.

RETEL YOUR WIRE EVEN DATE STOP PILOT B SPRUNG AND PASSENGER STEWART McLEOD INJURED IN LANDING TAYLORCRAFT CF DOM AT WYNN MILL LONG ISLAND SLAVE RIVER STOP APPARENT CAUSE MISJUDGEMENT OF HIEGHT DUE TO GLASSY WATER SURFACE STOP PILOT NOW YELLOWKNIFE HOSPITAL STOP PASSENGER EN ROUTE.

CPL. E.S.W.BATTY

10-7-48

3. On the above date the passenger of the Aircraft was interviewed and the following statement was obtained.

Yellowknife, N.W.T.

STATEMENT OF STUART D. McLEOD. Wynn Mill, Long Island, Slave River, July 10th, 1948.

On Sunday, July 4th, I was a passenger of the Taylorcraft, CF DOM, when an accident occurred as we were about to land at Long Island, Slave River. The time of the accident was approx. 7.15 A.M., early morning.

We were approaching for a landing, on the river, the water was very glassy, there was no wind, it was a clear morning, and the sun was very bright. The last thing that I remember was that we were very close to the water surface, landing. I do not know exactly what happened but I beleive that the aircraft hit something and my head hit the windshield of the aircraft, knocking me unconscious. The next thing I remember, I was coming to and Bruce Sprung was helping me up onto the wing of the aircraft. We both had our saftey belts fastened ready for the landing. (Cont'd)

FILE NUMBERS, HEADING AND MARGINAL REFERENCE ARE TO BE PROPERLY FILLED IN.

3.6

(Cont'd)
LANDING. Bruce Sprung had unfastened mine for me after the accident.

I believe that it was a piece of half submerged drift wood that the floats hit. I am quite well aquainted with this part of the river and I'm certain that there was plenty of water and no sand or rocks on the stretch of water that we intended to land on.

I do not remember seeing any objects in the water ahead of us when we were coming in to land. This was no doubt due to the glassy surface on the water.

I do not believe that this accident was a result of negligence on the part of the pilot, Bruce Sprung. I have flown with Bruce Sprung several times and I consider him a very careful pilot.

Witness. A.J.Carter. Sgd. S.D. McLeod.

3. The only injuries received by McLEOD, as a result of this accident are as follows: Bruised hand and back, and a small laceration above and below the right eye which became infected. The injury around the right eye was most likely due to the fact that McLEOD was wearing glasses at the time on the accident.

12-7-48.

4. On this date the Pilot, Bruce Sprung was interviewed and the following statement was taken from him.

STATEMENT OF BRUCE SPRUNG, Pilot of Taylorcraft CF-DOM
Yellowknife, N.W.T. July 12th, 1948.

The accident occurred on Sunday, July 4th, at a point on the Slave River near Long Island. The time was approx. 7.15 A.M., the visability was C.A.V.U.(ceiling and Visability unlimited) I was piloting the Aircraft.

The accident happened under glassy water conditions. I was using the recommended procedure for such conditions, coming in at fairly slow speed, with my nose well up and letting down slowly with power. As we touched the water, we hit something solid and were thrown violently to the side, coming to a rest on the sand bar. The floats were smashed on striking this object and we sank on the river. It seemed likely that we struck a half submerged log, though I did not see one. The current at this part of the river is about 10 to 12 M.P.H.(Aircraft Travelling with the current)

Both my passenger and myself received slight injuries.

I was unable to determine the damage to the aircraft as it was under water. To the best of my knowledge, I believe That the Aircraft CF DOM was in perfect mechanical condition prior to the accident.

Witness- A.J.Carter. Sgd. J.B. Sprung.

5. SPRUNG was suffering from a small fracture of the left ankle, scratches over head, on face, forehead and hands. Sprung also stated to the writer that he thought that the

1 - 550 28

(Cont'd.)
THAT THE Aircraft CF DOM was beyond repair and a total loss.

6. Sprung was admitted to the Red Cross Hospital in the early morning of the 5th of July, and the passenger was admitted around noon of the same day. These two men were flown from Wynn Mill to Yellowknife for hospitalization.

7. From all the information on hand it would appear that this incident was strictly of an accidental nature and not due to the fault of the Pilot or the condition of the Aircraft.

8. Unless contrary instructions are received this file is being considered closed at this detachment. Extra copies attached hereto for the information of the Air Transport Board.

CONCLUDED HERE:

2/Cst.
(A.J.Carter) 14748.
Yellowknife Detachment.

(E.S.W.B.) Cpl.
i/c of Det.
17-7-48

The District Inspector,
Civil Aviation,
Dept. of Transport,
EDMONTON, Alta.
Sir:

FORWARDED 21-7-48, reference your radiogram to our Yellowknife Detachment of the 5th instant.

L.M. Lapointe, Insp.
Commanding Fort Smith S/Division.

JUL 23 1948

29

(Cont'd.)
THAT THE Aircraft CF DOM was beyond repair and a total loss.

6. Sprung was admitted to the Red Cross Hospital in the early morning of the 5th of July, and the passenger was admitted around noon of the same day. These two men were flown from Wynn Mill to Yellowknife for hospitalization.

7. From all the information on hand it would appear that this incident was strictly of an accidental nature and not due to the fault of the Pilot or the condition of the Aircraft.

8. Unless contrary instructions are received this file is being considered closed at this detachment. Extra copies attached hereto for the information of the Air Transport Board.

CONCLUDED HERE:

A/Cst.
(A.J.Carter) 14748.
Yellowknife Detachment.

(E.S.W.B.) Cpl.
i/c of Det.
17-7-48

The District Inspector,
Civil Aviation,
Dept. of Transport,
EDMONTON, Alta.
Sir:

FORWARDED 21-7-48, reference your radiogram to our Yellowknife Detachment of the 5th instant.

Sgd.
L.M. Lapointe, Insp.
Commanding Fort Smith S/Division.

O.C. "G" Div., RCMP.,
OTTAWA, Ontario.
Sir:

FORWARDED 21-7-48 for your information and that of the Dept. concerned.
CONCLUDED.
H.O.D.C.

Sgd.
L.M. Lapointe, Insp.
Commanding Fort Smith S/Division.

"G"Div.486 15-4
The Commissioner,R.C.M.P.Ottawa
Sir:FORWARDED 27-7-48,for your information and that of the Department concerned.
CONCLUDED
H.D.C.

Inspector
for O.C."G"Div.A.O.D.

f0

(Cont'd)
LANDING. Bruce Sprung had unfastened mine for me after the accident.

I believe that it was a piece of half submerged drift wood that the floats hit. I am quite well aquainted with this part of the river and I'm certain that there was plenty of water and no sand or rocks on the stretch of water that we intended to land on.

I do not remember seeing any objects in the water ahead of us when we were coming in to land. This was no doubt due to the glassy surface on the water.

I do not believe that this accident was a result of negligence on the part of the pilot, Bruce Sprung. I have flown with Bruce Sprung several times and I consider him a very careful pilot.

Witness. A.J.Carter. Sgd. S.D. McLeod.

3. The only injuries received by McLEOD, as a result of this accident are as follows: Bruised hand and back, and a small laceration above and below the right eye which became infected. The injury around the right eye was most likely due to the fact that McLEOD was wearing glasses at the time on the accident.

12-7-48.

4. On this date the Pilot, Bruce Sprung was interviewed and the following statement was taken from him.

STATEMENT OF BRUCE SPRUNG, Pilot of Taylorcraft CF-DOM Yellowknife, N.W.T. July 12th, 1948.

The accident occurred on Sunday, July 4th, at a point on the Slave River near Long Island. The time was approx. 7.15 A.M., the visability was C.A.V.U.(ceiling and Visability unlimitpd) I was piloting the Aircraft.

The accident happened under glassy water conditions. I was using the recommended procedure for such conditions, coming in at fairly slow speed, with my nose well up and letting down slowly with power. As we touched the water, we hit something solid and were thrown violently to the side, coming to a rest on the sand bar. The floats were smashed on stikkigg this object and we sank on the river. It seemed likely that we struck a half submerged log, though I did not see one. The current at this part of the river is about 10 to 12 M.P.H.(Aircraft Travelling with the current)

Both my passenger and myself received slight injuries.

I was unable to determine the damage to the aircraft as it was under water. To the best of my knowledge, I believe That the Aircraft CF DOM was in perfect mechanical condition prior to the accident.

Witness- A.J.Carter. Sgd. J.B. Sprung.

5. SPRUNG was suffering from a small fracture of the left ankle, scratches over head, on face, forehead and hands. Sprung also stated to the writer that he thought that the

ROYAL CANADIAN MOUNTED POLICE

C-237

41

DIVISION "G" | DIVISION FILE No..... | SUB-DIVISION Fort Smith | DETACHMENT Yellowknife

PROVINCE N.W.T. | DATE July 15th, 1948.

FILE REFS.

Re: Bruce SPRUNG - Yellowknife, N.W.T.
Accident to Aircraft CF-DOM

HEADQUARTERS

SUB-DIVISION

48FS-4-273

DETACHMENT

48YK-3-73

P.C.R.

First.

A. R. V. No.

DIARY DATE

SET FOR.....

5-7-48

1. Please be advised that on the above date the following wire was received at this detachment.

R.C.M.P. EDMONTON, July 5th.
YELLOWKNIFE

PLEASE INVESTIGATE CIRCUMSTANCES AND LOCATION UNDER WHICH PILOT B SPRUNG AND PASSENGER SLIGHTLY INJURED IN TAYLORCRAFT CF-DOM AND WIRE REPLY

DISTRICT INSPECTOR AIR REGULATIONS.

2. Enquiries were made at the local Red Cross Hospital and Bruce Sprung was contacted, and the following wire was sent to Edmonton.

DISTRICT INSP. AIR REGULATIONS YELLOWKNIFE JULY 5th.
EDMONTON ALBERTA.

ENTERED ON

RETAL YOUR WIRE EVEN DATE STOP PILOT B SPRUNG AND PASSENGER STEWART McLEOD INJURED IN LANDING TAYLORCRAFT CF DOM AT WYNN MILL LONG ISLAND SLAVE RIVER STOP APPARENT CAUSE MISJUDGEMENT OF HIEGHT DUE TO GLASSY WATER SURFACE STOP PILOT NOW YELLOWKNIFE HOSPITAL STOP PASSENGER EN ROUTE.

CPL. E.S.W.BATTY

10-7-48

3. On the above date the passenger of the Aircraft was interviewed and the following statement was obtained.

Yellowknife, N.W.T.

STATEMENT OF STUART D. McLEOD. Wynn Mill, Long Island, Slave River, July 10th, 1948.

On Sunday, July 4th, I was a passenger of the Taylorcraft, CF DOM, when an accident occurred as we were about to land at Long Island, Slave River. The time of the accident was approx. 7.15 A.M., early morning.

We were approaching for a landing, on the river, the water was very glassy, there was no wind, it was a clear morning, and the sun was very bright. The last thing that I remember was that we were very close to the water surface, landing. I do not know exactly what happened but I beleive that the aircraft hit something and my head hit the windshield of the aircraft, knocking me unconscious. The next thing I remember, I was coming to and Bruce Sprung was helping me up onto the wing of the aircraft. We both had our saftey belts fastened ready for the landing. (Cont'd)

FILE NUMBERS, HEADING AND MARGINAL REFERENCE ARE TO BE PROPERLY FILLED IN.

A18854

42

ROYAL CANADIAN MOUNTED POLICE
HEADQUARTERS

OUR FILE No. 48 D 1135-1-L 2 OTTAWA. 6 August, 1948.

YOUR FILE No. .....

TRANSPORT-RECORDS
AUG 9 A.M.
File 5008 L 13-13

To: The Deputy Minister, Department of Transport,
CIVIL AVIATION DIVISION, OTTAWA, Ont.

Report dated 15/7/48 from Yellowknife, N.W.T., forwarded for your information, re Bruce SPRUNG, Yellowknife, N.W.T., Accident to Aircraft.

Enc. 16/9/48

ENTERED ON CARDS

per. for Commissioner.

COPY ON 5602. 1949

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

AUG 13 1948

44

2
6-47

CaR

Edmonton, Alta., August 10, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-13	Taylorcraft CF-DOM	1-550

File Please

TRANSPORT-RECORDS
AUG 12 A.M.
File 5008-D15-13

REGISTERED

D.A.S.
Ottawa.

A19536

Attention C.C.A.

1. Further to our letter of July 23, 1948, herewith Statutory Declaration covering loss of Certificate of Registration #3813 and Certificate of Airworthiness #1333 covering the subject aircraft.

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

KFS*LC
Enc.

Miss Jones
for issue of replacement
Cert. & send
to DIAR. Edmonton

1-550

43

STATUTORY DECLARATION

CANADA)
)
NORTHWEST TERRITORIES)
)
TO WIT:)

I, Henry Koenen, of Yellowknife, in the Northwest Territories, Airplane Pilot, do solemnly declare:

1. That I am the registered owner of an aircraft described as a Taylorcraft with registration letters CF-DOM.

2. That on or about July 4th, 1948, the said aircraft sank in the Slave River in the Northwest Territories, near Long Island in the vicinity of Wynn's Sawmill.

3. That the formal certificates of airworthiness and registration were in the baggage compartment on board the aircraft at the time the said aircraft sank.

4. That the said aircraft has since been salvaged but the said certificates have not been found in the said baggage compartment or elsewhere and I verily believe that the said certificates floated out of the baggage compartment during the time the aircraft was submerged.

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 Yellowknife,)
in the Northwest Territories,)
this 1st day of August, 1948.)

Henry Koenen

A Notary Public in and for the
Northwest Territories.

HHF

1948

/HM

48

Ottawa, Ontario. September 15th, 1948.

Taylorcraft BC-12D CF-DOM 5008-D15-13

REGISTERED

District Controller, Air Services,
402 Blowey-Henry Building,
Edmonton, Alta.

ATTENTION: District Inspector, Air Regulations.

1. Enclosed please find Certificate of Registration No. 3813 and Certificate of Airworthiness No. 1333 for the above-mentioned aircraft, owned by Mr. Henry Koenen. These Certificates are issued to replace the documents declared lost.

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.

HHP

(S. Graham), C
Superintendent, Air Regulations.

Encls.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

49 2 6-47

Edmonton, Alta. Sept. 16, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-13	Taylorcraft BC-12D CF-DOM Serial No. 7698	1-550

TRANSPORT-RECORDS
SEP 21 A.M.
File 550 8-D15-13

REGISTERED A25116

D.A.S.,
Ottawa.

Attention: C.C.A.

1. Reference to your letter of Sept. 10/48 with enclosure of Certificates of Registration #3813 and Airworthiness #1333 covering the subject aircraft.

2. We return herewith for cancellation, the aforementioned Certificates as this aircraft has been written off.

3. Attached also, a copy of a letter dated July 9, 1948, signed by the Owner of CF-DOM, Henry Koenen, which is self-explanatory.

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

GVP/M
Encls.

Miss Jones
Worked for cancellation
C of A & C of R

copy

48

YELLOWKNIFE, N.W.T.
July 9/48.

D.I.A.R.,
Edmonton

Dear Sir:

In reply to your letter of July 5th regarding the accident of CF-DOM.

This aircraft became damaged while landing near Long Island on the Slave River and as a result sank, consequently the log books, the C of A and C of R were lost.

The aircraft was damaged to such an extent that I do not intend to have it repaired, so therefore it can be considered a write-off.

Enclosed please find pilot's report of accident.

Yours truly,

Henry Koenen

Entered on Accident Cards

/RM

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

ISSUED TO REPLACE DOCUMENT DECLARED LOST

No. 3813

NATIONALITY AND REGISTRATION MARKS CF-DOM

1. Type and description	Taylorcraft BC-12D
2. Name and address of constructor	Taylorcraft Aviation Div., Detroit Aircraft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7698
4. Name of owner	Henry Koenen
5. Address of owner	10150-121 St., Edmonton, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of June 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-DOM and is of Canadian nationality.

Given at Ottawa this 19th day of August 1946.

H. L. Watteson

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

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 for day flying only.

Valid in Canada only.
Issued in lieu of U.S. Dept. of Commerce Certificate of Airworthiness for Export #E-9878 and subject to the conditions contained therein.

2462
6-47

46

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1333

(Heavier than air)

ISSUED TO REPLACE DOCUMENT DECLARED LOST

FIRST PART

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

1. Surname of owner (or name of Company) Koenen
2. Christian name Henry
3. Address 10150-121 Street, Edmonton, Alta.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Taylorcraft Aviation Div., Detroit Aircraft Products Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-DOM

DESCRIPTION OF AIRCRAFT

7. Type Taylorcraft Series BC-12D Constructor's No. 7698
8. Place and year of construction of aircraft Alliance, Ohio, U.S.A., 1946.

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.
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 22'
17. Total height (with and without trolley in case of seaplanes) 6' 6"

x Maximum commercial load may not exceed 107 lbs. when fuel and oil tanks are full.

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 2300 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 ..... No. .....
    { Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	770	lbs.
	(b) Seaplane	876	lbs. (16.11.46 " "
	(c) Skiplane	771	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	144	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks: Three		
(b) Capacity of tanks: 20 Imp. gals.		
27. Oil	9	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks: One		
(b) Capacity of tanks: 1 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (S.P.) 79 lbs. (Skiplane) 106 lbs. (L.P.)	107	lbs.
32. Maximum total weight authorized		lbs.
Landplane	1200	lbs.
Seaplane	1278	lbs. (16.11.46
Skiplane	1200	lbs. " "

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane: Twelve hundred pounds
    Seaplane: Twelve hundred & seventy-eight pounds) 16.11.46
    Skiplane: Twelve hundred pounds " "
34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 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 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 June 20, 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 19th day of August 1946.

H. Watson
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

Life preserver for each occupant when operating as a seaplane (16.11.46)

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

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

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 20, 1947.	

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

All modifications affecting airworthiness should be noted.

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

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

FILE No. 5008 - D15 - 16

VOLUME No. 1

VOL. 1

5008 - D15 - 16

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - DOP — TAYLOR CRAFT BC-12D

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 14 1946	22363	SAR		GJ	SEP 16 1946
AUG 6 - 1947	14353	CAR		HJP	SEP 29 4
SEP 29 47		CRI ②		[illegible]	OCT 1- 29 47
		CAI ①		[illegible]	SEP 29 47
SEP 29 47		[illegible] ③		[illegible]	OCT 1- 47
OCT - 1 1947	20863	CAR		HJP	OCT 15 47
OCT 21 47	23704	CAR		[illegible]	OCT 27 47
MAY 25 48	8095	CAR	[illegible]	HJP	JUN 14 48
JUN 14 48		CAI		[illegible]	JUN 17 48
JUN 30 48	B71/7/48	CAR		HJP	JUL 19 48
JUL 27 48	17425	CAR		GJ	JUL 29 48
JUL 29 48		CAI		RS	JUL 30 48
APR 30 1949	3895	CAR		GJ	MAY 2- 1949
		CAI		[illegible]	MAY 2- 1948

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

1

1-639

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 10, 1946.

TRANSPORT-RECORDS
SEP 13 P.M.
File 5008-10 15-16

Pilot A. R. Potter,
c/o Associated Airways Ltd.,
P.O. Box 424,
Edmonton, Alta.

A-2363

Dear Sir:

This letter constitutes your temporary authority to ferry Taylorcraft aircraft CF-DOP from the USA-Canadian border to Edmonton, Alberta, under VFR conditions, day flying only, no passengers, to be not valid after September 30, 1946.

It is understood that customs formalities and application for Certificate of Registration and Certificate of Airworthiness will be completed on your arrival in Edmonton.

Yours very truly,

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

KFS/M
h
c: DIAR Winnipeg

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
3
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 17 1946

5008-D15-14
~~-15~~
-16
~~-17~~

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY-HENRY BUILDING
EDMONTON ALBERTA

AR27 THE FOLLOWING TELEGRAM RECEIVED FROM THE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON QUOTE CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10426 E10427 E-10428 AND E-10429 COVERING TAYLORCRAFT BC12-D AIRCRAFT SERIAL NUMBERS 7715 7716 7717 AND 7718 CANADIAN REGISTRATIONS CF-DON, CF-DOO CF-DOP AND CF-DOQ RESPECTIVELY PURCHASED BY ASSOCIATED AIRWAYS LIMITED P O BOX 424 EDMONTON ALBERTA CANADA BEING PREPARED UNQUOTE.

CIVIL AVIATION

PSW/BB

Adresse et numéro de téléphone de l'expéditeur pour référence.
Sender's address or telephone number for reference.

CD 2f

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.

COPY/BB

1946 Sep. 16 PM 4.19

AA433 84/43 DL.
WASHINGTON DC 16 NFT

J. A Wilson DIRECTOR OF AIR SERVICE
DEPT OF TRANSPORT OTTAWA ONTARIO

CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10426 E-10427 E-10428 AND E-10429 COVERING TAYLORCRAFT BC12-D AIRCRAFT SERIAL NUMBERS 7715 7716 7717 AND 7718 CANADIAN REGISTRATIONS CF-DON CF-DOO CF-DOP AND CF-DOQ RESPECTIVELY PURCHASED BY ASSOCIATED AIRWAYS LIMITED P O BOX 424 EDMONTON ALBERTA CANADA BEING PREPARED.

CHARLES F DYCER CIVIL AERONAUTICS ADMINISTRATION

Adresse et numéro de téléphone de l'expéditeur pour référence.
Sender's address or telephone number for reference.

102 Blowey Kennedy

TAYLORCRAFT AVIATION CORPORATION
ALLIANCE, OHIO

ACTUAL WEIGHT AND BALANCE REPORT

MODEL BC-12D

SERIAL NO. 7717

LICENSE NO. CF-DOP

DATE 9/9/46

PREPARED BY R. W. Champion
R. W. Champion

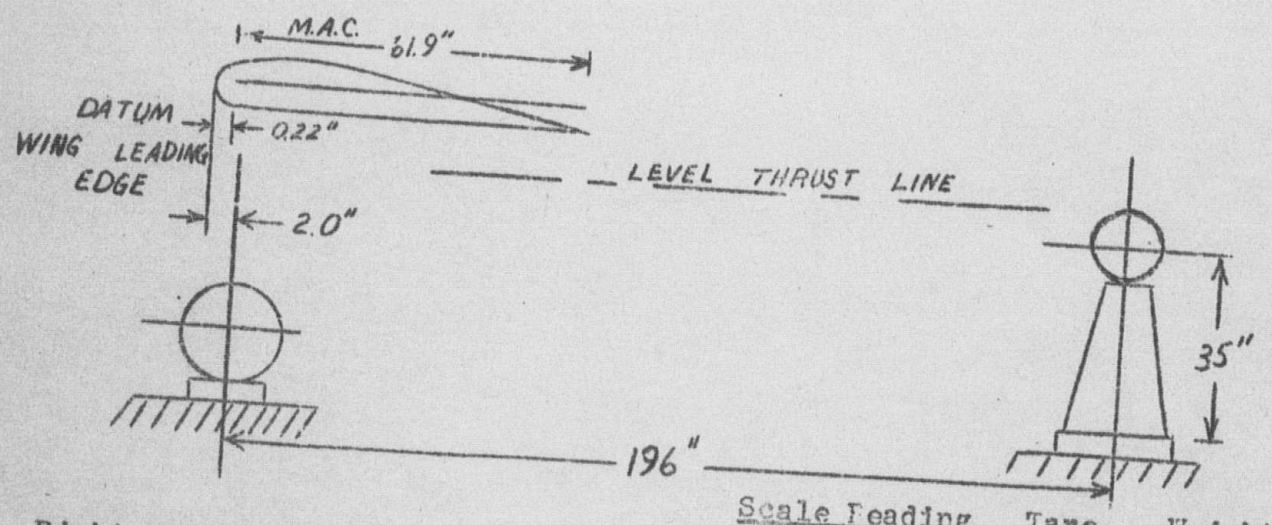
CAA INSPECTOR Kenneth M. Harder

copy to K

Section 1.

Aircraft Weight

A. Empty Weight as weighed (Level Landing Position)



	Scale Reading	Tare	Weight
Right Wheel			
Left Wheel			352
Tail Wheel			361
			62.5
	Actual Weight plus Oil		775.5
	Oil = 1 gal. 7.5 lbs.		-7.5
	Empty Weight		768.0

C.G. Empty (as weighed) aft of wheel centerline = $\frac{62.5 \times 196}{775.5}$ = 15.80 inches

C. G. is aft of leading edge of wing = 15.80" + 2.0 " = 17.80 "

Section 2. Most Forward C.G. Loading Condition

Item No.	Name	Weight	Hor. Arm	Moment
1.	Empty Weight (as weighed including oil)	775.5	17.80	13,804
2.	Fuel - 12 gal. (fuselage tank)	72	-9.	-648
3.	Pilot	170	23.	3910
		1017.5	16.77	17,066

Datum to M.A.C. Leading Edges . 22 inches

Percent of M.A.C.= $\frac{16.77-.22}{61.9}$ = 26.74 %

C.G. aft of leading edge of wing= 16.77 inches

Section 3. Most Rearward C.G. Loading Condition

Item No.	Name	Weight	Hor.	Arm Moment
1.	Empty Weight (as weighed including oil)	775.5	17.80	13,804
2.	Fuel - 6 gal. (fuselage tank)	36	-9	-324
3.	Pilot & passenger	340	23	7820
4.	Baggage	~~48.5~~ 40	40	~~1940~~ xxxxx
		1200.0	19.37	23,240

Datum to M.A.C. Leading Edge = 22 inches

Percent of M.A.C. = $\frac{19.37-.22}{61.9}$ = 30.93 %

C.G. aft of leading edge = 19.37 inches

STANDARD EQUIPMENT LIST FOR TAYLORCRAFT BC12D

Schnutt 2-ply Tires

Aeromarine Tachometer

Aeromarine Altimeter

Aeromarine Airspeed

Oil Pressure Gauge

Oil Temperature Gauge

Dual Ignition Switch

Shock Cords

Primer

Throttle Control

Carburetor Heater

Cabin Heater

Propeller

Continental A65-8 Engine Dual Ignition

Navigation Lights, Battery & Box

Flightex 3½ oz. cloth

Removable Equipment Including Installation Weight

- Ahead of leading edge of wing	+Rearward of leading edge
Parking brake	Wt. 1.0 lbs. - 9
Carwell Aero Eng. Co. Compass Type 55	Wt. 2.0 lbs. - 3.5"
Shinn Devices Brakes 6C4HB	Wt. 6.0 lbs. + 1"
Steerable Tailwheel	Wt. 2.0 lbs. + 193"
Total	11. lbs.

Edmonton, Alta.
Skyways
Associated Airways Limited
U.S.A.
DIRECT.

Sept. 20, 1946.

Associated Airways Limited,
Edmonton, Alta.

Reference No. 7729
In account with
Russell Johnson
Licensed Customs House Broker
218 McLeod Bldg. Phone 21264

2

4	Aircraft, not including engines	6199.44	4	6230.44	6230.	20%	1246.00			Ex440L
	Model BC12D									
	Serial Nos. Reg. 7715 CF-DON 7716 CF-DOO 7717 CF-DOP 7718 CF-DOQ									
	Engines, imported for use only in the equipment of aircraft	1600.56	4	1608.56	1609.	17½%	281.58			440N
	Serial Nos. 5101968 5097668 5084768 5101868									
		7800.00			7839.		1527.58	9366.58	749.33	

From: Taylorcraft Aviation Corp., Alliance, Ohio
9-10-46

7800.00

Total Duty & Tax	2276.91
Brokerage	5.00
Total Amount	2281.91

Sept. 20/46

RUSSELL JOHNSON

Form ACA 502
DEPARTMET OF COMMERCE
Civil Aeronautics Administration
(Rev. 3-1-44)

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: Taylorcraft
MODEL: BC12-D Deluxe
MANUFACTURER'S SERIAL NO.: 7717
C. A. A. IDENTIFICATION MARK: CF-DOP

MANUFACTURER OF ENGINE: Continental
MODEL: A-65-8
SERIAL NO.: 5097668

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,
Taylorcraft Aviation Corporation, the undersigned, whose
(Seller)
address is North Benton Road, Alliance, Ohio
does this 6th day of September, 19 46, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto
(Purchaser)
Associated Airways, Ltd.
P. O. Box 424
whose address is Edmonton, Alberta, Canada, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever

IN TESTIMONY WHEREOF, we have set our hand and seal this 6th day of September, 19 46

Taylorcraft Aviation Corporation
Bernard Russ (SEAL)
(Seller's signature) Vice-President

ACKNOWLEDGMENT

STATE OF Ohio
COUNTY OF Stark } 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 6th day of September, 19 46, before me appeared Bernard Russ, to me personally known, who, being by me duly sworn, says that he is the Vice-President of the Taylorcraft Aviation Corporation 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 Bernard Russ 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.

Alvine Snyder
Notary Public.

My commission expires My Commission Expires Dec. 6, 1948, 19....
(SEAL)

4 241.3 9-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect. ASSOCIATED AIRWAYS LIMITED

Signature of Applicant.....

Date of Application.....July 29, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ASSOCIATED AIRWAYS	Post Office Box 424	Canadian
LIMITED	Edmonton, Alberta.	

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
Thomas P. Fox	President	12040 - 88th St.	Canadian
David C. Dyck	Vice-President	10517 - 128th St.	Canadian
Clara B. Fox	Secretary-Treas.	12040 - 88th St.	Canadian

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

Usual Station.....Edmonton, Alberta.

Date of manufacture or reconstruction.....September, 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 fo certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of owners without further fee.

noted JC

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Taylorcraft Aviation Corp.

Type BC12D DeLuxe Maker's No. 7717

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36'	
Length o/a in feet	22'	
Height o/a in feet	6' 6"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 776

Total weight authorized (fully loaded) in lbs 1200 Air speed 140 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter, Tachometer, Air Speed Indicator, Compass
2. Gauges Oil Pressure, Oil Temperature.
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One
6. Parachutes Nil
7. Tools Nil
8. Other Equipment First Aid Kit

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65-8			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

We recommend that certificates be issued as applied for and forwarded direct to the owners, please.

Date July 29, 1947. Signature [signature] D.I.A.R.

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations



UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE
WASHINGTON

This certifies that the component part(s) of

TAYLORCRAFT BC12-D, SERIAL NO. 7717

to which this tag is sealed, and described on reverse side hereof, has been APPROVED as airworthy under Specification No. 696

Date September 12, 1946

Kenneth M. Warder
KENNETH M. WARDER
Inspector, Bureau of Air Commerce.
For: The Secretary of Commerce.

Form 186 GPO 145862

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

DOA

2
8-45

Edmonton, Alberta, July 30, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D4-16	Taylorcraft BC12-D Deluxe CF-COP Serial No. 7717	1-639

~~A14825~~

A14353

TRANSPORT-RECORDS
AUG 5 P.M.
5008-D15-16
File

Controller of Civil Aviation,
Ottawa.

1. Herewith application in duplicate for registration commercially of the subject aircraft in the name of Associated Airways Limited of P. O. Box 424, Edmonton, Alberta, together with:

(a) Bill of Sale from Taylorcraft Aviation Corp. to Associated Airways Ltd.
(b) Customs Declaration.
(c) Copy of Actual Weight and Balance report.
(d) Copy of temporary C of A and C of R issued the subject aircraft on July 29/47.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #4, Receipt No. 26596.

3. If application is approved we recommend that formal Certificates of Registration and Airworthiness be issued this aircraft in the name of Associated Airways Limited, and that they be forwarded direct to the Owners please.

Xpost Cert?
Yes

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

KFS/p
Enc.

402 Blowey-Henry Bldg.,
Edmonton, Alberta,

July 29,

Associated Airways Ltd.,
P. O. Box 424,
EDMONTON, Alberta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: BC12-D
Serial No.: 7717
Registration Marks: CF-DCP

This authority is issued for:

VFR
Day flying only
Weights:

Fuel..... 144 lbs.
Oil..... 9 lbs.
Crew..... 170 lbs.

	Empty	Commercial	Gross
Landplane	768 lbs.	109 lbs.	1200 lbs.
Seaplane			
Skiplane			

Minimum number of crew..... One
Number of passengers permitted..... One
Commercial Yes
Private No
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after.. September 26th, 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.

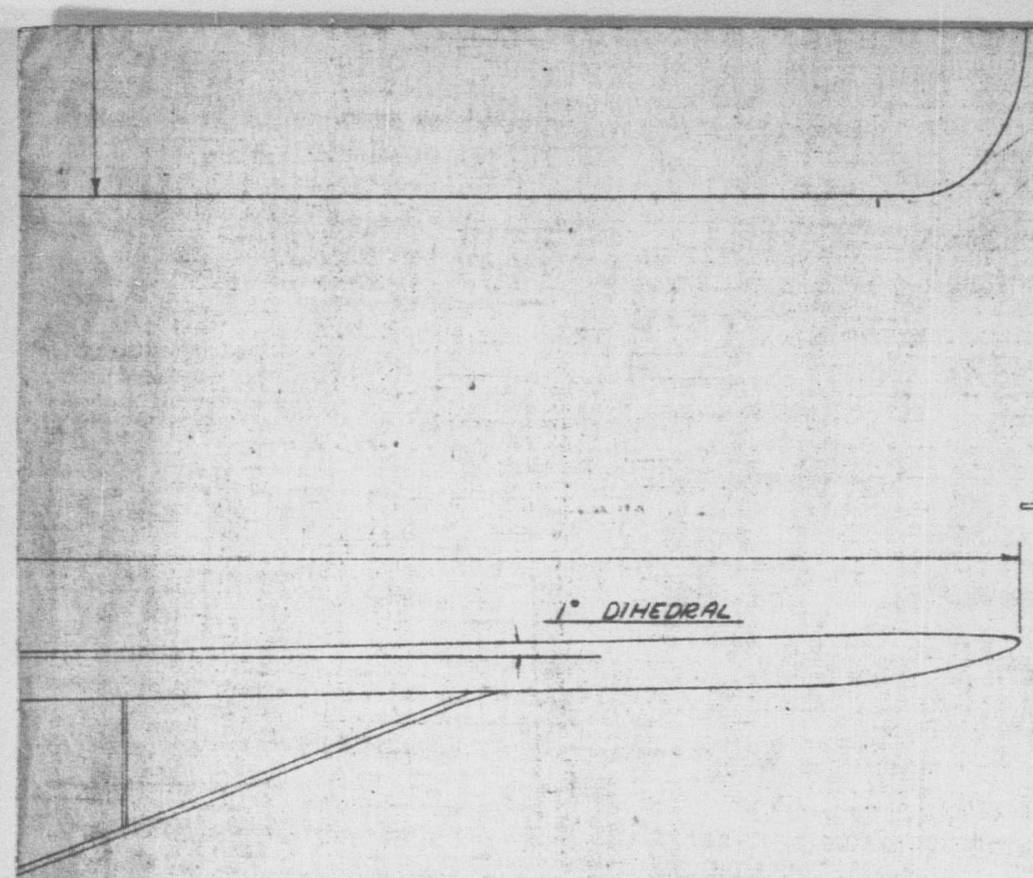
Yours very truly,

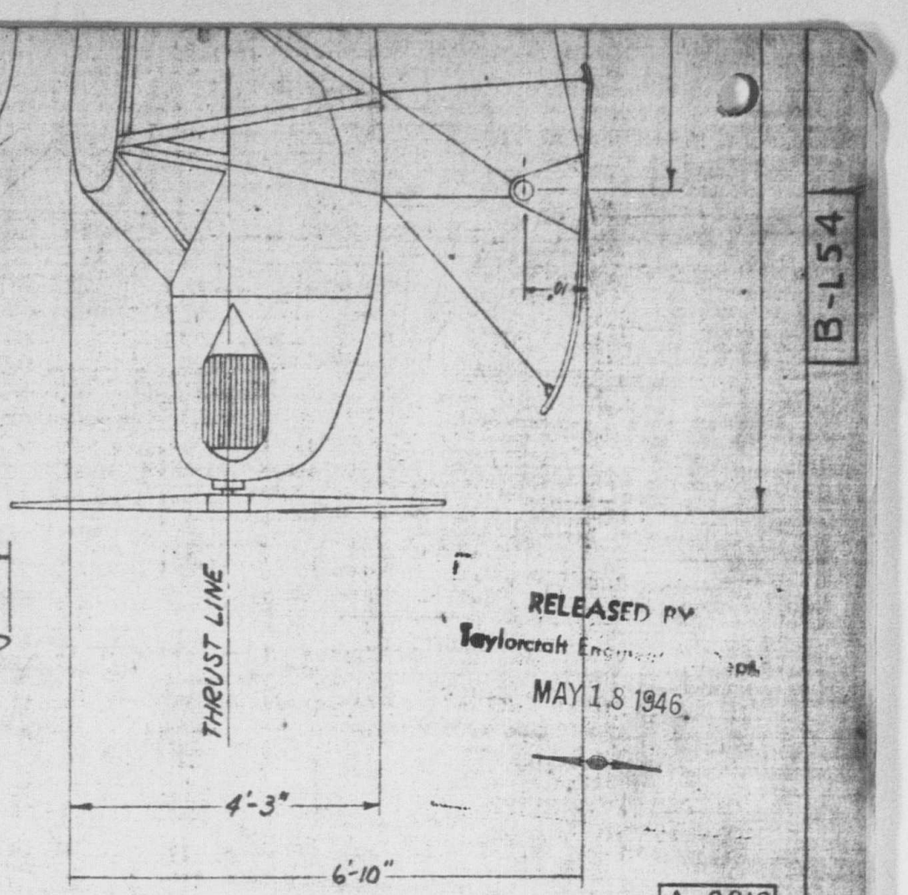
R S Keetley

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

KFS/p

Ch





B-L54

RELEASED BY
Taylorcraft Engineering Dept.
MAY 18 1946

APPROVED FOR 1100 LBS. GROSS

SEE DRAWINGS A-L501 A-9018 A-9019 A-9020

FEDERAL SKI SA-1 INSTALLATION

REV.	DATE	REVISION & SERIAL NO. FIRST USED	ZONE	BY	CHKD.

ON ASSEM.

SPEC.	KIND	FORM	PART NO.	UNIT	W. x T x L.

TAYLORCRAFT AVIATION CORP., ALLIANCE, O.

LIMITS ON DIMS
* FRAC. ±
DEC ±
ANG. ±
FINISH SPEC.

(2) √ HAND FINISH
(3) √ SMOOTH MACH.
(4) √ ROUGH MACH.
(5) √ ROUGH FILE OR GRIND
(6) √ SAND BLAST

NEAREST TENTH LB.
EST.
ACT.

SUPERSEDES
OF

SCALE
SIZE
& NOTED

STR.
APPR.

DRAWN DATE A.S.
CHKD. DATE

D

B

MODEL NO.

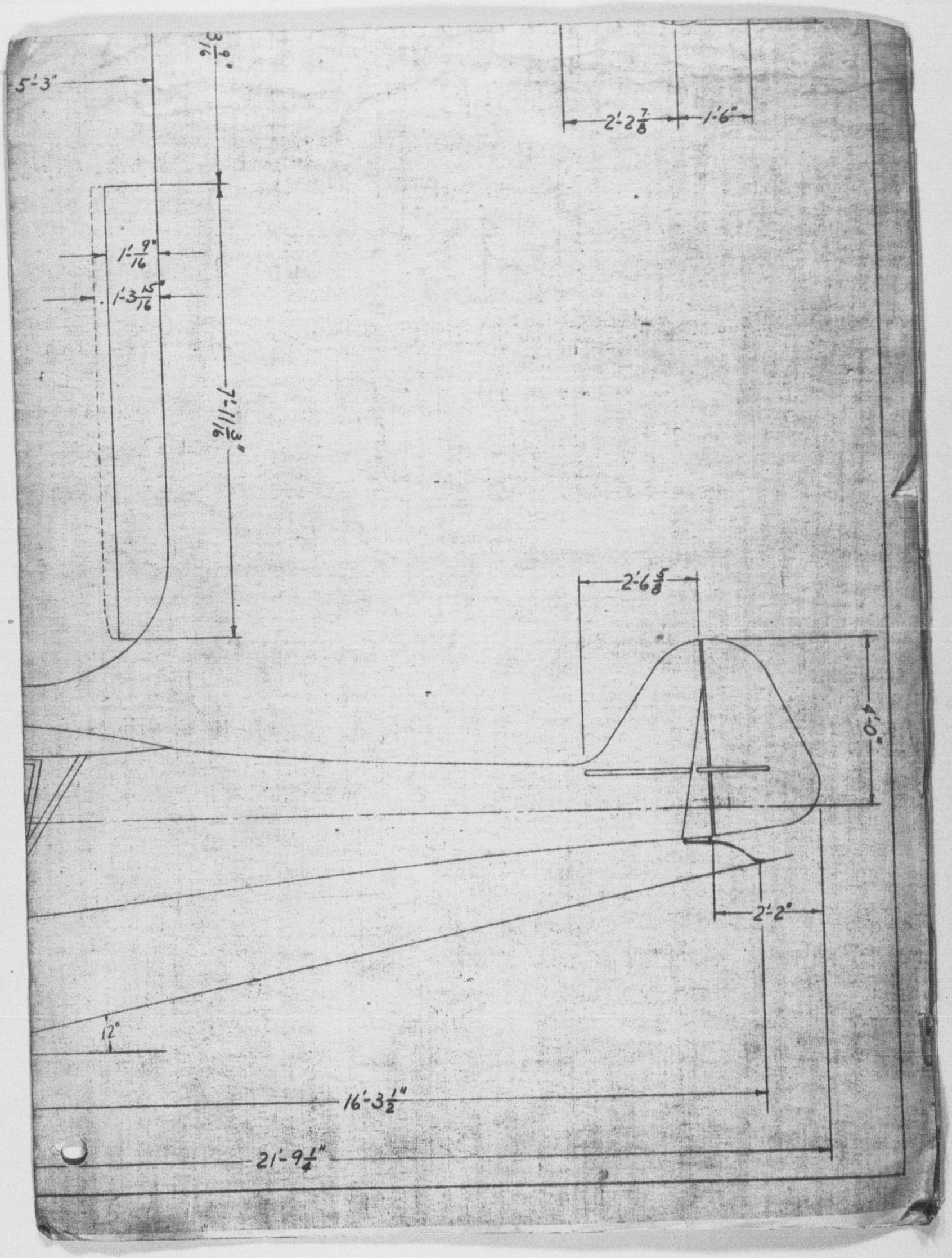
STOP
START

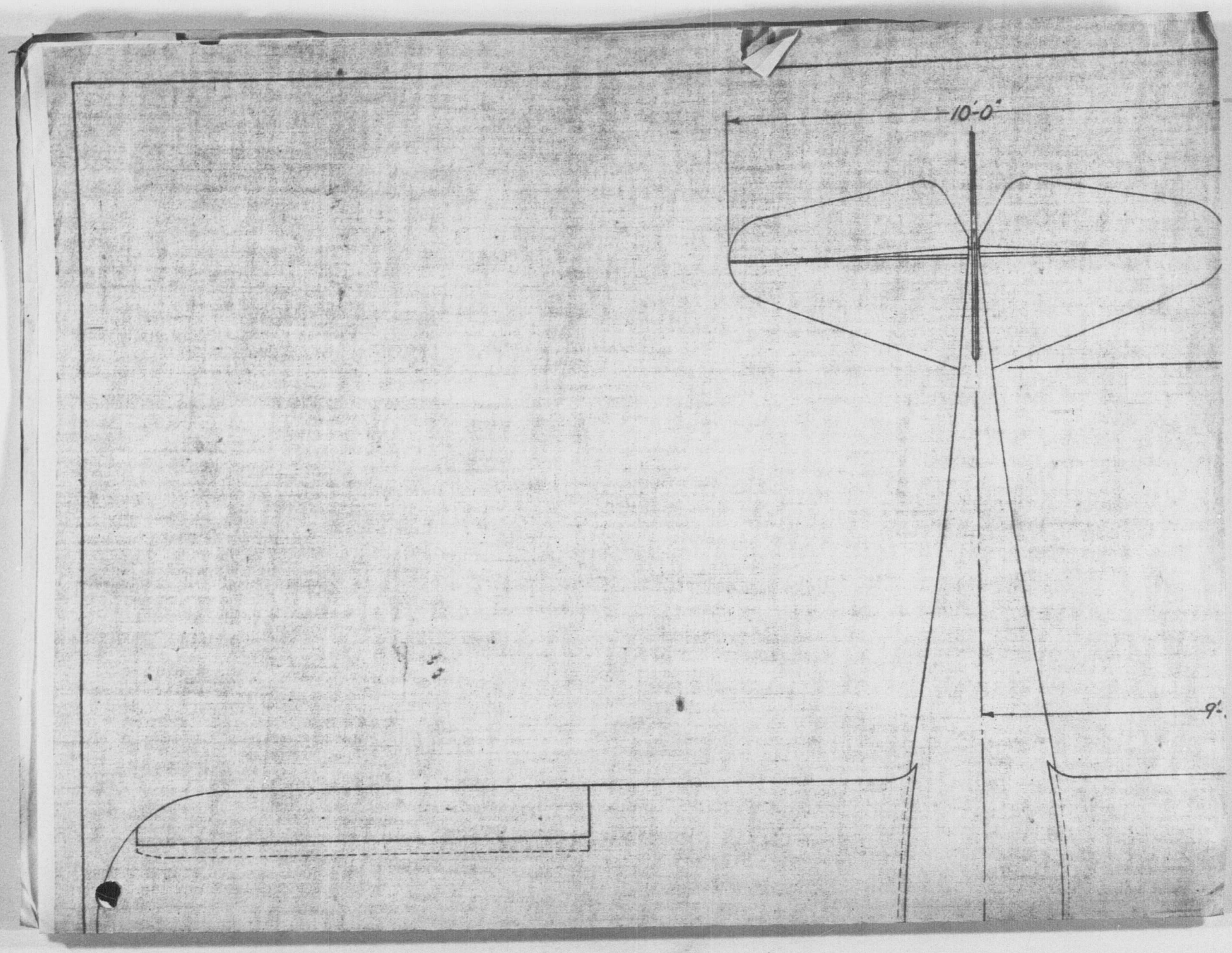
DWG. NAME
TAYLORCRAFT SKIPLANE
MODEL B - THREE VIEW LAYOUT

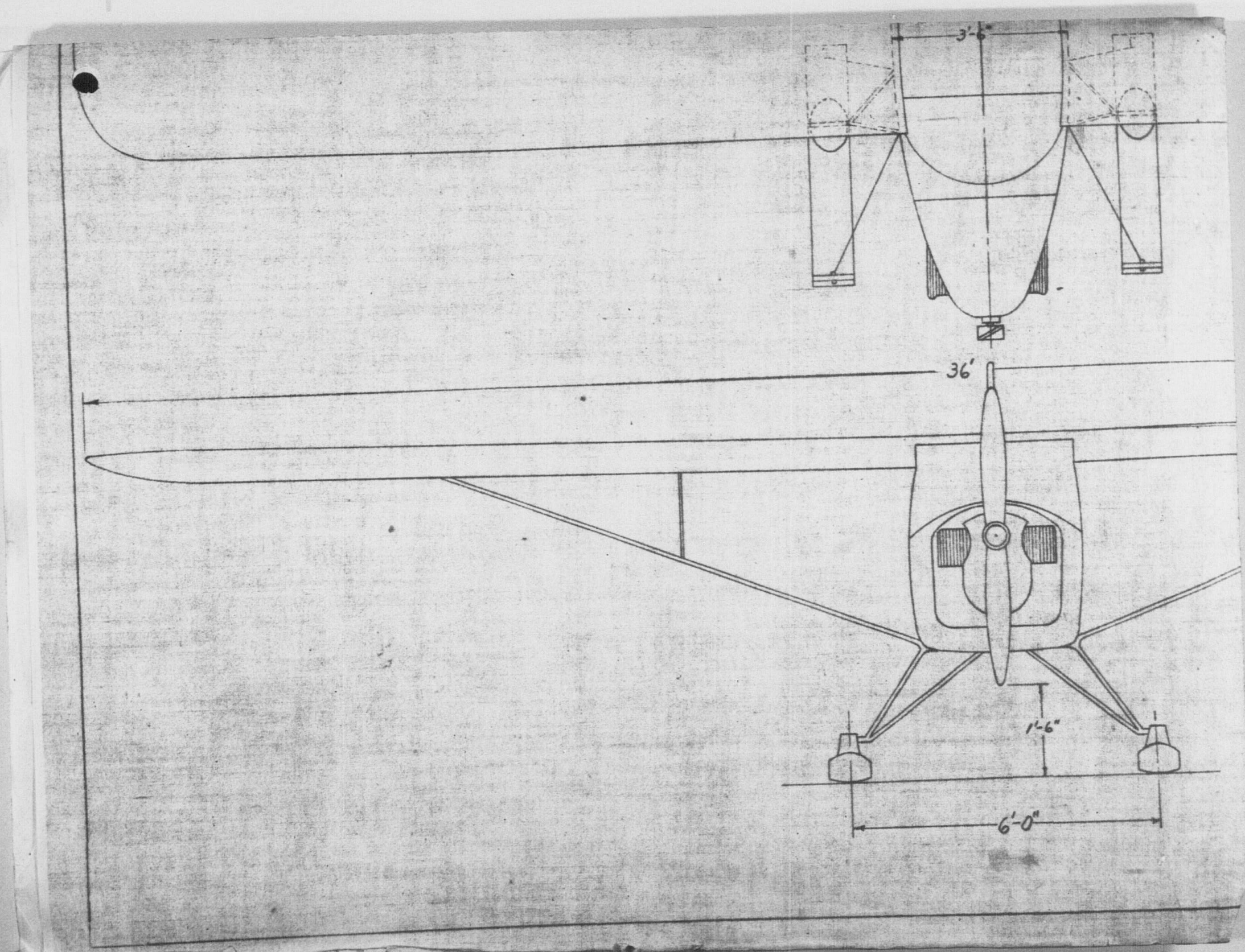
DWG. NO.
B-L54

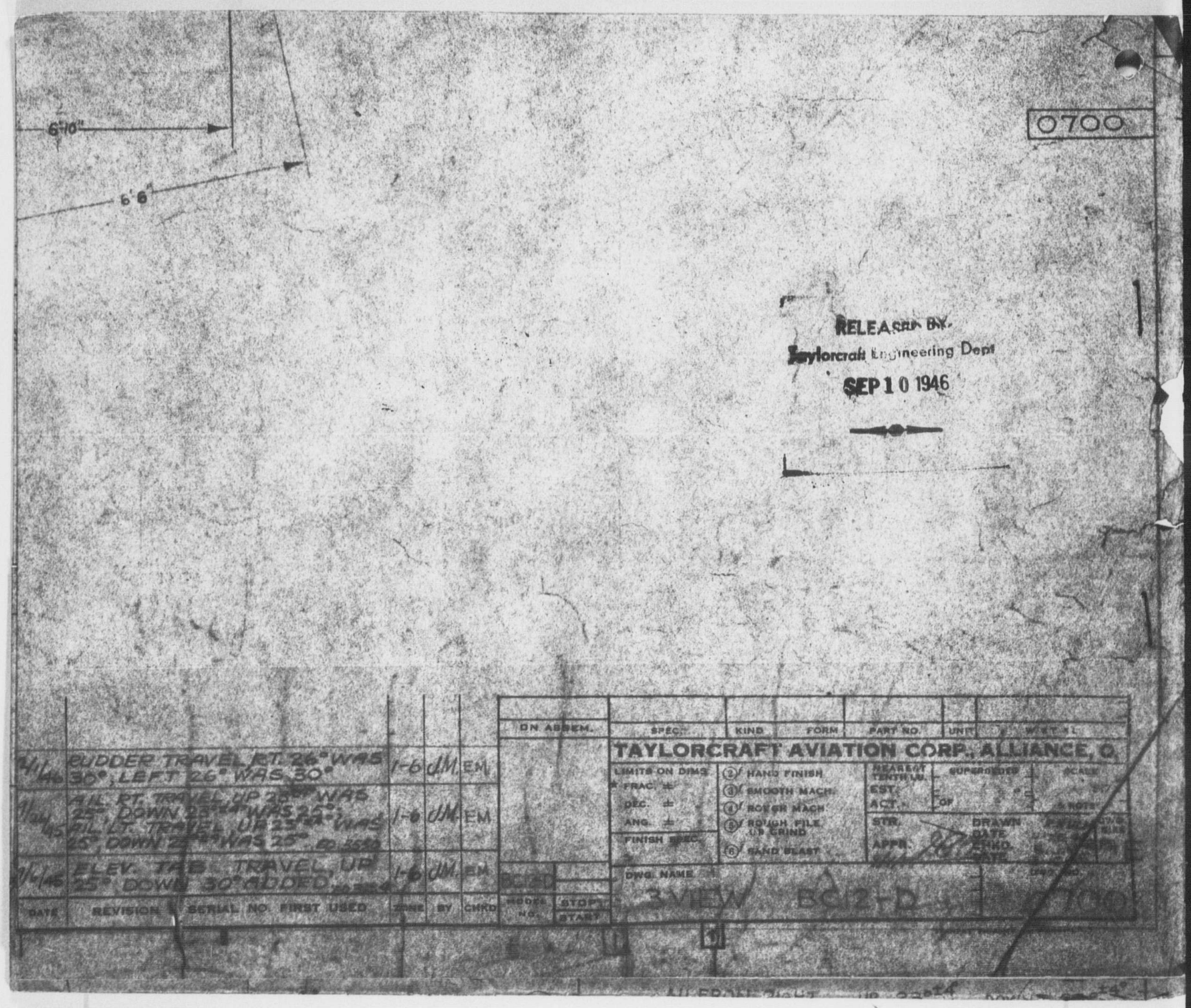
1

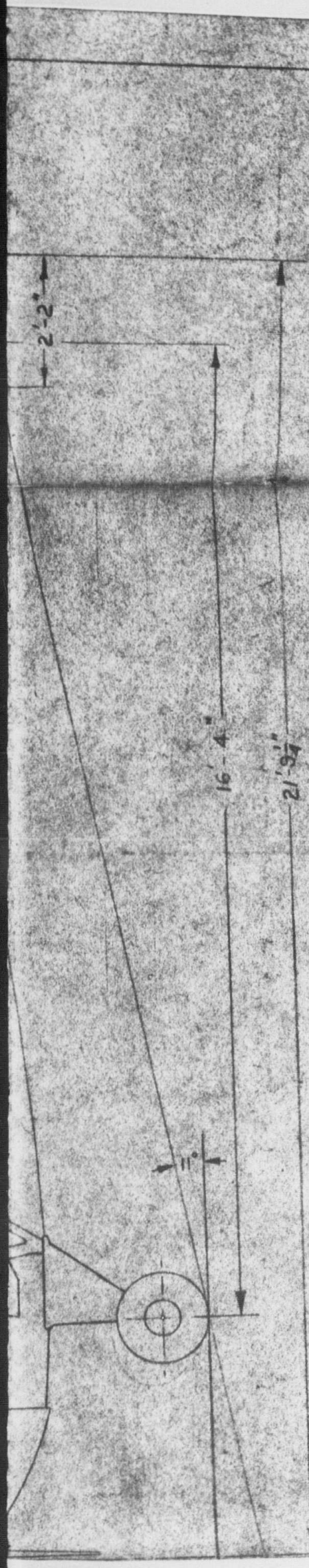
MICRO SAFETY




10'-0"
9'-


3'-6"
36'
1'-6"
6'-0"


6'10"
6'6"
0700
RELEASED BY
Taylorcraft Engineering Dept
SEP 10 1946
DN ASSEM.
SPEC.
KIND
FORM
PART NO.
UNIT
TAYLORCRAFT AVIATION CORP., ALLIANCE, O.
LIMITS ON DIMS
FRAC. ±
DEC. ±
ANG. ±
FINISH SPEC.
HAND FINISH
SMOOTH MACH.
ROUGH MACH.
ROUGH FILE OR GRIND
SAND BLAST
NEAREST TENTH LB.
EST.
ACT.
SUPERSEDES
SCALE
STR.
APPR.
DRAWN
DATE
CHKD.
DATE
DWG. NAME
3VIEW BC12-D
DATE
REVISION
SERIAL NO. FIRST USED
ZONE
BY
CHKD
MODEL NO.
STOP
START
2/1/46 RUDDER TRAVEL RT. 26° WAS 30°, LEFT 26° WAS 30° 1-6 JM EM
9/24/45 AIL. RT. TRAVEL UP 25° WAS 25°, DOWN 25° WAS 25°; AIL. LT. TRAVEL UP 25° WAS 25°, DOWN 25° WAS 25° 1-6 JM EM
9/6/45 ELEV. TAB TRAVEL UP 25° DOWN 30° ADDED 1-6 JM EM
BC12-D



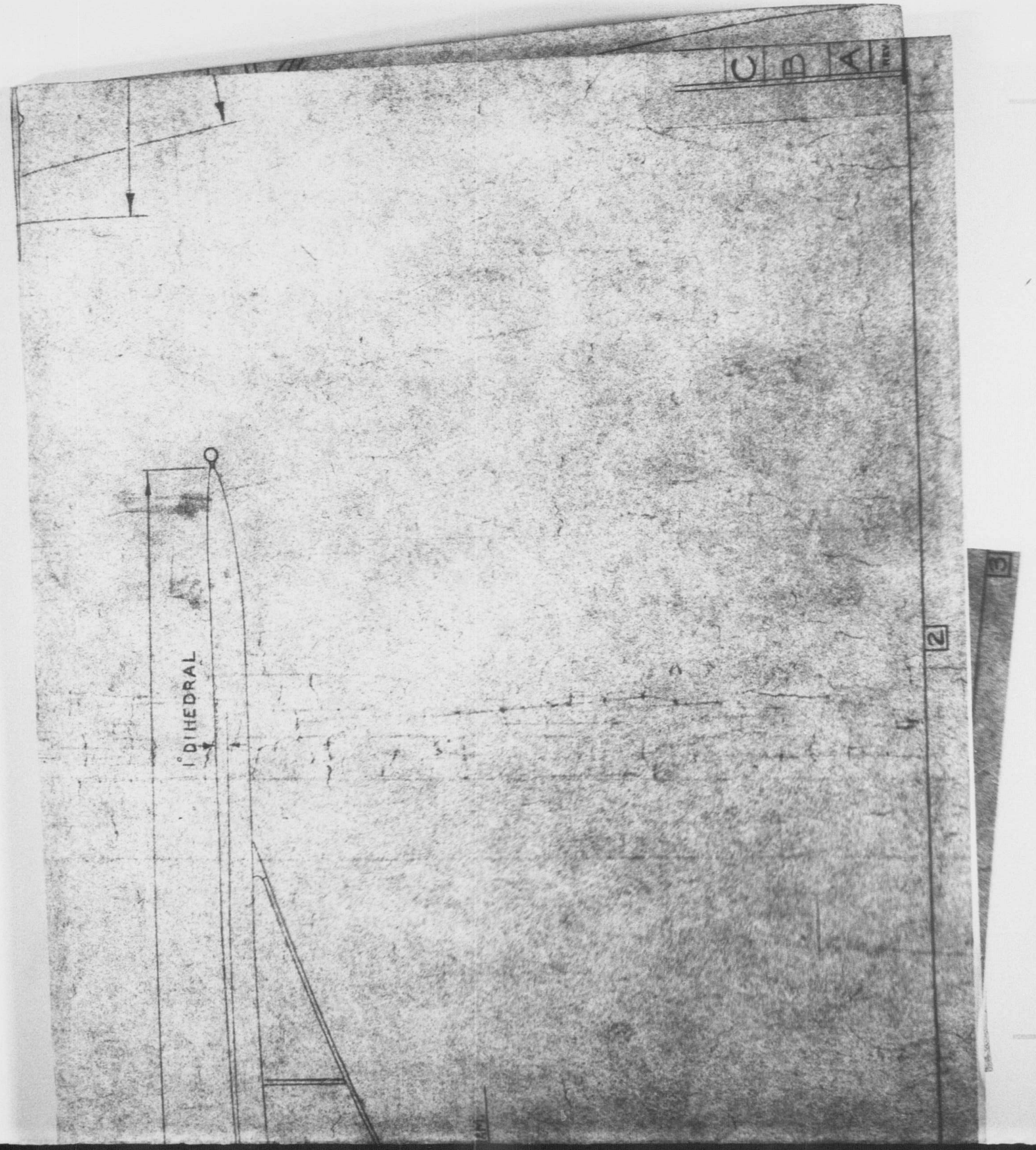
SURFACE AREAS IN SQ. FT. (TOTAL)	
WING	183.71
AILERON	20.0
FIN	3.7
RUDDER	6.3
ELEVATOR	10.66
STABILIZER	13.0

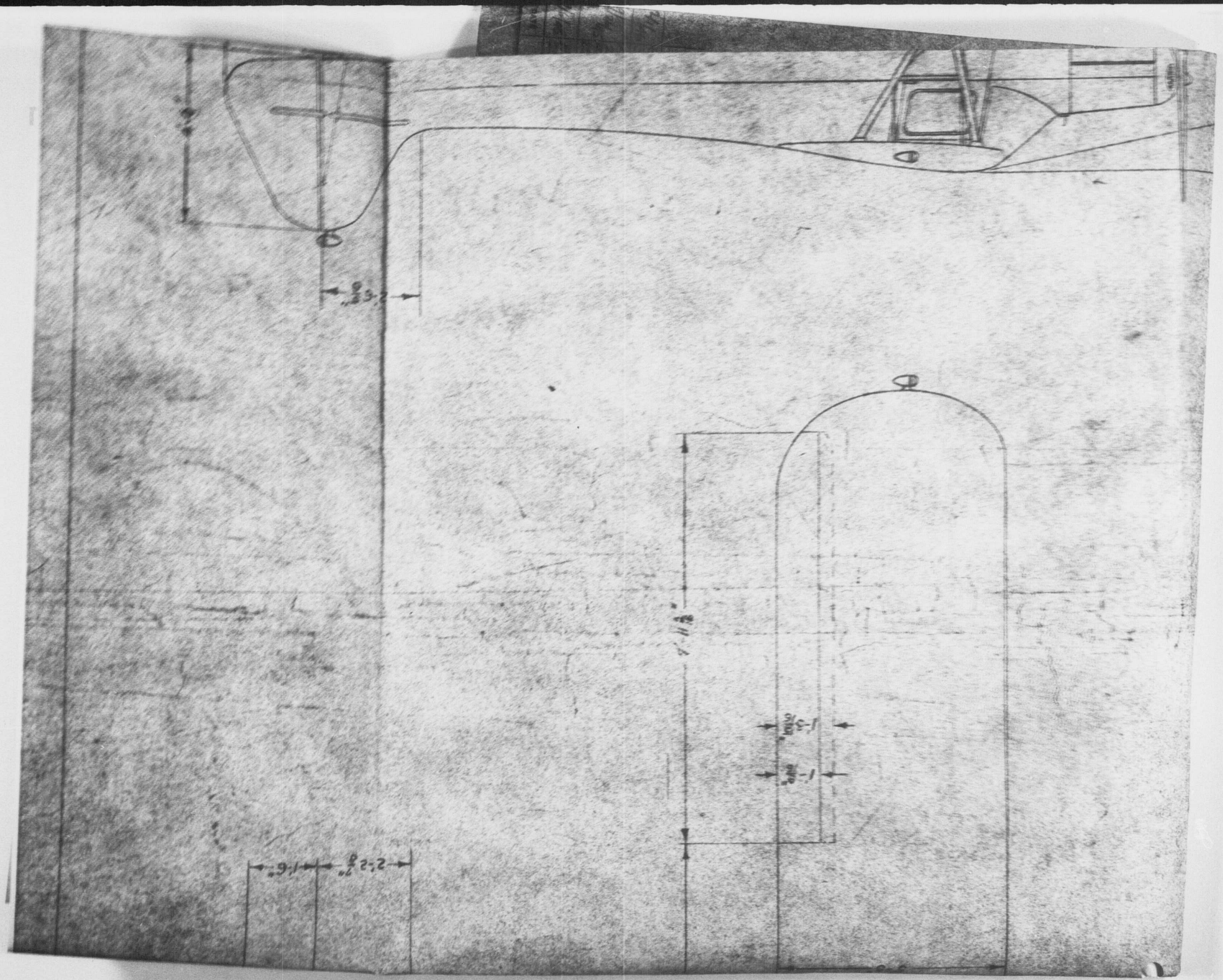
8. ENGINE CONTINENTAL #A-65-8

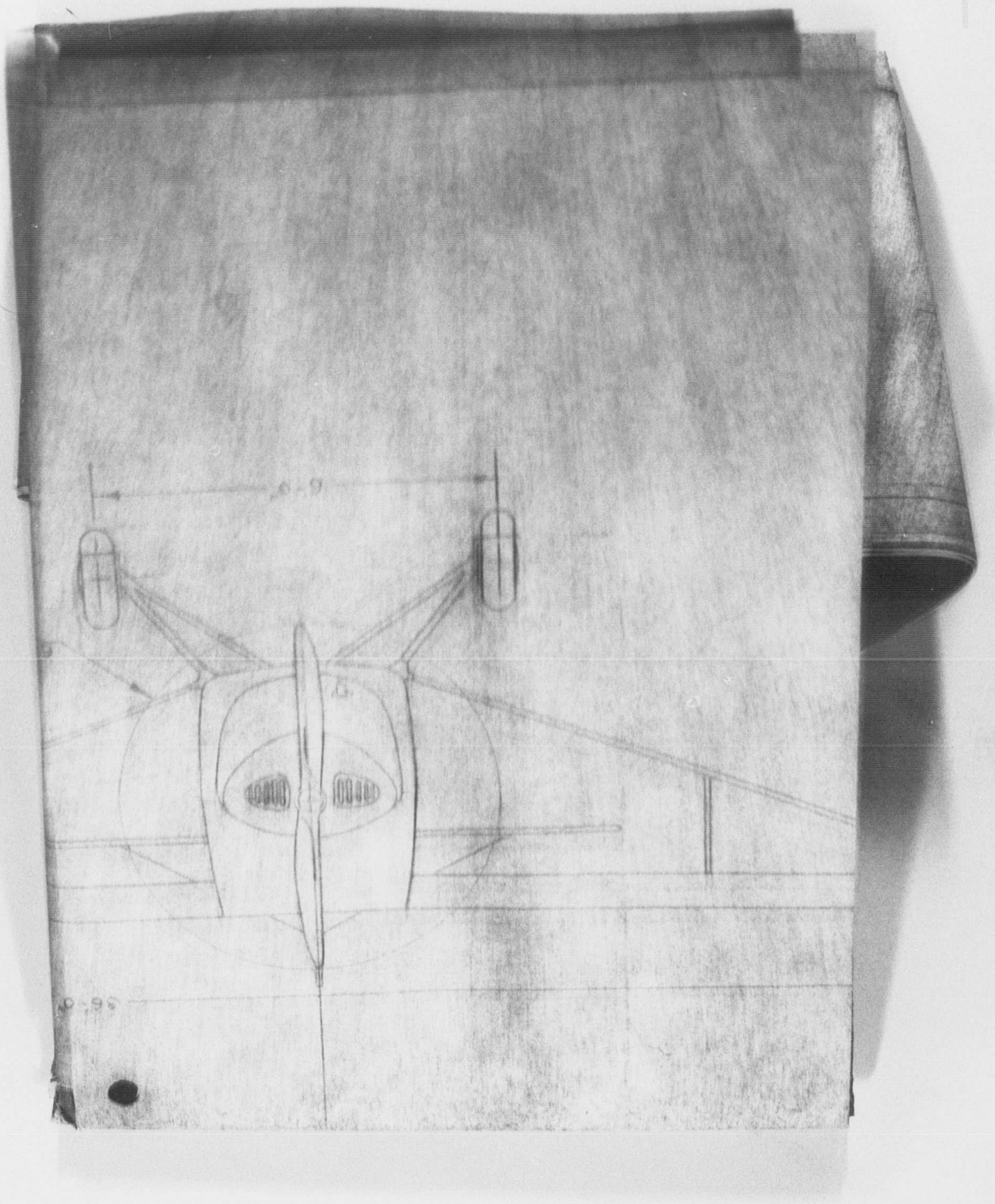
9. ALL DIMENSIONS REF. ONLY SEE SPEC.

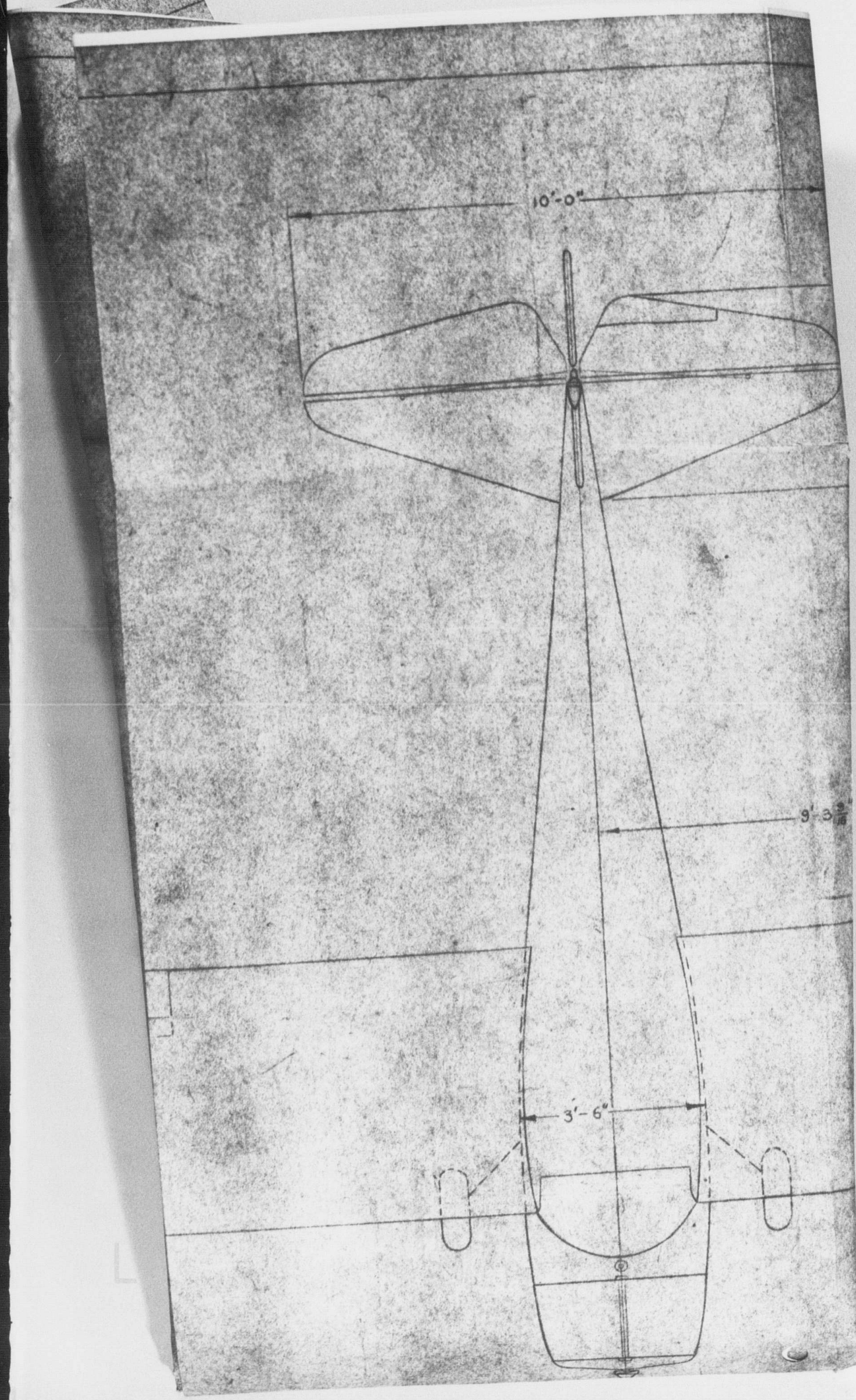
10. CONTROL SURFACE TRAVEL TOL. ±2°

Ⓐ	ELEVATOR TAB	UP 25°	DOWN 30°	
	ELEVATOR	UP 27°	DOWN 25°	
Ⓑ	AILERON RIGHT	UP 23° ±4°	DOWN 25° ±4°	
	AILERON LEFT	UP 23° ±4°	DOWN 25° ±4°	
Ⓒ	RUDDER	RIGHT 26°	LEFT 26°	


1° DIHEDRAL


1'-3 3/8"
1'-6"
2'-2 3/8"
1'-6"




10'-0"
9' 3 3/16"
3'-6"

INSTRUCTION MANUAL - MODEL B & B12

FOREWARD

This instruction book has been compiled with the view of giving the private owner or operator of Taylorcraft airplanes sufficient knowledge of the construction, operation and care of the airplane so that the service and satisfaction built into it may be obtained.

Carelessness in one form or another is the true source of practically all airplane mishaps. Neglect of, or improper inspection on the ground is the hardest form of carelessness to overcome. While we all condemn reckless flying, improper care on the ground cannot be too strongly pointed out as the most dangerous form of recklessness. Be sure, therefore, when taking delivery of your Taylorcraft airplane that you know how to care for it and if you cannot give it thorough and regular care, put it in the hands of a competent mechanic and give him free use of this Service Manual.

In case of doubt concerning any service or operating problems not covered in this manual, or obtainable through our sales representatives, consult our Service Department which is maintained to assist you in obtaining economical and efficient service from your Taylorcraft.

WARRANTY

The Taylorcraft Aviation Corporation warrants each new airplane or part manufactured by them, when used under normal conditions, for ninety days, or in no case exceeding fifty hours flying time, after delivery of plane from the factory. This warranty is limited to replacing or repairing at the factory, any part or parts which have been returned to the factory, with transportation charges prepaid and which, in its opinion, are defective. This warranty is in lieu of all warranties and representations, expressed or implied, and all other obligations or liabilities on the part of the Taylorcraft Aviation Corporation.

This warranty does not cover any labor charges for replacement of parts, adjustments, repairs, or any work done by Taylorcraft Aviation Corporation, or other parties.

This warranty shall not apply to any aircraft or part repaired or altered outside our factory in any way, so as in our judgment to affect its operation, or which has been subject to misuse, negligence, or accident.

The Taylorcraft Aviation Corporation makes no warranty with respect to motor, instruments, propellers, tires, wheels or other trade accessories, inasmuch as they are usually warranted by their respective manufacturers.

The Taylorcraft Aviation Corporation reserves the right to change the design, aircraft, parts, specifications, prices, etc., without incurring any responsibility with regard to aircraft or parts previously sold or replaced.

The Taylorcraft Aviation Corporation is not responsible to any purchaser or any party or parties, for any representation, undertaking, promise or warranty, made by representatives selling its products, beyond those herein expressed.

SERVICE

The Taylorcraft distributors and dealers are rapidly building up their Service Departments. Parts are available and they have efficient licensed mechanics. When in need of service, contact the nearest Taylorcraft representative. The factory maintains a Service Department to assist the representatives and you, to obtain the most service from your airplane.

HOW TO ORDER PARTS

When ordering parts, always give the following information to the Taylorcraft representatives:

1. The model, Serial No., NC No., and engine Serial No. of your plane, The model and serial number can be found on the metal plate attached to the floor board on the right side of the cabin.
2. The part number and name of the piece wanted, whenever possible. (See Diagram) If you cannot find the part number give as complete a description as possible of the part required and location, stating right or left. A sketch is frequently of assistance in filling orders.
3. Quantity needed. THIS IS IMPORTANT.
4. If representatives do not carry the part needed, state -- to whom the shipment is to be made, address to where parts are to be sent, transportation - Parcel Post, Air Mail, Air Express, Railway Express or Freight.
5. Parts will be shipped C.O.D. unless credit is established or a certified check or money order accompanies the order.
6. Parts ordered to be shipped by Air Express must be accompanied by a money order or a certified check.
7. For engine service, contact the engine manufacturer's service station directly.

NOTE: In order to avoid delays, all communications should be addressed to the attention of the Service Department.

RETURN OF PARTS

Parts returned for replacement, repair, or credit should be accompanied by a letter stating the reason for return with the plane serial number and number of hours the parts have been in service. All possible information that will assist us to determine the cause of the trouble is essential. Transportation must be prepaid.

PRICES

Prices are subject to change without notice.

GENERAL DESCRIPTION

The Taylorcraft, Model B or B12, is a high wing strut braced, two place cabin monoplane and is available as a land plane or seaplane. The Model B or B12 is obtainable with the following 65 horsepower engine installations:

Lycoming O-145-B
Franklin 4AC-176-B2
Continental A-65-8

SPECIFICATIONS

General (All Models)

Wing Span	36 ft.
Height (Tail Down)	78 in.
Wing Chord	63 in.
Length Overall	21 ft.9 in.
Dihedral	1 degree
Wheels	Shinn
Tires	6.00 x 6 2-pl
Tail Wheel	6 x 200

FUSELAGE

The fuselage is composed entirely of steel tubing welded into a unit structure. All members are of S.A.E. No. 1025 or No. 4130 steel. All members are jig cut and in case of replacement they can be furnished ready for welding into the fuselage.

All fuselage tubes are given a protective coating of primer.

Saltwater seaplane fuselages require extra fittings and special corrosion protection. Fresh water fuselages have no special corrosion protection. Care should be taken to give replacements for seaplanes the same corrosion protection as the original material. All saltwater seaplane fuselage tubes are sandblasted, primed, coated with enamel, and oiled on the inside. Information concerning the size and material on any member can be obtained from the Service Department.

WINGS

The wings are a built-up structure having two solid spruce spars braced with steel tubular drag struts and steel tie rods. The ribs are built up of riveted nicralumin sections and nailed to the spars. The leading edge is formed of sheet nicralumin fastened to the ribs by self-tapping metal screws. The wings are covered with medium airplane fabric which is sewed to the ribs with 6U commercial gray waxed linen, right twist, rib cord, reinforced by means of 3/8" herringbone tape and covered with 1-1/2" pinked edge wing tape. Seven or more coats of high grade airplane nitrate dope provides the cloth with tautness and finish.

AILERONS

The ailerons are also a built-up structure with a spruce spar and with stamped aluminum ribs. Aluminum leading edge is fastened to the ribs by means of self-tapping metal screws and nailed to the spar. They are fabric covered and doped. The ailerons are attached to the wing

AILERONS * CONT.

THROUGH STEEL HINGE BRACKETS WHICH ARE BOLTED TO THE REAR SPAR IN THE wing. The center hinge bracket carried a horn from which a tubular drag link transmits the motion to the ailerons.

TAIL SURFACES

The tail surfaces are built up with steel tubing frame work and formed steel ribs. The two stabilizers and the fin are bolted to the fuselage and wire braced. The two elevators are bolted at the horn so that they act as a single unit. The fuselage, fin and stabilizers are equipped with replaceable bronze bushings which should be oiled frequently.

LANDING GEAR

The landing gear is built of tubing forming two separate units and are individually hinged to the fuselage. Each has replaceable bronze bearings, which should be oiled frequently. (See diagram)

No part of the landing gear is heat treated. The shock absorbers for each side consist of two 9/16" shock cords. There is a rubber bumper installed on the shock truss in the fuselage which separates the landing gear and the fuselage structure at the point where the shock cord is attached. A stop cable is also provided at this point to prevent the shock cord being stretched beyond its elastic limit. Roller bearings are installed in the wheels. The brakes are cable controlled and of the internal expanding type with the lining on the drums.

Standard planes without brakes are equipped with a spring leaf tail skid. When brakes are installed, a special spring with a full swivel tail wheel is used in place of the spring and skid. A steerable tail wheel is also available.

CONTROLS

The control system has dual wheels attached to an H column to control the elevators and ailerons. The control wheel shafts slide through composition bearings and are connected to the control column by a universal joint. These wheels may be removed by removing the bolt connecting the shaft to the universal joint. Always remove the rear hub of the universal joint when removing duals. The right set of rudder pedals may be removed by removing one bolt from each pedal.

Flexible steel cables are used throughout the control system to transmit motion. All pulleys are mounted on graphite bronze bushings. The trim tab control on the model B is below the left seat and is to compensate for slight nose or tail heaviness. To correct for nose heaviness, the handle is raised and to correct for tail heaviness, the handle is lowered. The trim tab control on the model B12 is located on the ceiling, and is turned clockwise to correct for nose heaviness. See diagram for lubrication and adjustment of trum tab.

ENGINE CONTROLS

The engine controls consist of an ignition switch, throttle, a carburetor heater, gas shut-off and primer. There is an altitude adjustment on the Continental carburetor equipped engines, and available on the Lycoming and Franklin at extra cost. Operation instructions for the controls are shown on the instrument panel or control knobs. The throttle is located at the lower center of the instrument panel and is of the push-pull type. The throttle is pushed forward to open.

FUEL SYSTEM

The fuel system on the B12 consists of a twelve gallon terneplate gas tank located in the front of the fuselage and a six gallon tank in the right wing. The valve for the wing tank is located above the corresponding door. The wing tank should be emptied when the main tank is half empty. Fuel is gravity fed to the carburetor. A small copper screen is placed in the outlet of the tank. Flexible hose connections are used between the tank, filtrap and engine. A small copper line is attached to the filtrap inlet to deliver gas through the primer to the cylinders for starting.

The fuel system on the model B consists of a twelve gallon tank in the front of the fuselage as standard, and a six gallon auxiliary tank can be installed behind the seat as extra equipment.

ENGINES

The engines are wet sump motors, having an oil capacity in their crankcase for one gallon of oil each.

ASSEMBLY OF LANDING VEES

The landing vees are made right and left and the bearings should be oiled or greased just before assembly. With the fuselage supported at the front end, the vees are then put in place and assembled with the bolts provided. Tighten the bolts to a snug fit but not tight enough to resist the motion of the landing gear. Looseness permits excessive wear of the fittings. Install one shock cord, then the safety cable, followed by the second shock cord ring for each vee.

To install wheels, place the tapered roller bearings in their proper positions, install special lock washer and tighten nut sufficient to hold the wheel snugly in place. Be careful not to cause any binding.

ASSEMBLY OF WINGS

The wings are attached to the fuselage through the hinge fittings with the bolts provided. Hold or block the wing in its approximate position while the wing struts are installed with the bolts provided.

ASSEMBLY OF WINGS (CONT.)

The proper amount of incidence is built into the fuselage fittings and the dihedral is fixed by the length of the front struts. The rear struts are adjusted at the factory and must be assembled as tagged. After the plane is out in service, it may change balance slightly, by developing wing heaviness. To correct this, remove the bolt at the upper end of the rear wing strut of the opposite of that which is heavy and unscrew the plug 1/2 turn or more until the balance is corrected. After an airplane has received a major overhaul, it may be advisable to check the complete rigging of the airplane. To accomplish this, level the plane laterally by attaching a cord from wing tip to wing tip over the front spar. Place a line level on the center of the string and level the plane by blocking up the low wheel by a jack or other means. Level the plane longitudinally by placing a level on the stabilizer close to and parallel to the fuselage. Use a 30" level to check the incidence at the tip of the wing, (readings to be taken on the first full rib from the tip.) By placing the edge of the level at the forward part of the rear spar along the rib mentioned with the level in horizontal position, there will be a gap between the front edge of the level and the wing of 1-5/16". The plug at the top of the rear strut is used for adjustment. The tail surfaces are bolted to the fuselage and rigged level and plumb with the wings with an ordinary level used along the rear tube of the stabilizer and the rear tube of the fin. The wires to be rigged snug but not too taut. A low bass is satisfactory. The control cables are provided with turnbuckles for proper adjustment of the rudder and elevators.

When rigging the ailerons with the wheel centered adjust the cables, through the zipper in the back of the cabin so that the trailing edge of the aileron is in line with the trailing edge of the wing. All cables should be adjusted until they are snug, NOT TIGHT. If the cables are too tight, there will be too much drag in the aileron control.

STARTING

Before the start of any flight a complete check should be made of the quantity of gasoline and oil contained in the tank or motor. Also, it is recommended that the filter bowl be cleaned frequently because water and dirt will collect there.

When starting, always have a competent person at the controls.

Be sure the gas is turned on and with the switch IN THE OFF POSITION, give the primer one or two shots, then pull the prop through four or five times. Put the switch in the ON position, opening the throttle a little and pull the prop through quickly. If the engine fails to start, repeat the operation. If the engine loads up, put the switch in the OFF position, open the throttle wide and turn the prop backwards a few times to clear the engine. Then start in the conventional manner.

CAUTION: Always block the wheels when starting the engine, unless an experienced person is in the cabin controlling the brakes.

POINTS TO BE LUBRICATED AND CHECKED AT EACH PERIODIC INSPECTION

CONTROLS IN FUSELAGE

In the fuselage the main points to be lubricated are in the control system. The shafts of the control wheels slide through Bakelite bearings. A small amount of grease on the shafts will make a smoother working control at this point.

The following points on the Control Column should be oiled frequently:

1. The universal joint at the top of the control column.
2. There is also an oil hole on the top of the control column to lubricate the shaft of the universal joint.
3. The sprocket chain links.
4. The bearings at the bottom of the control column.
5. All pulley bearings and faces of pulleys.

Note: There are two pulleys for the aileron cable at the top front of the cabin and two more at the rear of the cabin. The front two can be reached through the zipper openings in the top of the cabin lining and the other two through the zipper opening in the back of the cabin.

On the right side of the floor just in front of the door are three pulleys carrying the elevator cables and one of the rudder cables. There is one pulley on the left side of the floor carrying the other rudder cable. These pulleys should be oiled and checked frequently. There are also cable guides in the rear of the fuselage that may be seen through the rear zipper opening that should be checked every 20 hours for frayed cables. There are also cable guides under the seat which may be inspected by lifting the edge of the seat canvas. Inspection covers at the rear of the fuselage provide access to the elevator control cable ends and these points should be oiled frequently.

CONTROLS IN WINGS

The aileron control horn which is located in the wing at the center aileron hinge bracket may be reached by removing the cover plate on the top of the wing. Oil placed in the hole of the control horn will lubricate the bearing. The ball joints and drag link at this point should be checked for looseness. Looseness due to wear may be removed by tightening the ball stud seat in the end of the drag link. The bronze bearings in the aileron hinge brackets should be oiled frequently. When wear occurs here, new bushings and hinge pins may be installed.

TAIL SURFACES

The hinge joints on all tail surfaces should be oiled frequently. When looseness occurs, new bushings and hinge pins will correct this condition.

LANDING GEAR

The roller bearings in the landing wheels should be lubricated with graphite grease, being careful not to get grease on the brake drum or band. Oil the hinge bearings frequently at the top of the landing gear between the fittings on the fuselage and landing gear.

LANDING GEAR (CONT'D.)

On planes equipped with a swivel type tail wheel, oil the swivel bearing and grease the ball bearings in the hub of the tail wheel.

Note: IT IS IMPORTANT that the bumpers on the fuselage truss under the shock cords be inspected every 20 hours and replaced when needed.

PARACHUTES

Provisions for parachutes have been made. By removing the four bolts (the nuts are riveted in place) on the front edge of the seat and making one-half turn of the leading edge frame and replacing the bolts, the seat is lowered ample to accommodate parachutes.

WINDSHIELD

The windshield may be changed by simply removing the bolts and clamps around its edges, and replacing it with a new windshield.

GAS TANK

On rare occasions it may be necessary to remove the gas tank. To accomplish this, remove the control wheels and the front instrument panel which will give access to the tie rods which support the tank. Next remove the caps from the control column bearings and drop the column to the floor. Several engine controls and attachments must also be removed. Remove the forward tie rod nuts next to the fire-wall and pull the rods. The tank is then free to be removed down and out through the cabin.

ADJUSTMENT OF BRAKE SHOES ON

MODEL 6C2HB, 6C4HB, AND 6C5HB WHEELS

1. Unhook lock springs from adjustment nuts located outside of brake dust shield.
2. Screw in adjustment nuts until a heavy drag is produced on each shoe. Back out each nut one-half turn.
3. Apply brake firmly, release and check for drag. If still too much drag on either shoe, the corresponding adjustment nut must be backed out one-sixth turn at a time, brakes applied, released and checked for drag until sufficient clearance is obtained.
4. After a satisfactory adjustment is obtained, the lock springs are engaged in the holes in the adjustment nut.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE

Can be installed without any special tools

1. Lightly grind ends of lining until lining is right length for a snug fit in drums.
2. Push lining in drum with gap in lining centered between the rivets which are 1-1/2" between centers. Start by hand, then place a board over lining and tap down until it is flush with edge of drum.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE (CONT.)

3. Using drum as jig, drill rivet holes through lining, from outside, with an ordinary 9/64" drill.
4. Remove lining from drum with a claw hammer or other flat ended bar, using care to raise it evenly all around the circumference.
5. Countersink lining, with countersink drill, to correct size for rivet head (5/16") to 3/32" depth.
6. Replace lining in drum with holes aligned.
7. Place rivets in drum and rivet by setting head of rivet on end of a 5/16" rod held in a vise and hitting tubular end of rivet with hammer. Care should be taken not to hit the aluminum drum and not to hammer the rivet more than necessary, as there is danger of distorting the drum with excessive pounding.

Note: As brake lining service shops have a standardized set-up for automobile brake work and do not care for special jobs, it is recommended that this work be taken to a small machine shop or garage where there is a drill press or electric drill available.

If a special long shank countersink is used, it is not necessary to remove the lining from the drum in order to countersink it. We can furnish this special countersink at a price of $1.00 net.

ELECTRICAL EQUIPMENT

All models of Taylorcraft after serial No. 2529 are wired for lights, and on those that are not equipped with navigation lights the wires are strung through the wing and taped to the wing bow at the extreme tip. The wires on the fin are taped to the top edge just ahead of the trailing edge.

The battery is placed on the floor immediately ahead of the seat, slightly to the left of the center of the ship and is grounded to the fuselage framework under the seat. The system is fused in the positive lead where it comes out of the battery box and the fuse should always be replaced by a fuse of the same capacity as the original installation.

If the ship is equipped with a battery, care must be exercised in charging, as small aircraft batteries should not be charged over 2-1/2 amperes in excess of any outside draw such as lights or radio for more than a fifteen minute period.

If the ship is equipped with a generator, charging rate should be held down either by a brake or adjustment, and if the battery is charged outside, charging should never exceed 2-1/2 amperes.

If the charging rate is excessive or if one cell is broken down, the battery will boil, causing acid to leave the battery and perhaps come in contact with parts of the ship which may result in a failure. If the battery is charged out of the airplane, there is not the danger of damage to the airplane, but the battery is likely to be injured if the charging rate is excessive.

TAYLORCRAFT MODEL B & B12

RIGGING INFORMATION

As the airplane is built entirely in jigs, it requires no rerigging to disassemble and reassemble the wings. There are only two points where any wing adjustment may be made.

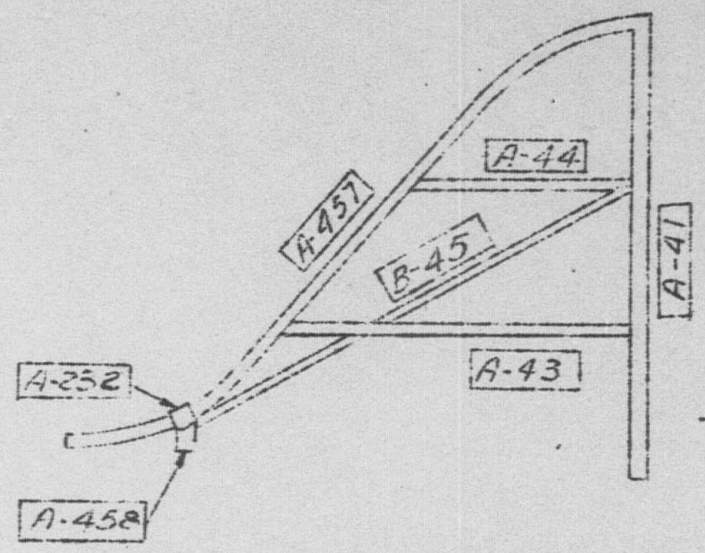
The front wing struts being jig built have no adjustment.

To check the rigging of the wings and tail, stretch a cord across the wings at the front spar and level the ship with a line level placed over the center of the cabin. Stretch a second cord across the wings at the rear spar and level with a line level. The rear strut adjustment is used to accomplish this. The bolt at the point of attachment of the wing strut with the wing fitting must first be removed. A long screw driver may be used to move the adjusting nut as required.

In flight tes ting, if the airplane flies either wing heavy, the rear strut adjustment may be used to correct this by washing the opposite wing out, or the heavy wing in.

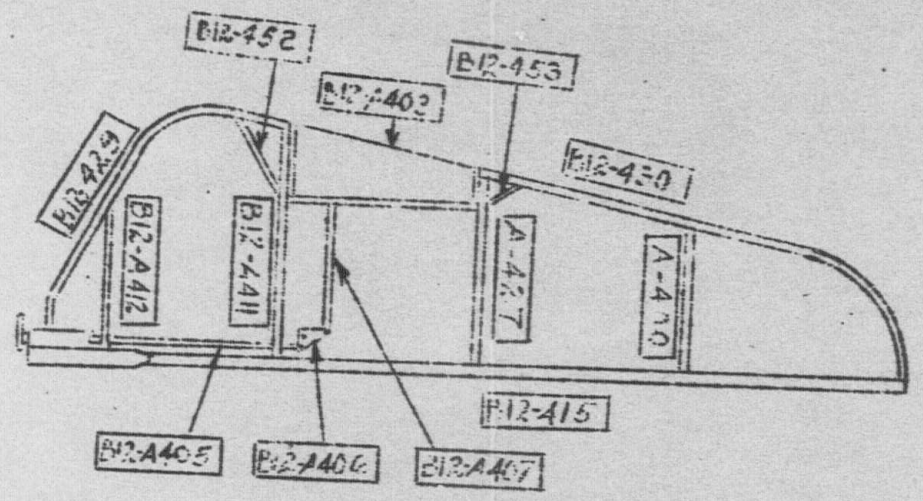
If the airplane flies nose heavy, both wings may be washed in; or if tail heavy, both wings may be washed out for correction.

The tail is rigged level and perpendicular while the ship is level. An ordinary level used along the rear tube of the stabilizer and rear tube of the fin will accomplish this. The wires should be rigged snug but not too taut. A low bass tone is satisfactory.



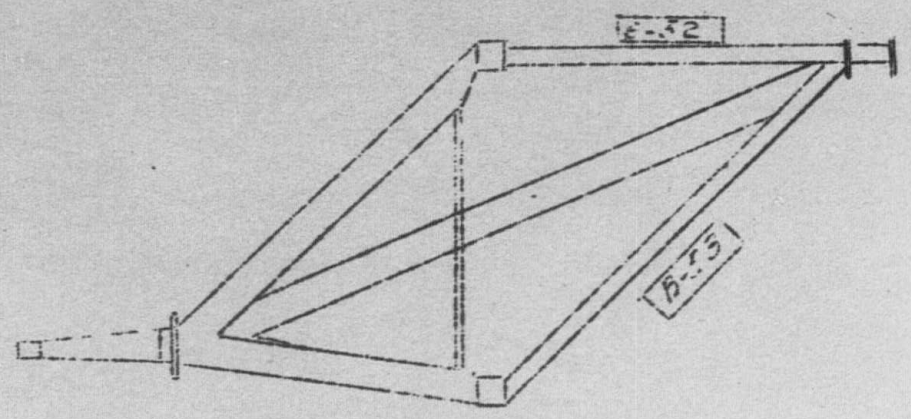
FIN ASSY. B-A43

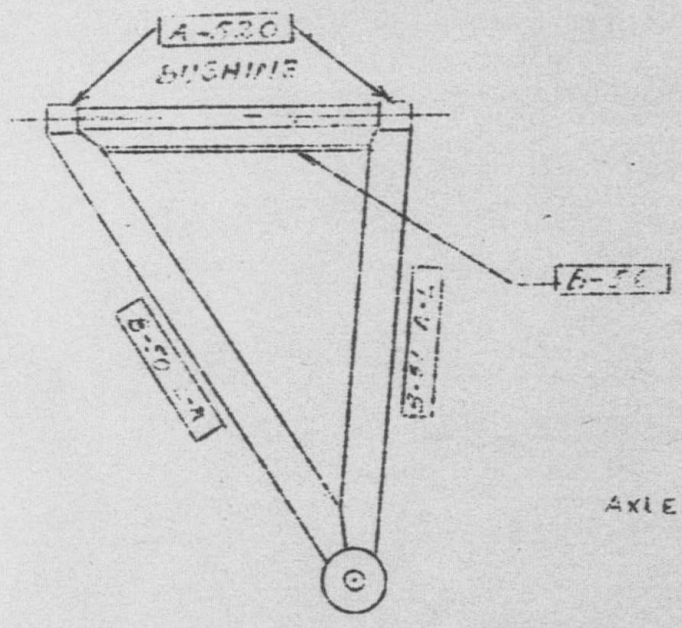
FIN ASSY. B-A43



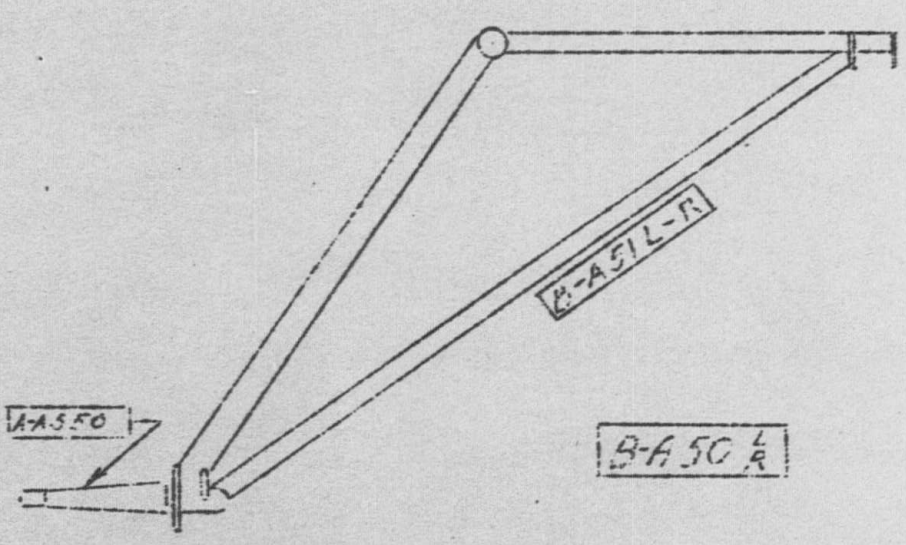
B12-A402
LEFT ELEVATOR

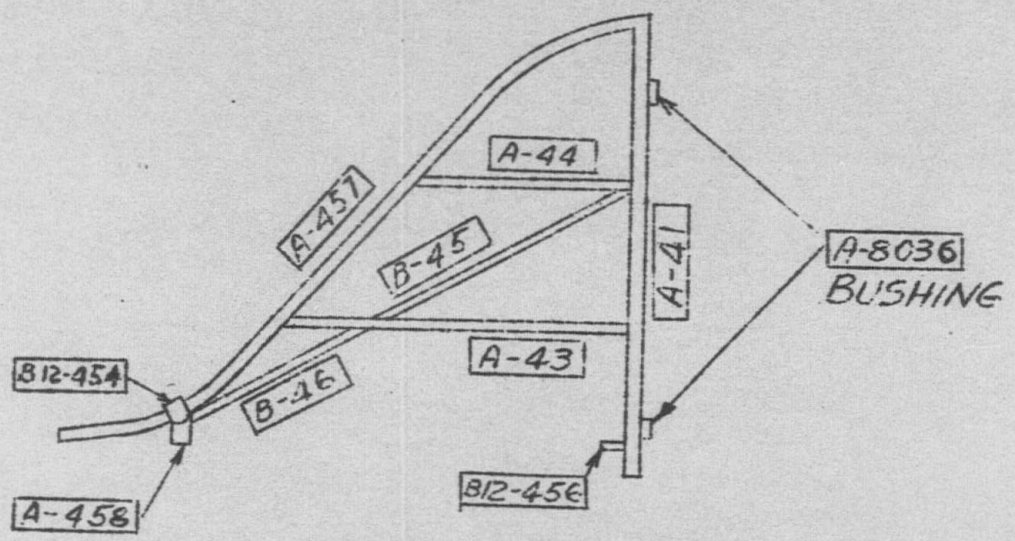
RT. HALF OF LANDING GEAR



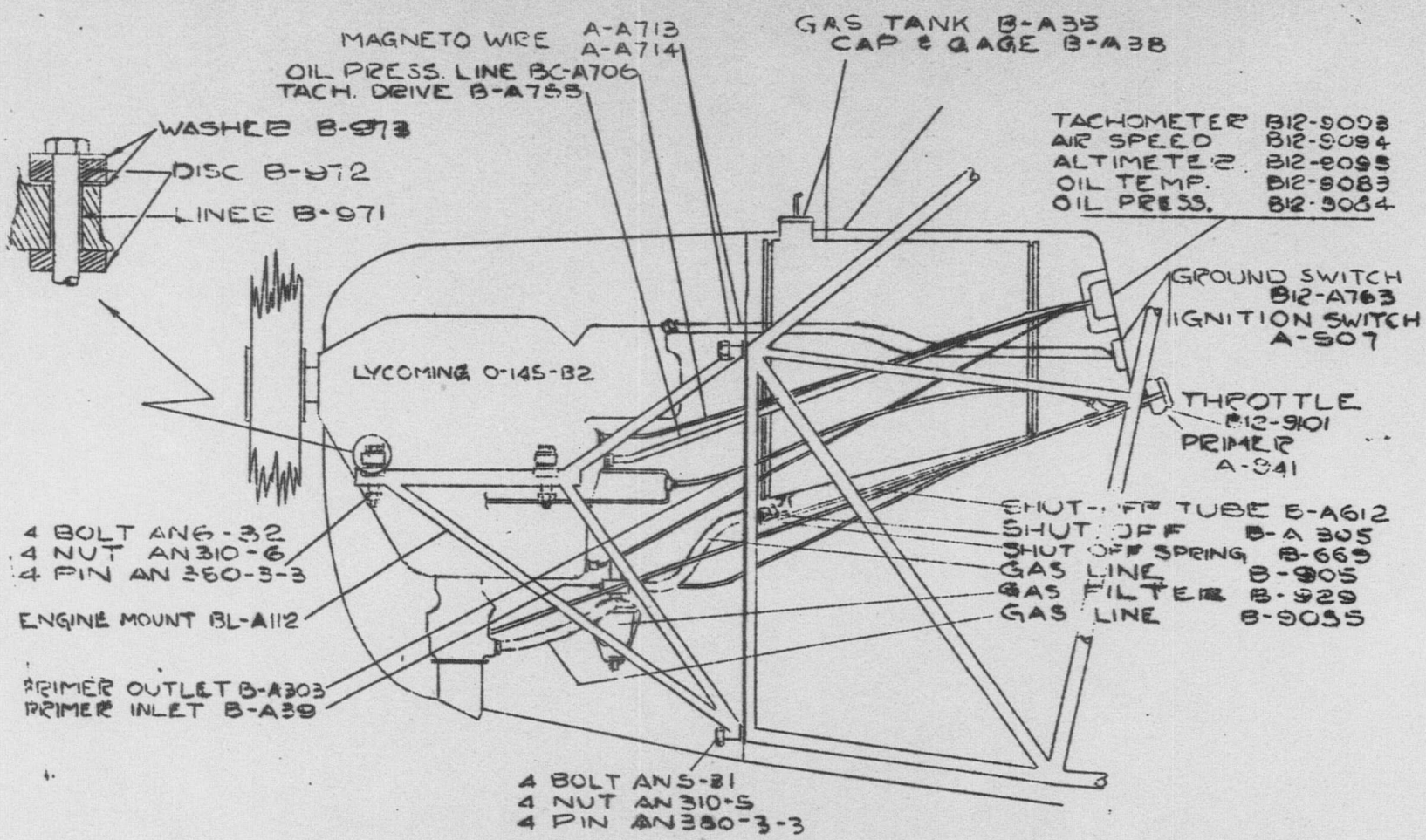


AXLE ASSEMBLY A-A550



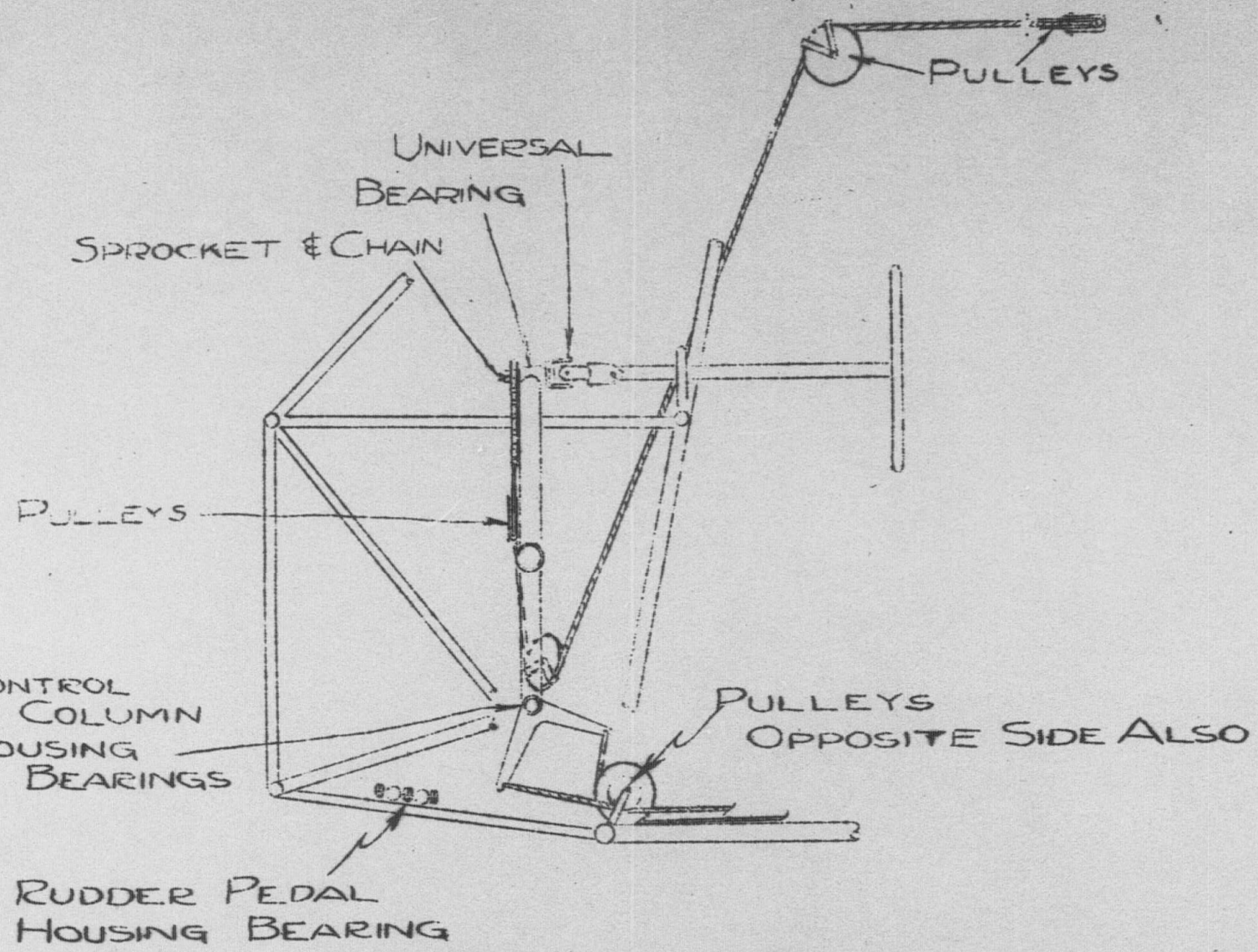


FIN ASSY. B12-A43



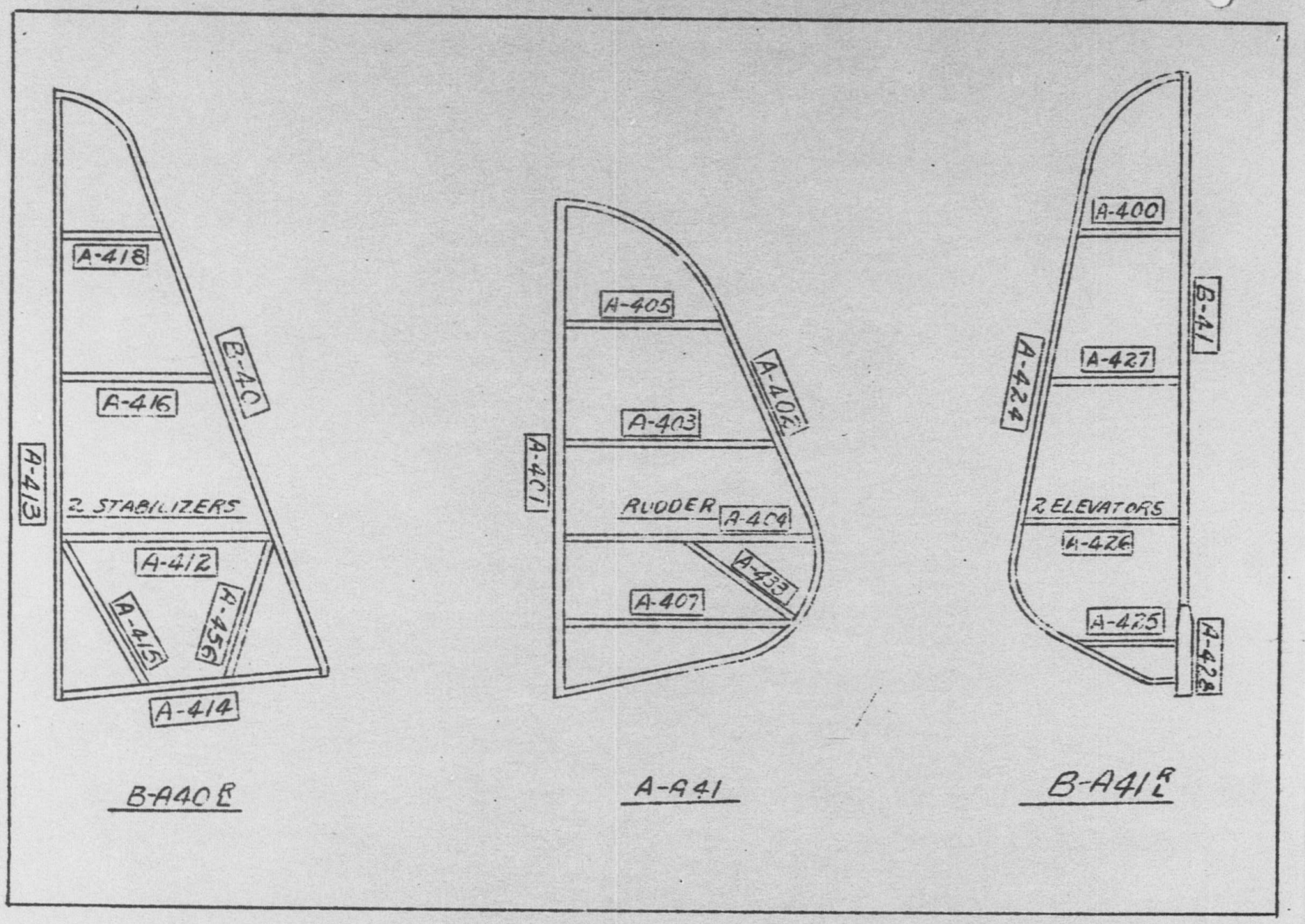
LYCOMING ENGINE
INSTALLATION of B12

M.O.L.
7-15-41

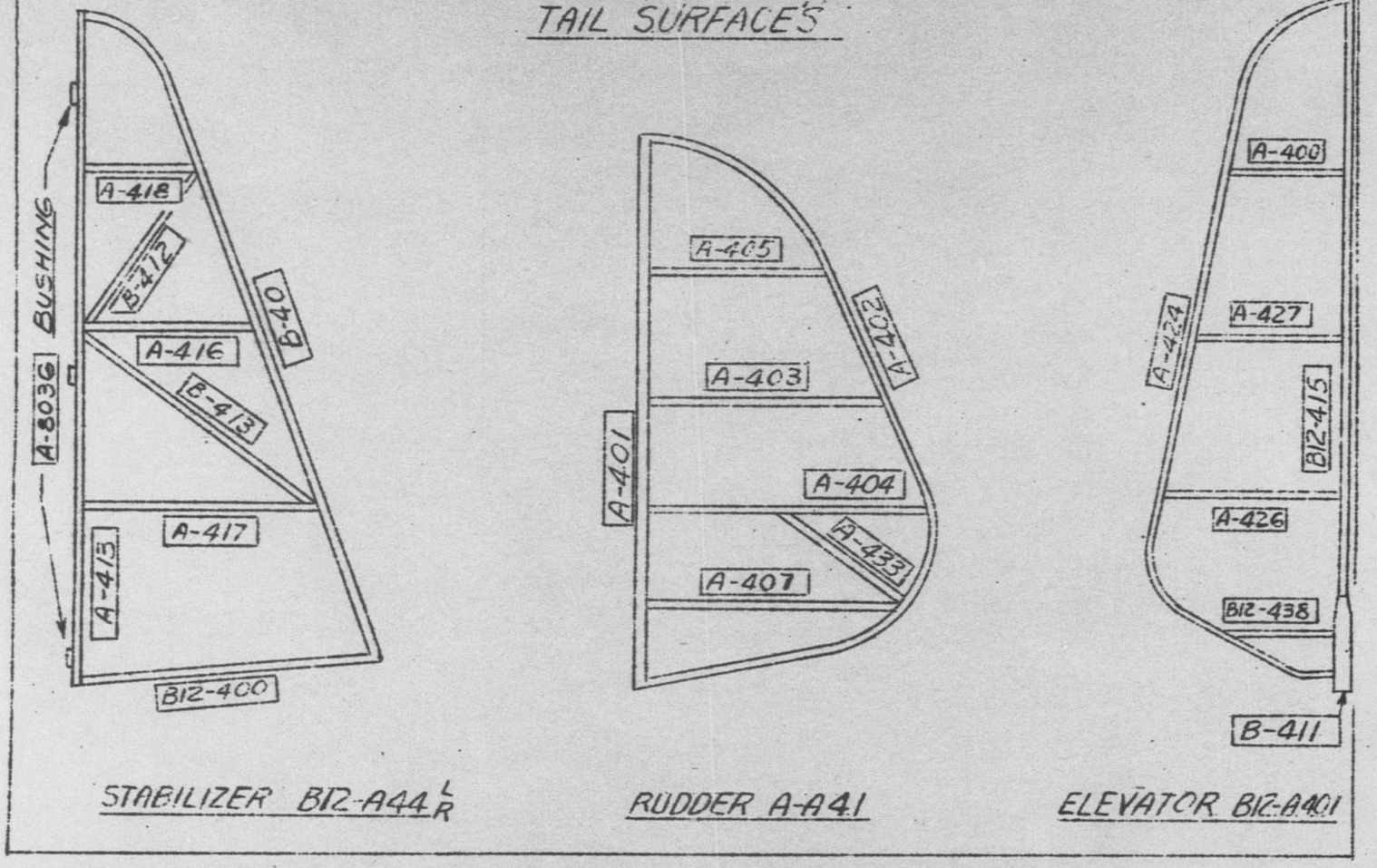


POINTS OF LUBRICATION OF
CONTROL SYSTEM
MODEL B

M.D.L.


A-418
B-40
A-416
A-413
2 STABILIZERS
A-412
A-415
A-456
A-414
B-A40 R L
A-405
A-402
A-403
A-401
RUDDER
A-404
A-433
A-407
A-A41
A-400
B-41
A-427
A-424
2 ELEVATORS
A-426
A-425
A-428
B-A41 R L

TAIL SURFACE'S

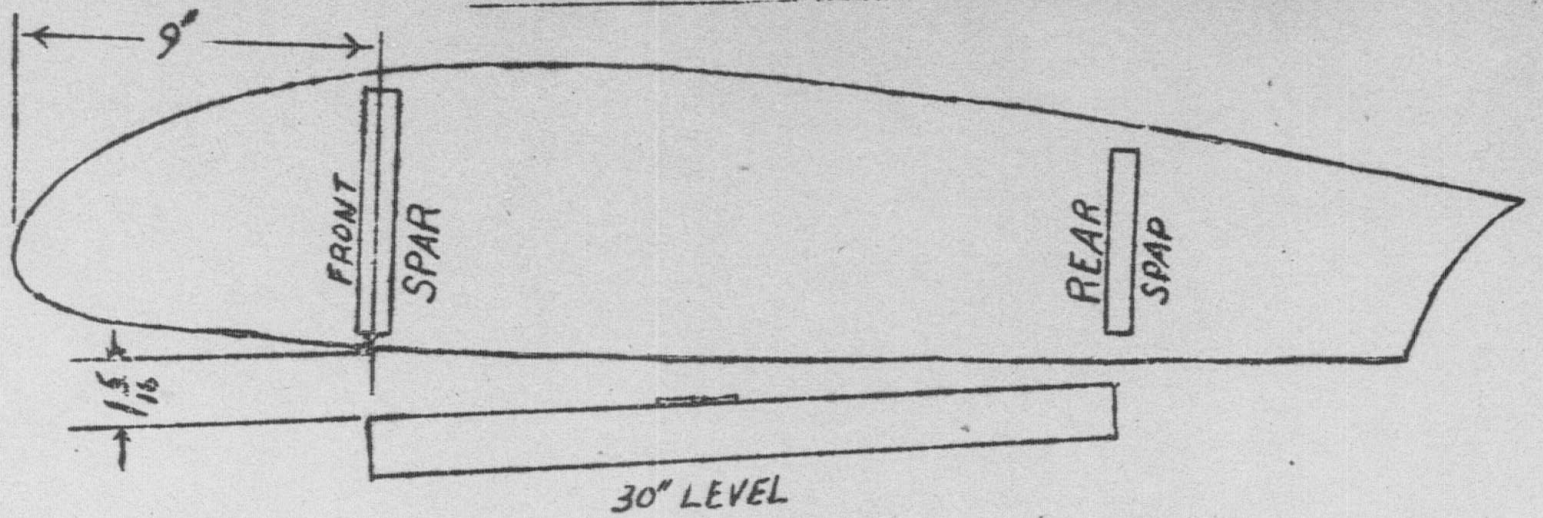


STABILIZER B12-A44 L R

RUDDER A-A41

ELEVATOR B12-A401

FIRST FULL RIB FROM TIP - ABOUT 26" FROM TIP

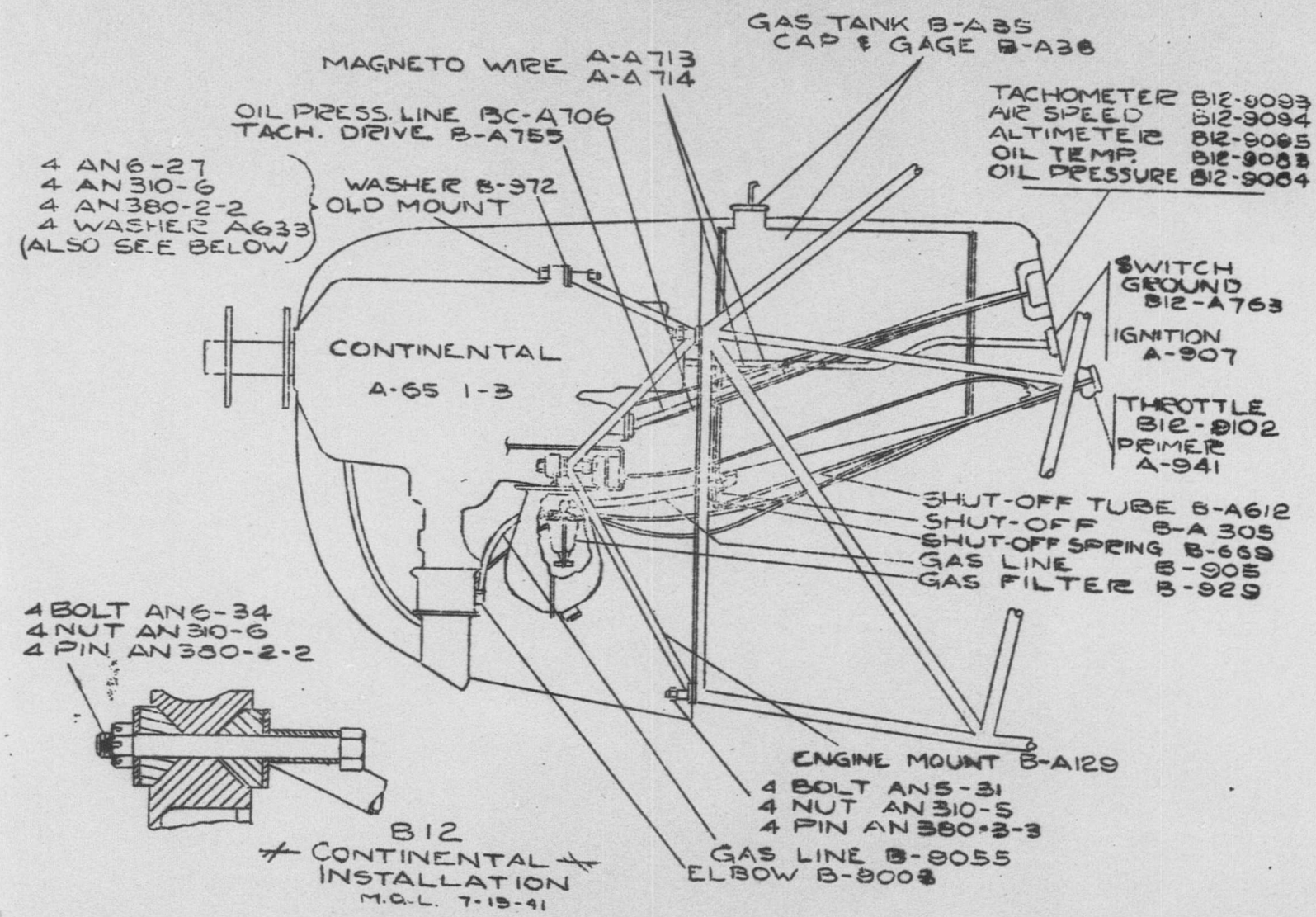


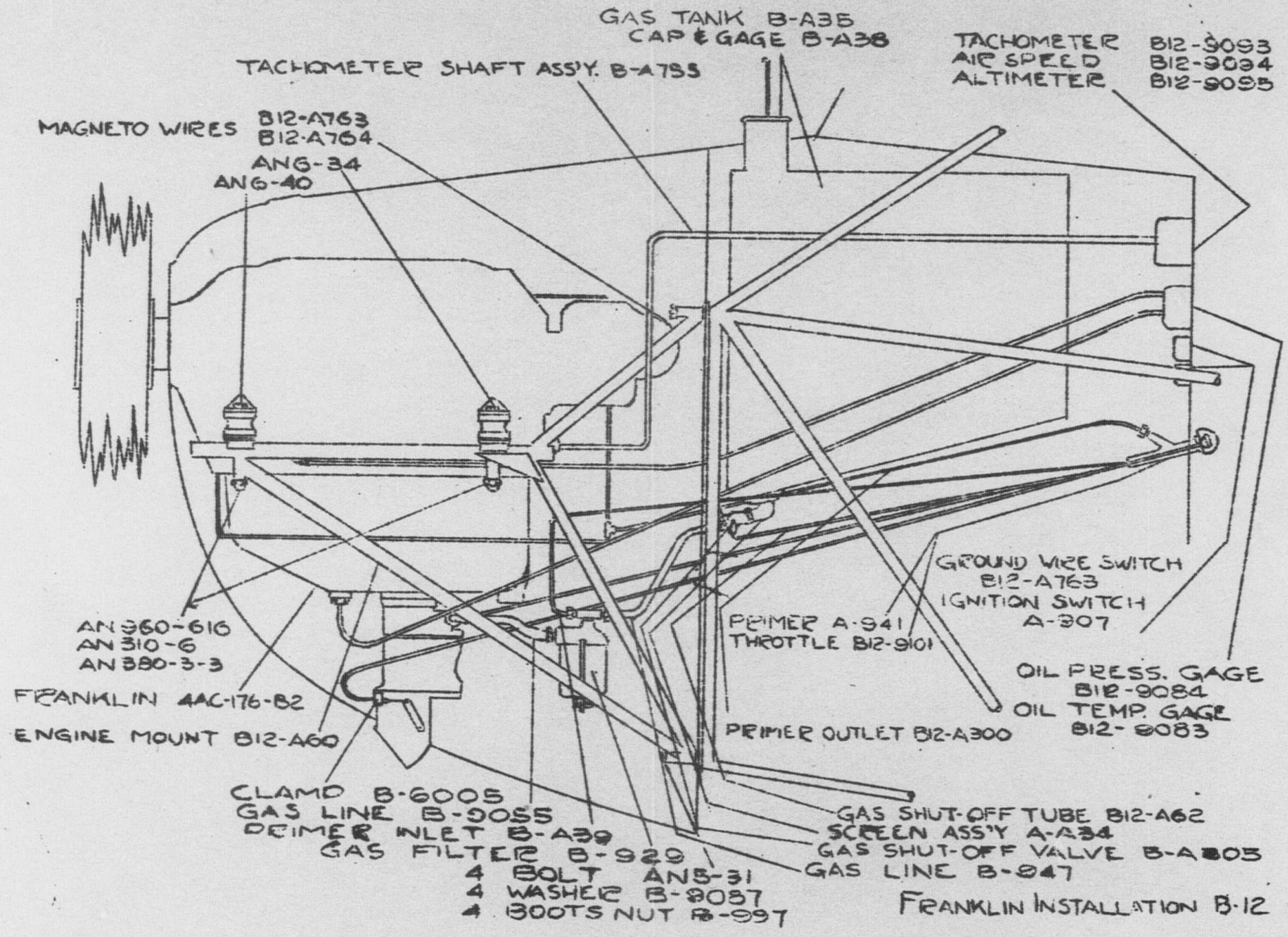
THRUST LINE

LEFT AND RIGHT WING ARE RIGGED IN THIS MANNER

PLANE TO BE IN LEVEL POSITION

SURFACE OF STABILIZERS ARE PARALLEL TO THRUST LINE


GAS TANK B-A85
CAP & GAGE B-A38
MAGNETO WIRE A-A713
A-A714
OIL PRESS. LINE BC-A706
TACH. DRIVE B-A755
TACHOMETER B12-9093
AIR SPEED B12-9094
ALTIMETER B12-9095
OIL TEMP. B12-9083
OIL PRESSURE B12-9084
4 AN6-27
4 AN310-6
4 AN380-2-2
4 WASHER AG33
(ALSO SEE BELOW
WASHER B-372
OLD MOUNT
SWITCH
GROUND
B12-A763
IGNITION
A-907
THROTTLE
B12-9102
PRIMER
A-941
CONTINENTAL
A-65 1-3
SHUT-OFF TUBE B-A612
SHUT-OFF B-A305
SHUT-OFF SPRING B-669
GAS LINE B-905
GAS FILTER B-929
4 BOLT AN6-34
4 NUT AN310-6
4 PIN AN380-2-2
ENGINE MOUNT B-A129
4 BOLT AN5-31
4 NUT AN310-5
4 PIN AN380-3-3
GAS LINE B-9055
ELBOW B-9003
B12
CONTINENTAL
INSTALLATION
M.Q.L. 7-15-41



FRANKLIN INSTALLATION B-12

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 649	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.

20432

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

Z0432

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer: Continental Motors Corporation, Muskegon, Michigan

Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S					
Oil sump, capacity (qts.)	Auto-Lite 16A-1 Wet - 4½	- - - -	- - - -	- - - -	- - - -	- - ---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis: Type Certificate No. 205
Production basis: Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector or Excello Model A42	3 4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340793 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23/62

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

Starter	Weight, lbs.
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type CP 8527	4
AC type 1823843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	375897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/62

SPECIAL NOTE. (February 5, 1941)
Federal SC-1 and SC-2 skis used on aircraft certificated as skiplanes must incorporate reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal Aircraft will supply material and instructions upon request.

SPECIAL NOTE. (February 5, 1941)(Applies to all models except BC12-65 & BCS12-65)
Inspect weld attaching control column universal to aileron control sprocket shaft. If weld is cracked, rework or replace with new factory part.

SPECIAL NOTE. (February 5, 1941)(Applies to all models except BC12-65 & BCS12-65)
Inspect fuselage members adjacent to aluminum door jamb (or cover) for wear produced by vibratory action of jamb on structure. Trim jamb to provide a minimum of 1/16 clearance at all points. Weld patch plates to fuselage members if wear appears excessive.

SPECIAL NOTE. (February 5, 1941)(Applies to all models except BC12-65 & BCS12-65)
Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

The following NOTES which were deleted November 15, 1943, are now reinstated and shall be complied with.

INSPECTION NOTE. (August 7, 1940)(Applies only to airplanes equipped with Freedman-Burnham propellers)
INSPECTION REQUIRED EACH 10 HOURS OF OPERATION
Inspect Freedman-Burnham propeller blades models P-201-72 and P-201-70 for cracks and loose rivets after each 10 hours of operation in accordance with Airworthiness Maintenance Bulletin No. 31.

SPECIAL NOTE. (July 11, 1941)
Install the stainless steel oil filler cap spring (Continental Part No. 22060) for the following engines in accordance with Continental Service Bulletin No. 40-3:

Engine Model	Engine Serial No.
A-50 series	Up to No. 1332, inclusive
A-65 "	Up to No. 4304, inclusive
And all fuel injection models.	

SPECIAL NOTE. (October 1, 1941)
Ascertain that the complete engine model designation is shown on the name plate (i.e., A-65-8) in accordance with Continental Service Bulletin No. 41-12, as the series designation was omitted on some of the following engines:

A-50	Up to serial No. 13819, inclusive
A-65	Up to serial No. 1089618, inclusive.

- -

A..A. Vollmecke
Chief, Aircraft Engineering Division

JS:NG
S-2/879

SUPERSEDES AD-289

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AD-305
TAYLORCRAFT
BC
BCS
BC-65
BCS-65
BC12-65
BCS12-65
TC 696

April 15, 1944

AIRWORTHINESS DIRECTIVE

IT IS THE OWNER'S RESPONSIBILITY TO KEEP HIS AIRPLANE IN AN AIRWORTHY CONDITION. COMPLIANCE WITH THE NOTES CONTAINED IN THIS DIRECTIVE IS CONSIDERED NECESSARY FOR MAINTAINING ITS AIRWORTHINESS.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded. (In the case of Air Carriers, the Directive may be kept at the operator's main base.)

An inspection or revision in accordance with these NOTES must be made at the next periodic inspection, or immediately if so noted, and, in the case of the "INSPECTION NOTES", at each subsequent periodic inspection or at the interval stated in the NOTE. "SPECIAL NOTES" need be complied with once only. The aircraft and engine mechanic making the periodic inspection must make an entry in the airplane (or engine) log book attesting to his inspection in compliance with these NOTES. (In the case of Air Carriers, compliance may be noted in the maintenance base records.)

The NOTES listed below are based on service experience and are forwarded in an endeavor to assist in maintaining the airworthiness of your airplane. In addition, recommendations contained in manufacturer's service bulletins not necessarily referred to in these NOTES should always be given careful consideration. If you have sold your airplane of the above noted model, please forward this list to the new owner.

- -

INSPECTION NOTE 1. (September 4, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 2. (November 5, 1942; revised April 15, 1944)(Applies to all models listed except BC and BCS)

Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16-inch diameter instead of 1-inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing, particular attention should be paid to the fillets of the Nos. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and has had no magnaflux inspection.
3. At intervals not exceeding 500 hours after first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practicable with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7, dated October 13, 1942, partially covers this same subject.)

6-21079

INSPECTION NOTE 3. (April 30, 1943; revised November 15, 1943)(Applies to all models listed except BC12-65 and BCS12-65)

Inspect and replace all 3/32 in. cable and certain pulleys in primary control systems in accordance with Airworthiness Bulletin No. 79.

The following NOTES need be complied with once only.

SPECIAL NOTE 1. (July 2, 1940; revised December 29, 1941)(Applies to all models listed except BC12-65 and BCS12-65)

On serial Nos. between 1001 and 1970 inclusive, restitch the wing ribs using a 6-U linen rib cord in compliance with Taylorcraft Service Bulletin No. 30.

SPECIAL NOTE 2. (November 5, 1942)(Applies only to airplanes equipped with Freedman-Burnham propellers)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

SPECIAL NOTE 3. (February 27, 1943)

Examine the flexible fuel lines to determine whether the code marking (representing the month and year of manufacture) indicates that the hose was made during the period from May 1941 to August 1942. The code mark will be found on one of the end fittings of the flexible fuel line hose. If the code mark is between 5-41 and 8-42 inclusive, the hose should be replaced by hose furnished on an exchange basis by Resistoflex Corporation, Belleville, N. J. (Taylorcraft Service Bulletin No. 39, dated January 21, 1943, covers this same subject.)

SPECIAL NOTE 4. (November 15, 1943; revised March 15, 1944)(Applies only to models BC12-65 and BCS12-65

This note, regarding the alteration of the fuel tank vent as covered by Taylorcraft Service Bulletin No. 47, dated August 10, 1943, is suspended until further notice. If the vent has already been altered to form an inverted "U" shape it should immediately be changed back to its original form with the opening facing forward into the air stream.

- -

The following NOTES which were deleted September 1, 1942, are now reinstated and shall be complied with.

SPECIAL NOTE. (July 2, 1940)

Ascertain that the drag strut feet have been reinforced on the following serial Nos. in accordance with Service Bulletin No. 21, forwarded to owners about April 1, 1940: Serial Nos. 1242 to 1629, 1631 to 1635, 1637 to 1642, 1645 to 1654, 1657 to 1659, 1671 to 1674, 1676 to 1681, 1684 to 1688, 1694 to 1696 and 1741 to 1759, inclusive.

INSPECTION NOTE. (October 1, 1940)

On serial Nos. 1825 to 1983 inclusive, check wing drag wires for looseness and tighten if necessary in accordance with Service Bulletin No. 23, forwarded to owners about August 14, 1940.

The following NOTES which were deleted February 27, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941)(Applies only to models BC-65 and BCS-65

Replace coil in aircraft equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos in accordance with Airworthiness Maintenance Bulletin No. 33.

5-21079

Miscellaneous (Not listed above)

200 Miscellaneous items as noted in the approved weight and balance report.

106 or 303 Auxiliary door +5 lbs. (+25)

NOTE A. 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 evalution of the certification data for the model. The Inspector will, therefore, include the following statement on the reverse side of Page 1 of Form ACA 309:

"The Airworthiness Certificate for this aircraft is based on a tentative approval of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owners responsibility to comply with all pertinent provisions of the final AIRCRAFT SPECIFICATION and AIRWORTHINESS DIRECTIVE."

The foregoing will not apply to new production aircraft certificated at the factory by Factory Inspectors. In such cases, the standard procedure already in effect will be continued.

NOTE 1. (Deleted - December 2, 1942)

NOTE 2. (a) Models BC and BC-65, serial Nos. 1407 and up, eligible at 1150 lbs. maximum weight.
(b) Model BCS-65, serial Nos. 1432 and up, eligible at 1278 lbs. maximum weight.

NOTE 3. No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

NOTE 4. Opposite wing tank eligible as 6 gal. auxiliary on models BC12-D and BCS12-D only.

NOTE 5. Models BC12-D and BCS12-D radios restricted to total weight not more than 20 lbs. and arm from (8) to (20).

NOTE 6. 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 directive may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

20507

Engines and Engine Accessories - Fuel and Oil System

104. Carburetor air heater (Dwg. BC-L601)
108. Enclosed engine cowl (BC12-65, BCS12-65, BC12-D, BCS12-D)
308. Engines (Continental, see Engine Specs. 190 & 205) (-33)

A. Models BC and BCS
(a) A-50-2 +6 lbs.
(b) A-50-3 or A-50-8 +10 lbs.
(c) A-50-4 +3 lbs.
(d) A-50-5 +13 lbs.
(e) A-50-7 No weight change

B. Models BC-65 and BCS-65
(a) A-65-3, A-65-3J, A-65-8 or A-65-8J +10 lbs.
Engine limits
For all operations, 2300 rpm (65 hp)
(b) A-65-7 or A-65-7J No weight change
Engine limits same as (a)

C. Models BC12-65, BCS12-65, BC12-D, BCS12-D
(a) A-65-7J No weight change
Engine limits same as B(a)
(b) A-65-8 or A-65-8J +10 lbs.
Engine limits same as B(a)

312. Auxiliary 6 gal. fuselage fuel tank installation (Fuel arm (+35)) (BC, BCS, BC-65 and BCS-65) 8 lbs. (+30)
313. Enclosed type engine cowl (Dwg. BL-L628) (BC, BCS, BC-65 and BCS-65) 9 lbs. (-18)
315. Revised engine mount (Dwg. BC65-A128) (for engines incorporating integral rubber bushings) Neglect weight change

Landing Gear and Floats

101. 6.00-6 wheels (Shinn 6C4) with 2-ply tires 21 lbs. (+2)
102. Tail skid 1 lb. (-9)
107 or 309. Parking brake
151. Edo 60-1320 float installation 169 lbs. (including auxiliary fin 4 lbs. (+176)) +115 lbs. (+22) (+193)
302. Tail wheel
(a) 6x2.00 steerable with brake (Baxter) +5 lbs.
(b) 6x2.00 steerable (Aircraft Associates) +3 lbs.
(c) 6x2.00 full swiveling (Firestone Industrial) +3 lbs.
(d) 6x2.00 steerable (Lake State Products 5-40-31) +4 lbs.
(e) 6x2.00 steerable (Heath) +4 lbs.
304. 6.00-6 wheels (Shinn 6C4HB) with brakes +6 lbs. (+1)
305. Wheel streamlines (Dwg. A-9015 or A-9016) 6 lbs. (+2)
316. Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum 9 in. ground clearance. The maximum weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less) Use actual wt. change
(a) Marston 1200 (Maximum 1200 lbs.)
(b) Air Transport 1220-480 (Maximum 1220 lbs.)
(c) Air Transport 1224-580-1 (Maximum 1220 lbs.)
(d) Federal SC-1 (Maximum 1400 lbs.)
(e) Piper S-1000 (Maximum 1200 lbs.)
(f) Jennings TY-2 (Maximum 1200 lbs.)
(g) Federal SA-1 (Maximum 1200 lbs.)
(h) Aviation Service B (Maximum 1650 lbs.)
(i) Richards 1-B (Maximum 2220 lbs.)
(j) Washington Aircraft 1200 (Maximum 1200 lbs.)

(k) Heath 655 (Maximum 1210 lbs.)
(l) Federal SC-2 (Maximum 1650 lbs.)
(m) Aviation Service A (Maximum 1100 lbs.)
(n) Federal SA-1A (Maximum 1300 lbs.)
(o) Jacobsen (formerly Escanaba) EAS-100 (Maximum 1200 lbs.)
(p) Richards 1-A (Maximum 2800 lbs.)
(q) Marston MFS-1600 (Maximum 1600 lbs.)
(r) Heath 725 (Maximum 1450 lbs.)
(s) Aero. Sales & Service AS-6.00-6 (Maximum 1320 lbs.)
(t) Jack Carr Service 16 (Maximum 1600 lbs.).
(u) Fairbanks MF-5 (Maximum 1310 lbs.)
(v) Heath 725A (Maximum 1450 lbs.)
(w) Federal SK4-1 (Maximum 1400 lbs.)

317. 6.00-6 4-ply tires — Neglect weight change
320. Heath 1460A float installation, 172 lbs. including auxiliary fin, 4 lbs. (+176) (BCS12-65 and BCS12-D only) +122 lbs. (+25)

Electrical and Radio Equipment

310. Battery and Box
(a) 6 volt — 9 lbs. (+10)
(b) 12 volt — 15 lbs. (+10)

311. Radio installations
(a) Receiver (BC, BCS, BC-65 and BCS-65) — 9 lbs. (+39)
(b) Receiver (BC12-65 and BCS12-65) — 11 lbs. (+12)
(c) Transmitter (BC12-65 and BCS12-65) — 9 lbs. (+8)
(d) Reel type trailing antenna (BC12-65 and BCS12-65) — 3 lbs. (+61)
(e) "T" type antenna — 1 lb. (+40)
(f) Lear Loop Rotator AML-1 (BC12-65 and BCS12-65) — 2 lbs. (+25)
(g) Lear receiver complete, including receiver AMR-1 5 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only) — 12 lbs. (+14)
(h) Lear receiver and transmitter complete, including receiver AMR-1 5 lbs. (+2), receiver antenna 1 lb. (+40), transmitter AMT-1 5 lbs. (+2), trailing antenna 3 lbs. (+61), dry battery and cable 9 lbs. (+20) (B12 series only) — 23 lbs. (+18)
(i) Heath receiver complete, including receiver MA-4 7 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only) — 14 lbs. (+13)
(j) See NOTE 5 for BC12-D and BCS-12D — 2 lbs. (+77)

319. Position lights
(a) Grimes B (6 volt)
(b) Grimes D (6 volt) BC12-D and BCS12-D only
(c) Grimes D (12 volt) BC12-D and BCS12-D only

Interior Equipment

105. Wheel type control — 20 lbs.ea. (+23)
301. Parachutes (one or two) — 2 lbs. (-22)
306. Cabin heater (Taylorcraft BC-L606 or BC-L630) — +5 lbs. (+25)
307. Leather upholstery — Neglect weight change
314. Stick type control — 4 lbs. (0)
318. Special instruments (B12 series only)
(a) Bank and turn — 2 lbs. (-4) or (-9)
(b) Rate or climb — 2 lbs. (+4)
(c) Compass — 0.5 lbs. (+10)
(d) Clock

Maximum weight	Landplane: 1200 lbs. Seaplane: 1278 lbs.
No. seats	2 (+23)
Baggage	Landplane: 50 lbs. maximum (+40) Seaplane: 30 lbs. maximum (+40)
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)).
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 27° up, 25° down Elevator tab 25° up, 30° down Ailerons 25° up and down Rudder 26° right and left
Serial Nos. eligible	2401, 2501, 2503, 2504, 2529 and up and all AAF numbers.
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108 and 151.

IV - Models BC12-D and BCS-12D 2 PCL-SM Approved November 23, 1945 (BC12-D) and February 19, 1946 (BCS12-D)

(Same as model BC12-65 except for alternate tail surface, revised aileron travel, alternate one piece windshield, and miscellaneous structural and non-structural changes).

Engine	Continental A-65-7 (See Item 308)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2300 rpm (65 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 140 mph True Ind. Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120 Diameter: not more than 72 in.; not less than 70 in.
C.G. range	Landplane or Seaplane with Edo floats (Item 151) installed: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) Seaplane with Heath floats (Item 320) installed: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC)
Empty weight C.G. Range	Landplane: (+14.8) to (+17.3) Seaplane: (+14.8) to (+19.1) when equipped with Edo floats (item 151) Seaplane: (+15.2) to (+19.1) when equipped with Heath floats (item 320)
Maximum weight	Landplane: 1200 lbs. Seaplane: 1278 lbs.
No. seats	2 (+23)
Baggage	Landplane: 50 lbs. maximum (+40) Seaplane: 30 lbs. maximum (+40)
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)) (See NOTE 4)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 27° up, 25° down Elevator tab 25° up, 30° down Ailerons 23° up and down Rudder 26° right and left
Serial Nos. eligible	6402 and up
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108, 151

Specifications Pertinent to all Models

Datum	Leading edge of wing
MAC	61.9 inches (L.E. of MAC at +0.2)
Leveling means	Upper surface of horizontal stabilizer
Certification basis	Type Certificate No. 696 (CAR 04 in effect prior to November 9, 1945)
Production basis	Production Certificate No. 9
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane and seaplane - eligible. Skiplane - not eligible. However structure complies with Canadian requirements as follows: (1) At 1100 lbs. maximum weight - Landing gear per Dwg. B-A50, ski height 10 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamlined member to axle.) (2) At 1150 and 1200 lbs. maximum weight - Landing gear per Dwg. B-A515, ski height 9 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamline member to axle.) (b) Great Britain - when rear spar hinge fittings are in accordance with Dwg. No. B-L800. (c) All other countries except 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

103. Propellers

(a) Approved wood (fixed or adjustable pitch) 10 lbs. (-46)
(See static limits under individual models).

(b) Beech R002 Controllable, Hub R-002-101 or R-003-100, Blades R-002-205-72 (Diameter 72") Pitch at 27" sta., low 11 3/4°, high 17 3/4°. Includes Beech mechanical propeller control. (Pitch limits under individual models are not applicable to these propellers) Eligible for models BC-65, BC12-65 and BC12-D) +20 lbs. (-47)

(c) McCauley model 1A90 with the following limits:
Static RPM at max. permissable throttle setting:
Not more than 2160 RPM
Not less than 2010 RPM
Max. diameter,
Not more than 74 inches
Not less than 72.5 inches.
Placard required: "Avoid continous engine operation between 1770 and 1960 RPM".
(Eligible on BC12-D only).(See NOTE A)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

A-696-4
TAYLORCRAFT
BC
BCS
BC-65
BCS-65
BC12-65 (Army L-2H)
BCS12-65
BC12-D
BCS12-D

August 15, 1946

AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with 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	Taylorcraft Aviation Division Detroit Air-Craft Products, Inc. Alliance, Ohio

I - Models BC and BCS 2 PCL-SM Approved August 24, 1938 (BC) and April 5, 1939 (BCS)

Engine	Continental A-50-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 131 mph True Ind. Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Diameter, maximum 83 inches.
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC) Seaplane: (+15.1)(24.2% MAC) to (+19.4)(31.0% MAC)
Empty weight C.G. Range	Landplane (+15.3) to (+18.5) Seaplane (+15.9) to (+18.3)
Maximum weight	Landplane: 1100 lbs. (See NOTE 2) Seaplane: 1228 lbs.
No. seats	2 at(+23)
Baggage	30 lbs. max. (+40)
Fuel capacity	12 gals. (-9). (See Item 312)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 25° up and 27° down Rudder 26° right and left Ailerons Not available
Serial Nos. eligible	1001 and up
Required equipment	Landplane: Item 101, 102, 103, 104 and 105. Seaplane: Items 103, 104, 105 and 151.

II - Models BC-65 and BCS-65 2 PCL-SM Approved July 22, 1939 (BC-65) and October 7, 1939 (BCS-65)

(Same as model BC except engine installation)

Engine	Continental A-65-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2350 rpm (65 hp)

20507

Airspeed limits	Landplane:	Level flight or climb 105 mph True Ind.
		Glide or dive 131 mph True Ind.
	Seaplane:	Level flight or climb 95 mph True Ind.
		Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: Max. 2330 (A-65-1 engine); 2280 (optional engines) Min. 2120	
	Diameter: Max. 83 inches (landplane); 79 inches (seaplane) Minimum 70 inches.	
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC)	
	Seaplane: (+15.1)(24.2% MAC) to (+20.1)(32.3% MAC)	
Empty weight C.G. Range	Landplane: (+15.3) to (+18.5)	
	Seaplane: (+15.9) to (+19.0)	
Maximum weight	Landplane: 1100 lbs. (See NOTE 2)	
	Seaplane: 1228 lbs. (See NOTE 2)	
No. seats	2 (+23)	
Baggage	30 lbs. max. (+40)	
Fuel capacity	12 gals. (-9) (See Item 312)	
Oil capacity	1 gal. (-21)	
Control surface movements	Elevators	27° up and 25° down
	Rudder	26° right and left
	Ailerons	Not available
Serial Nos. eligible	1001 and up	
Required equipment	Landplane: Items 101, 102, 103, 104 and 105.	
	Seaplane: Items 103, 104, 105 and 151.	

III - Models BC12-65 (Army L-2H) and BCS12-65 2 PCL-SM Approved April 7, 1941

(Same as model BC-65 except for minor structural changes and added elevator trim tab.)

Engine	Continental A-65-7 (See Item 308)	
Fuel	73 min. octane aviation gasoline	
Engine limits	For all operations, 2300 rpm (65 hp)	
Airspeed limits	Landplane:	Level flight or climb 105 mph True Ind.
		Glide or dive 140 mph True Ind.
	Seaplane:	Level flight or climb 95 mph True Ind.
		Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120	
	Diameter - not more than 72 inches; not less than 70 in.	
C.G. range	Landplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC)	
	Seaplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) when equipped with Edo floats (Item 151).	
	Seaplane: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC) when equipped with Heath floats (Item 320).	
Empty weight C.G. Range	Landplane: (+14.8) to (+17.3)	
	Seaplane: (+14.8) to (+19.1) when equipped with Edo floats (item 151)	
	Seaplane: (+15.2) to (+19.1) when equipped with Heath floats (item 320)	

20/9/46

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10428

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.

Three-View Drawing is attached.

Instruction Manual is attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-44.

Actual empty weight: 768 pounds.

Standard weight: 1,200 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	TAYLORCRAFT AVIATION DIVISION - SEPTEMBER 5, 1946 DETROIT AIR-CRAFT PRODUCTS, INC.
Type	LAND MONOPLANE
Model	TAYLORCRAFT BC12-D
Serial No.	7717
Date	SEPTEMBER 12, 1946

6238 (R)
2415 (A)

CF-DOP

Charles F. Dyer
Charles F. Dyer, Director
Aircraft & Components Service

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

Weight & Balance Report
removed from file
& forwarded to
D.I.A.R. Edmonton

19 4/49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

19 2 6-47

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

YOUR FILE	SUBJECT	OUR FILE
5008-D15-16	Taylorcraft, CF-DOP	1-639

TRANSPORT-RECORDS
JUL 27 A.M.
5008-D15-16
File

A17425

REGISTERED

Director of Air Services,
Ottawa.

1. Further to our letter of May 20, 1948, reporting accident to CF-DOP.

2. Herewith C of R #6238 and C of A #2415 for cancellation, as the aircraft is now written off, in accordance with the attached letter from Associated Airways dated July 22, 1948.

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

KFS*LC
Enc.

Mrs Jones
for cancellation
of C of A + R

18

ASSOCIATED AIRWAYS LIMITED

P.O. Box 424,
Edmonton, Alta.

July 22, 1948.

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

Dear Sir:

We are enclosing herewith C of A and C of R for Taylorcraft aircraft CF-DOP.

This aircraft is being written off and the undamaged parts kept for slavage purposes.

Trusting these arrangements will prove satisfactory, we remain,

Yours truly,

ASSOCIATED AIRWAYS LIMITED

T. P. Fox, Manager.

C O P Y

17

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6238

NATIONALITY AND REGISTRATION MARKS CF-DOP

1. Type and description	Taylorcraft BC12-D. ~~[illegible]~~ 17/10/47.
2. Name and address of constructor	Taylorcraft Aviation Corporation, Alliance, Ohio, U.S.A.
3. Constructor's serial number	7717
4. Name of owner	Associated Airways Limited
5. Address of owner	P.O. Box 424, Edmonton, Alberta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 29th 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-DOP and is of Canadian nationality.

Given at Ottawa this 11th day of September, 1947.

H L Patterson
for Superintendent, Air Regulations.

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

Aircraft written off 22/7/48

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

VALID FOR DAY FLYING ONLY.

16

2462

VALID IN CANADA ONLY.
This Certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export Number E10428 and is subject to conditions specified therein.

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2415

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Associated Airways Limited
2. Christian name
3. Address P.O. Box 424, Edmonton, Alberta.
4. Nationality Canadian.

NAME OF CONSTRUCTOR

5. Name Taylorcraft Aviation Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DOP

DESCRIPTION OF AIRCRAFT

7. Type Taylorcraft Series BC12-D ~~1946~~ 17/10/47 Constructor's No. 7717
8. Place and year of construction of aircraft Alliance, Ohio, 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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A, B, C, D & E
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 21' 9"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

MICRO SAFETY

ENGINES

18. Number installed: One
19. Makes: Continental
20. Types: A-65-8
21. International power of the engine or engines at:
    (a) Sea Level 65 H.P. at 2300 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	768 lbs.
	(b) Seaplane	..... lbs.
	(c) Skiplane	..... lbs.

WEIGHT OF FUEL AND OIL

	144 lbs. ~~WKS~~ 17/10/47
26. Fuel	~~72~~ lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks ~~One~~ Three ~~WKS~~ 17/10/47.	
(b) Capacity of tanks ~~10~~ 20. ~~WKS~~ 17/10/47 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.	109 lbs. ~~WKS~~ 17/10/47 ~~181~~ lbs.
32. Maximum total weight authorized	..... lbs.
Landplane	1200 lbs.
Seaplane	..... lbs.
Skiplane	..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
    Landplane Twelve 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 14.2 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 29th July, 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.

H. L. Patteson

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.

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.

Total weight authorized does not permit of carrying a passenger unless a suitable reduction in the quantity of fuel is made..JHS.....17/10/47.

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
		29th July, 1948	H. Watkinson

(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.

HTP/cs

Ottawa, July 16, 1948.

15

1-639 Taylorcraft - CF-DCP 5008-D15-16

District Controller of Air Services,
402 Blowey-Henry Building,
Edmonton, Alberta.

Attention: District Inspector, Air Regulations.

1. May we be advised as to the decision on the final disposition of the wreckage of this aircraft and if the Certificates of Airworthiness and Registration are being cancelled.

(W. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

14 2 6-46

EDMONTON ALBERTA MAY 20, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-16	Accident - Taylorcraft CF-DOP	1-639

A 8095

TRANSPORT-RECORDS
MAY 25 P.M.
File 5008-D15-16

Controller of Civil Aviation,
O T T A W A, Ontario.

1. Herewith for your information and records, please, copy of accident report dated May 19, 1948, as submitted by Mr. T. P. Fox of Associated Airways Limited, and which is self-explanatory.

KFS/H
Encl.

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

Noted 13.6.48

MR. PATTERSON

Do not A/C written off. ? (See folio 12) ABJ

Noted

ENTERED IN ACCIDENT RECORDS

C O P Y

13

ASSOCIATED AIRWAYS LIMITED

EDMONTON ALBERTA

P.O. Box 424
May 19, 1948.

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

Entered on Accident Cards

Dear Sir:

On Sunday, May 16th, at 15:21 hours, aircraft CF-DOP suffered an accident on the Edmonton City Airport. The pilot was Gordon Cannam, Licence No. C-4561, who suffered two broken ribs in the crash. There were no passengers being carried and the flight was being carried out for the purpose of Mr. Cannam gaining additional experience and building his time up to the required 100 hours of solo flying.

The writer and Mr. A. N. Bell witnessed the accident. CF-DOP was observed to make a normal approach and landing on runway #11. Shortly after touching down, a gust of wind seemed to catch the left wing, raising it to a point where the right wing tip was approximately three feet above the runway. At this point the pilot apparently applied full power and the aircraft immediately took off. It flew in a left wing high stall condition, continuing a right hand turn until it was proceeding at an a angle of approximately ninety degrees to runway #11 and had reached a point some 250 feet from the edge of runway #11 and a height of from 30 to 35 feet. The right hand wing had started to raise and it appeared that the pilot had brought the aircraft under control. However, due to a gust striking the higher left wing, or for some other reason, the right wing dropped abruptly to a point where it struck the ground, causing the aircraft to cartwheel in such a manner as to cause the aircraft to stand first on its' nose, and then turn completely around until it stood vertically on its' tail, at which point it fell over backwards and came to rest upside down.

..... cont'd.

The writer and Mr. Bell proceeded immediately to the crash and arrived just as Mr. Cannam climbed out of the wreckage. We took Mr. Cannam to the Royal Alexandra hospital at once, and left instructions for our staff to go to the wreckage and take whatever pictures they could obtain. The wreckage was later removed to our location in "C" hangar where it remains.

The aircraft would appear to be damaged beyond economical repair. However, the decision in this regard would have to be arrived at with the approval of the insurance adjustors. Practically all components of the aircraft have suffered major damage. Fortunately, however, the control system seems to be intact and has been inspected by the writer, as well as other engineers, and we feel certain that the controls were normal at the time of the accident.

Your department will be advised as to the decision on the final disposition of the wreckage, at which time we will surrender the C of A, C of R and any other documents you may require.

Yours very truly,

ASSOCIATED AIRWAYS LIMITED,

TPF/rf

"T. P. Fox" Manager.

1-639
Hq. 5008-D15-16 11

REGISTERED

DEPARTMENT OF TRANSPORT

Civil Aviation Branch

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
October 17, 1947.

TRANSPORT-RECORDS
OCT 20 P.M.
File 5008-D15-16

Associated Airways Limited,
P.O. Box 424,
Edmonton, Alta.

Dear Sirs:

A23204

We enclose herewith Certificate of Registration No.6238 and Certificate of Airworthiness No. 2415, covering Taylorcraft BC12-D1, CF-DOP, which have today been amended as follows:

(a) Certificate of Registration Item 1 changed from BC12-D1 to BC12-D.

(b) Certificate of Airworthiness Item 7 (Series) changed from BC12-D1 to BC12-D.

(c) Item 26 changed from 72 lbs to 144 lbs.

(d) Item 26(a) changed from one to three.

(e) Item 26(b) changed from 10 to 20.

(f) Item 31 land plane changed from 181 lbs. to 109 lbs.

Miss Jones to note P.A.

A footnote has been added to Page 3 which reads: 'Total weight authorized does not permit of carrying a passenger unless a suitable reduction in the quantity of fuel is made.'

Yours truly,

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

Noted
Rm

KFS/LC

Ch.

P.S. Log books have been amended accordingly.

10

HFP/EM

Ottawa, Ontario, October 14th, 1947.

Taylorcraft BC12-D1 CF-DOP

5008-D15-16

AIR MAIL

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

1. May the following amendments be made to the Certificate of Registration No. 6238 and Airworthiness No. 2415 for this aircraft:

(a) Certificate of Registration Item 1 should read Taylorcraft BC12-D.

(b) Certificate of Airworthiness Item 7 (Series) should read BC12-D.

(c) Item 26 should read 144.

(d) Item 26(a) should read 3.

(e) Item 26(b) should read 20.

(f) Item 31 should read land plane 109 lbs.

(g) Footnote Page 3 - Total weight authorized does not permit of carrying a passenger unless a suitable reduction in the quantity of fuel is made.

2. Submitted for your information, please.

(H. Pratham),
Superintendent, Air Regulations.

AR

File: 1-639

9

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Sept. 26/47.

Associated Airways Ltd.
P.O. Box 424,
EDMONTON, Alta.

TRANSPORT-RECORDS
SEP 29 A.M.
File 5008/D15-16

A20863.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Taylorcraft BC12-D
Serial No.: 7717
Registration Marks: CF-DOP

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....144 lbs. ?
Oil.....9 lbs.
Crew.....170 lbs.

	Empty	Commercial	Gross
Landplane	768 lbs.	109 lbs.	1200 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....November 25, 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,

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

KFS/M
Ch 5008-D15-16 ✓

Suitable reduction in the quantity of fuel must be made in order to accommodate passenger when operating as a Landplane.

AC-5-59

5008-D15-16

/20

Ottawa, Ontario,

Sept. 20, 1947.

REGISTERED

Associated Airways Limited,
P. O. Box 424,
Edmonton, Alta.

Dear Sir:

Enclosed please find Certificate of Registration No. 6238 and Certificate of Airworthiness No. 2415, together with Engine and Journey and Aircraft Log Books, for your Taylorcraft BC12-D1 aircraft, CF- DOP Serial No. 7717.

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 29th, 1948.

Yours very truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

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

Revenue Audit
Dept. of Transport

7 2462A 6-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6238

NATIONALITY AND REGISTRATION MARKS CF-DOP

1. Type and description	Taylorcraft ~~BC12-D~~ BC12-D (17.10.47)
2. Name and address of constructor	Taylorcraft Aviation Corporation, Alliance, Ohio, U.S.A.
3. Constructor's serial number	7717
4. Name of owner	Associated Airways Limited
5. Address of owner	P.O. Box 424, Edmonton, Alberta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 29th day of July 19 47, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DOP 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.

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

VALID FOR DAY FLYING ONLY.

VALID IN CANADA ONLY.
This certificate is issued in lieu of United States Department of Commerce Certificate of Airworthiness for Export Number E10428 and is subject to conditions specified therein.

2462

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 2415

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Associated Airways Limited
2. Christian name
3. Address P.O. Box 424, Edmonton, Alberta.
4. Nationality Canadian.

NAME OF CONSTRUCTOR

5. Name Taylorcraft Aviation Corporation

NATIONALITY AND REGISTRATION MARKS

6. CF-DOP

DESCRIPTION OF AIRCRAFT

7. Type Taylorcraft Series ~~BC12-D1~~ BC12-D (17:10:47) Constructor's No. 7717
8. Place and year of construction of aircraft Alliance, Ohio, 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) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision A, B, C, D & E
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 21' 9"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

ENGINES

18. Number installed: One
19. Makes: Continental
20. Types: A-65-8
21. International power of the engine or engines at

(a) Sea Level 65 H.P. at 2300 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	768 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	(17.10.47) 144 ~~72~~	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks	One THREE (17.10.47)	
(b) Capacity of tanks	~~18~~ 20 (17.10.47) 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	109 (17.10.47) L.P. ~~181~~	lbs.
32. Maximum total weight authorized		lbs.
Landplane	1200	lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane Twelve 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 14.2 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 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 29th July, 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.

Total weight authorized does not permit of carrying a passenger unless a suitable reduction in the quantity of fuel is made. (17.10.47)

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
		29th July,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

21 2 6-47

Edmonton, Alta. Apr. 26, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-16	Taylorcraft BC-12D CF-DOP Weight and Balance Report	1-639

TRANSPORT-RECORDS
APR 29 P.M.
5008-D15-16
File

3895

REGISTERED

D.A.S.,
Ottawa.

Attention: CCA

1. Reference to your letter of April 19th, 1949 with which you forwarded actual Weight and Balance Report covering the subject aircraft.

2. Since this aircraft was written off and the formal Certificates returned to H.Q. for cancellation as per our letter of July 23, 1948, we are returning herewith the Weight and Balance Report for your files.

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

M
Enc.

20

TAYLORCRAFT AVIATION CORPORATION
ALLIANCE, OHIO

ACTUAL WEIGHT AND BALANCE REPORT

MODEL BC-12D

SERIAL NO. 7717

LICENSE NO. CF-DOP

DATE 9/9/46

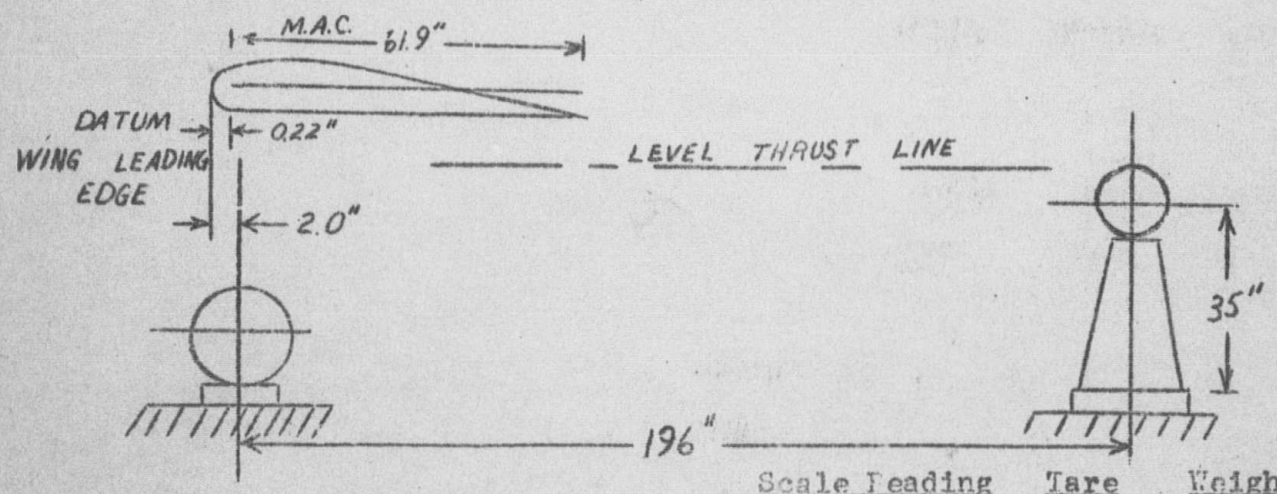
PREPARED BY R. W. Champion
R. W. Champion

INSPECTOR Kenneth W. Harder

CAA

Section 1. Aircraft Weight

A. Empty Weight as weighed (Level Landing Position)



	Scale Reading Tare	Weight
Right Wheel		352
Left Wheel		361
Tail Wheel		62.5
	Actual Weight plus Oil	775.5
	Oil - 1 gal. 7.5 lbs.	-7.5
	Empty Weight	768.0

C.G. Empty (as weighed) aft of wheel centerline = $\frac{62.5 \times 196}{775.5}$ = 15.80 inches

C. G. is aft of leading edge of wing = 15.80" + 2.0 " = 17.80 "

Section 2. Most Forward C.G. Loading Condition

Item No.	Name	Weight	Hor. Arm	Moment
1.	Empty Weight (as weighed including oil)	775.5	17.80	13,804
2.	Fuel - 12 gal. (fuselage tank)	72	-9.	-648
3.	Pilot	170	23.	3910
		1017.5	16.77	17,066

Datum to M.A.C. Leading Edges . 22 inches

Percent of M.A.C.= $\frac{16.77-.22}{61.9}$ = 26.74 %

C.G. aft of leading edge of wing= 16.77 inches

Section 3. Most Rearward C.G. Loading Condition

Item No.	Name	Weight	Hor.	Arm Moment
1.	Empty Weight (as weighed including oil)	775.5	17.80	13,804
2.	Fuel - 6 gal. (fuselage tank)	36	-9	-324
3.	Pilot & passenger	340	23	7820
4.	Baggage	~~48.5~~ XX	40	~~1940~~ XXXXX
		1200.0	19.37	23,240

Datum to M.A.C. Leading Edge = 22 inches

Percent of M.A.C. = $\frac{19.37-.22}{61.9}$ = 30.93 %

C.G. aft of leading edge = 19.37 inches

STANDARD EQUIPMENT LIST FOR TAYLORCRAFT BC12D

Schnutt 2-ply Tires

Aeromarine Tachometer

Aeromarine Altimeter

Aeromarine Airspeed

Oil Pressure Gauge

Oil Temperature Gauge

Dual Ignition Switch

Shock Cords

Primer

Throttle Control

Carburetor Heater

Cabin Heater

Propeller

Continental A65-8 Engine Dual Ignition

Navigation Lights, Battery & Box

Flightex 3½ oz. cloth

Removable Equipment Including Installation Weight

- Ahead of leading edge of wing	+Rearward of leading edge
Parking brake	Wt. 1.0 lbs. - 9
Carwell Aero Eng. Co. Compass Type 55	Wt. 2.0 lbs. - 3.5"
Shinn Devices Brakes 6C4HB	Wt. 6.0 lbs. + 1"
Steerable Tailwheel	Wt. 2.0 lbs. + 193"
Total	11. lbs.

FILE No. 5008 -D15- 17

VOLUME No. 1

VOL. 1

5008 -D15- 17

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DOQ - TAYLORCRAFT BC-12D.

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 31 1950	18085	CAR		GJ	SEP 1 1950
SEP 16 1950	19703	CAR		[illegible]	SEP 21 1950
	—	CAE		[illegible]	SEP 21 1950
DEC 6 1950	Reg Mr Travers	CAR		[illegible]	DEC 7 - 1950
JUL 4 1951	18920	CAR		[illegible]	JUL 13 1951
	—	CAE		[illegible]	JUL 16 1951
JUL 13 1951		CAJ		[illegible]	JUL 17 1951
JUL 16 1951		CRI			JUL 17 1951
JUL 17 1951		Treas a		MB	JUL 20 1951
JUL 20 1951		RFL		[illegible]	JUL 24 1951
OCT 2 - 1951	34501	CAR		GJ	OCT 3 - 1951
OCT 2 - 1951	35275	CAR		GJ	OCT 12 1951
OCT 3 - 1951	—	CAE		[illegible]	OCT 12 1951
OCT 12 1951	27036	ATC		[illegible]	NOV 14 1951
NOV 12 1951	WVGordon —	CAR		WVG	NOV 14 1951
NOV 14 1951	—	CAI		AW	NOV 15 1951
DEC 29 1951	50237	CAR		GJ	JAN 8 1952
JAN 8 1952		RJL		[illegible]	JAN 9 1952
JAN 9 1952		CaJ		[illegible]	JAN 17 1952

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

1
6-49

3-46
CP. 58325
D.L.L. Co.

FILE NO. 5008 - D15 - 17

VOLUME NO. 1

VOL. 1

5008 - D15 - 17

DEPARTMENT OF TRANSPORT

FROM SEPT. 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
REGISTRATION, INSPECTION AND OPERATION

SUB-SUBJECT

FILE TITLE CF - DOQ TAYLORCRAFT DC12D

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
SEP 14 1946	22292	SAR		GJ	SEP 18 1946
OCT 7 1946	25777	S.A.R.	EC ~~7.11.46~~	GJ	OCT 11 1946
NOV 6 - 1946	BF Nov 7	SAR	~~[illegible]~~	GJ	DEC 3 [illegible]
DEC 10	BF Dec 11	SAR		[illegible]	MAY 2 - 1947
		CAI ①		[illegible]	MAY 2 - 1947
MAY 2 - 1947		Treas		[illegible]	MAY 3 - 1947
16/5	02904	SAR		[illegible]	MAY 21 1947
JUN 5 - 1947	7364	Ob-C		[illegible]	JUN 17 1947
JUN 17 1947		CAR		[illegible]	JUN 20 1947
		CAE		[illegible]	JUN 20 1947
AUG 30 1947	17418	CAR		GJ	SEP 6 - 4[illegible]
		CAE		[illegible]	SEP 6 - 47
	42754	CAR		[illegible]	APR 5 9 48
APR 19 48	2506	CAR		GJ	APR 23 48
SEP 3 48	22519	CAR		R.M.	SEP 10 48
		CAE		[illegible]	SEP 10 4[illegible]
SEP 17 48	24471	CAR		[illegible]	SEP 20 4[illegible]
SEP 25 48		CAI ①		[illegible]	SEP 27 4[illegible]
SEP 27 48		CRI ②		[illegible]	OCT 2 948
OCT 2 948		Trans Account ③		[illegible]	OCT 4 48
MAY 23 1949	7389	CAR		GJ	
		CAE		[illegible]	
SEP 2 - 1949	22224	CAR		[illegible]	MAY 25 1949
OCT 22 1949	OCT 31 1949 Requested [illegible]	CAR		GJ	SEP [illegible] NOV 12 1949
NOV - 7 1949	30931	CAR		GJ	NOV 12 1949
		CAE		[illegible]	NOV 12 1949
JUN 23 1950	Reg. Min Scott	CAI		S	JUN 23 19[illegible]

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 10, 1946.

TRANSPORT-RECORDS
SEP 13 P.M.
File 5008 D 15

Pilot A. J. Henderson,
c/o Associated Airways Ltd.,
P.O. Box 424,
EDMONTON, Alta.

Dear Sir:

This letter constitutes your temporary authority to ferry Taylorcraft aireraft CF-DOQ from the USA-Canadian border to Edmonton, Alberta, under VFR conditions, day flying only, no passengers, to be not valid after September 30, 1946.

A2225

It is understood that customs formalities and application for Certificate of Registration and Certificate of Airworthiness will be completed on your arrival at Edmonton.

Yours very truly,

K F S

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

KFS/M
Ch
cc: DIAR Winnipeg

Noted
WSJ

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 3

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 17 1946

~~5006-D16-14~~
~~-15~~
~~-16~~
-17

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY-HENRY BUILDING
EDMONTON ALBERTA

AR27 THE FOLLOWING TELEGRAM RECEIVED FROM THE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON QUOTE CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10426 E10427 E-10428 AND E-10429 COVERING TAYLORCRAFT BC12-D AIRCRAFT SERIAL NUMBERS 7715 7716 7717 AND 7718 CANADIAN REGISTRATIONS CF-DON, CF-DOO CF-DOP AND CF-DOQ RESPECTIVELY PURCHASED BY ASSOCIATED AIRWAYS LIMITED P O BOX 424 EDMONTON ALBERTA CANADA BEING PREPARED UNQUOTE.

CIVIL AVIATION

PSW/BB

Adresse et numéro de téléphone de l'expéditeur pour référence.
Sender's address or telephone number for reference.

CD 2F

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.

COPY/BB

1946 Sep. 16 PM 4.19

AA438 84/45 DL
WASHINGTON DC 16 NFT

J. A Wilson DIRECTOR OF AIR SERVICE
DEPT OF TRANSPORT OTTAWA ONTARIO

CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10426 E-10427 E-10428 AND E-10429 COVERING TAYLORCRAFT BC12-D AIRCRAFT SERIAL NUMBERS 7715 7716 7717 AND 7718 CANADIAN REGISTRATIONS CF-DON CF-DOO CF-DOP AND CF-DOQ RESPECTIVELY PURCHASED BY ASSOCIATED AIRWAYS LIMITED P O BOX 424 EDMONTON ALBERTA CANADA BEING PREPARED.

CHARLES F DYCER CIVIL AERONAUTICS ADMINISTRATION

Adresse et numéro de téléphone de l'expéditeur pour référence.
Sender's address or telephone number for reference.

Form ACA 26
(Rev. 10-15-40)

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10429

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.

Three-View Drawing is attached.

Instruction Manual is attached.

Engine: Continental A-65-8.

Propeller: Sensenich 72CK-44.

Actual empty weight: 769 pounds.

Standard weight: 1,200 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	TAYLORCRAFT AVIATION DIVISION - SEPTEMBER 5, 1946 DETROIT AIR-CRAFT PRODUCTS, INC.
Type	LAND MONOPLANE
Model	TAYLORCRAFT BC12-D
Serial No.	7718
Date	SEPTEMBER 12, 1946

Charles F. Dyer

Charles F. Dyer, Director
Aircraft & Components Service

CF-DOQ

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

A-696-4
TAYLORCRAFT

BC
BCS
BC-65
BCS-65
BC12-65 (Army L-2H)
BCS12-65
BC12-D
BCS12-D

August 15, 1946

AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with 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	Taylorcraft Aviation Division Detroit Air-Craft Products, Inc. Alliance, Ohio

I - Models BC and BCS 2 PCL-SM Approved August 24, 1938 (BC) and April 5, 1939 (BCS)

Engine	Continental A-50-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 1900 rpm (50 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 131 mph True Ind. Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Diameter, maximum 83 inches.
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC) Seaplane: (+15.1)(24.2% MAC) to (+19.4)(31.0% MAC)
Empty weight C.G. Range	Landplane (+15.3) to (+18.5) Seaplane (+15.9) to (+18.3)
Maximum weight	Landplane: 1100 lbs. (See NOTE 2) Seaplane: 1228 lbs.
No. seats	2 at(+23)
Baggage	30 lbs. max. (+40)
Fuel capacity	12 gals. (-9). (See Item 312)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 25° up and 27° down Rudder 26° right and left Ailerons Not available
Serial Nos. eligible	1001 and up
Required equipment	Landplane: Item 101, 102, 103, 104 and 105. Seaplane: Items 103, 104, 105 and 151.

II - Models BC-65 and BCS-65 2 PCL-SM Approved July 22, 1939 (BC-65) and October 7, 1939 (BCS-65)

(Same as model BC except engine installation)

Engine	Continental A-65-1 (See Item 308 and NOTE 3)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2350 rpm (65 hp)

20507

Airspeed limits	Landplane:	Level flight or climb 105 mph True Ind. Glide or dive 131 mph True Ind.
	Seaplane:	Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: Max. 2330 (A-65-1 engine); 2280 (optional engines) Min. 2120 Diameter: Max. 83 inches (landplane); 79 inches (seaplane) Minimum 70 inches.	
C.G. range	Landplane: (+14.5)(23.1% MAC) to (+19.7)(31.5% MAC) Seaplane: (+15.1)(24.2% MAC) to (+20.1)(32.3% MAC)	
Empty weight C.G. Range	Landplane: (+15.3) to (+18.5) Seaplane: (+15.9) to (+19.0)	
Maximum weight	Landplane: 1100 lbs. (See NOTE 2) Seaplane: 1228 lbs. (See NOTE 2)	
No. seats	2 (+23)	
Baggage	30 lbs. max. (+40)	
Fuel capacity	12 gals. (-9) (See Item 312)	
Oil capacity	1 gal. (-21)	
Control surface movements	Elevators 27° up and 25° down Rudder 26° right and left Ailerons Not available	
Serial Nos. eligible	1001 and up	
Required equipment	Landplane: Items 101, 102, 103, 104 and 105. Seaplane: Items 103, 104, 105 and 151.	

III - Models BC12-65 (Army L-2H) and BCS12-65 2 PCL-SM Approved April 7, 1941
(Same as model BC-65 except for minor structural changes and added elevator trim tab.)

Engine	Continental A-65-7 (See Item 308)	
Fuel	73 min. octane aviation gasoline	
Engine limits	For all operations, 2300 rpm (65 hp)	
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 140 mph True Ind.	
	Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.	
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120 Diameter - not more than 72 inches; not less than 70 in.	
C.G. range	Landplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) Seaplane: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) when equipped with Edo floats (Item 151). Seaplane: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC) when equipped with Heath floats (Item 320).	
Empty weight C.G. Range	Landplane: (+14.8) to (+17.3) Seaplane: (+14.8) to (+19.1) when equipped with Edo floats (item 151) Seaplane: (+15.2) to (+19.1) when equipped with Heath floats (item 320)	

Maximum weight	Landplane: 1200 lbs. Seaplane: 1278 lbs.
No. seats	2 (+23)
Baggage	Landplane: 50 lbs. maximum (+40) Seaplane: 30 lbs. maximum (+40)
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)).
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 27° up, 25° down Elevator tab 25° up, 30° down Ailerons 25° up and down Rudder 26° right and left
Serial Nos. eligible	2401, 2501, 2503, 2504, 2529 and up and all AAF numbers.
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108 and 151.

IV - Models BC12-D and BCS-12D 2 PCL-SM Approved November 23, 1945 (BC12-D) and February 19, 1946 (BCS12-D)

(Same as model BC12-65 except for alternate tail surface, revised aileron travel, alternate one piece windshield, and miscellaneous structural and non-structural changes).

Engine	Continental A-65-7 (See Item 308)
Fuel	73 min. octane aviation gasoline
Engine limits	For all operations, 2300 rpm (65 hp)
Airspeed limits	Landplane: Level flight or climb 105 mph True Ind. Glide or dive 140 mph True Ind. Seaplane: Level flight or climb 95 mph True Ind. Glide or dive 129 mph True Ind.
Propeller limits	Static rpm at full throttle: not more than 2275; not less than 2120 Diameter: not more than 72 in.; not less than 70 in.
C.G. range	Landplane or Seaplane with Edo floats (Item 151) installed: (+14.2)(22.7% MAC) to (+20.0)(32.2% MAC) Seaplane with Heath floats (Item 320) installed: (+14.6)(23.3% MAC) to (+20.0)(32.2% MAC)
Empty weight C.G. Range	Landplane: (+14.8) to (+17.3) Seaplane: (+14.8) to (+19.1) when equipped with Edo floats (item 151) Seaplane: (+15.2) to (+19.1) when equipped with Heath floats (item 320)
Maximum weight	Landplane: 1200 lbs. Seaplane: 1278 lbs.
No. seats	2 (+23)
Baggage	Landplane: 50 lbs. maximum (+40) Seaplane: 30 lbs. maximum (+40)
Fuel capacity	18 gals. (12 gals. in fuselage (-9) and 6 gals. in wing (+24)) (See NOTE 4)
Oil capacity	1 gal. (-21)
Control surface movements	Elevators 27° up, 25° down Elevator tab 25° up, 30° down Ailerons 23° up and down Rudder 26° right and left
Serial Nos. eligible	6402 and up
Required equipment	Landplane: 101, 102, 103, 104, 105, 106, 107, 108. Seaplane: 103, 104, 105, 106, 108, 151

Specifications Pertinent to all Models

Datum	Leading edge of wing
MAC	61.9 inches (L.E. of MAC at +0.2)
Leveling means	Upper surface of horizontal stabilizer
Certification basis	Type Certificate No. 696 (CAR 04 in effect prior to November 9, 1945)
Production basis	Production Certificate No. 9
Export eligibility	Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook: (a) Canada - Landplane and seaplane - eligible. Skiplane - not eligible. However structure complies with Canadian requirements as follows: (1) At 1100 lbs. maximum weight - Landing gear per Dwg. B-A50, ski height 10 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamlined member to axle.) (2) At 1150 and 1200 lbs. maximum weight - Landing gear per Dwg. B-A515, ski height 9 in., tread 72 in. (centerline of ski 5.19 in. out from center of bolt attaching diagonal streamline member to axle.) (b) Great Britain - when rear spar hinge fittings are in accordance with Dwg. No. B-L800. (c) All other countries except 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

103. Propellers

(a) Approved wood (fixed or adjustable pitch) 10 lbs. (-46)
(See static limits under individual models).

(b) Beech R002 Controllable, Hub R-002-101 or R-003-100, Blades R-002-205-72 (Diameter 72") Pitch at 27" sta., low 11 3/4°, high 17 3/4°. Includes Beech mechanical propeller control. (Pitch limits under individual models are not applicable to these propellers) Eligible for models BC-65, BC12-65 and BC12-D) +20 lbs. (-47)

(c) McCauley model 1A90 with the following limits:
Static RPM at max. permissable throttle setting:
Not more than 2160 RPM
Not less than 2010 RPM
Max. diameter,
Not more than 74 inches
Not less than 72.5 inches.
Placard required: "Avoid continous engine operation between 1770 and 1960 RPM".
(Eligible on BC12-D only).(See NOTE A)

Engines and Engine Accessories - Fuel and Oil System

104. Carburetor air heater (Dwg. BC-L601)
108. Enclosed engine cowl (BC12-65, BCS12-65, BC12-D, BCS12-D)
308. Engines (Continental, see Engine Specs. 190 & 205) (-33)
A. Models BC and BCS
(a) A-50-2 +6 lbs.
(b) A-50-3 or A-50-8 +10 lbs.
(c) A-50-4 +3 lbs.
(d) A-50-5 +13 lbs.
(e) A-50-7 No weight change
B. Models BC-65 and BCS-65
(a) A-65-3, A-65-3J, A-65-8 or A-65-8J +10 lbs.
Engine limits
For all operations, 2300 rpm (65 hp)
(b) A-65-7 or A-65-7J No weight change
Engine limits same as (a)
C. Models BC12-65, BCS12-65, BC12-D, BCS12-D
(a) A-65-7J No weight change
Engine limits same as B(a)
(b) A-65-8 or A-65-8J +10 lbs.
Engine limits same as B(a)
312. Auxiliary 6 gal. fuselage fuel tank installation 8 lbs. (+30)
(Fuel arm (+35)) (BC, BCS, BC-65 and BCS-65)
313. Enclosed type engine cowl (Dwg. BL-L628)
(BC, BCS, BC-65 and BCS-65) 9 lbs. (-18)
315. Revised engine mount (Dwg. BC65-A128) (for engines incorporating integral rubber bushings) Neglect weight change

Landing Gear and Floats

101. 6.00-6 wheels (Shinn 6C4) with 2-ply tires 21 lbs. (+2)
102. Tail skid
107 or 309. Parking brake 1 lb. (-9)
151. Edo 60-1320 float installation 169 lbs. +115 lbs. (+22)
(including auxiliary fin 4 lbs. (+176)) (+193)
302. Tail wheel
(a) 6x2.00 steerable with brake (Baxter) +5 lbs.
(b) 6x2.00 steerable (Aircraft Associates) +3 lbs.
(c) 6x2.00 full swiveling (Firestone Industrial) +3 lbs.
(d) 6x2.00 steerable (Lake State Products 5-40-31) +4 lbs.
(e) 6x2.00 steerable (Heath) +4 lbs.
304. 6.00-6 wheels (Shinn 6C4HB) with brakes +6 lbs. (+1)
305. Wheel streamlines (Dwg. A-9015 or A-9016) 6 lbs. (+2)
316. Skis (Eligible on any airplane of these models provided the propeller installation meets the minimum 9 in. ground clearance. The maximum weight for the skiplane will be the same as for the corresponding landplane or that shown in parenthesis after each ski model, whichever is less) Use actual wt. change
(a) Marston 1200 (Maximum 1200 lbs.)
(b) Air Transport 1220-480 (Maximum 1220 lbs.)
(c) Air Transport 1224-580-1 (Maximum 1220 lbs.)
(d) Federal SC-1 (Maximum 1400 lbs.)
(e) Piper S-1000 (Maximum 1200 lbs.)
(f) Jennings TY-2 (Maximum 1200 lbs.)
(g) Federal SA-1 (Maximum 1200 lbs.)
(h) Aviation Service B (Maximum 1650 lbs.)
(i) Richards 1-B (Maximum 2220 lbs.)
(j) Washington Aircraft 1200 (Maximum 1200 lbs.)

(k) Heath 655 (Maximum 1210 lbs.)
(l) Federal SC-2 (Maximum 1650 lbs.)
(m) Aviation Service A (Maximum 1100 lbs.)
(n) Federal SA-1A (Maximum 1300 lbs.)
(o) Jacobsen (formerly Escanaba) EAS-100 (Maximum 1200 lbs.)
(p) Richards 1-A (Maximum 2800 lbs.)
(q) Marston MFS-1600 (Maximum 1600 lbs.)
(r) Heath 725 (Maximum 1450 lbs.)
(s) Aero. Sales & Service AS-6.00-6 (Maximum 1320 lbs.)
(t) Jack Carr Service 16 (Maximum 1600 lbs.).
(u) Fairbanks MF-5 (Maximum 1310 lbs.)
(v) Heath 725A (Maximum 1450 lbs.)
(w) Federal SK4-1 (Maximum 1400 lbs.)

317. 6.00-6 4-ply tires — Neglect weight change
320. Heath 1460A float installation, 172 lbs. including auxiliary fin, 4 lbs. (+176) (BCS12-65 and BCS12-D only) — +122 lbs. (+25)

Electrical and Radio Equipment

310. Battery and Box
(a) 6 volt — 9 lbs. (+10)
(b) 12 volt — 15 lbs. (+10)

311. Radio installations
(a) Receiver (BC, BCS, BC-65 and BCS-65) — 9 lbs. (+39)
(b) Receiver (BC12-65 and BCS12-65) — 11 lbs. (+12)
(c) Transmitter (BC12-65 and BCS12-65) — 9 lbs. (+8)
(d) Reel type trailing antenna (BC12-65 and BCS12-65) — 3 lbs. (+61)
(e) "T" type antenna — 1 lb. (+40)
(f) Lear Loop Rotator AML-1 (BC12-65 and BCS12-65) — 2 lbs. (+25)
(g) Lear receiver complete, including receiver AMR-1 5 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only) — 12 lbs. (+14)
(h) Lear receiver and transmitter complete, including receiver AMR-1 5 lbs. (+2), receiver antenna 1 lb. (+40), transmitter AMT-1 5 lbs. (+2), trailing antenna 3 lbs. (+61), dry battery and cable 9 lbs. (+20) (B12 series only) — 23 lbs. (+18)
(i) Heath receiver complete, including receiver MA-4 7 lbs. (+2), dry battery and cable 6 lbs. (+20), antenna 1 lb. (+40) (B12 series only) — 14 lbs. (+13)
(j) See NOTE 5 for BC12-D and BCS-12D

319. Position lights — 2 lbs. (+77)
(a) Grimes B (6 volt)
(b) Grimes D (6 volt) BC12-D and BCS12-D only
(c) Grimes D (12 volt) BC12-D and BCS12-D only

Interior Equipment

105. Wheel type control
301. Parachutes (one or two) — 20 lbs.ea. (+23)
306. Cabin heater (Taylorcraft BC-L606 or BC-L630) — 2 lbs. (-22)
307. Leather upholstery — +5 lbs. (+25)
314. Stick type control — Neglect weight change
318. Special instruments (B12 series only)
(a) Bank and turn — 4 lbs. (0)
(b) Rate or climb — 2 lbs. (-4) or (-9)
(c) Compass — 2 lbs. (+4)
(d) Clock — 0.5 lbs. (+10)

Miscellaneous (Not listed above)

200 Miscellaneous items as noted in the approved weight and balance report.

106 or 303 Auxiliary door +5 lbs. (+25)

NOTE A. 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 evalution of the certification data for the model. The Inspector will, therefore, include the following statement on the reverse side of Page 1 of Form ACA 309:

"The Airworthiness Certificate for this aircraft is based on a tentative approval of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owners responsibility to comply with all pertinent provisions of the final AIRCRAFT SPECIFICATION and AIRWORTHINESS DIRECTIVE."

The foregoing will not apply to new production aircraft certificated at the factory by Factory Inspectors. In such cases, the standard procedure already in effect will be continued.

NOTE 1. (Deleted - December 2, 1942)

NOTE 2. (a) Models BC and BC-65, serial Nos. 1407 and up, eligible at 1150 lbs. maximum weight.
(b) Model BCS-65, serial Nos. 1432 and up, eligible at 1278 lbs. maximum weight.

NOTE 3. No aircraft of these models shall be eligible for original certification with single ignition engines after August 1, 1941. In addition, no aircraft of these models shall be eligible for recertification with single ignition engines unless such aircraft were either previously certificated with single ignition engines or were originally certificated prior to August 1, 1941.

NOTE 4. Opposite wing tank eligible as 6 gal. auxiliary on models BC12-D and BCS12-D only.

NOTE 5. Models BC12-D and BCS12-D radios restricted to total weight not more than 20 lbs. and arm from (8) to (20).

NOTE 6. 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 directive may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

20507

SUPERSEDES AD-289

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AD-305
TAYLORCRAFT
BC
BCS
BC-65
BCS-65
BC12-65
BCS12-65
TC 696

April 15, 1944

AIRWORTHINESS DIRECTIVE

IT IS THE OWNER'S RESPONSIBILITY TO KEEP HIS AIRPLANE IN AN AIRWORTHY CONDITION. COMPLIANCE WITH THE NOTES CONTAINED IN THIS DIRECTIVE IS CONSIDERED NECESSARY FOR MAINTAINING ITS AIRWORTHINESS.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded. (In the case of Air Carriers, the Directive may be kept at the operator's main base.)

An inspection or revision in accordance with these NOTES must be made at the next periodic inspection, or immediately if so noted, and, in the case of the "INSPECTION NOTES", at each subsequent periodic inspection or at the interval stated in the NOTE. "SPECIAL NOTES" need be complied with once only. The aircraft and engine mechanic making the periodic inspection must make an entry in the airplane (or engine) log book attesting to his inspection in compliance with these NOTES. (In the case of Air Carriers, compliance may be noted in the maintenance base records.)

The NOTES listed below are based on service experience and are forwarded in an endeavor to assist in maintaining the airworthiness of your airplane. In addition, recommendations contained in manufacturer's service bulletins not necessarily referred to in these NOTES should always be given careful consideration. If you have sold your airplane of the above noted model, please forward this list to the new owner.

- -

INSPECTION NOTE 1. (September 4, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 2. (November 5, 1942; revised April 15, 1944)(Applies to all models listed except BC and BCS)

Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16-inch diameter instead of 1-inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing, particular attention should be paid to the fillets of the Nos. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and has had no magnaflux inspection.
3. At intervals not exceeding 500 hours after first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practicable with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7, dated October 13, 1942, partially covers this same subject.)

6-21079

INSPECTION NOTE 3. (April 30, 1943; revised November 15, 1943)(Applies to all models listed except BC12-65 and BCS12-65)

Inspect and replace all 3/32 in. cable and certain pulleys in primary control systems in accordance with Airworthiness Bulletin No. 79.

The following NOTES need be complied with once only.

SPECIAL NOTE 1. (July 2, 1940; revised December 29, 1941)(Applies to all models listed except BC12-65 and BCS12-65)

On serial Nos. between 1001 and 1970 inclusive, restitch the wing ribs using a 6-U linen rib cord in compliance with Taylorcraft Service Bulletin No. 30.

SPECIAL NOTE 2. (November 5, 1942)(Applies only to airplanes equipped with Freedman-Burnham propellers)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

SPECIAL NOTE 3. (February 27, 1943)

Examine the flexible fuel lines to determine whether the code marking (representing the month and year of manufacture) indicates that the hose was made during the period from May 1941 to August 1942. The code mark will be found on one of the end fittings of the flexible fuel line hose. If the code mark is between 5-41 and 8-42 inclusive, the hose should be replaced by hose furnished on an exchange basis by Resistoflex Corporation, Belleville, N. J. (Taylorcraft Service Bulletin No. 39, dated January 21, 1943, covers this same subject.)

SPECIAL NOTE 4. (November 15, 1943; revised March 15, 1944)(Applies only to models BC12-65 and BCS12-65

This note, regarding the alteration of the fuel tank vent as covered by Taylorcraft Service Bulletin No. 47, dated August 10, 1943, is suspended until further notice. If the vent has already been altered to form an inverted "U" shape it should immediately be changed back to its original form with the opening facing forward into the air stream.

- -

The following NOTES which were deleted September 1, 1942, are now reinstated and shall be complied with.

SPECIAL NOTE. (July 2, 1940)

Ascertain that the drag strut feet have been reinforced on the following serial Nos. in accordance with Service Bulletin No. 21, forwarded to owners about April 1, 1940: Serial Nos. 1242 to 1629, 1631 to 1635, 1637 to 1642, 1645 to 1654, 1657 to 1659, 1671 to 1674, 1676 to 1681, 1684 to 1688, 1694 to 1696 and 1741 to 1759, inclusive.

INSPECTION NOTE. (October 1, 1940)

On serial Nos. 1825 to 1983 inclusive, check wing drag wires for looseness and tighten if necessary in accordance with Service Bulletin No. 23, forwarded to owners about August 14, 1940.

The following NOTES which were deleted February 27, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941)(Applies only to models BC-65 and BCS-65

Replace coil in aircraft equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos in accordance with Airworthiness Maintenance Bulletin No. 33.

5-21079

SPECIAL NOTE. (February 5, 1941)
Federal SC-1 and SC-2 skis used on aircraft certificated as skiplanes must incorporate reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal Aircraft will supply material and instructions upon request.

SPECIAL NOTE. (February 5, 1941)(Applies to all models except BC12-65 & BCS12-65)
Inspect weld attaching control column universal to aileron control sprocket shaft. If weld is cracked, rework or replace with new factory part.

SPECIAL NOTE. (February 5, 1941)(Applies to all models except BC12-65 & BCS12-65)
Inspect fuselage members adjacent to aluminum door jamb (or cover) for wear produced by vibratory action of jamb on structure. Trim jamb to provide a minimum of 1/16 clearance at all points. Weld patch plates to fuselage members if wear appears excessive.

SPECIAL NOTE. (February 5, 1941)(Applies to all models except BC12-65 & BCS12-65)
Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

The following NOTES which were deleted November 15, 1943, are now reinstated and shall be complied with.

INSPECTION NOTE. (August 7, 1940)(Applies only to airplanes equipped with Freedman-Burnham propellers)
INSPECTION REQUIRED EACH 10 HOURS OF OPERATION
Inspect Freedman-Burnham propeller blades models P-201-72 and P-201-70 for cracks and loose rivets after each 10 hours of operation in accordance with Airworthiness Maintenance Bulletin No. 31.

SPECIAL NOTE. (July 11, 1941)
Install the stainless steel oil filler cap spring (Continental Part No. 22060) for the following engines in accordance with Continental Service Bulletin No. 40-3:

Engine Model	Engine Serial No.
A-50 series	Up to No. 1332, inclusive
A-65 "	Up to No. 4304, inclusive
And all fuel injection models.	

SPECIAL NOTE. (October 1, 1941)
Ascertain that the complete engine model designation is shown on the name plate (i.e., A-65-8) in accordance with Continental Service Bulletin No. 41-12, as the series designation was omitted on some of the following engines:

A-50	Up to serial No. 13819, inclusive
A-65	Up to serial No. 1089618, inclusive.

- -

A..A. Vollmecke
Chief, Aircraft Engineering Division

JS:NG
S-2/1079

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

E-205-4
CONTINENTAL

A-65-1
A-65-3
A-65-6, -6J
A-65-7
A-65-8 (O-170-3), -8J, -8F, -8FJ
A-65-9 (O-170-5), -9J, -9F, -9FJ
A-65-12, -12J, -12F, -12FJ
A-65-14, -14J, -14F, -14FJ

May 1, 1946

AIRCRAFT ENGINE SPECIFICATION

Engines of models described herein conforming with this specification and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications.

Manufacturer: Continental Motors Corporation, Muskegon, Michigan

Model A-65	-1	-3, -6	-7	-8, -9	-12	-14
Type	4HOA	- -	- -	- -	- -	- -
Rating:						
Max., except take-off, hp, rpm, at sea level pressure altitude	65-2350-S.L.	65-2300-S.L.	- -	- -	- -	- -
Take-off hp, rpm, at full throttle	65-2350	65-2300	- -	- -	- -	75-2675
Fuel (Minimum octane aviation gasoline)	73	- -	- -	- -	- -	80
Bore and stroke, in.	3.875 x 3.625	- -	- -	- -	- -	- -
Displacement, cu. in.	171	- -	- -	- -	- -	- -
Compression ratio	6.3:1	- -	- -	- -	- -	- -
Weight (dry), lbs. (See NOTE 3)	163	173, 176	163	173, 176	171	170
C.G. location						
Fwd. of mounting face, in.	6.8	6.2	6.8	6.2	- -	- -
Below prop. shaft, in.	1.2	1.5	1.2	1.5	- -	- -
Propeller shaft, (See NOTE 2 for flanged type) SAE No.	0(Taper)	- -	- -	- -	- -	- -
Carburetor (See NOTE 2 for injectors)	Stromberg NA-S3A1 or NA-S3B carburetor with 1-1/4 in. venturi or Marvel MA-3-PA carburetor with 1-7/32 in. venturi	- -	- -	- -	- -	- -
Ignition	Single Scintilla SF-4L or Eisemann AM-4 magneto	Dual Scintilla SF-4R or Eisemann AM-4 magnetos	Single Scintilla SF-4L or Eisemann AM-4 magnetos	Dual Scintilla SF-4R, Eisemann AM-4 magnetos, or Case 4-CAMA magnetos with impulse coupling (25° retard)	- -	- -
Ignition timing, °BTC	30	Right 30 Left 30	30	Right 30 Left 30	- - - -	- - - -
Spark plugs	BG-4B2, S; 417, S Champion LM-31S; M-31A; M-26; C-26, S, 62S Auto-Lite 18A-1	- -	- -	- -	- -	- -
Oil sump, capacity (qts.)	Wet - 4½	- -	- -	- -	- -	---
Exhaust port	Up	- -	Down	- -	- -	- -
NOTES	1,3,5,6	1,2,3,5,6	1,3,5,6	1,2,3,4,5,7,8	1,2,3,5,8	1,2,3,5,7

"- -" indicates "same as preceding model."

Certification basis: Type Certificate No. 205
Production basis: Production Certificate No. 7

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures, 550°F, 350°F and 220°F, respectively

NOTE 2. The following additional models of A-65 series engines are also eligible:

Engine Model	Characteristic Component	Dry weight increase, lbs.
A-65-6J, -8J, -9J	High Model A Fuel Injector	3
	or Excello Model A42	4
A-65-12J, -14J	Excello Model A-42 Fuel Injector	4
A-65-8F, -9F, -12F, -14F	Flanged propeller shaft	1
A-65-8FJ, -9FJ, -12FJ, -14FJ	Flanged propeller shaft and fuel injector as above	4 or 5

NOTE 3. Engine serial Nos. lower than 340795 incorporate a modified crankcase not suitable for use with rubber shock mountings and a modified engine mount-deduct 3 lbs. from engine dry weight above. With Eisemann Magnetos, deduct 5 lbs. from engine dry weight above. With Case magnetos deduct 2 lbs. from engine dry weight above.

NOTE 4. Military models O-170-3 and O-170-5 are identical to models A-65-8 and A-65-9 respectively. When these engines are installed in certificated aircraft, the designation A-65-8 or A-65-9 and T.C. No. 205 should be included on the engine nameplate.

23162

NOTE 5. The following typical accessories are eligible as noted at the indicated additional weight:

Starter	Weight, lbs.
Eclipse Type 635 (Electric-models A-65-6 and -9, F and J only)	16
Eclipse Type E-80 (Electric-Models A-65-6 and -9, F and J only)	18
Hummer Type X (Mechanical-models A-65-6 and -9, F and J only)	14
Delco-Remy CMC No. 50309 (Electric-model A-65-12, F and J only)	16
Generator	
Delco-Remy CMC No. 40435 (Model A-65-12, F and J only)	10
Fuel Pump	
AC type GP 8527	4
AC type 1823843 (CMC No. 4552)	2
Miscellaneous	
Air filter and scoop Nos. A-5810 or A-40522	3
Radio Shielding	3

NOTE 6. Approvals for models A-65-1, -3, -6, -6J, -7 and -7J expired November 7, 1941. No engines of these models manufactured after that date or with serial nos. above the following are eligible for use in certificated aircraft:

Model	Serial Nos.
A-65-1	379991
A-65-3	387593
A-65-6	389096
A-65-6J	373296
A-65-7	575897

NOTE 7. Model A-65-14 differs from A-65-8 only in that it incorporates special pistons, rocker arms and exhaust valves, seats and guides.

NOTE 8. Model A-65-12 differs from A-65-8 only in that C-75-12 type crankcase and accessories section are incorporated.

Charles F. Dyer

Charles F. Dyer, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration
Department of Commerce
Washington 25, D. C.

23/42

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	RPM	Dia.	Std. Pitch	Hub Drilling No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thick-ness	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	1,4
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
84EL	TC 485	(Left Hand of 84E)										
84ES	TC 485	100	2100	82"	53"-47"	8	25/64"	4-23/32"	7"	4"	17	1

* Production basis - Production Certificate No. 1

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	-
755E	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
755CL	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

TAYLORCRAFT AVIATION CORPORATION

ALLIANCE, OHIO

ACTUAL WEIGHT AND BALANCE REPORT

MODEL BC-12D

SERIAL NO. 7718

LICENSE NO. CF-DOQ

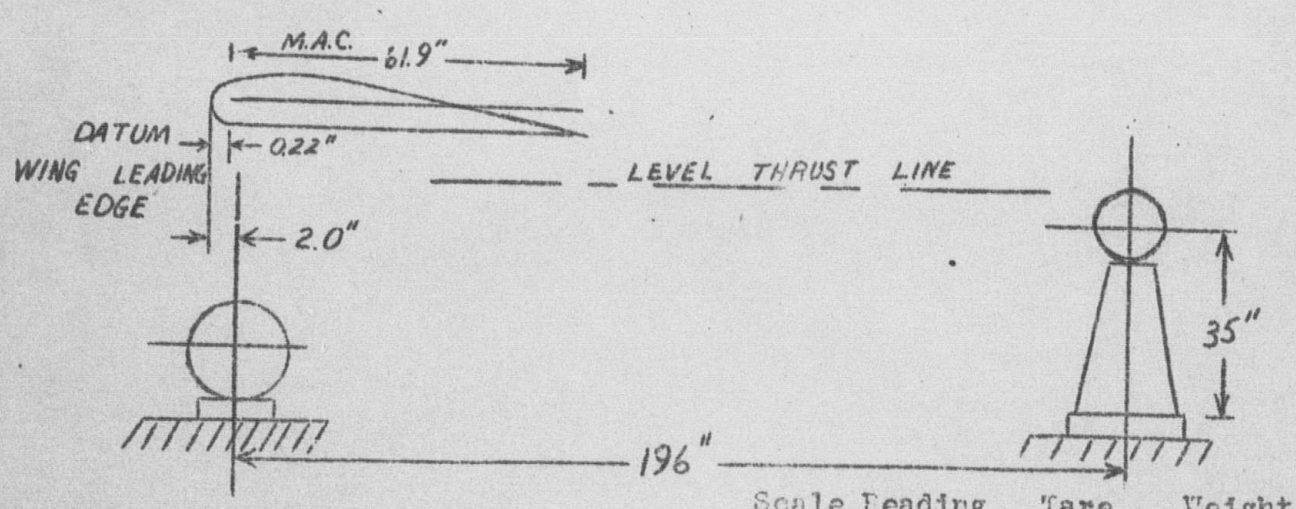
DATE 9/6/46

PREPARED BY R. W. Champion

CAA INSPECTOR

Section 1. Aircraft Weight

A. Empty Weight as weighed (Level Landing Position)



	Scale Reading	Tare	Weight
Right Wheel			353
Left Wheel			359.5
Tail Wheel			64.
	Actual Weight plus Oil		776.5
	Oil - 1 gal. 7.5 lbs.		-7.5
	Empty Weight		769.0

C.G. Empty (as weighed) aft of wheel centerline = $\frac{196 \times 64}{776.5}$ = 16.15 inches

C. G. is aft of leading edge of wing = 16.15 " + 2.0 " = 18.15 "

Section 2. Most Forward C.G. Loading Condition

Item No.	Name	Weight	Hor. Arm	Moment
1.	Empty Weight (as weighed including oil)	776.5	18.15	14,093
2.	Fuel - 12 gal. (fuselage tank)	72	-9.	-648
3.	Pilot	170	23.	3910
		1018.5	17.04	17,355

Datum to M.A.C. Leading Edges .22 inches

Percent of M.A.C.= $\frac{17.04-.22}{61.9}$ = 27.17 %

C.G. aft of leading edge of wing= 17.04 inches

Section 3. Most Rearward C.G. Loading Condition

Item No.	Name	Weight	Hor.	Arm Moment
1.	Empty Weight (as weighed including oil)	776.5	18.15	14,093
2.	Fuel - 6 gal. (fuselage tank)	36	-9	-324
3.	Pilot & passenger	340	23	7820
4.	Baggage	47.5 XX	40	1900 XXXX
		1200	19.57	23,489

Datum to M.A.C. Leading Edge = 22 inches

Percent of M.A.C. = $\frac{19.57 - 22}{61.9}$ = 31.27 %

C.G. aft of leading edge = 19.57 inches

STANDARD EQUIPMENT LIST FOR TAYLORCRAFT BC12D

Schnutt 2-ply Tires

Aeromarine Tachometer

Aeromarine Altimeter

Aeromarine Airspeed

Oil Pressure Gauge

Oil Temperature Gauge

Dual Ignition Switch

Shock Cords

Primer

Throttle Control

Carburetor Heater

Cabin Heater

Propeller

Continental A65-8 Engine Dual Ignition

Navigation Lights, Battery & Box

Flightex 3½ oz. cloth

Removable Equipment Including Installation Weight

- Ahead of leading edge of wing	+Rearward of leading edge
Parking brake	Wt. 1.0 lbs. - 9
Carwell Aero Eng. Co. Compass Type 55	Wt. 2.0 lbs. - 3.5"
Shinn Devices Brakes 6C4HB	Wt. 6.0 lbs. + 1"
Steerable Tailwheel	Wt. 2.0 lbs. + 193"
Total	11. lbs.

INSTRUCTION MANUAL - MODEL B & B12

FOREWARD

This instruction book has been compiled with the view of giving the private owner or operator of Taylorcraft airplanes sufficient knowledge of the construction, operation and care of the airplane so that the service and satisfaction built into it may be obtained.

Carelessness in one form or another is the true source of practically all airplane mishaps. Neglect of, or improper inspection on the ground is the hardest form of carelessness to overcome. While we all condemn reckless flying, improper care on the ground cannot be too strongly pointed out as the most dangerous form of recklessness. Be sure, therefore, when taking delivery of your Taylorcraft airplane that you know how to care for it and if you cannot give it thorough and regular care, put it in the hands of a competent mechanic and give him free use of this Service Manual.

In case of doubt concerning any service or operating problems not covered in this manual, or obtainable through our sales representatives, consult our Service Department which is maintained to assist you in obtaining economical and efficient service from your Taylorcraft.

WARRANTY

The Taylorcraft Aviation Corporation warrants each new airplane or part manufactured by them, when used under normal conditions, for ninety days, or in no case exceeding fifty hours flying time, after delivery of plane from the factory. This warranty is limited to replacing or repairing at the factory, any part or parts which have been returned to the factory, with transportation charges prepaid and which, in its opinion, are defective. This warranty is in lieu of all warranties and representations, expressed or implied, and all other obligations or liabilities on the part of the Taylorcraft Aviation Corporation.

This warranty does not cover any labor charges for replacement of parts, adjustments, repairs, or any work done by Taylorcraft Aviation Corporation, or other parties.

This warranty shall not apply to any aircraft or part repaired or altered outside our factory in any way, so as in our judgment to affect its operation, or which has been subject to misuse, negligence, or accident.

The Taylorcraft Aviation Corporation makes no warranty with respect to motor, instruments, propellers, tires, wheels or other trade accessories, inasmuch as they are usually warranted by their respective manufacturers.

The Taylorcraft Aviation Corporation reserves the right to change the design, aircraft, parts, specifications, prices, etc., without incurring any responsibility with regard to aircraft or parts previously sold or replaced.

The Taylorcraft Aviation Corporation is not responsible to any purchaser or any party or parties, for any representation, undertaking, promise or warranty, made by representatives selling its products, beyond those herein expressed.

SERVICE

The Taylorcraft distributors and dealers are rapidly building up their Service Departments. Parts are available and they have efficient licensed mechanics. When in need of service, contact the nearest Taylorcraft representative. The factory maintains a Service Department to assist the representatives and you, to obtain the most service from your airplane.

HOW TO ORDER PARTS

When ordering parts, always give the following information to the Taylorcraft representatives:

1. The model, Serial No., NC No., and engine Serial No. of your plane. The model and serial number can be found on the metal plate attached to the floor board on the right side of the cabin.
2. The part number and name of the piece wanted, whenever possible. (See Diagram) If you cannot find the part number give as complete a description as possible of the part required and location, stating right or left. A sketch is frequently of assistance in filling orders.
3. Quantity needed. THIS IS IMPORTANT.
4. If representatives do not carry the part needed, state -- to whom the shipment is to be made, address to where parts are to be sent, transportation - Parcel Post, Air Mail, Air Express, Railway Express or Freight.
5. Parts will be shipped C.O.D. unless credit is established or a certified check or money order accompanies the order.
6. Parts ordered to be shipped by Air Express must be accompanied by a money order or a certified check.
7. For engine service, contact the engine manufacturer's service station directly.

NOTE: In order to avoid delays, all communications should be addressed to the attention of the Service Department.

RETURN OF PARTS

Parts returned for replacement, repair, or credit should be accompanied by a letter stating the reason for return with the plane serial number and number of hours the parts have been in service. All possible information that will assist us to determine the cause of the trouble is essential. Transportation must be prepaid.

PRICES

Prices are subject to change without notice.

GENERAL DESCRIPTION

The Taylorcraft, Model B or B12, is a high wing strut braced, two place cabin monoplane and is available as a land plane or seaplane. The Model B or B12 is obtainable with the following 65 horsepower engine installations:

Lycoming O-145-B
Franklin 4AC-176-B2
Continental A-65-8

SPECIFICATIONS

General (All Models)

Wing Span	36 ft.
Height (Tail Down)	78 in.
Wing Chord	63 in.
Length Overall	21 ft.9 in.
Dihedral	1 degree
Wheels	Shinn
Tires	6.00 x 6 2-pl
Tail Wheel	6 x 200

FUSELAGE

The fuselage is composed entirely of steel tubing welded into a unit structure. All members are of S.A.E. No. 1025 or No. 4130 steel. All members are jig cut and in case of replacement they can be furnished ready for welding into the fuselage.

All fuselage tubes are given a protective coating of primer.

Saltwater seaplane fuselages require extra fittings and special corrosion protection. Fresh water fuselages have no special corrosion protection. Care should be taken to give replacements for seaplanes the same corrosion protection as the original material. All saltwater seaplane fuselage tubes are sandblasted, primed, coated with enamel, and oiled on the inside. Information concerning the size and material on any member can be obtained from the Service Department.

WINGS

The wings are a built-up structure having two solid spruce spars braced with steel tubular drag struts and steel tie rods. The ribs are built up of riveted nicralumin sections and nailed to the spars. The leading edge is formed of sheet nicralumin fastened to the ribs by self-tapping metal screws. The wings are covered with medium airplane fabric which is sewed to the ribs with 6U commercial gray waxed linen, right twist, rib cord, reinforced by means of 3/8" herringbone tape and covered with 1-1/2" pinked edge wing tape. Seven or more coats of high grade airplane nitrate dope provides the cloth with tautness and finish.

AILERONS

The ailerons are also a built-up structure with a spruce spar and with stamped aluminum ribs. Aluminum leading edge is fastened to the ribs by means of self-tapping metal screws and nailed to the spar. They are fabric covered and doped. The ailerons are attached to the wing

AILERONS * CONT.

THROUGH STEEL HINGE BRACKETS WHICH ARE BOLTED TO THE REAR SPAR IN THE wing. The center hinge bracket carried a horn from which a tubular drag link transmits the motion to the ailerons.

TAIL SURFACES

The tail surfaces are built up with steel tubing frame work and formed steel ribs. The two stabilizers and the fin are bolted to the fuselage and wire braced. The two elevators are bolted at the horn so that they act as a single unit. The fuselage, fin and stabilizers are equipped with replaceable bronze bushings which should be oiled frequently.

LANDING GEAR

The landing gear is built of tubing forming two separate units and are individually hinged to the fuselage. Each has replaceable bronze bearings, which should be oiled frequently. (See diagram)

No part of the landing gear is heat treated. The shock absorbers for each side consist of two 9/16" shock cords. There is a rubber bumper installed on the shock truss in the fuselage which separates the landing gear and the fuselage structure at the point where the shock cord is attached. A stop cable is also provided at this point to prevent the shock cord being stretched beyond its elastic limit. Roller bearings are installed in the wheels. The brakes are cable controlled and of the internal expanding type with the lining on the drums.

Standard planes without brakes are equipped with a spring leaf tail skid. When brakes are installed, a special spring with a full swivel tail wheel is used in place of the spring and skid. A steerable tail wheel is also available.

CONTROLS

The control system has dual wheels attached to an H column to control the elevators and ailerons. The control wheel shafts slide through composition bearings and are connected to the control column by a universal joint. These wheels may be removed by removing the bolt connecting the shaft to the universal joint. Always remove the rear hub of the universal joint when removing duals. The right set of rudder pedals may be removed by removing one bolt from each pedal.

Flexible steel cables are used throughout the control system to transmit motion. All pulleys are mounted on graphite bronze bushings. The trim tab control on the model B is below the left seat and is to compensate for slight nose or tail heaviness. To correct for nose heaviness, the handle is raised and to correct for tail heaviness, the handle is lowered. The trim tab control on the model B12 is located on the ceiling, and is turned clockwise to correct for nose heaviness. See diagram for lubrication and adjustment of trum tab.

ENGINE CONTROLS

The engine controls consist of an ignition switch, throttle, a carburetor heater, gas shut-off and primer. There is an altitude adjustment on the Continental carburetor equipped engines, and available on the Lycoming and Franklin at extra cost. Operation instructions for the controls are shown on the instrument panel or control knobs. The throttle is located at the lower center of the instrument panel and is of the push-pull type. The throttle is pushed forward to open.

FUEL SYSTEM

The fuel system on the B12 consists of a twelve gallon terneplate gas tank located in the front of the fuselage and a six gallon tank in the right wing. The valve for the wing tank is located above the corresponding door. The wing tank should be emptied when the main tank is half empty. Fuel is gravity fed to the carburetor. A small copper screen is placed in the outlet of the tank. Flexible hose connections are used between the tank, filtrap and engine. A small copper line is attached to the filtrap inlet to deliver gas through the primer to the cylinders for starting.

The fuel system on the model B consists of a twelve gallon tank in the front of the fuselage as standard, and a six gallon auxiliary tank can be installed behind the seat as extra equipment.

ENGINES

The engines are wet sump motors, having an oil capacity in their crankcase for one gallon of oil each.

ASSEMBLY OF LANDING VEES

The landing vees are made right and left and the bearings should be oiled or greased just before assembly. With the fuselage supported at the front end, the vees are then put in place and assembled with the bolts provided. Tighten the bolts to a snug fit but not tight enough to resist the motion of the landing gear. Looseness permits excessive wear of the fittings. Install one shock cord, then the safety cable, followed by the second shock cord ring for each vee.

To install wheels, place the tapered roller bearings in their proper positions, install special lock washer and tighten nut sufficient to hold the wheel snugly in place. Be careful not to cause any binding.

ASSEMBLY OF WINGS

The wings are attached to the fuselage through the hinge fittings with the bolts provided. Hold or block the wing in its approximate position while the wing struts are installed with the bolts provided.

ASSEMBLY OF WINGS (CONT.)

The proper amount of incidence is built into the fuselage fittings and the dihedral is fixed by the length of the front struts. The rear struts are adjusted at the factory and must be assembled as tagged. After the plane is out in service, it may change balance slightly, by developing wing heaviness. To correct this, remove the bolt at the upper end of the rear wing strut of the opposite of that which is heavy and unscrew the plug 1/2 turn or more until the balance is corrected. After an airplane has received a major overhaul, it may be advisable to check the complete rigging of the airplane. To accomplish this, level the plane laterally by attaching a cord from wing tip to wing tip over the front spar. Place a line level on the center of the string and level the plane by blocking up the low wheel by a jack or other means. Level the plane longitudinally by placing a level on the stabilizer close to and parallel to the fuselage. Use a 30" level to check the incidence at the tip of the wing, (readings to be taken on the first full rib from the tip.) By placing the edge of the level at the forward part of the rear spar along the rib mentioned with the level in horizontal position, there will be a gap between the front edge of the level and the wing of 1-5/16". The plug at the top of the rear strut is used for adjustment. The tail surfaces are bolted to the fuselage and rigged level and plumb with the wings with an ordinary level used along the rear tube of the stabilizer and the rear tube of the fin. The wires to be rigged snug but not too taut. A low bass is satisfactory. The control cables are provided with turnbuckles for proper adjustment of the rudder and elevators.

When rigging the ailerons with the wheel centered adjust the cables, through the zipper in the back of the cabin so that the trailing edge of the aileron is in line with the trailing edge of the wing. All cables should be adjusted until they are snug, NOT TIGHT. If the cables are too tight, there will be too much drag in the aileron control.

STARTING

Before the start of any flight a complete check should be made of the quantity of gasoline and oil contained in the tank or motor. Also, it is recommended that the filter bowl be cleaned frequently because water and dirt will collect there.

When starting, always have a competent person at the controls.

Be sure the gas is turned on and with the switch IN THE OFF POSITION, give the primer one or two shots, then pull the prop through four or five times. Put the switch in the ON position, opening the throttle a little and pull the prop through quickly. If the engine fails to start, repeat the operation. If the engine loads up, put the switch in the OFF position, open the throttle wide and turn the prop backwards a few times to clear the engine. Then start in the conventional manner.

CAUTION: Always block the wheels when starting the engine, unless an experienced person is in the cabin controlling the brakes.

POINTS TO BE LUBRICATED AND CHECKED AT EACH PERIODIC INSPECTION

CONTROLS IN FUSELAGE

In the fuselage the main points to be lubricated are in the control system. The shafts of the control wheels slide through Bakelite bearings. A small amount of grease on the shafts will make a smoother working control at this point.

The following points on the Control Column should be oiled frequently:

1. The universal joint at the top of the control column.
2. There is also an oil hole on the top of the control column to lubricate the shaft of the universal joint.
3. The sprocket chain links.
4. The bearings at the bottom of the control column.
5. All pulley bearings and faces of pulleys.

Note: There are two pulleys for the aileron cable at the top front of the cabin and two more at the rear of the cabin. The front two can be reached through the zipper openings in the top of the cabin lining and the other two through the zipper opening in the back of the cabin.

On the right side of the floor just in front of the door are three pulleys carrying the elevator cables and one of the rudder cables. There is one pulley on the left side of the floor carrying the other rudder cable. These pulleys should be oiled and checked frequently. There are also cable guides in the rear of the fuselage that may be seen through the rear zipper opening that should be checked every 20 hours for frayed cables. There are also cable guides under the seat which may be inspected by lifting the edge of the seat canvas. Inspection covers at the rear of the fuselage provide access to the elevator control cable ends and these points should be oiled frequently.

CONTROLS IN WINGS

The aileron control horn which is located in the wing at the center aileron hinge bracket may be reached by removing the cover plate on the top of the wing. Oil placed in the hole of the control horn will lubricate the bearing. The ball joints and drag link at this point should be checked for looseness. Looseness due to wear may be removed by tightening the ball stud seat in the end of the drag link. The bronze bearings in the aileron hinge brackets should be oiled frequently. When wear occurs here, new bushings and hinge pins may be installed.

TAIL SURFACES

The hinge joints on all tail surfaces should be oiled frequently. When looseness occurs, new bushings and hinge pins will correct this condition.

LANDING GEAR

The roller bearings in the landing wheels should be lubricated with graphite grease, being careful not to get grease on the brake drum or band. Oil the hinge bearings frequently at the top of the landing gear between the fittings on the fuselage and landing gear.

LANDING GEAR (CONT'D.)

On planes equipped with a swivel type tail wheel, oil the swivel bearing and grease the ball bearings in the hub of the tail wheel.

Note: IT IS IMPORTANT that the bumpers on the fuselage truss under the shock cords be inspected every 20 hours and replaced when needed.

PARACHUTES

Provisions for parachutes have been made. By removing the four bolts (the nuts are riveted in place) on the front edge of the seat and making one-half turn of the leading edge frame and replacing the bolts, the seat is lowered ample to accommodate parachutes.

WINDSHIELD

The windshield may be changed by simply removing the bolts and clamps around its edges and replacing it with a new windshield.

GAS TANK

On rare occasions it may be necessary to remove the gas tank. To accomplish this, remove the control wheels and the front instrument panel which will give access to the tie rods which support the tank. Next remove the caps from the control column bearings and drop the column to the floor. Several engine controls and attachments must also be removed. Remove the forward tie rod nuts next to the fire-wall and pull the rods. The tank is then free to be removed down and out through the cabin.

ADJUSTMENT OF BRAKE SHOES ON

MODEL 6C2HB, 6C4HB, AND 6C5HB WHEELS

1. Unhook lock springs from adjustment nuts located outside of brake dust shield.
2. Screw in adjustment nuts until a heavy drag is produced on each shoe. Back out each nut one-half turn.
3. Apply brake firmly, release and check for drag. If still too much drag on either shoe, the corresponding adjustment nut must be backed out one-sixth turn at a time, brakes applied, released and checked for drag until sufficient clearance is obtained.
4. After a satisfactory adjustment is obtained, the lock springs are engaged in the holes in the adjustment nut.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE

Can be installed without any special tools

1. Lightly grind ends of lining until lining is right length for a snug fit in drums.
2. Push lining in drum with gap in lining centered between the rivets which are 1-1/2" between centers. Start by hand, then place a board over lining and tap down until it is flush with edge of drum.

BRAKE LINING INSTALLATION IN 6C SERIES BRAKE (CONT.)

3. Using drum as jig, drill rivet holes through lining, from outside, with an ordinary 9/64" drill.
4. Remove lining from drum with a claw hammer or other flat ended bar, using care to raise it evenly all around the circumference.
5. Countersink lining, with countersink drill, to correct size for rivet head (5/16") to 3/32" depth.
6. Replace lining in drum with holes aligned.
7. Place rivets in drum and rivet by setting head of rivet on end of a 5/16" rod held in a vise and hitting tubular end of rivet with hammer. Care should be taken not to hit the aluminum drum and not to hammer the rivet more than necessary, as there is danger of distorting the drum with excessive pounding.

Note: As brake lining service shops have a standardized set-up for automobile brake work and do not care for special jobs, it is recommended that this work be taken to a small machine shop or garage where there is a drill press or electric drill available.

If a special long shank countersink is used, it is not necessary to remove the lining from the drum in order to countersink it. We can furnish this special countersink at a price of $1.00 net.

ELECTRICAL EQUIPMENT

All models of Taylorcraft after serial No. 2529 are wired for lights, and on those that are not equipped with navigation lights the wires are strung through the wing and taped to the wing bow at the extreme tip. The wires on the fin are taped to the top edge just ahead of the trailing edge.

The battery is placed on the floor immediately ahead of the seat, slightly to the left of the center of the ship and is grounded to the fuselage framework under the seat. The system is fused in the positive lead where it comes out of the battery box and the fuse should always be replaced by a fuse of the same capacity as the original installation.

If the ship is equipped with a battery, care must be exercised in charging, as small aircraft batteries should not be charged over 2-1/2 amperes in excess of any outside draw such as lights or radio for more than a fifteen minute period.

If the ship is equipped with a generator, charging rate should be held down either by a brake or adjustment, and if the battery is charged outside, charging should never exceed 2-1/2 amperes.

If the charging rate is excessive or if one cell is broken down, the battery will boil, causing acid to leave the battery and perhaps come in contact with parts of the ship which may result in a failure. If the battery is charged out of the airplane, there is not the danger of damage to the airplane, but the battery is likely to be injured if the charging rate is excessive.

TAYLORCRAFT AVIATION CORPORATION

ALLIANCE, OHIO

TAYLORCRAFT MODEL B & B12

RIGGING INFORMATION

As the airplane is built entirely in jigs, it requires no rerigging to disassemble and reassemble the wings. There are only two points where any wing adjustment may be made.

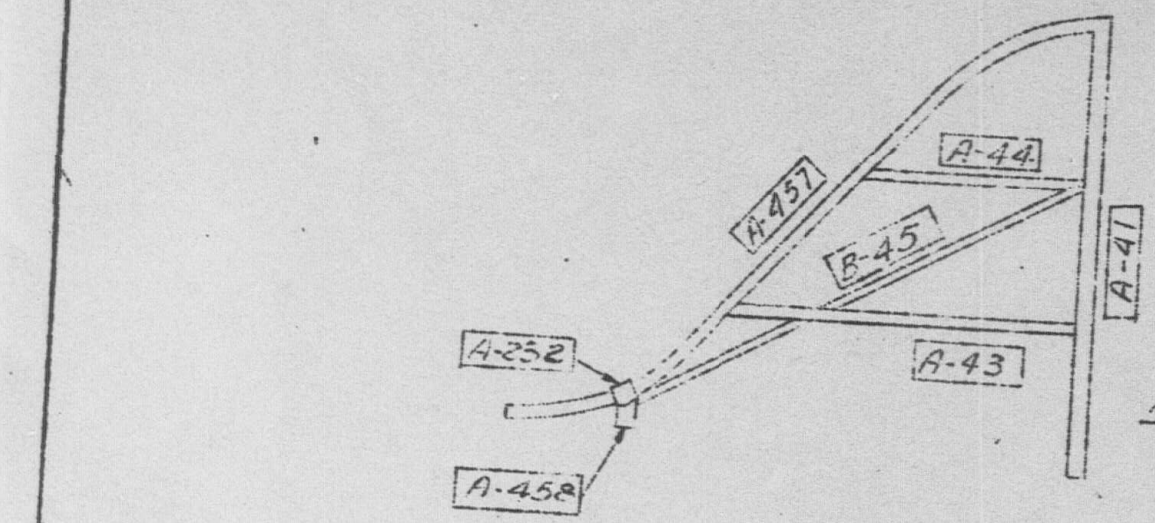
The front wing struts being jig built have no adjustment.

To check the rigging of the wings and tail, stretch a cord across the wings at the front spar and level the ship with a line level placed over the center of the cabin. Stretch a second cord across the wings at the rear spar and level with a line level. The rear strut adjustment is used to accomplish this. The bolt at the point of attachment of the wing strut with the wing fitting must first be removed. A long screw driver may be used to move the adjusting nut as required.

In flight tes ting, if the airplane flies either wing heavy, the rear strut adjustment may be used to correct this by washing the opposite wing out, or the heavy wing in.

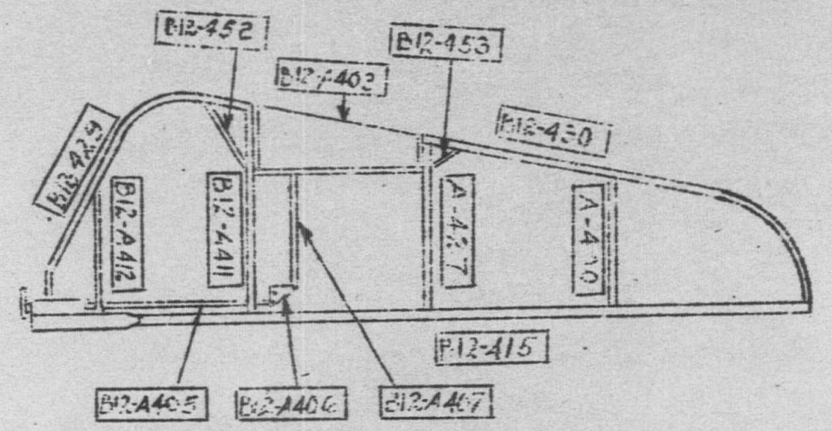
If the airplane flies nose heavy, both wings may be washed in; or if tail heavy, both wings may be washed out for correction.

The tail is rigged level and perpendicular while the ship is level. An ordinary level used along the rear tube of the stabilizer and rear tube of the fin will accomplish this. The wires should be rigged snug but not too taut. A low bass tone is satisfactory.



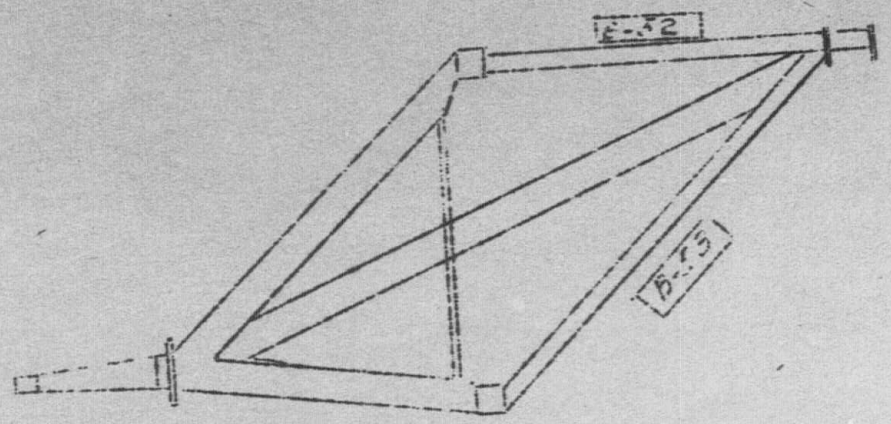
FIN ASSY. B-A43

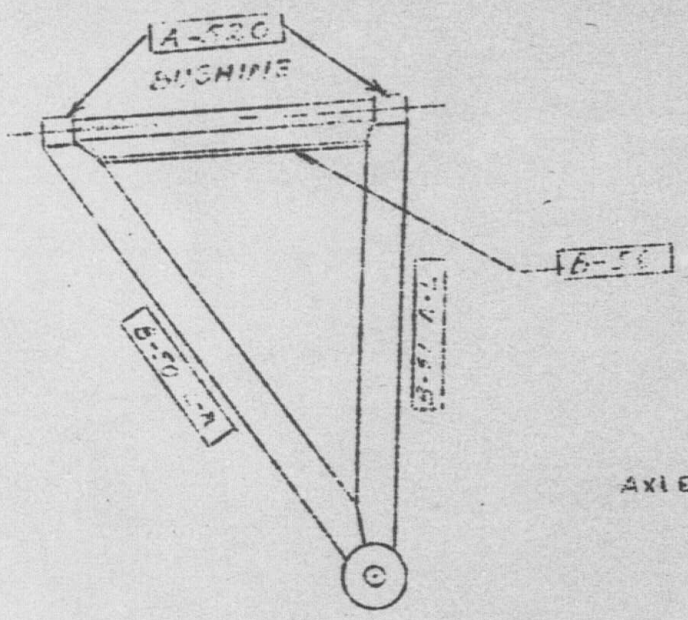
FIN ASSY. B-A43

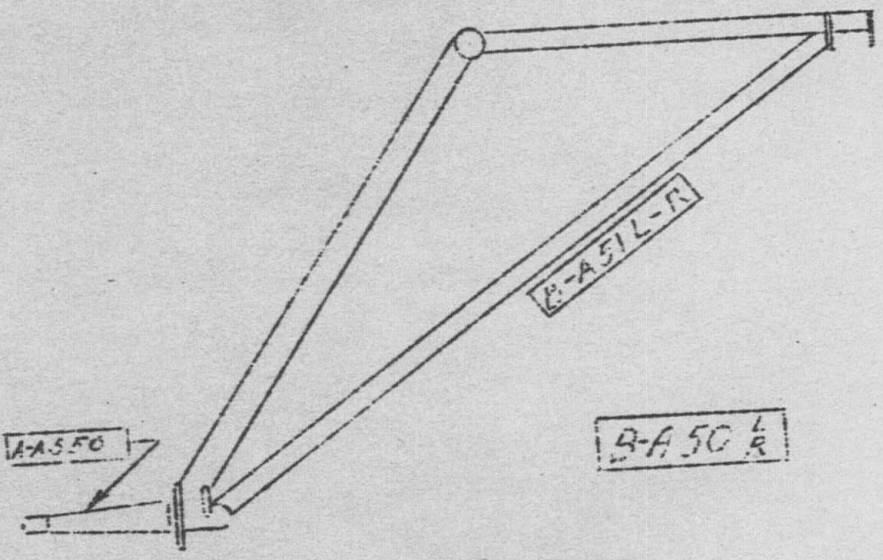


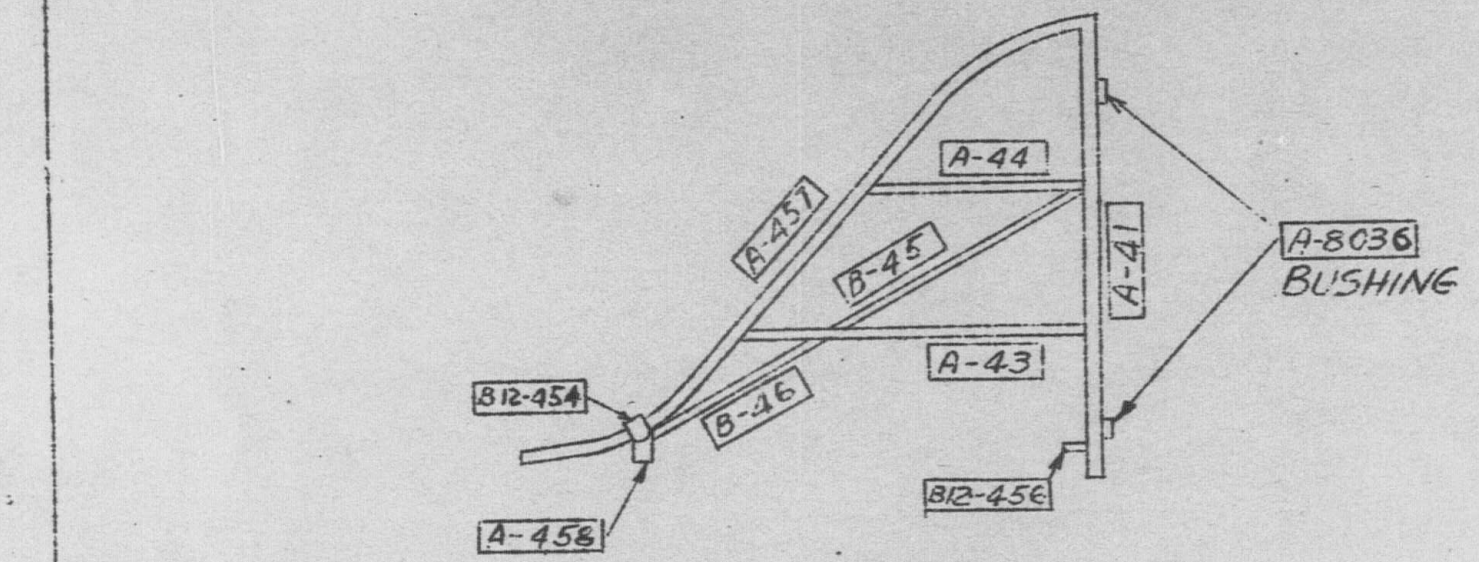
B12-A402
LEFT ELEVATOR

RT. HALF OF LANDING GEAR

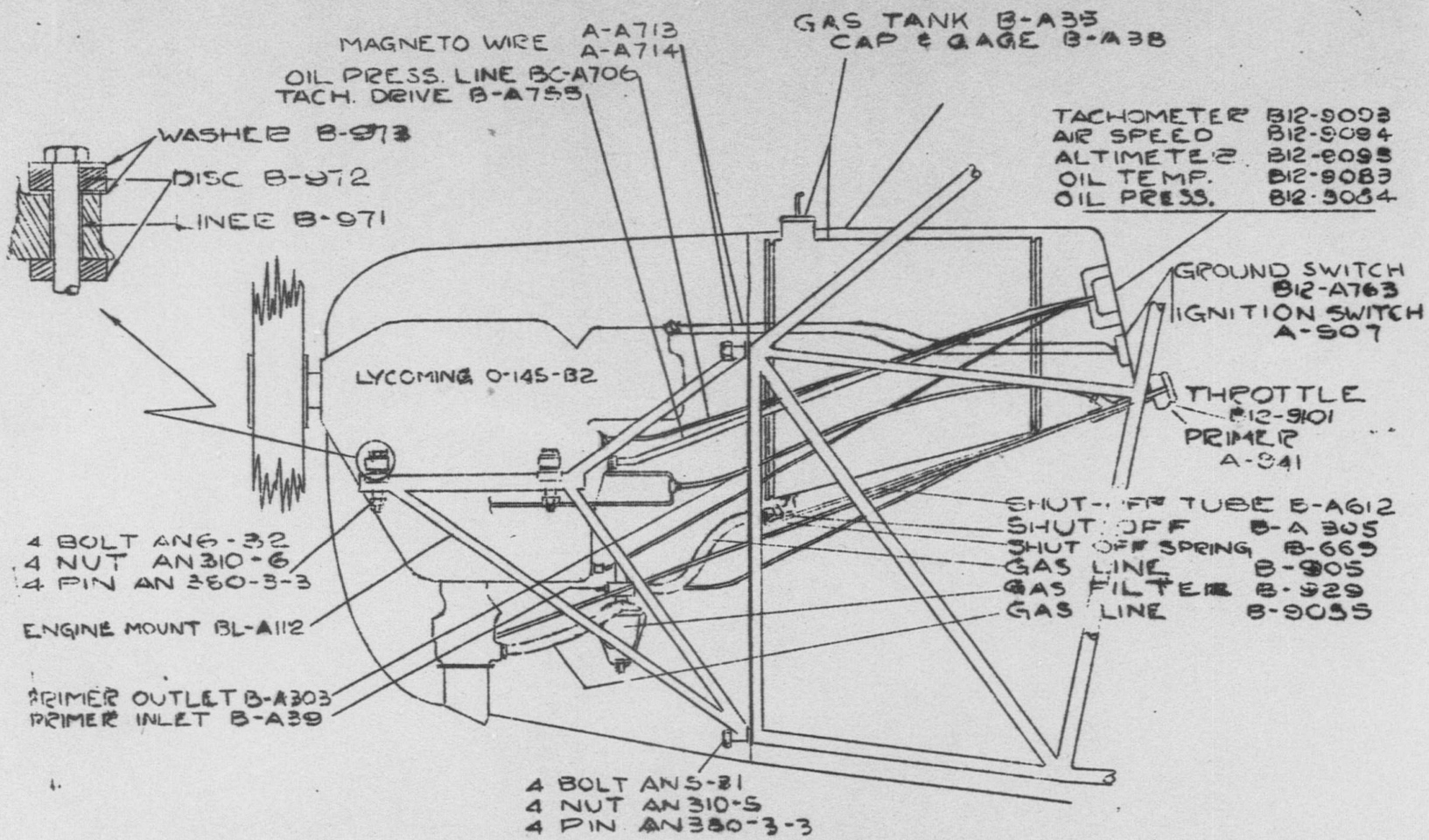






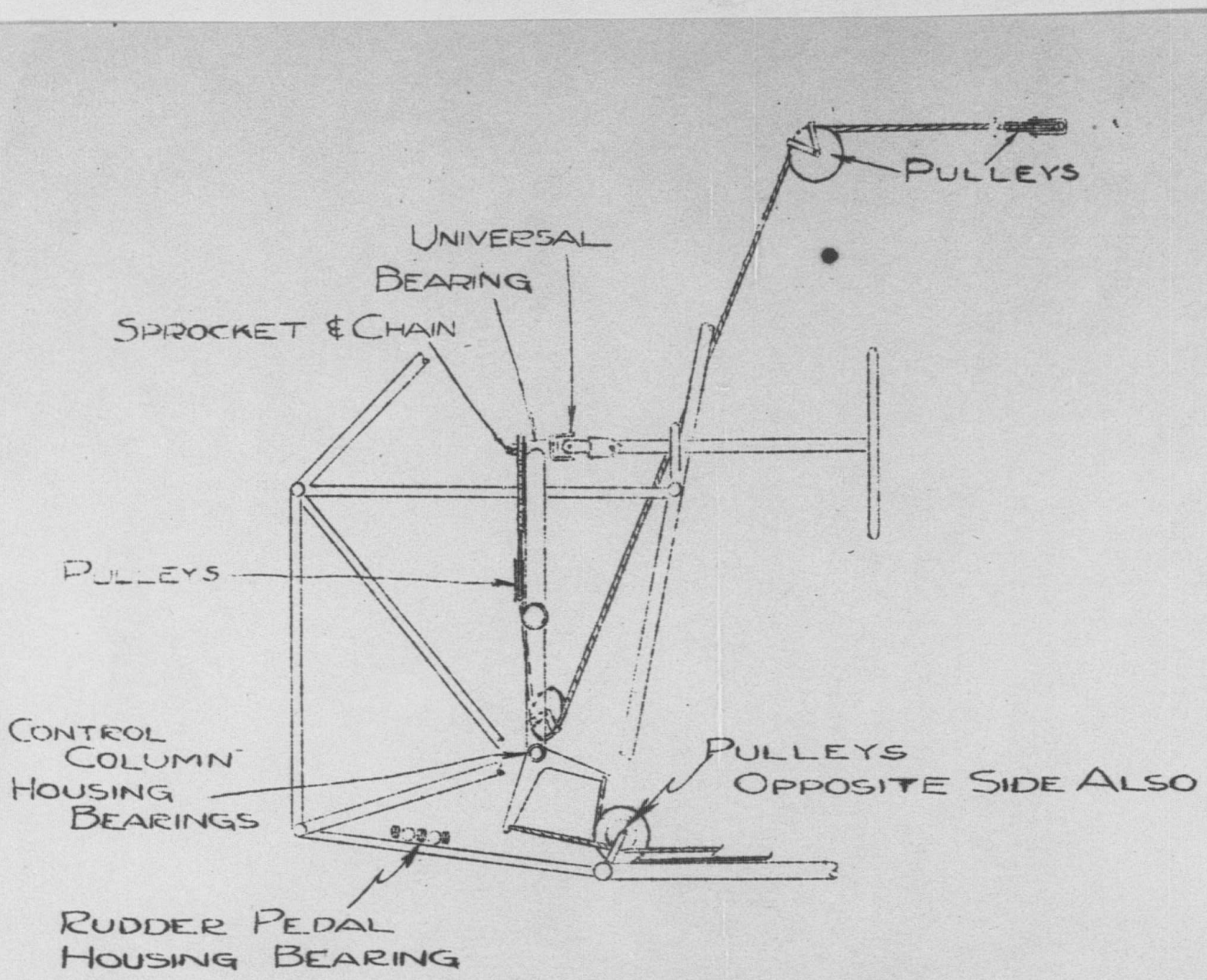


FIN ASSY. B12-A43



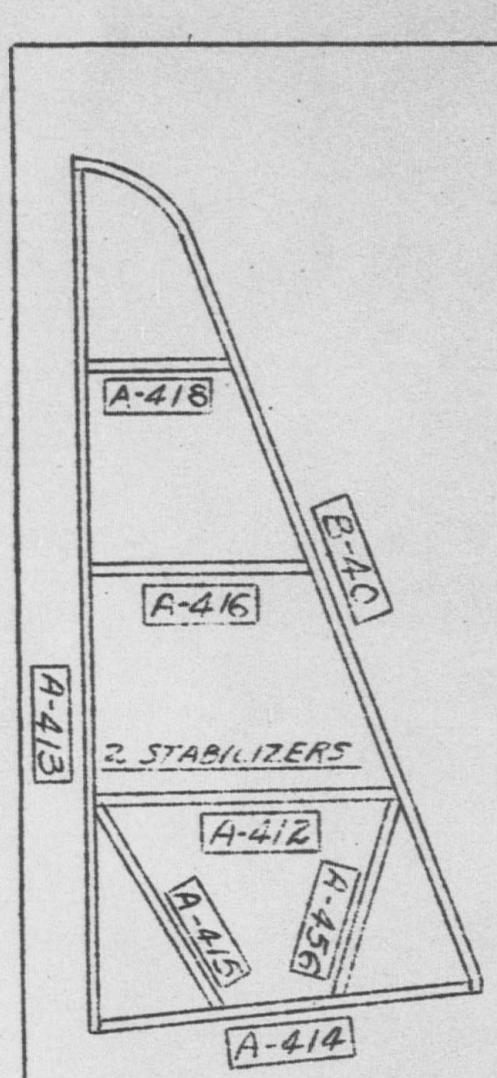
LYCOMING ENGINE
INSTALLATION of B12

M.O.L.
7-15-41

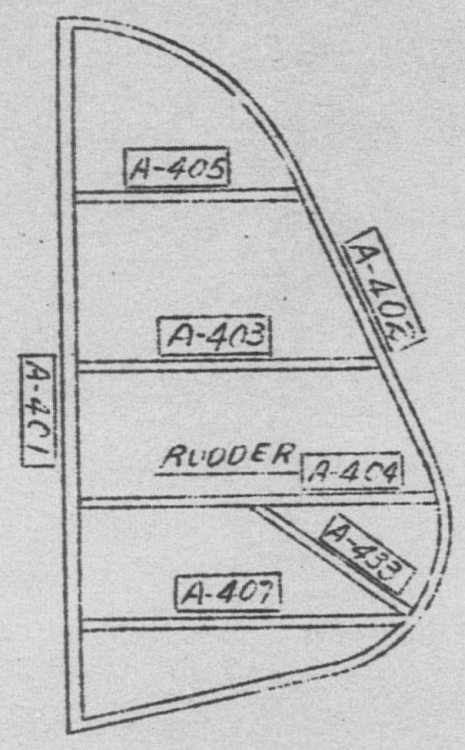


POINTS OF LUBRICATION OF
CONTROL SYSTEM
MODEL B

M.D.L



B-A40 R

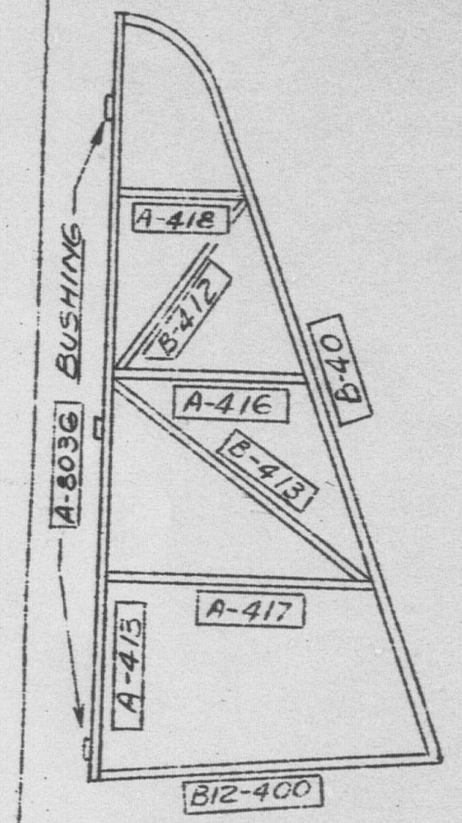


A-A41

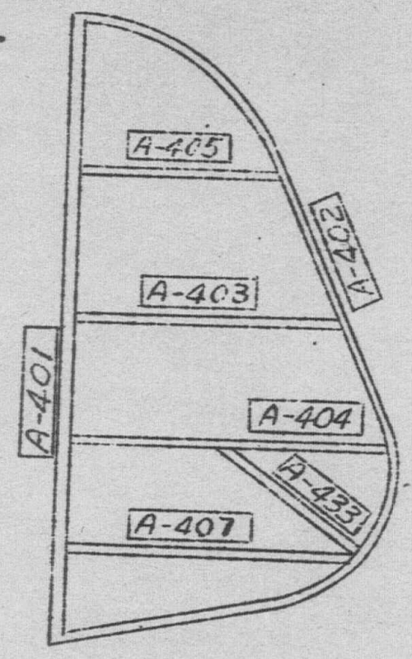


B-A41 L R

TAIL SURFACES



STABILIZER B12-A44 L/R

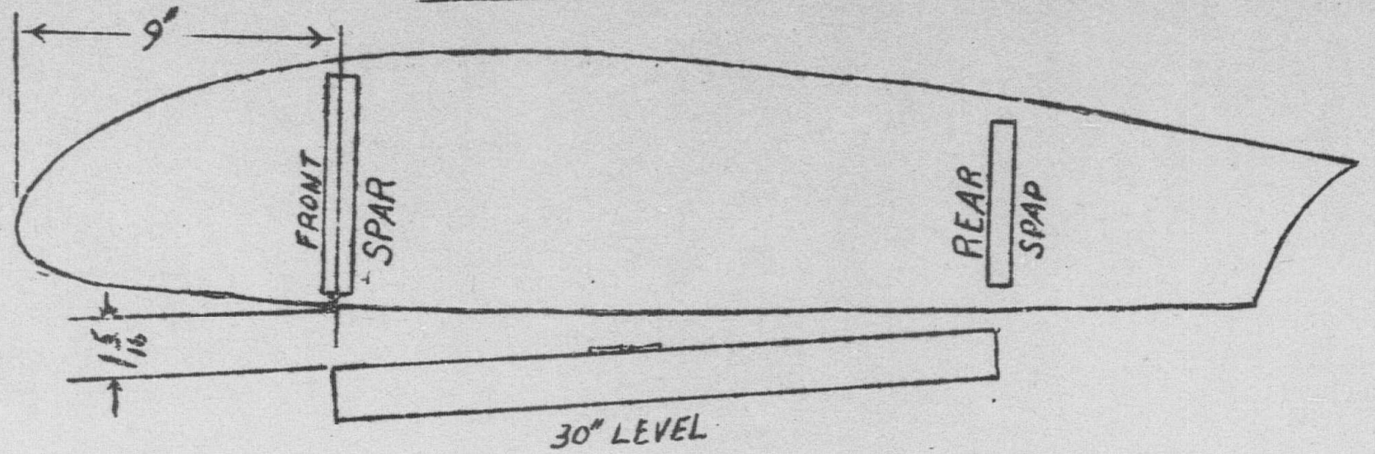


RUDDER A-A41



ELEVATOR B12-A401

FIRST FULL RIB FROM TIP - ABOUT 26" FROM TIP

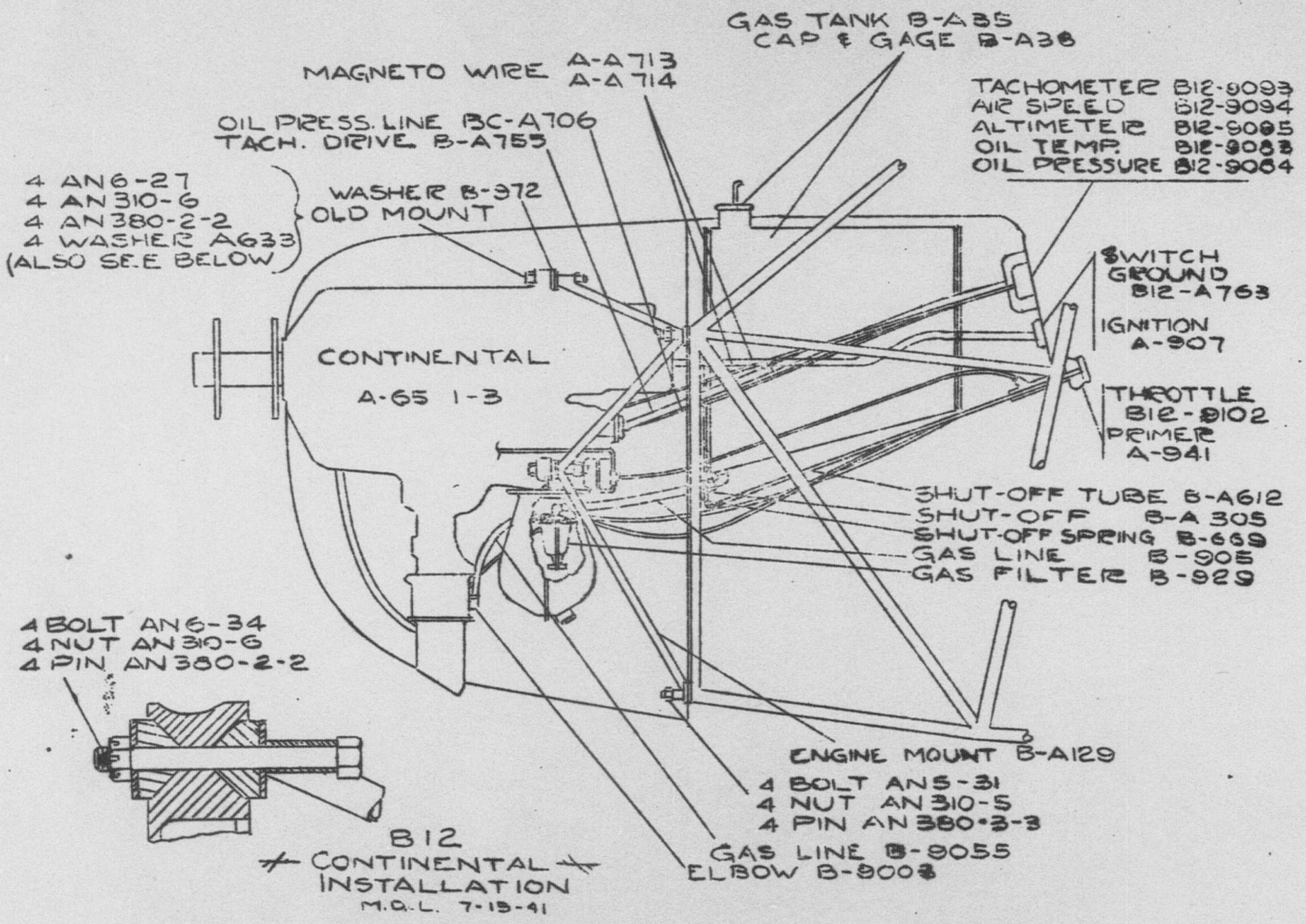


THRUST LINE

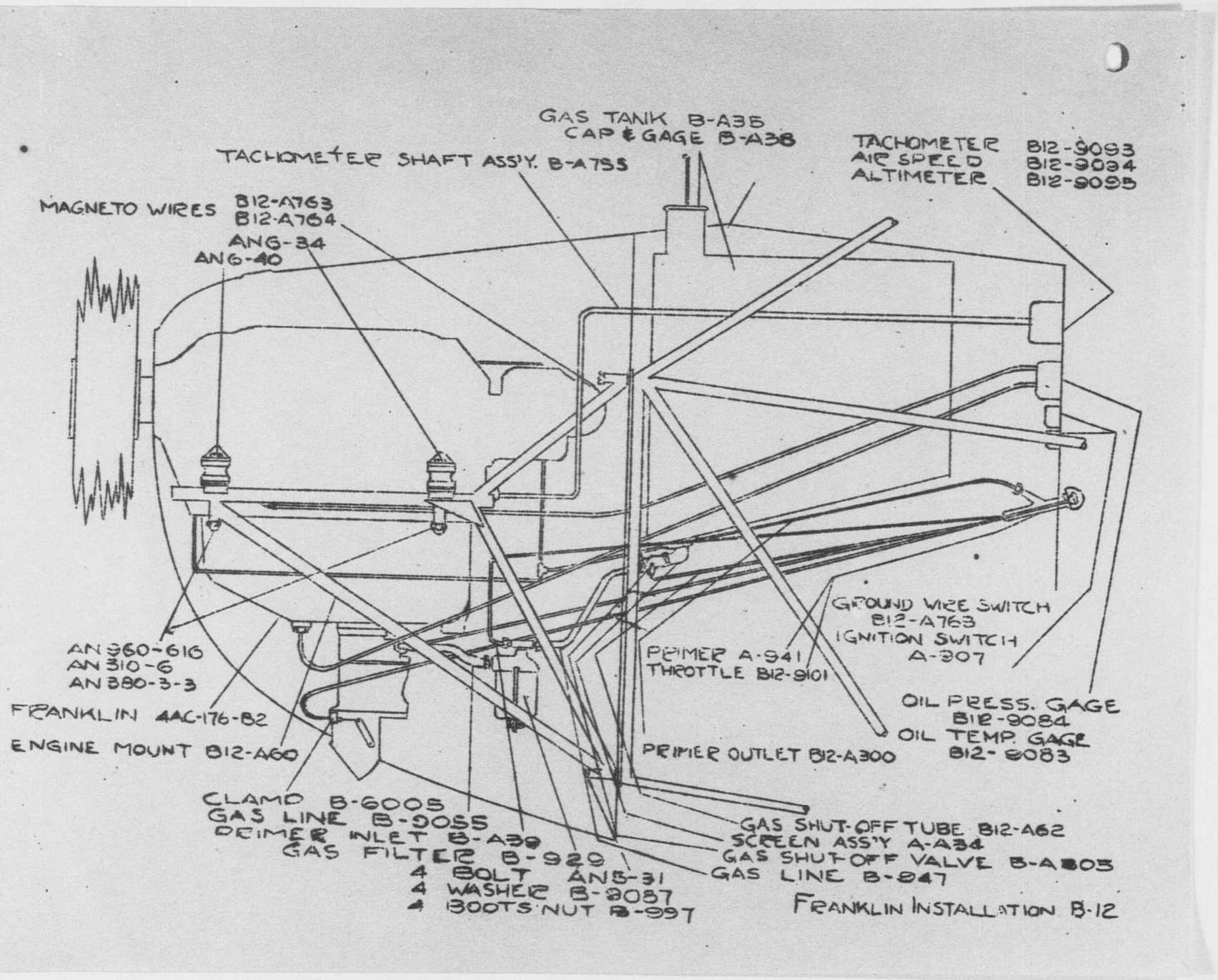
LEFT AND RIGHT WING ARE RIGGED IN THIS MANNER

PLANE TO BE IN LEVEL POSITION

SURFACE OF STABILIZERS ARE PARALLEL TO THRUST LINE



B12
* CONTINENTAL *
INSTALLATION
M.O.L. 7-15-41



FRANKLIN INSTALLATION B-12

MICRO SAFETY

6'-10"

6'-6"

0700

RELEASED BY
Taylorcraft Engineering Dept
SEP 10 1946

DATE	REVISION	SERIAL NO. FIRST USED	ZONE	BY	CHKD
2/1/46	RUDDER TRAVEL RT. 26° WAS 30°, LEFT 26° WAS 30°		1-6	JM	EM
9/24/45	AIL. RT. TRAVEL UP 25° WAS 25°, DOWN 23° WAS 25°; AIL. LT. TRAVEL UP 23° WAS 25°, DOWN 25° WAS 25° BD 3513		1-6	JM	EM
9/1/45	ELEV. TAB TRAVEL, UP 25° DOWN 30° ADDED BD 3513		1-6	JM	EM

ON ASSEM.

BC12D

SHEET NO. | STOP / START

SPEC | KIND | FORM | PART NO. | UNIT | WT. EA.

TAYLORCRAFT AVIATION CORP., ALLIANCE, O.

LIMITS ON DIMS.
FRAC. ±
DEC. ±
ANG. ±
FINISH SPEC.

(2) HAND FINISH
(3) SMOOTH MACH.
(4) ROUGH MACH.
(5) ROUGH FILE OR GRIND
(6) SAND BLAST

NEAREST TENTH LB.
EST.
ACT.

SUPERSEDES | SCALE | SIZE | FSCM NO.

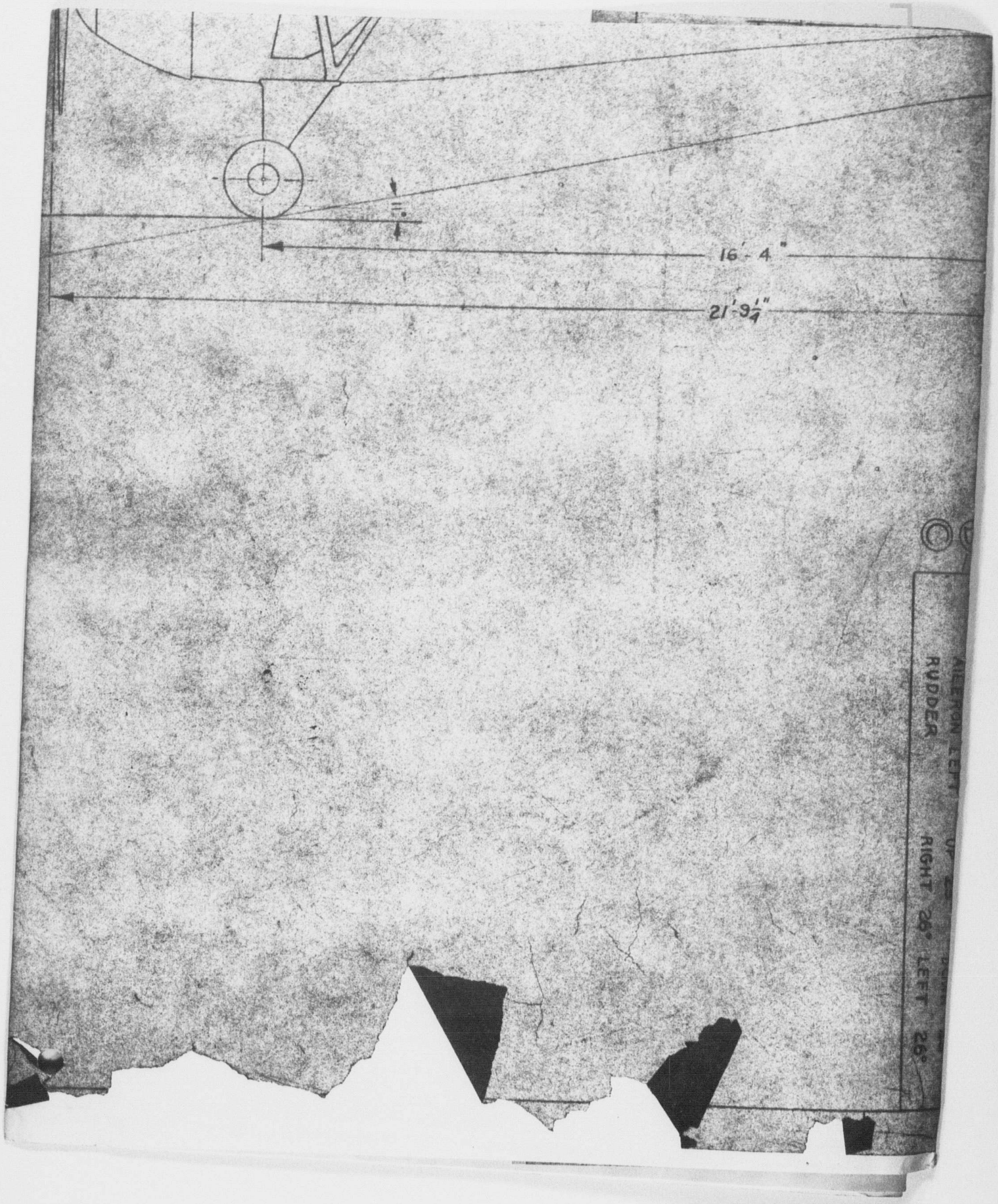
STR.
APPR.

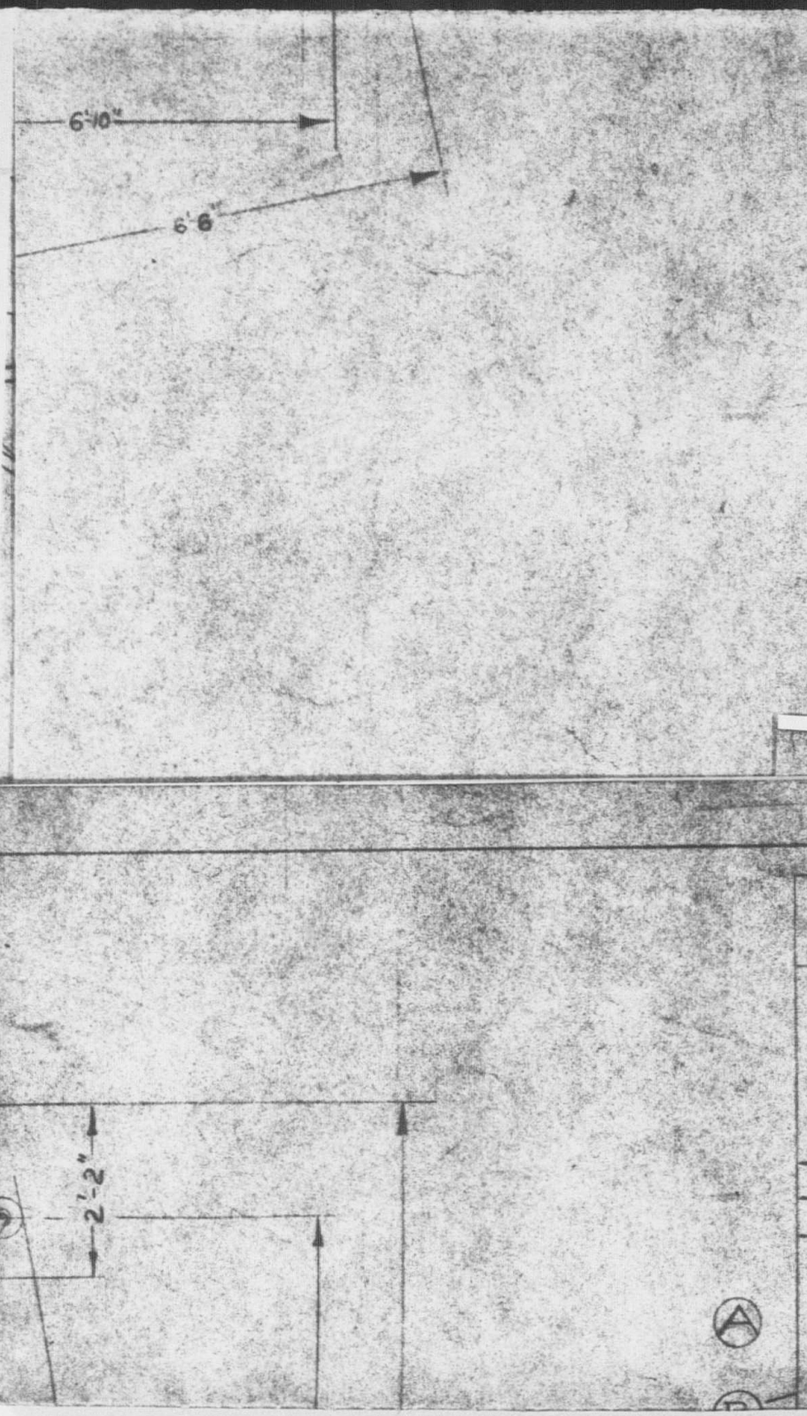
DRAWN
DATE
CHKD.
DATE

DWG. NAME: 3 VIEW BC12-D

DWG. NO. 0700

AILERON RIGHT UP 23° DOWN 23°


16'-4"
21'-9¼"
RUDDER
RIGHT 26° LEFT 26°



0700

RELEASED BY
Taylorcraft Engineering Dept
SEP 10 1946

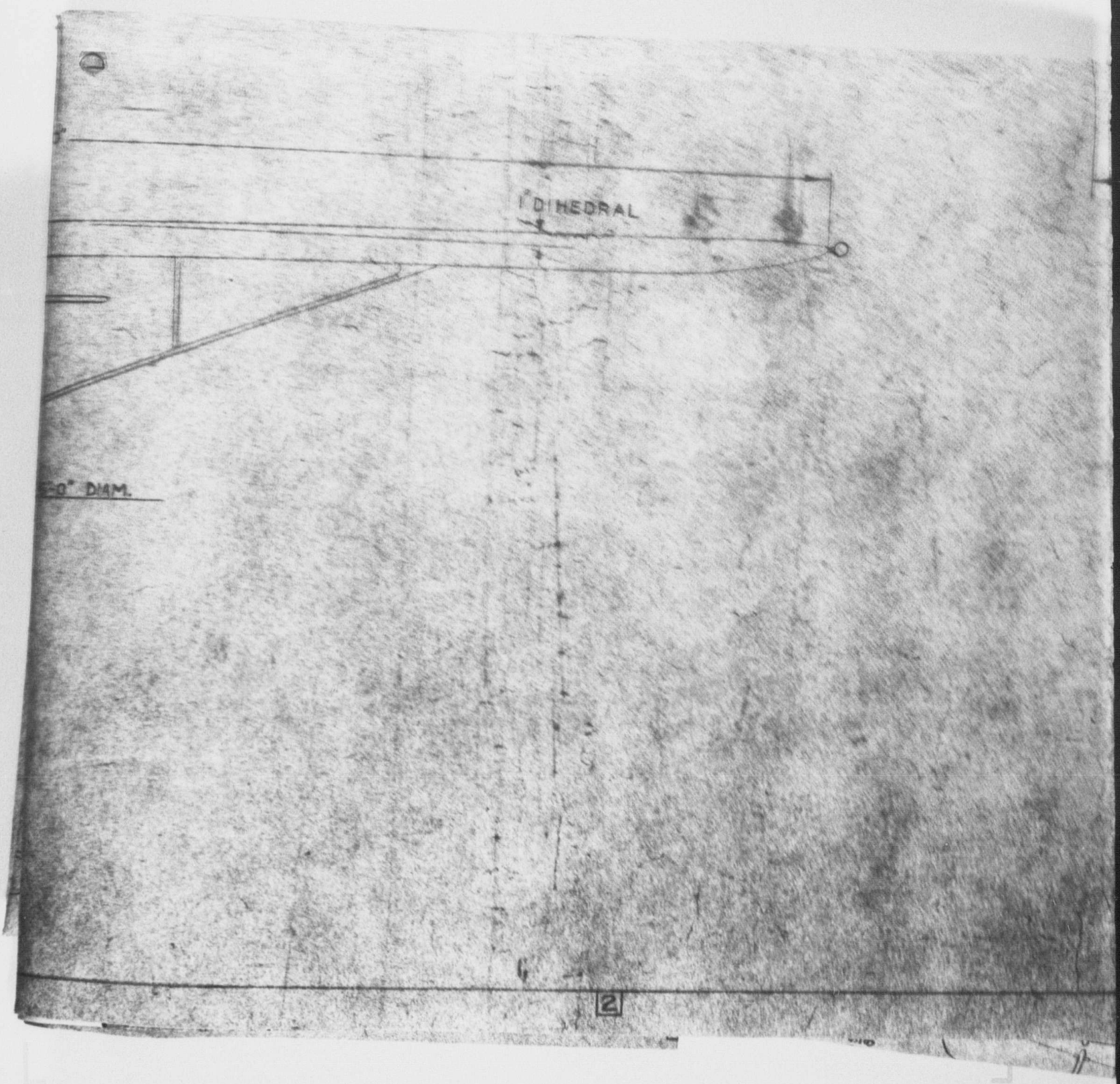
SURFACE AREAS IN SQ. FT. (TOTAL)	
WING	183.71
AILERON	20.0
FIN	3.7
RUDDER	6.3
ELEVATOR	10.66
STABILIZER	13.0

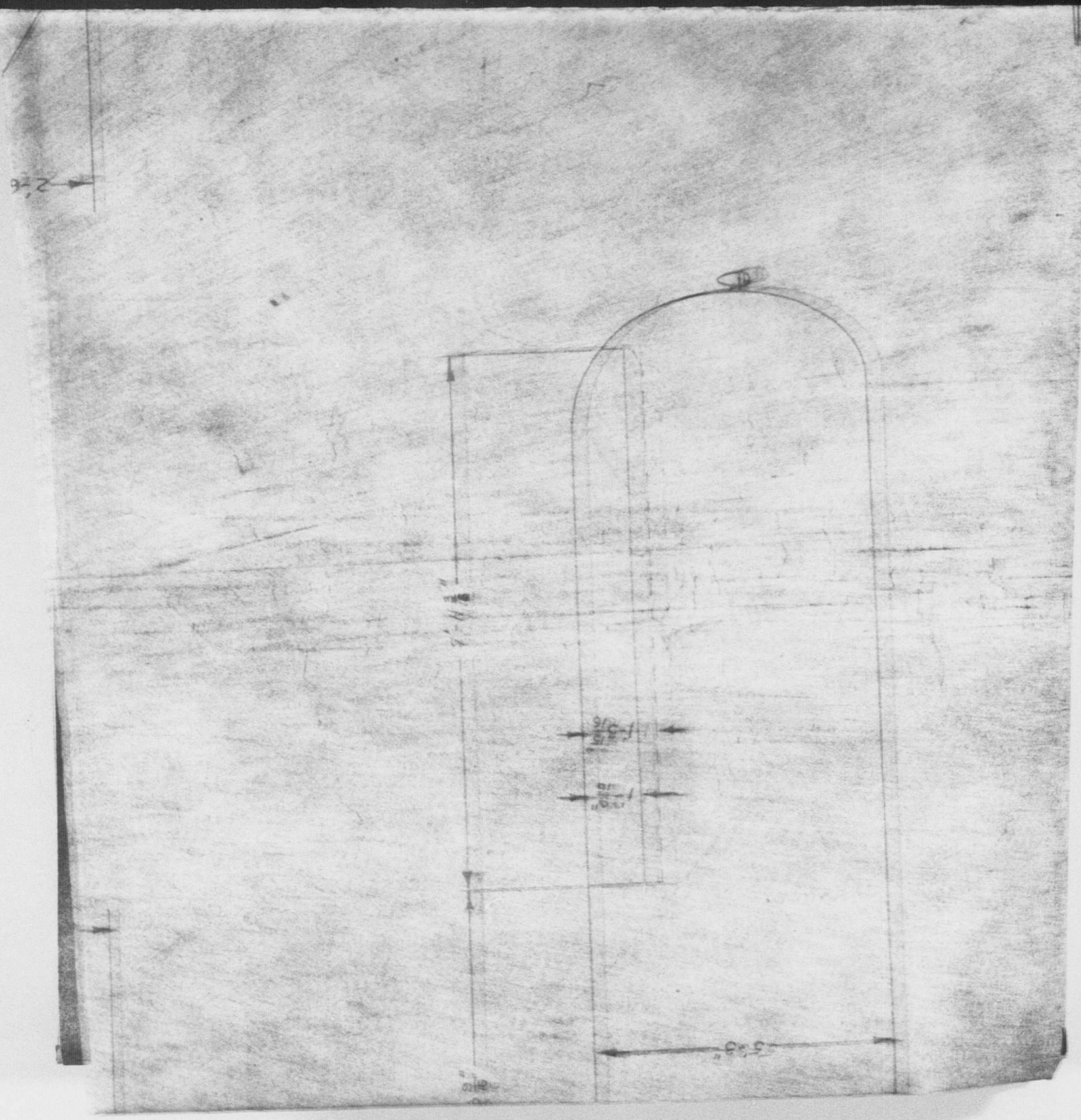
8. ENGINE CONTINENTAL #A-65-8

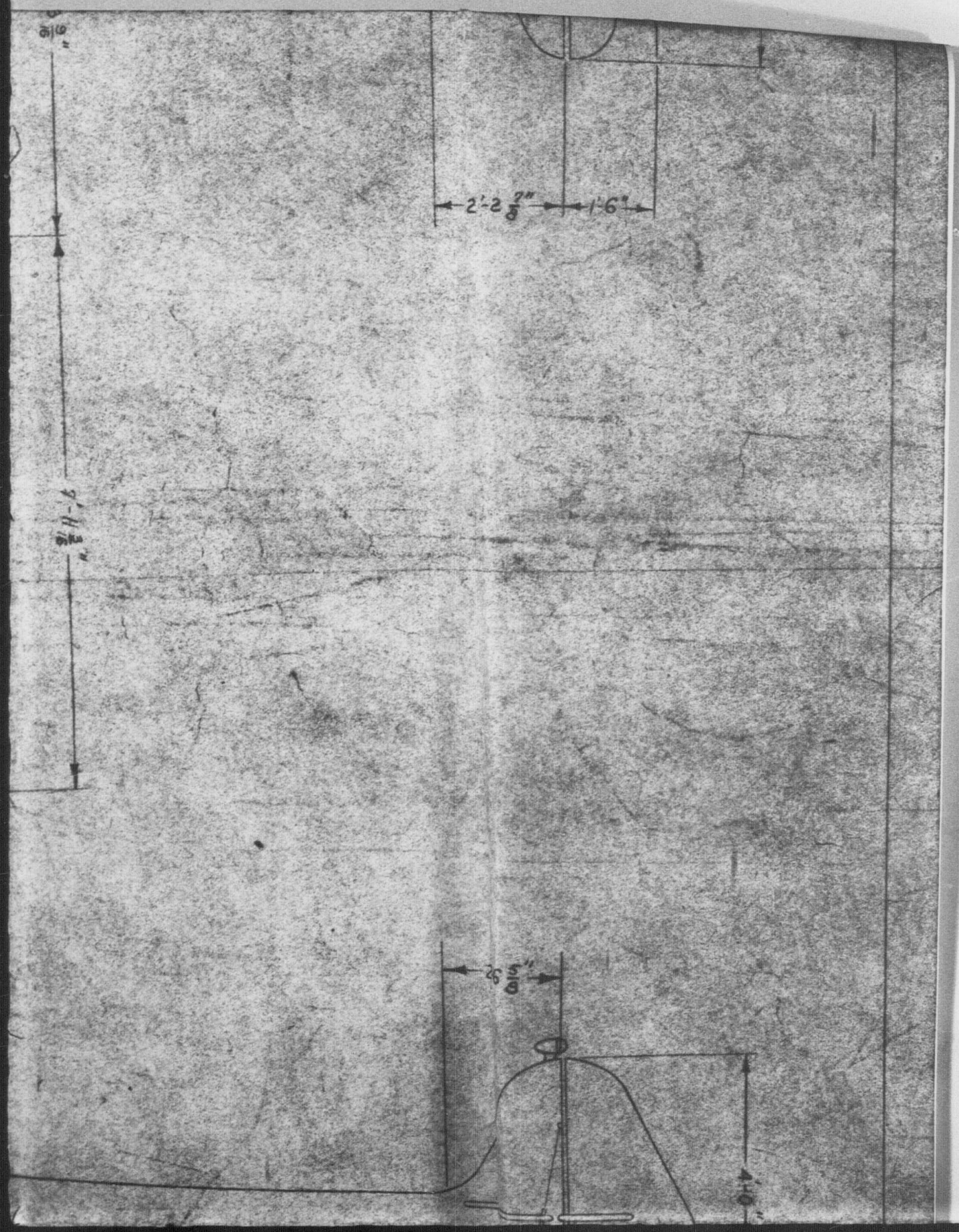
9. ALL DIMENSIONS REF. ONLY SEE SPEC.

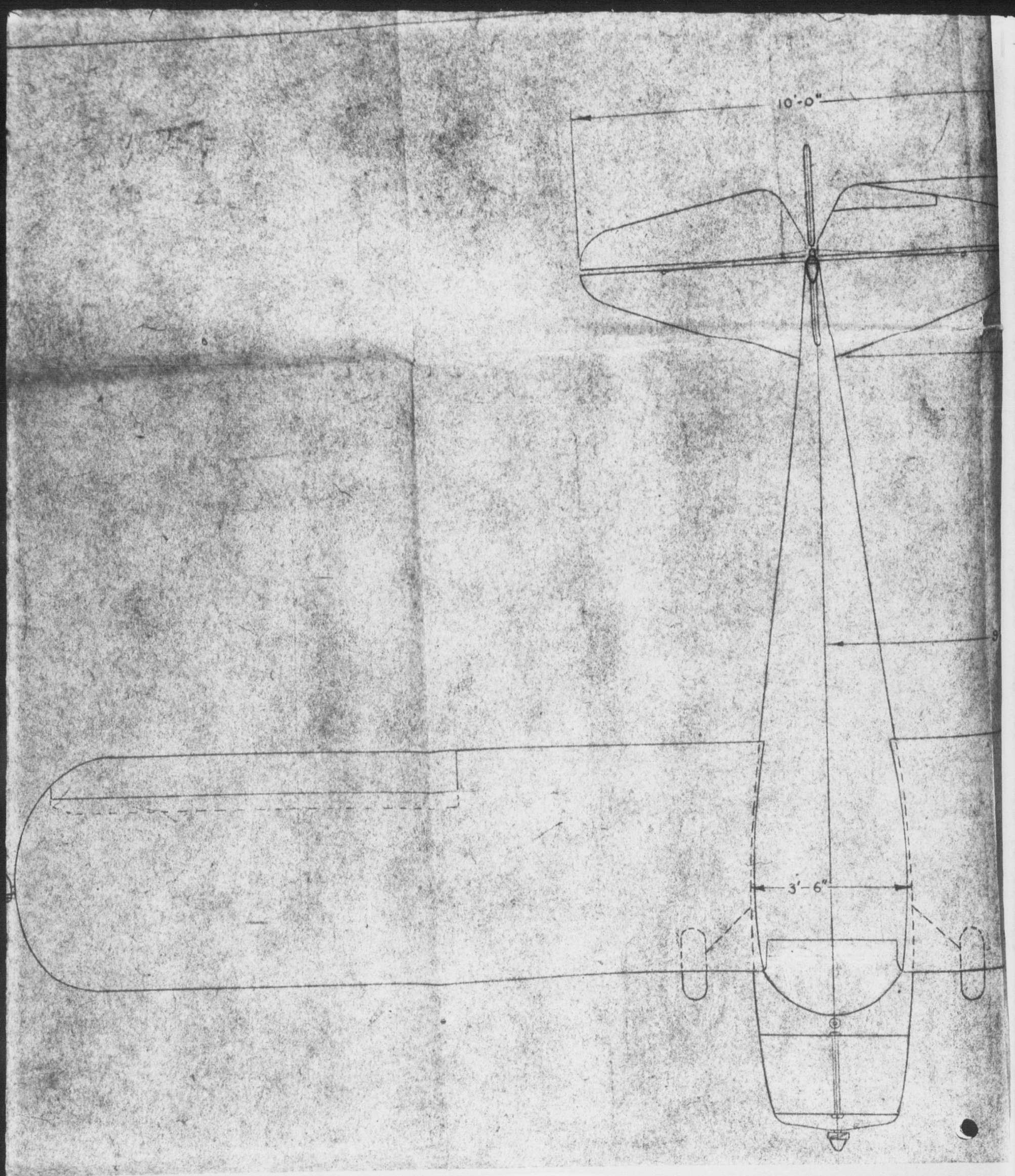
10. CONTROL SURFACE TRAVEL TOL. ±2°

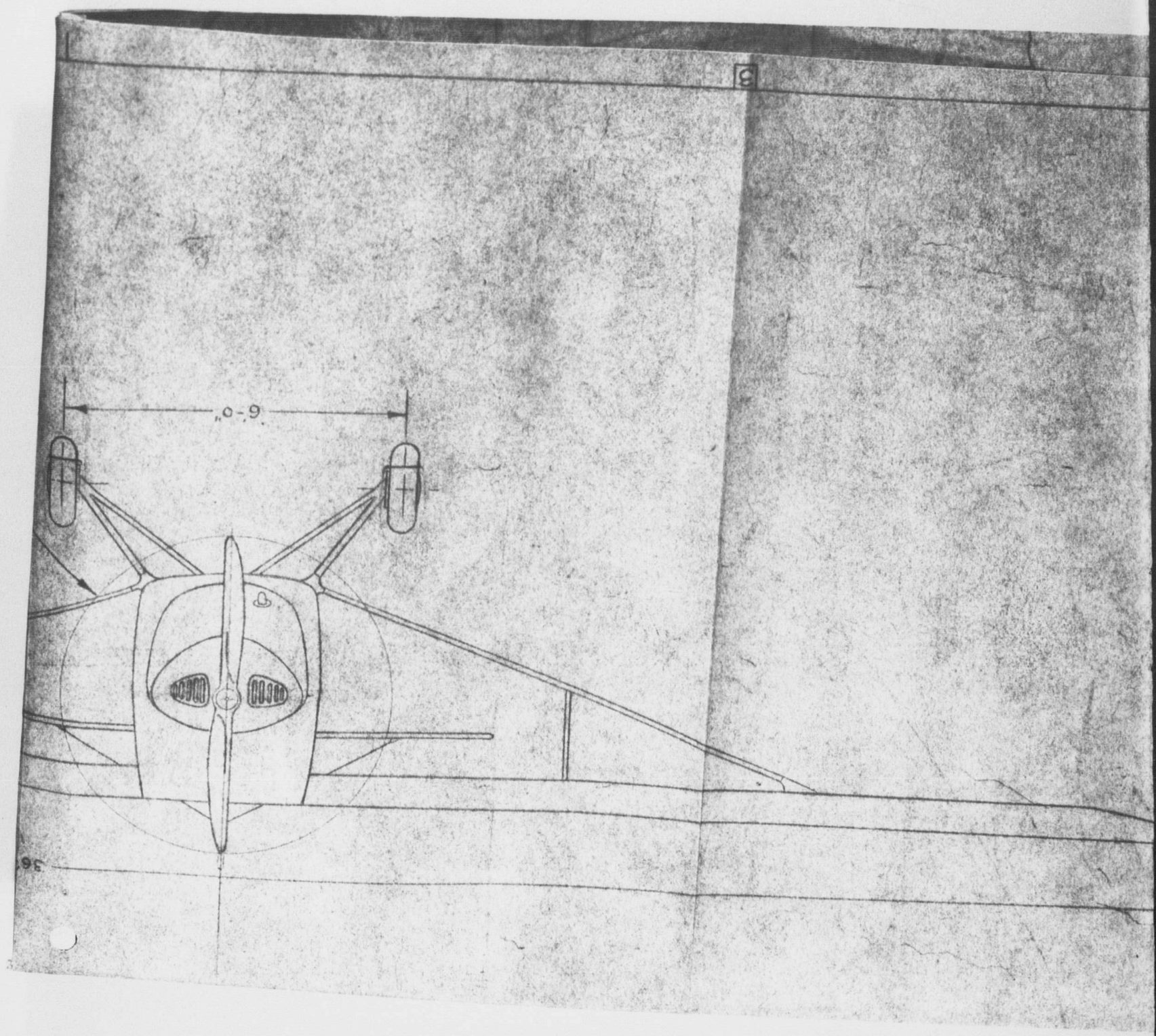
ELEVATOR TAB	UP 25°	DOWN 30°
ELEVATOR	UP 27°	DOWN 25°
AILERON RIGHT	UP 23° ±4°	DOWN 23° ±4°


DIHEDRAL
-0" DIAM.
2




2'-2 7/8"
1'-6"
9/16"
9'-11 3/8"
26 5/8"
4'-0"


10'-0"
3'-6"


6'-0"

ENGINEERING DEVIATION

...TION FROM THIS DWG. IS APPR. BY ENGR. DEPT. AS NOTED HEREON

...VIEW-BC12-D

ON SHIP SERIAL NOS. START STOP

...QUESTED (MUST BE IN WRITING) | NO. PIECES AFFECTED | INTERCHANGEABLE WITH PRIOR PART YES NO

...NG 07008/15/45

IN PROCESS				
IN STOCK				
ON SHIP		X		

DETAIL REASON TO PROVIDE GREATER TOLERANCE SO CONTROL SPROCKETS WITH 2 RIVETS CAN BE USED

WRITTEN BY	DATE	PROJECT ENGR	DATE	STRUCTURES ENGR	DATE	APPR. BY	FOR ISSUE DATE	AM PM	YELLOW COPY FOR ADVANCE NOTICE VOID 4 HOURS AFTER ISSUE
[illegible]	9/15/45	[illegible]				[illegible]	9/4		

AILERON TRAVEL MAY BE:

$25^\circ \pm 2^\circ$ UP

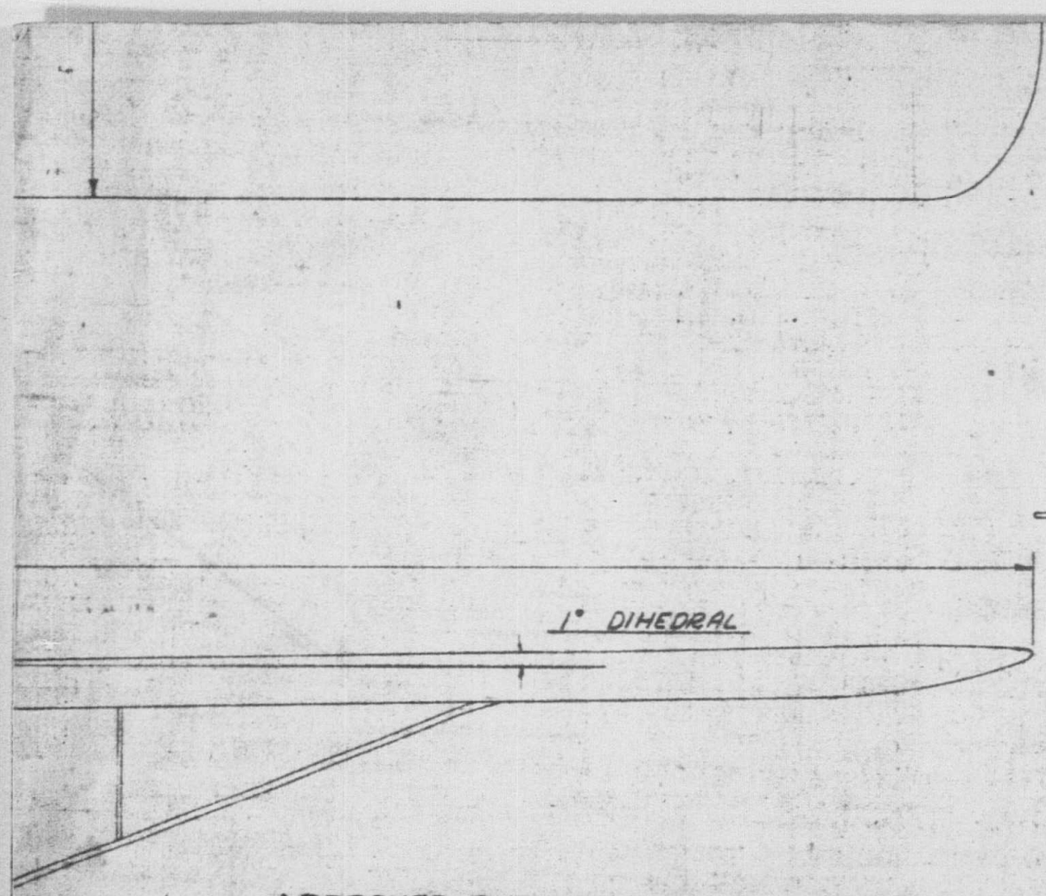
$25^\circ \pm 2^\circ$ DOWN

RUSH

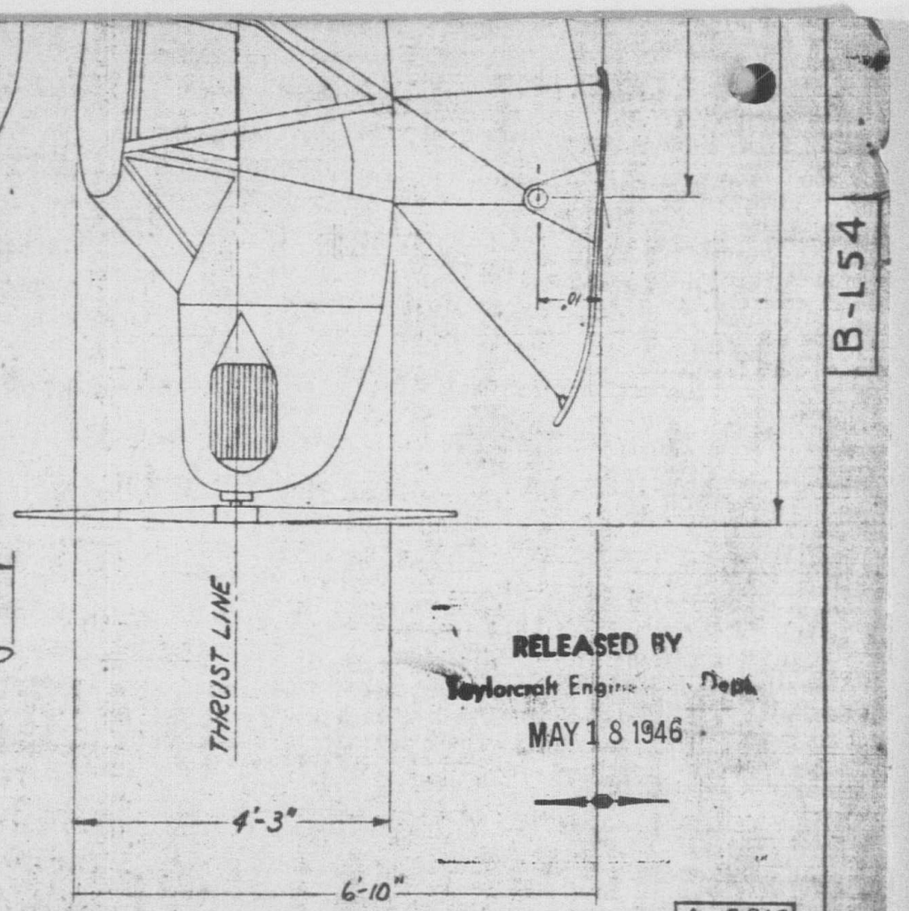
THIS INFORMATION IS VITAL TO PRODUCTION

THIS INFORMATION IS NOT CLASSIFIED RESTRICTED CONFIDENTIAL SECRET

TAYLORCRAFT AVIATION C...



APPROVED FOR 1100 LBS. GROSS



RELEASED BY
Taylorcraft Engineering Dept.
MAY 18 1946

SEE DRAWINGS A-L501 A-9018 A-9019 A-9020

FEDERAL SKI SA-1 INSTALLATION

B-L54

REV.	DATE	REVISION & SERIAL NO. FIRST USED	ZONE	BY	CHKD.

ON ASSEM. | SPEC. | KIND | FORM | PART NO. | UNIT | W. x T. x L.

TAYLORCRAFT AVIATION CORP., ALLIANCE, O.

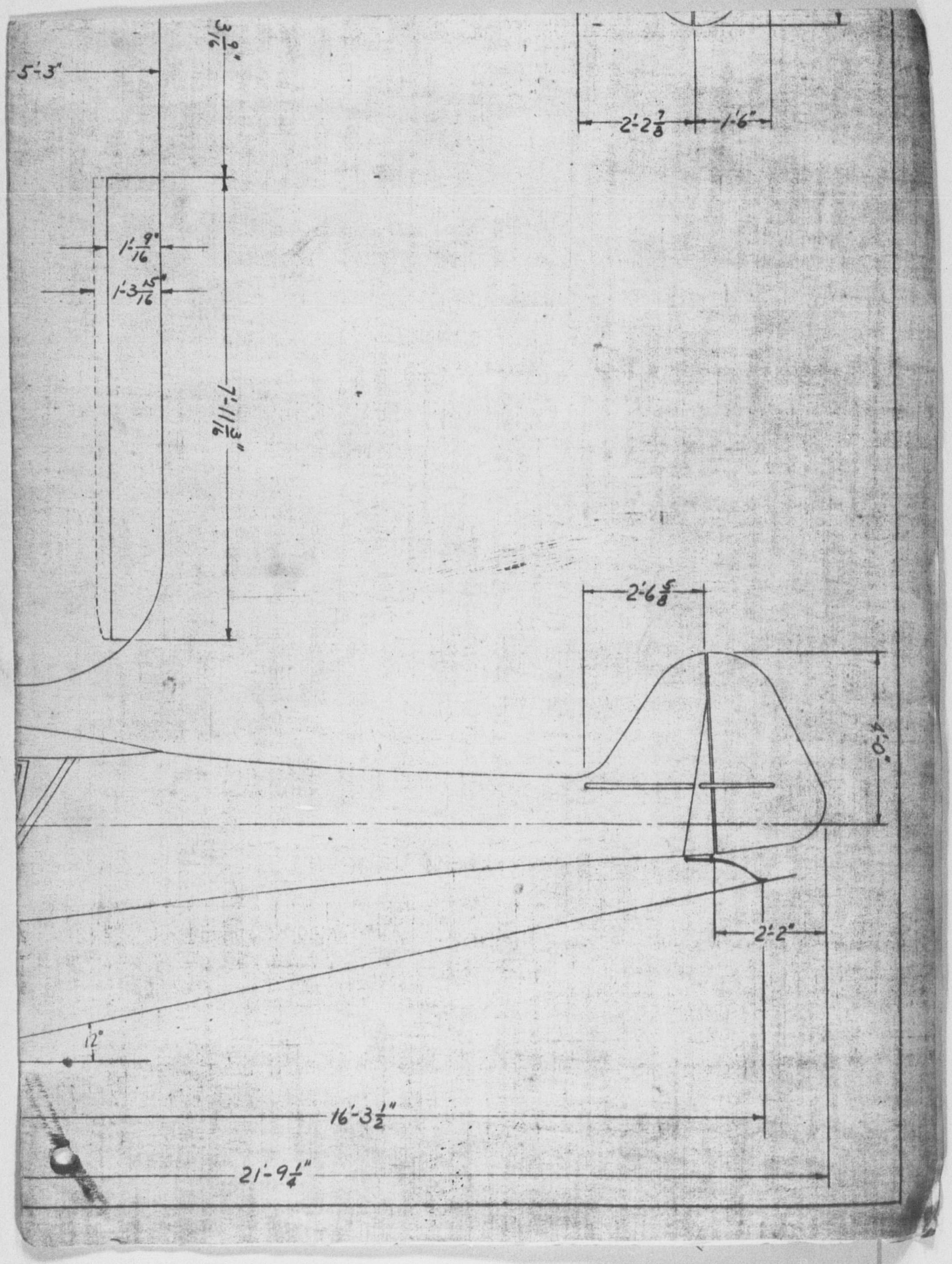
LIMITS ON DIMS: FRAC. ±, DEC ±, ANG. ±
FINISH SPEC.
(2) HAND FINISH
(3) SMOOTH MACH.
(4) ROUGH MACH.
(5) ROUGH FILE OR GRIND
(6) SAND BLAST
NEAREST TENTH LB. EST. ACT.
SUPERSEDES OF
SCALE SIZE & NOTED
STR. APPR.
DRAWN A.S. DATE
CHKD. DATE
D

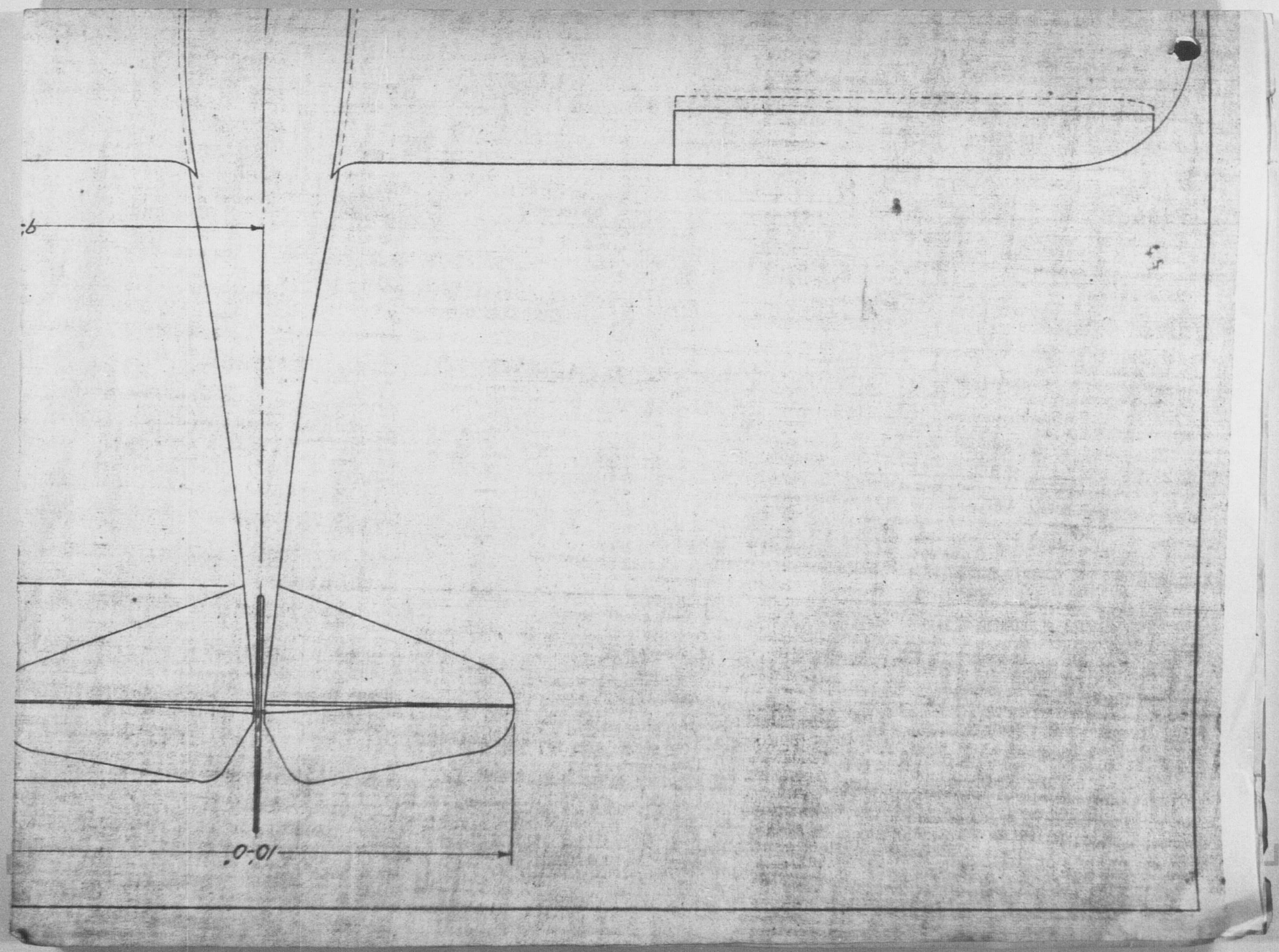
B
MODEL NO.
STOP START

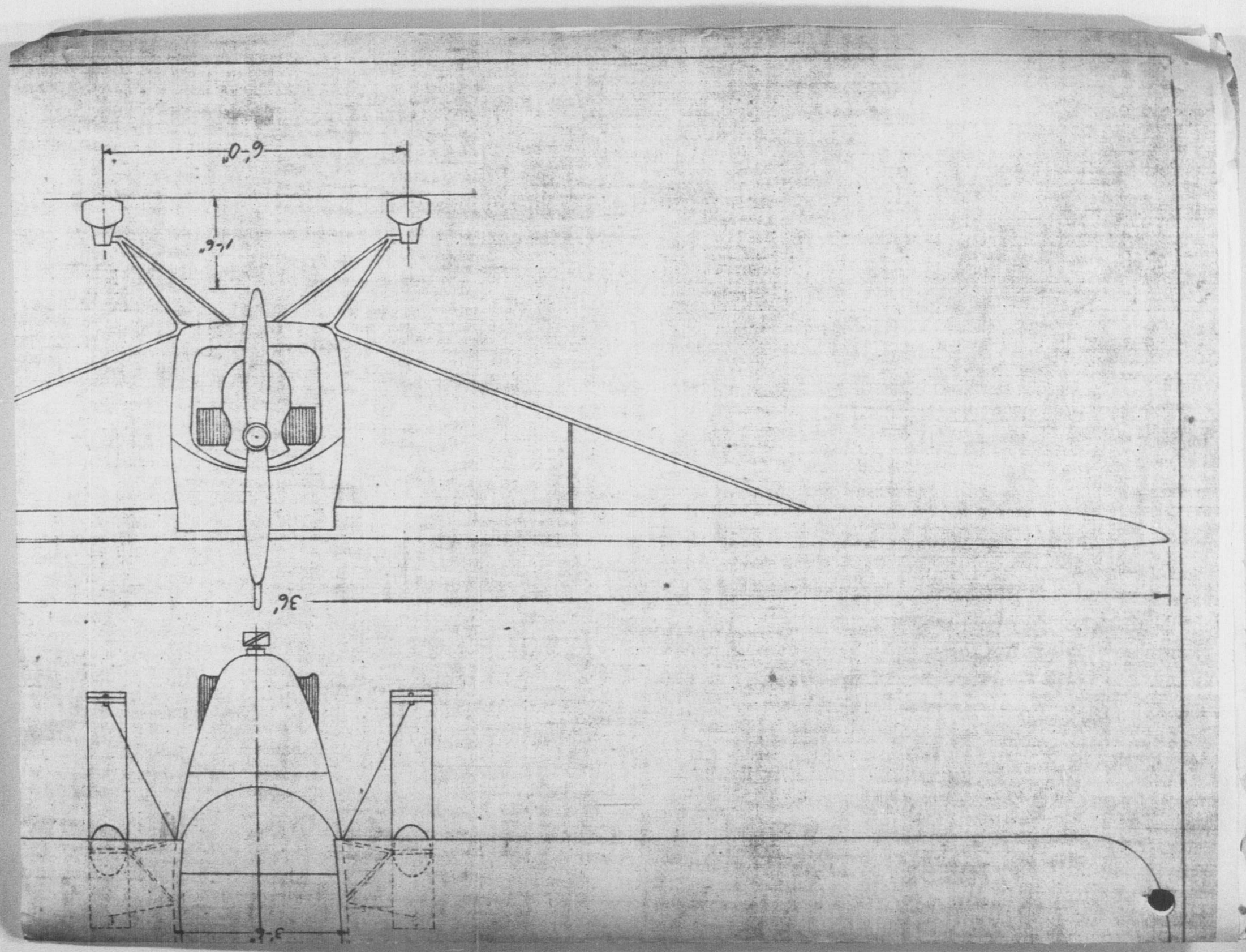
DWG. NAME
TAYLORCRAFT SKIPLANE
MODEL B - THREE VIEW LAYOUT

DWG. NO.
B-L54

1


5'-3"
3 9/16"
1'-9/16"
1'-3 15/16"
7'-11 3/16"
2'-2 7/8"
1'-6"
2'-6 5/8"
4'-0"
2'-2"
12°
16'-3 1/2"
21'-9 1/4"


.0-01


6'-0"
9'-1"
36'
3'-6"

5

1-640

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Sept. 21, 1946.

Messrs. A. J. Henderson and J. H. Jones,
P.O. Box 33,
RIMBEY, Alberta.

Dear Sirs:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificatesof Registration and Airworthiness for Taylorcraft aircraft CF-DOQ for a period of sixty days, to be not valid after November 20, 1946.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane empty weight..... 769 lbs.
Landplane gross weight.....1200 lbs.

We wish to draw to your attention that you are not permitted to fly this aircraft commercially (i.e. for hire or reward) until you have been granted permission from the Air Transport Board, #3 Temporary Bldg. Ottawa, to do so.

If, on the expiration date of this temporary authority you are not in possession of the formal Certificates from our Headquarters, it is your duty to apply to this district office for an extension of this temporary authority.

Yours truly,

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

KFS/M
Ch

Weight and Balance
Report removed
from file and
forwarded to D.I.A.R.
Edmonton
28/4/49

FOREIGN AIRCRAFT PERMIT

Issued to:

Date issued September 16, 1946

Alvin J. Henderson
(Name)

Rt. #3 Lacombe,
Address

Edmonton, Alberta, Canada
(State or Country)

Permission is hereby granted for flight of the Canadian (Nationality) registered aircraft described below, over United States territory, enroute from

Alliance, Ohio (Location in U.S.) to Edmonton, Alberta, Canada (Foreign destination), premised upon the following express terms and conditions:

1. Purpose. Delivery
(Indicate, i.e., delivery, tourist, etc.)

2. Aircraft. The aircraft shall be a Taylorcraft (Make), model BC12-D manufacturer's serial number 7718, Canadian (Nationality, i.e., Mexican), identification mark CF-DOQ (Identify i.e., XA-ABC), owned by Associated Airways,Ltd., (Indicate owner) P. O. Box 424, Edmonton, Alberta, Canada (Address) (Country),

3. Crew.
Pilot. Alvin J. Henderson (Full name), Canadian (Citizenship)

holder of Canadian (Nationality), Commercial (Type), pilot certificate No. No. C-3210 (Identify).

4. Passengers. None
(Non-revenue, indicate names)

5. Cargo. Personal baggage only. No cargo shall be carried for hire.

6. Radio equipment. None (Indicate).

7. Flight in the United States shall be made in accordance with applicable sections of the Civil Air Regulations, including Part 60, Air Traffic Rules. Flight shall be Limited to hours of daylight
(Indicate, for example, "Limited to hours of daylight").

shall be conducted along civil airways and shall be performed in accordance with the air traffic rules of the Civil Air Regulations,
(Indicate)

Section Part 60.
(Indicate)

8. Compliance shall be made with applicable entry and clearance regulations.

9. Expiration. Unless sooner suspended or revoked by the Administrator of Civil Aeronautics, this permit shall remain in force until Sept.22, 1946.
(Indicate date)

This permit shall be carried on board aircraft in custody of pilot in command at all times during flight over United States territory.

W. H. ROSS
(Inspector's name)

CAA INSPECTOR
(Title and Service)

12

B I L L O F S A L E

KNOWN 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: Taylorcraft Model: BC12-D Deluxe Serial: 7718

MANUFACTURER OF ENGINE: Continental Model: A-65-8 Serial: 5101868

REGISTRATION : CF-DOQ

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

..... whose address is

.....

For and in consideration of the sum of One or more....dollars,

..Associated Airways Ltd....., the undersigned, whose

address is ..P.. O.. Box 424,. Edmonton,. Alberta.....

does this 20th. day of .September, 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:

.Alvin John Henderson and John H.. Janes.....

whose address is .R.. R.. #3,. Lacombe . and . Rimbey,. Alberta....., and to...their....executors; administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF,..We.....have set ..Have. hand and seal this ..20th.....day of .September..., 19.46...

ASSOCIATED AIRWAYS LTD.

.....L. L. Dyck...

(Seller's signature)

Form ACA 502
DEPARTMET OF COMMERCE
Civil Aeronautics Administration
(Rev. 3-1-44)

13

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: Taylorcraft
MODEL: BC12-D Deluxe
MANUFACTURER'S SERIAL NO.: 7718
C. A: A. IDENTIFICATION MARK: CF-DOQ

MANUFACTURER OF ENGINE: Continental
MODEL: A-65-8
SERIAL NO.: 5101868

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,
Taylorcraft Aviation Corporation, the undersigned, whose
(Seller)
address is North Benton Road, Alliance, Ohio
does this 6th day of September, 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)
Associated Airways, Ltd.
P. O. Box 424
whose address is Edmonton, Alberta, Canada, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever

IN TESTIMONY WHEREOF, we have set our hand and seal this 6th day of September, 1946.

Taylorcraft Aviation Corporation
Bernard Russ (SEAL)
(Seller's signature) Vice President

ACKNOWLEDGMENT

STATE OF Ohio
COUNTY OF Stark } 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 6th day of September, 1946, before me appeared Bernard Russ, to me personally known, who, being by me duly sworn, says that he is the Vice President of the Taylorcraft Aviation Corporation 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 Bernard Russ 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.

Elmer Snyder
Notary Public.

My commission expires My Commission Expires Dec. 6, 1948, 19....
(SEAL)

Edmonton, Alta.
Skyways
Associated Airways Limited
U.S.A.
DIRECT.

Sept. 20, 1946.

Associated Airways Limited,
Edmonton, Alta.

Reference No. 7729
In account with
Russell Johnson
Licensed Customs House Broker
215 McLeod Bldg. Phone 21264

4	Aircraft, not including engines	6199.44	4	6230.44	6230.	20%	1246.00		Ex440L
	Model BC12D								
	Serial Nos. Reg. 7715 CF-DON; 7716 CF-DOO; 7717 CF-DOP; 7718 CF-DOQ ✓								
	Engines, imported for use only in the equipment of aircraft	1600.56	4	1608.56	1609.	17½%	281.58		440H
	Serial Nos. 510196S 509766S 508476S 510186S								
		7800.00			7839.		1527.58	9366.58	749.33
						Total Duty & Tax		2276.91	
						Brokerage		5.00	
						Total Amoutn		2281.91	

From: Taylorcraft Aviation Corp., Alliance, Ohio
9-10-46

Sept. 20/46

US 7800.00
2 5619

RUSSELL JOHNSON

15

241.3

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 Alvin J. Henderson. John H. Jones

Date of Application September 20, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Alvin John Henderson	Rimbey, Alta PO Box 33 ~~R.R. #3, Lacombe, Alberta~~	Canadian
John H. Jones	~~Rimbey, Alberta~~	Canadian

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

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

Commercial

Usual Station Rimbey, Alberta

Date of manufacture or reconstruction September 6, 1946

Crew required One

Accommodation for what number of passengers One

noted

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

Fee of $10.00 rec'd
Folio #5
Rec # 75074

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Taylorcraft Aviation

Type BC12-D Deluxe Maker's No. 7718

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36 ft.	
Length o/a in feet	22 ft.	
Height o/a in feet	6 ft. 6 in.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 769 Lbs.

Total weight authorized (fully loaded) in lbs 1200 Air speed 140 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, Altimeter, Compass
2. Gauges Tachometer, Oil Pressure, Oil Temp.
3. Lights None
4. Signals None
5. Fire Extinguishers One
6. Parachutes None
7. Tools None
8. Other Equipment None

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type A 65	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	Four			
H.P.	65			
Bore	3 3/8			
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 21/9/46 Signature [signature]

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

1/4 2 6-44

Edmonton, Alta. Oct. 3, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17	Taylorcraft BC12-D DeLux CF-DOQ Serial No. 7718	1640

TRANSPORT-RECORDS
OCT 7 A.M.
File 5008-D15-17

A25777

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the names of Mr. A. J. Henderson and J. H. Jones of P.O. Box 33, Rimbey, Alberta, together with:

(a) Customs Declaration
(b) Bill of Sale from Taylorcraft Aviation Corp. to Associated Airways Ltd.
(c) Bill of Sale from Associated Airways Ltd. to Messrs. A. J. Henderson and J. H. Jones.
(d) Foreign Aircraft Permit.
(e) Actual Weight and Balance Report.
(f) Copy of our letter of temporary authority issued this aircraft on the 21st ultimo which is self-explanatory.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #5 Receipt No. 75074.

3. We recommend that formal Certificates of Registration and Airworthiness be issued this aircraft in the names of Messrs. A. J. Henderson and J. H. Jones and that they be forwarded direct to the Owners, please.

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

M
Encl.

6

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

17 2 8-45

Edmonton, Alta. November 20, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17 ✓	Taylorcraft BC12-D DeLux CF-DOQ Serial No. 7718	1-640

TRANSPORT RECORDS
NOV 1946
5008-D 15-17
File

Controller of Civil Aviation,
Ottawa.

1. Please be advised that the temporary C of R and C of A issued the subject aircraft on September 21, 1946, was extended this date for a further period of sixty days, to be not valid after January 20, 1947.

58558

2. Submitted for your information and records please.

K F Saunders

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

KFS/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alta. Dec. 6, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17	Taylorcraft BC12-D DELUX CF-DOQ ✓ Serial No. 7718	1-640

TRANSPORT-RECORDS
DEC 10 A.M. 1946
5008 D 15-17
File

Controller of Civil Aviation,
Ottawa.

1. Please be advised that the temporary C of R and A issued the subject aircraft on Sept. 21, 1946, and extended on 20-11-46 to be not valid after January 20, 1947 was endorsed this date to include Skiplane empty weight.....769 lbs.
Skiplane gross weight.....1200 lbs.

60965

2. Please amend your records accordingly.

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

KFS/M

5388 (R)
1853 (A)

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alberta, January 21, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Accident Report - Taylorcraft CF-DOQ	1-640

67513

TRANSPORT - RECORDS
JAN 25 A.M.
File 5008-D15-17

Controller of Civil Aviation,
Ottawa.

1. Herewith for your information and records please, copy of a report of accident to CF-DOQ, dated January 20th, 1947 as submitted by Alvin J. Henderson, holder of Limited Commercial License No. C-3210.

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

KFS/p
Encl.

ENTERED
IN ACCIDENT
RECORDS
16

C O P Y

Lacombe, Alberta,
R. R. 3,
Jan. 20th, 1947.

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

Dear Sir,

I wish to inform you that on Sat. night, Jan. 18th, 1947, CF-DOQ was wrecked by the wind. I had it moored on the lake by my house, and sometime during the night it broke loose and one wing, the left, was quite badly broken, the right one only minor, the windshield broken and the right elevator was bent. The insurance company has been notified and as soon as we can, it will be taken to Edmonton for repair at Associated Airways.

I remain

Yours truly,

Alvin J. Henderson
Limited Commercial License No. C-3210.

MICRO SAFETY

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5388

NATIONALITY AND REGISTRATION MARKS CF-DOQ

1. Type and description	Taylorcraft BC12-D
2. Name and address of constructor	Taylorcraft Aviation Division, Detroit Air-Craft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7718
4. Name of owner	Henderson Alvin John Jones John H.
5. Address of owner	P.O. Box 33, Rimbey, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimbey, Alta.
8. Purpose	~~Commercial~~ Private (9.4.48)

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 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-DOQ. and is of Canadian nationality.

Given at Ottawa this 31st day of March, 19 47

S

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

/RM

5008-D15-17

21

Ottawa, Ontario.
April 21st, 1947.

REGISTERED

Messrs. A.J. Henderson & J.H. Jones,
P.O. Box 33,
Rimbey, Alta.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5388 and Certificate of Airworthiness No. 1853 together with Engine and Journey and Aircraft Log Books, for your aircraft, CF- DDQ. Taylorcraft (BC12-D)

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.

L-640

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
April 19, 1947.

TRANSPORT-RECORDS
APR 25 A.M.
File 5808-40/5-17

Messrs. A. J. Henderson and J. H. Jones,
P.O. Box 33,
Rimbey, Alta.

A 2904

Dear Sirs:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificates of Registration and Airworthiness for Taylorcraft aircraft CF-DOQ for a period to be not valid after June 30, 1947 unless extended or renewed.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane empty weight..... 769 lbs.
Landplane gross weight.....1200 lbs.

We wish to draw to your attention that you are not permitted to fly this aircraft commercially (i.e. for hire or reward) until you have been granted permission from the Air Transport Board, #3 Temporary Bldg., Ottawa, to do so, and an Operating Certificate as issued by this Department.

Yours truly,

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

KFS/M
Ch

TO HEADQUARTERS: Attached hereto, log book work sheet together with AID report dated the 17th instant covering weighing of CF-DOQ on April 17/47.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

7-43

Edmonton, Alta. April 17, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft CF-DOQ	1-640

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was weighed empty as a Landplane at Edmonton on April 17, 1947, and the following weights were obtained:

	1st Weighing	2nd Weighing	3rd Weighing
Left Side	360 lbs.	320 lbs.	390 lbs.
Right Side	390 lbs.	360 lbs.	340 lbs.
Tail	60 lbs.	120 lbs.	80 lbs.
	810 lbs.	800 lbs.	810 lbs.

Mean aircraft empty weight.....806 lbs.

J. J. Currie

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

JJC/M
C/CAE

WESTERN AIRMOTIVE LIMITED
MUNICIPAL AIRPORT
EDMONTON, ALTA.

April 19th, 1947.

Taylorcraft CF-DOQ
Serial No. 7718.

WORK SHEET

Aircraft received in damaged condition and following work completed.

Left Wing:

1. Butt rib replaced.
2. Ribs #2, 3, and 4 replaced.
3. Nose ribs #'s 1, 3 & 4 replaced.
4. Nose ribs Nos. 2 and 8 repaired.
5. Main ribs 8 and 9 repaired and re-inforcement section of butt rib repaired.
6. Both halves front strut attachment fittings replaced.
7. Drag struts Nos. 1 and 2 replaced.
8. Metal parts sprayed with zinc cromate primer.
9. Wing trammelled for true.
10. Covered with Grade "A" cotton fabric and doped to finish (Berryloid Stearman Vermilion.)

Right Wing:

1. Nose ribs Nos. 1, 2, and 3 replaced.
2. Main ribs Nos. 2, 3, and 4 replaced.
3. Three nose ribs repaired (#0873 and 1401)
4. Leading edge skin replaced between butt rib and 2nd rib, approximately 12"
5. Wing trammelled.
6. New metal parts sprayed with zinc chromate primer.
7. Approximate 6' of root end of wing recovered with grade "A" cotton fabric and doped to finish.

Fuselage

Fabric removed for area over centre section and structure inspected, slight bend removed from left top longeron, first bay back of rear wing fitting. Fabric replaced over centre section and in front of fin on top of fuselage doped to finish. Fuselage completely inspected and redoped to finish.

Windshield - Replaced new.

Wing Struts - 2 rear and 1 front wing struts replaced new.

Tail Wheel Assembly - Following new parts installed, fork assembly, spring leaf assembly, 2-coil springs.

Tail Planes - Right hand elevator replaced new.

Miscellaneous:

Removed slight dent from engine cowling and repainted metal parts. Repaired radio mast and removed skiis. Installed wheels.

Aircraft assembled and rigged in accordance with Manufacturers instructions.

Controls installed and inspected for correct action and travel, tension and routing of cables, presence of all locking and safety devises - satisfactory.

....

This is to certify all repairs have been carried out in accordance with approved methods, that no unauthorized modifications have been incorporated, that the aircraft has been completely inspected Certified Airworthy.

*.....

J. M. Keith "B" A1017

MDJ/SEK

Ottawa, Ontario, May 1st, 1947.

Taylorcraft CF-DOQ
Radio Installation, Portable Receiver. 5008-D15-17.

22

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

Attention: - Resident Inspector, A.I.D.

1. The Radio Division of this Department have notified this office that a portable radio receiver has been installed in the subject aircraft.

2. Could details of this installation be forwarded to Headquarters, please?

2nd

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

P

RECORDS TO FILE

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

22 A

2
8-45

Edmonton, Alberta, May 16, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17	Taylorcraft CF-DOQ Radio Installation, Portable Receiver.	1.640.

TRANSPORT-RECORDS
MAY 20 A.M.
File 5008-D15-17

Controller of Civil Aviation,
Ottawa.

1. Reference to yours of 1/5/47, returned herewith radio data as requested please.

A 5627

KFS:h

G.V. Pinotteg
Per. K. F. Saunders,
District Inspector,
Air Regulations.

copy
20/5/47
Gm.

6252-304

No enclosures when rec'd CRI

Orig, 5258-364

A7364

Edmonton, Alta. June 2, 1947.

5258-364

Rimbey Flying Service - Penhold, Alta.

TRANSPORT-RECORDS
JUN 5 A.M. 1947
File 5008-D15-17

0-81

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. In reply to your letter of the 23rd ultimo, the whole situation was discussed verbally with D.I.N.A. and he concurred in our letter of the 16th ultimo to you.

2. Regarding your 2nd para. the legal adviser for Rimbey Flying Service has been given this information.

3. For your further information, the name of the Engineer employed is Mr. George Walter FROST, holder of "A" and "C" Certificate No. A-1658.

4. The aircraft is a Taylorcraft BC12D CF-DOQ.

5. The portable radio receiver installed: Information is on file at Headquarters and no doubt on the aircraft file. (fwd'd to H.Q. on May 16/47 your file: 5008-D15-17).

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

KFS/M

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

24 2
8-45

Edmonton, Alta. Aug. 26, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft CF-DOQ Serial No. 7718	1-640

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail at Edmonton as a Landplane on this date:

AIRCRAFT: Total time: 132:15.
Time since overhaul: 132:15

ENGINE: Continental Type 4HOA
Series No. A-65-8
Serial No. 5101868
Time since new: 132:15
Time since overhaul: 132:15
Time since top overhaul: 00 hrs.

AIRSCREW: Sensenich Model 72CK44
Serial No. K6788 Wooden

2. The aircraft and engine can be considered airworthy.

H. E. Davenport,
for J. J. Currie,
Resident Inspector AID

HED/M
C/CAE

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alta. Aug. 25/47
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft CF-DOQ	1-640

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was weighed empty as a Landplane at Edmonton on this date with the following results:

	1st Weighing	2nd Weighing	3rd Weighing
Left Front	340 lbs.	330 lbs.	320 lbs.
Right Front	360 lbs.	340 lbs.	345 lbs.
Tail	100 lbs.	100 lbs.	100 lbs.
	800 lbs.	770 lbs.	765 lbs.

Mean aircraft empty weight.....779 lbs.

H. E. Davenport.

H. E. Davenport,
for J. J. Currie,
Resident Inspector A.I.D.

HED/M
C/CAE

August 25, 1947.

TO BE ATTACHED TO LOG BOOK OF CF-DOQ

Aircraft ser. no. 7718 Time to date shown in log book: 132:15hrs.

Engine ser. no. 5101868 Time to date shown in log book: 132:15hrs.

PROPELLER: Sensenich Model 72CK44. Ser. No. K6788.

The following work was carried out prior to application for renewal of certificate of airworthiness:

AIRFRAME:

Fuselage, wings, tailplanes, landing gear and controls were examined for condition & operation which necessitated the following work:

(1) Airspeed indicator, tachometer, and altimeter removed from aircraft, checked for calibration, found to be within tolerance and reinstalled.
(2) Aircraft weighed.
(3) Compass swung.
(4) Inspection hole reinforcing rings at fuel tank drains, left side rear fuselage, and at right and left hand aileron bell crank inspection holes replaced.
(5) Tapes doped on two fuselage top stringers.
(6) Top side of right hand tailplanes rejuvenated and doped to color.
(7) Tailwheel spring aligned.
(8) Wheel bearings repacked with grease.

ENGINE:

Engine given top overhaul:
(1) Valves refaced, seats recut and valves lapped in.
(2) Carbon removed.
(3) Magneto breaker points adjusted .
(4) Exhaust shroud removed and manifold inspected for condition.
(5) Engine reassembled using new gaskets where necessary .
(6) New spark plugs installed.
(7) Engine reinstalled in airframe.
(8) Fuel filters cleaned.

All controls were examined for proper operation, presence of necessary safetying and locking devices and found satisfactory.

W. J. Dick.
W.J. Dick.

D. C. Dyck
D.C. Dyck.

I hereby certify that all manufacturers Service Bulletins affecting safety have been complied with to date , that no unapproved modifications have been incorporated, that the aircraft is airworthy, and that it conforms to C.A.A. A.D. 696-2.

W. J. Dick
W.J. Dick. Air Engineer
Certificate # A 1350.

14228

TRANSPORT - RECORDS
AUG 30 P M 1947
CAI-604
File 5008-D15-17

27

DEPARTMENT OF TRANSPORT
Civil Aviation Division

File: 1-640
H.Q. File: 5008-D15-17

File No.

Place Edmonton, Aug. 26/47

Date....Aug. 26.....194.7..

TO: Superintendent, Air Regulations.

FROM: District Inspector.

A17418

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Taylorcraft BC12-D.....

Registration Markings .....CF-DOQ.....

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

Date of Inspection .....Aug. 26/47.....

Previous C. of A. Expires .....Sept. 10/47.....

Present C. of A. Expires .....Aug. 25, 1948.....

Remarks Attached hereto, AID reports dated Aug. 26/47 covering inspection and report dated Aug. 25/47 covering weighing.
C of A amended this date as follows:
Item 25: Landplane empty weight changed from 769 lbs. to 779 lbs.
Skiplane empty weight changed from 769 lbs. to 779 lbs.
Item 31: Landplane commercial weight changed from 144 lbs. to 134 lbs.
Skiplane commercial weight changed from 144 lbs. to 134 lbs.

Also attached is copy of log book work sheet report, dated Aug. 25/47.

Log books were amended accordingly.....

G V Priestley

G. V. Priestley
for District Inspector.
Air Regulations.

GVP/M
Enc.

35

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-640
H.Q. file: 5008-D15-17
Place ..... Edmonton..

Date. Aug.. 31 ..... 194. 8.

TRANSPORT-RECORDS
SEP 3 P.M.
File 5008-D15-17

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Taylorcraft. BC12-D.....

Registration Markings .....CF-DOQ.....

A22519

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

Date of Inspection .....Aug. 30/48.....

Previous C. of A. Expires ..Aug. 25, 1948.....

Present C. of A. Expires ...Aug. 29, 1949. C. of R. #5388. C. of A #1853

Remarks .C. of A. amended as follows this date:.....

Item 25: Empty weight Landplane changed from 779. lbs. to 794. lbs.
Skiplane " " 779 lbs. to 794 lbs.

Item 31: Commercial weight Landplane and Skiplane changed from 134 lbs. to 119 lbs.

Log book amended accordingly.....
Attached hereto, AID reports dated this instant covering inspection and weighing. Also attached, Engineer's work report.....

.....

noted

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

KFS/M
Encls.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

34 2 6-47

Edmonton, Alta. Aug. 31/48
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft BC12-D CF-DOW	1-640

D.I.A.R.,
Edmonton.

1. The subject aircraft was weighed empty as a Landplane at Edmonton on the 30th instant and the following weights recorded:

	1st Weighing	2nd Weighing	3rd Weighing
Left Side	350 lbs.	362 lbs.	340 lbs.
Right Side	320 lbs.	350 lbs.	360 lbs.
Tail	100 lbs.	100 lbs.	100 lbs.
	770 lbs.	812 lbs.	800 lbs.

Mean aircraft weight.....794 lbs.

H. E. Davenport,
Inspector AID

HED/M
C/CAE

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

33

Edmonton, Alta. Aug. 31/48
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft BC12-D CF-DOQ	1-640

D.I.A.R.,
Edmonton.

1. The subject aircraft was inspected in detail as a Landplane at Edmonton on the 30th instant:

AIRCRAFT: Total time: 211:40

ENGINE: Continental A65-8F
Serial No. 5101868
Total time: 213:05

AIRSCREW: Sensenich Wooden
Model 72CK44
Serial No. K6788

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

3. Inspection and work sheets from W. J. Dick attached.

H. E. Davenport,
Inspector AID

HED/M
C/CAE

32

To be attached to log book of Taylorcraft CF-DOQ

Aircraft Model: BC12-D
Manufacturers' Serial No: 7718
Time to date as shown in log book: 211:40 hrs.

Engine: Continental A65-8F
Serial No: 5101868
Time to date as shown in log book: 213:05 hrs.

Propeller: Sensenich - wood
Model: 72CK44
Serial No: K6788

The following work was carried out prior to application for renewal of Certificate of Airworthiness:

Airframe:
Fuselage, wings, tailplanes, landing gear and controls were examined for condition and operation which necessitated the following work:

(1) Airspeed, altimeter, tachometer and turn & bank have been checked for calibration by Northwest Industries Limited, found to be within tolerance and reinstalled.
(2) Tires were dismounted and inspected internally. Wheel bearings were repacked with grease.
(3) 100-Hour check and service has been carried out.
(4) Compass has been swung.
(5) Propeller has been reconditioned and checked for balance by Western Propeller and covered by their Release Note #R213.
(6) Airworthiness Directives:

No.	Description	Action
46-36-1	Piston Pins.	N/A
47-13-1	Fuel Shut-off Valve Clip.	P.C.W.
47-13-2	Fuel Hose.	P.C.W.
47-16-3	Wing Strut Fittings.	Satisfactory

(7) Identification plate has been installed as per I.C. 0/36/47.
(8) R.H. elevator outer hinge pin has been replaced.
(9) Top surfaces of tailplanes have been rejuvenated and doped to color.

Engine:
Engine has been inspected for general condition and found satisfactory:

(1) Spark plugs have been reconditioned.
(2) Magneto points have been checked and adjusted.
(3) Fuel filters have been cleaned.
(4) New oil Grade 60 has been installed.
(5) 100-Hour check has been carried out.
(6) Exhaust shroud has been removed and manifold inspected for condition.

All controls were examined for proper operation, presence of necessary safetying and locking devices, and found satisfactory.

W. J. Dick, August 30, 1948.

J. R. Hook, August 30, 1948.

I hereby certify that all Airworthiness Directives (or equivalent) and Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated, and that the aircraft is airworthy.

W. J. Dick, Air Engineer
Certificate #A1350.

31

2
6-46

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Edmonton, Alta., April 12, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17	Taylorcraft CF-DOQ	1-640

File Please CAR

A 2506

TRANSPORT-RECORDS
APR 17 A.M.
File 5008-D15-17

Controller of Civil Aviation,
Ottawa.

1. Please be advised that Certificates of Registration and Airworthiness for the subject aircraft were amended on the 9th inst. as follows:

C of R #5388
Paragraph 8 amended to read "Private". ✓

C of A #1853
Paragraph 14 amended to read "'D' only". ✓

2. Log book has been amended accordingly.

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

KFS*LC

- Miss Jones to note & P.A. HSP 21-4-48

Noted
[illegible]

W

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

30 2 6-46

EDMONTON ALBERTA MARCH 22, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17	Rimbey Flying Service, Penhold, Alberta.	1-640 0-81

A42754

TRANSPORT-RECORDS
MAR 27 A.M.
File 5008-D15-17

Controller of Civil Aviation,
OTTAWA, Ontario.

1. We are advised verbally by Mr. Alvin John Henderson that his partner John Henry Jones is no longer with him in the Rimbey Flying Service.

2. The firm has not taken any serious steps to establish themselves, and it is thought that their Air Transport Board licence should be withdrawn and the Operating Certificate No. 525, which has never been handed over to the applicants by this district office, now be returned to Headquarters for cancellation.

3. We are further prompted in this decision by evidence in their letter dated March 18, 1948, (copy attached).

4. The aircraft was flown as late as March 18, 1948, although the last sign-out was November 4, 1947. It is quite evident that Mr. Henderson is an irresponsible pilot operator.

COPY ON 5802-1066

5-258-364
5-260-525

KFS/H
Encl.

cc: ATB

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

EDMONTON ALBERTA MARCH 22, 1948.

29

5008-D15-17

Rimbey Flying Service,
Penhold, Alberta.

1-640
0-61

Controller of Civil Aviation,
OTTAWA, Ontario.

1. We are advised verbally by Mr. Alvin John Henderson that his partner John Henry Jones is no longer with him in the Rimbey Flying Service.

2. The firm has not taken any serious steps to establish themselves, and it is thought that their Air Transport Board licence should be withdrawn and the Operating Certificate No. 525, which has never been handed over to the applicants by this district office, now be returned to Headquarters for cancellation.

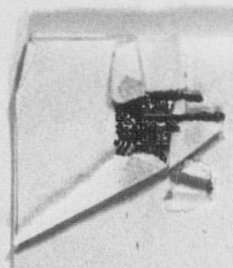
3. We are further prompted in this decision by evidence in their letter dated March 18, 1948, (copy attached).

4. The aircraft was flown as late as March 18, 1948, although the last sign-out was November 4, 1947. It is quite evident that Mr. Henderson is an irresponsible pilot operator.

KFS/H
Encl.

cc: ATB ✓

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



COPY

26

March 18, 1948.

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

Dear Sir,

I have made the following flights in CF-DOQ since the last Engineer's signature in Nov. 4th, 1947.

One on March 12, 1948, as stated in log book, Camp-Rimbey & Rimbey-Bowden & Bowden-Wetaskiwin & Wetaskiwin-Camp. I took a man to Rimbey to a Doctor symtons of Blood Poisen. I went to Bowden to see Engineer Frost and found that he now is employed in Innisfail so was unable to see him, then came to Wetaskiwin myself for the purpose of seeing Dr. Gullekson. I then went back to camp.

Today I flew in to Edmonton for the purpose of having the aircraft checked and 30 hr. check on motor.

I would like permission given to Mr. J. Dick Associated Airways to do the check and give a sign out.

Yours respectfully,

"Alvin J. Henderson"

P.S. No charge was made for the passenger flight to Rimbey.

PA

DEPARTMENT OF TRANSPORT

RADIO DIVISION

INSPECTION REPORT—AIRCRAFT STATIONS

2181
1-42

0718-D15-17

Aircraft registration marking CF-DOQ Make, type and serial number Taylorcraft BC-12 D

Registered owner A.J.Henderson & J.H. Jones.

If operated by other than registered owner state whom -

Route (or area) normally operates Itinerant A22917 36

Normal base Rimbey, Alta.

Class of service performed (passenger, freight, mail) Passenger- Freight.

Certificate of Airworthiness No 1853 Date of expiration Sept. 10th, 1947

Radio Licence No NK 19 19 Is certified copy carried in log book? No.

Transmitters (make, type and frequency range) None.

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
-	-				

Particulars of power supply Batteries.

Receivers (make, type and frequency range) (a) Communication Motorola Airboy - self contained.
(b) Homing or radio range 200-400 kcs.

Battery drain of radio equipment (a) Transmitters - (b) Receivers -

Particulars of location each transmitting and receiving unit Receiver mounted port side of dash.

Weight of radio equipment (a) Transmitters
(b) Receivers Nk.
(c) Misc

Particulars of antenna system(s) Top fixed.

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
Pilot.					

Alterations or additions to radio installation since last airworthiness inspection -

Type of Compass Pioneer.

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? Permanent installation.

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 12th, Edmonton Airport.

REMARKS No radio licence in log book. Pilot not available. Left note in cockpit to call this office re radio licence.

Pilot since contacted. Application for licence made April 21st '47

Signature of Radio Inspector.

USE BACK OF FORM IF MORE SPACE REQUIRED

37

BILL OF SALE

KNOWN 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: Taylorcraft Corp. MODEL: BC12-D SERIAL: 7718

MANUFACTURER OF ENGINE: Continental Corp. MODEL: A65-8 SERIAL: 5101868

REGISTRATION: CF- DCQ

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.....whose address is.....

.....

For and in consideration of the sum of..One or more.dollars,

Alvin J. Henderson ....., the undersigned, whose address is.....Rimby Alberta.....

does this.....13th..day of.....Sept.....19..48....., 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:

.....Mr. John H. Jones.....

whose address is.....Rimby Alberta....., and

to.....his.....executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF,....I...have set ....My.... hand [redacted]

this.....13th...day of..Sept.....19.48.....

[redacted].

Alvin J. Henderson
(Sellers Signature)

38

1-640

402 Blower-Henry Bldg.,
Edmonton, Alberta,
Sept. 13, 1948.

Mr. John Henry Jones,
Rimby, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: **Taylorcraft BC12-D**
Serial No.: **7718**
Registration Marks: **CF-DOQ**

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....**108 lbs.**
Oil.....**9 lbs.**
Crew.....**170 lbs.**

	Empty	Commercial	Gross
Landplane.....	**794 lbs.**	**119 lbs.**	**1200 lbs.**
Seaplane			
Skiplane	**794 lbs.**	**119 lbs.**	**1200 lbs.**

Minimum number of crew..... **one**
Number of passengers permitted.....**one**
Commercial **No**
Private **Yes**
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after....**November 12, 1948** .unless extended or renewed by this Department.

If aircraft is operated commercially you must be in possession of a Licence as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

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

KFS/M
Ch
Maximum total weight authorized does not permit of carrying total number of passengers unless suitable reduction in the quantity of fuel is made.

39

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5388

NATIONALITY AND REGISTRATION MARKS CF-DOQ

1. Type and description	Taylorcraft BC12-D
2. Name and address of constructor	Taylorcraft Aviation Division, Detroit Air-Craft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7718
4. Name of owner	Henderson Alvin John Jones John H.
5. Address of owner	P.O. Box 33, Rimbey, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimbey, Alta.
8. Purpose	~~Commercial~~ XXX Private T.V.P. 9-4-48.

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 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-DOQ. 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

Not valid after August 25, 1948.....26-8-47

Not valid after August 29, 1949.....31-8-48

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

/RM

AIR SERVICES
CIVIL[illegible]ATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

40
REFER TO FILE NUMBER
5008-D15-17

Ottawa, Ontario.
April 21st, 1947.

REGISTERED

Messrs. A.J. Henderson & J.H. Jones,
P.O. Box 33,
Rimbey, Alta.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5388 and Certificate of Airworthiness No. 1853, together with Engine and Journey and Aircraft Log Books, for your Taylorcraft aircraft, CF- DOQ. (BC12-D)

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:

41 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.....John H Jones

Date of Application.....September 13, 1948

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
John H. Jones	Rimby, Alberta.	Canadian

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

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

Usual Station.....Rimby, Alberta.

Noted

Date and place of manufacture or reconstruction.....Mfg. Sept. 6, 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.

Fee $5.00 rec'd
Folio # ?
Rec'tt 60620

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Taylorcraft Aviation Corp.

Type BC12-D Deluxe Taylorcraft Maker's No. 7718

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36 Ft.	
Length o/a in feet	22 Ft.	
Height o/a in feet	6 Ft. 6 In.	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 794 Land & Ski

Total weight authorized (fully loaded) in lbs 1200 Air speed 140 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, Altimeter, Compass, Turn and Bank, Clock,
2. Gauges Tachometer, Oil Pressure, Oil Temp.
3. Lights None
4. Signals "
5. Fire Extinguishers One
6. Parachutes None
7. Tools None
8. Other Equipment First Aid Kit, Received

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	Four			
H.P.	65			
Bore	3 7/8			
Stroke	3 5/8			

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Inspected by DOT Aug. 30/48 - satisfactory. Formals expire 29-8-49

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 owner.

Date Sept. 13/48

Signature G W Pinsent DIAR

Registration approved and Registration Mark C.F. - D Q Q allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

42 2 6-47

Edmonton, Alta. Sept. 13, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17	Mr. John Henry Jones Owner of Taylorcraft BC12-D CF-DOQ Serial No. 7718	1-640

REGISTERED

Controller of Civil Aviation,
Ottawa.

TRANSPORT-RECORDS
SEP 17 A.M.
File 5008-D15-17

1. Herewith, for your approval please, application in duplicate for:

Registration.....N.A.
Re-registration.....YES
Commercially.....NO
Privately.....YES

of the subject aircraft in the name of...Mr. John Henry Jones of Rimby, Alta.

2. Attached also, the following documents in connection with the application:

(a) Bill of Sale from Mr. A. J. Henderson to Mr. John H. Jones A2447F

(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 Sept. 13/48
Inspection report dated.. NA.
Weighing report dated N.A.
C of R No..5338.....for Cancellation Yes
C of A No..1853.....for change of name Yes
Work Report covering Engine No. No
Work report covering aircraft...No
Release Certificate A1-1 No
Release Certificate AI-6 Issue 3 No

Miss Jones for Re-Reg
W.S.P.

3. Fee of $..5.00.....has been received and will be forwarded to H.Q. under Folio #...7....Receipt No...60620..

7338(R)
1853(A)

4. We recommend that formal Certificates be issued as applied for please and forwarded:

(a) Direct to the Owner.... Yes
(b) Direct to this district office to be handed over to the owner after our satisfactory inspection. No

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

KFS/M Encls.

/RM

44

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7338

NATIONALITY AND REGISTRATION MARKS CF-DOQ

1. Type and description	Taylorcraft BC12-D
2. Name and address of constructor	Taylorcraft Aviation Division, Detroit Air-Craft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7718
4. Name of owner	John Henry Jones,
5. Address of owner	Rimby, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimby, Alta.
8. Purpose	~~Private~~ Commercial (30.8.49)

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 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-DOQ and is of Canadian nationality.

Given at Ottawa this 24th day of September 1948.

Superintendent, Air Regulations.

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

Not valid after August 29th, 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

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

AO-5-50

48

5008-D15-17

REGISTERED

OTTAWA, September 25th, 1948.

Mr. J.H. Jones,
Rimby,
Alberta.

Dear Sir:

Enclosed please find Certificate of Registration No. 7338 and Certificate of Airworthiness No. 1853 for your Taylorcraft BC12-Daircraft CF- DOQ , Serial No. 7718.

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 29th, 1949.

Yours truly,

(S. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.C.A.S.,
Attention: D.I.A.R. Edmonton, Alta.

1-640

402 Blewey-Henry Bldg.,
Edmonton, Alberta,
May 18, 1949.

REGISTERED

Mr. J. H. Jones,
RIMBEY, Alberta.

7389

TRANSPORT-RECORDS
MAY 23 A.M.
File 5008-D15-17

Dear Sir:

Returned herewith the formal certificates covering your Taylorcraft aircraft CF-DOQ. The Certificate of Airworthiness No. 1853 has this date been endorsed as follows on Page 3, Item D:

"The Weight and Balance Report forms part of this Certificate of Airworthiness and must be carried on board the aircraft on all flights."

Very truly yours,

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

KFS/H
Encl.

Ch

HQ File No: 5008-D15-17

COPY

TRANSPORT - RECORDS
SEP 2 A.M.
File 5008-D15-17

47

ORIGINAL ON FILE 5258-63

COPY FOR FILE 5008-D15-17

DEPARTMENT OF TRANSPORT

EDMONTON ALBERTA AUGUST " 29, 1949.

Associated Airways Ltd. Lease Agreement
Taylorcraft - CF-DOQ.

Director of Air Services, 22224
OTTAWA, Ontario .

Attention: Controller of Air Services.

1. Herewith copy of lease agreement signed between Associated Airways Limited and John H. Jones, the registered owner of Taylorcraft CF-DOQ.

2. Will you kindly advise if this lease agreement is in order.

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

KFS/H
Encl.

B

8
4-49

NOV - 1 1949

CAI-601

DEPARTMENT OF TRANSPORT

Civil Aviation Division

54

File No. 1-640
H.Q. File: 5008-D15-17
Place ....Edmonton.....

Date....August.30th.....194..9.

TRANSPORT - RECORDS
OCT 31 P.M.
File 5008-D15-17

TO: Superintendent, Air Regulations.

FROM: District Inspector.

SUBJECT: Aircraft Inspection Report.

Aircraft Type .....Taylorcraft.BC12-D.....

Registration Markings ...CF-DOQ.....

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

Date of Inspection .....Aug. 30/49.....

Previous C. of A. Expires .....Aug. 29/49.....

Present C. of A. Expires ....Aug. 29, 1950 C of R #7338 C of A #1853

Remarks ....C.of.A.amended.as.follows.this.date:.....
Item 25: Landplane empty weight changed from 794 lbs. to 776 lbs.
.....Skiplane....".....".....".....".. 794 lbs. to 776 lbs.
Item 31: Landplane commercial weight changed from 119 lbs. to 137 lbs.
.....Skiplane.....".....".....".....".. 119 lbs. to 137 lbs.
C of R Item 5 Purpose changed from Private to Commercial.
C of A Item 14 Subdivision changed from "D" only to: "A," B, C D & E.

Attached.. DAI. report. dated Sept.. 8,. 1949; Engineer's. work. and inspection report dated Aug. 27/49; copy of Weight & Balance .report. dated. Aug.. 29/49.....

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

KFS)M
Enc.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
11-48

Edmonton, Alta. Sept. 8, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Taylorcraft BC12-D CF-DOQ Serial No. 7718	1-640

District Inspector, Air Regulations,
Edmonton.

53

1. The subject aircraft was inspected for renewal of Certificate of Registration and Airworthiness at Edmonton on 30-8-49. The aircraft was certified by B Engineer, W. J. Dick holder of Certificate No. A-1350

AIRCRAFT: Total time: 308:20

ENGINE: ~~Left~~ Type: Continental A65-8F
Serial No. 5101868
Total time: 300:10
Time since complete overhaul:

~~Right:~~ Type:
Serial No.
Total time:
Time since complete overhaul:

PROPELLOR: ~~Left~~ Type: Sensenich 72CK44
Hub Drg. K6788 Hub Number:
Blade No.:
Total propellor time:
Time since overhaul:

~~Right:~~ Type:
Hub Drg. Hub Number:
Blade No.:
Total propellor time:
Time since overhaul:

2. The aircraft and engines were found in good condition and considered airworthy on the date of inspection. Attached, two copies of log book work sheets. also attached, two copies of Weight and Balance Report dated Aug. 29/49.

H E Davenport
H. E. DAVENPORT,
for District Aircraft Inspector.

HED/M
Enc.

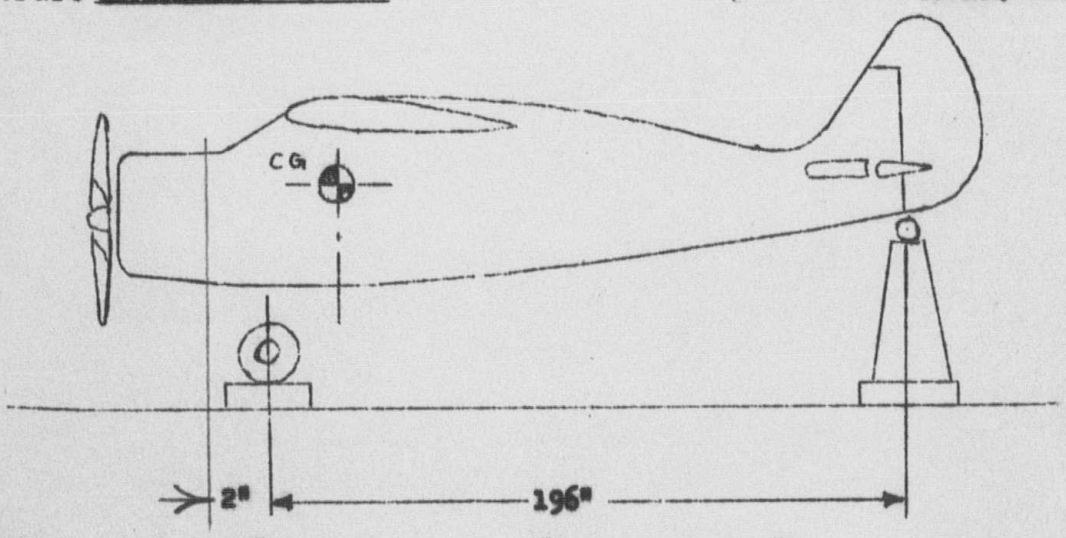
WEIGHT AND BALANCE DETERMINATION

FOR

EMPTY WEIGHT C.G. LOCATION

52

Aircraft TAYLORCRAFT Registration CF-DOQ



Reading	#1	#2	#3	Average
LEFT WHEEL	350	365	360	358.33
RIGHT WHEEL	365	360	370	365
TAIL WHEEL	72	71	72	71.67
			Total Mean Weight.	795.00

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 $\frac{71.67\ (196)}{795}$ = 17.7

DISTANCE OF C.G. FROM DATUM LINE 2.0 + 17.7 = 19.7

~~THIS IS WITHIN THE APPROVED LIMIT OF _____ DATUM THEREFORE THE AIRCRAFT LOADING EMPTY IS SATISFACTORY FOR FLIGHT~~

REMARKS

C.G. limits - 14.2" to 20.0" aft of datum.

Weighing by: Associated Airways Date: August 29, 1949.

Calculations by: BARCHARD ENGINEERING & EQUIPMENT

Per: J. M. Barchard Date. August 29, 1949.

51

Most Forward C.G. Location

		Arm	Moment
A/C Weight empty	795.0	19.7	15,650
Fuel (fuselage tank - 12 gal.)	72.0	-9.0	-648
Pilot	170.0	23.0	3,910
Total	1037.0		18,912

C.G. location = $\frac{18912}{1037}$ = 18.5 and is within the approved limits.

Most Rearward C.G. Location

		Arm	Moment
A/C Weight empty	795.0	19.7	15,650
Fuel (6 gal.)	36.0	-9.0	-324
Pilot & Passenger	340.0	23.0	7,820
Baggage	47.5	40.0	1,900
Total	1218.5		25,056

C.G. location = $\frac{25,056}{1218.5}$ = 20.6 and is beyond the aft approved limit of 20.0"; and the aircraft in this loaded condition should be ballasted to bring the C.G. within limits; or the baggage should be arranged to correct the C.G. location.

TO BE ATTACHED TO LOG BOOK OF TAYLORCRAFT BC-12D - CF-DOQ

Aircraft Manufacturers Serial No. 7718

Total time to date as shown in log books ..... 308:20 hrs.

Engine - Continental A65-8F, Serial No. 5101868

Total time to date as shown in log books ..... 300:10 hrs.

Propeller - Sensenich 72CK44, Ser. No. K6788.

The following work was carried out prior to application for renewal of Certificate of Airworthiness :

AIRFRAME

Fuselage, wings, tailplanes, landing gear, controls & instruments were examined for condition and operation which necessitated the following work :

(1) Tires removed from wheels, inspected internally, assembled and wheel bearings inspected and repacked with grease.
(2) Tail wheel leaf spring realigned.
(3) R.H. Brake mechanism repaired and adjusted.
(4) R.H. outer elevator hinge pin renewed.
(5) L.H. Door sliding window replaced.
(6) R.H. Door hinge repaired.
(7) Compass has been swung.
(8) The aircraft has been checked to the following Airworthiness Directives :

No.	Description	Action taken
46-36-1	Continental Piston Pins	N/A.
47-13-1	Fuel shut-off valve clip	P.C.W.
47-13-2	Fuel hose	P.C.W.
47-16-3	Wing strut fittings	Satisfactory

ENGINE

Engine has been inspected for general condition & found satisfactory.

(1) Spark plugs have been reconditioned.
(2) Fuel filters cleaned.
(3) Oil filters inspected and cleaned.
(4) New Oil, Grade 80, installed
(5) Exhaust shroud has been removed and manifold inspected for condx.

ALL CONTROLS were examined for proper operation, presence of necessary safetying & locking devices and found satisfactory.

G. L. Cannam.
G.L. Cannam, August 27th. 1949.

J. C. Lunan
J.C. Lunan, August 27th. 1949.

I hereby certify that all Airworthiness Directives (or Equivalent) and Manufacturers Service Bulletins affecting safety have been complied with to date, and that no unapproved modifications have been incorporated, and that the aircraft is airworthy.

W. J. Dick
W.J.Dick, Air Engineers Certificate No. A-1550.

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.

J. Davids
J. Davids, Test Pilot

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

Edmonton, Alberta, Sept. 10, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-DI5-I7	Taylorcraft, CF-DOQ Student Pilot N. Sidor	I-640

23809

TRANSPORT - RECORDS
SEP 13 P.M.
File 5008-D15-17

Director of Air Services,
OTTAWA, Ontario.

Attention: Controller of Civil Aviation

I. Attached hereto for your information and records please, a copy of a letter from Mr. T.P. Fox, manager of Associated Airways Ltd., Edmonton, dated Sept. 6th, 1949 covering accident to the subject aircraft by student pilot N. Sidor, which is self-explanatory.

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

KFS/mn
Enc.

minor accident

Copy

ASSOCIATED AIRWAYS LIMITED

EDMONTON, ALBERTA.

48

September 6, 1949.

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

Dear Sir:

On the afternoon of September 5th our Taylorcraft aircraft CF-DOQ, piloted by N. Sidor, student pilot, taxiied into a bartow light on the Edmonton airport.

The tip of one propeller blade was broken and a tear was made in the underside of the fuselage fabric.

The following repairs have been made:

(I) The propeller has been replaced by a serviceable wooden propeller from our stock.

(2) The crankshaft of our engine has been dialed and found within limits.

(3) The engine and installation have been inspected and found satisfactory.

(4) The fabric on the lower side of the fuselage has been repaired.

The engine and airframe are now serviceable and the proper entries have been made in the log books.

Yours very truly,

TPF/rf

"T.P. Fox", Manager.

TRANSPORT - RECORDS
AUG 31 1950
File 5608-D15-17

5008-D15-17

18085

402 Blewey-Henry Bldg.,
Edmonton, Alta.,
Aug. 28, 1950.

Mr. J. H. Jones,
Rimbey, Alta.

Dear Sir:

Pending renewal of the formal Certificates for your aircraft Taylorcraft BC12-D CF-DOQ, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for a period of fifteen days, to be not valid after September 11th, 1950.

This letter must be attached to the formal Certificates and carried on board the aircraft on all flights.

Yours truly,

K. F. Saunders,
Dist. Supt., Air Regulations.

KFS/M
cc: H.Q. ✓

Noted

TRANSPORT - RECORDS
SEP 15 1950
5008-D15-17

58

TO DAS ATTENTION CCA OTTAWA 5008-D15-17

FORM No. 2444

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS

19703

Registration - CF- DOQ Serial No. 7718

1. C. of A. No. 1853 Expires Aug. 29/50. of R. No. 7338 Expires Aug. 29/50
Aircraft Data - Manufacturer Taylorcraft Aviation Model BC12-D
Hours flown - Since New 776:05 Since Overhaul
Engine Data - Manufacturer Continental Motor Corp Model A65-8F

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	5101868	801:50	194:30
(2)			
(3)			
(4)			

Signature of Applicant W. Jelick
Date September 9, 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 W. Jelick A.AL 1
"B" Engineer
Date September 9, 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 J Davids
Test Pilot
Date September 9, 1950.

4. The following documents are attached:
Certificate of Airworthiness [X]
Certificate of Registration [X]
Weight and Balance Report [X]
(when applicable)

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C. of R. No. 7338 and C. of A. No. 1853, 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.

for Signed H E Davenport
District Aircraft Inspector
Date SEP 12 1950

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

(Date)- Sept. 9th, 1951.
Permissible Gross Weights - Wheels 1200 lbs.
- Skis 1200 lbs.
- Floats NA

Signed for Amoore
District Superintendent, Air Regulations
Date Sept. 12, 1950

Other Action:- C of A items 26 to 32 deleted en bloc.
Item 25 (a) Land 776 deleted 795 lbs. endorsed. (c) Skiplane 776 lbs. deleted and 819 lbs. endorsed.

Valid
Noted BFE

8. H.Q. Action C.A.R.
C.A.E.
Enc. Skiplane W & B.

D.O.T.

57

ASSOCIATED AIRWAYS LIMITED

WEIGHT & BALANCE REPORT

Taylorcraft CF-DOQ as Skiplane with Federal A1500A Skiis

Description	Weight	Arm	Moment
Landplane	795	17.7	13721
Subtract Main Wheels	-21	0	---
Tail Ski Net	4	196	784
Add Main Skiis	31	-4.3	-133
Skiplane	819	(17.5)	14372

Skiplane C.G. Position: 17.5" plus 2" = 18.4" aft of L.E. of wing.

Skiplane Gross Weight: 1200 lbs.

Date: September 11, 1950.

Computed by: W. J. Pick.

A.AL 1

DOF 1.

54

To be attached to
Weight & Balance Report
of Taylorcraft BC12-D
C Y - D O G

As there have been no material changes to date in the equipment of this aircraft since the Weight & Balance Report dated August 29, 1949, was computed, it is considered to be current.

W. J. Dick

W. J. Dick, E Engineer
A-1350.

Date: September 9, 1950.

/RM

59 2462A 5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7338

NATIONALITY AND REGISTRATION MARKS CF-DOQ

1. Type and description	Taylorcraft BC12-D
2. Name and address of constructor	Taylorcraft Aviation Division, Detroit Air-Craft Products Inc., Alliance, Ohio, U.S.A.
3. Constructor's serial number	7718
4. Name of owner	John Henry Jones,
5. Address of owner	Rimby, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Rimby, Alta.
8. Purpose	~~Private~~ Commercial. (1) ...30-8-49

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 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-DOQ and is of Canadian nationality.

Given at Ottawa this 24th day of September 1948.

H. L. Patterson

Superintendent, Air Regulations.

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

Not valid after August 29th, 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 August 29th, 1950...[illegible]....30-8-49

Not valid after Sept. 9th, 1951...[illegible]...12-9-50

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.

600

5008-D15-17

402 Blower-Henry Bldg.,
Edmonton, Alberta,

June 25, 1951.

Associated Airways Ltd.,
P.O. Box 424,
Edmonton, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: Taylorcraft BC12-D
Serial No.: 7716
Registration Marks: CF-DOQ

This authority is issued for:

VFR
Day flying only
Weights:

Fuel.....	108 lbs.		
Oil.....	9 lbs.		
Crew.....	170 lbs.		
	Empty	Commercial	Gross
Landplane.....	795 lbs.	118 lbs.	1200 lbs.
Seaplane	-		
Skiplane	819 lbs.	94 lbs.	1200 lbs.

Minimum number of crew.....one
Number of passengers permitted.....one
Commercial Yes
Private No
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after.....July 24, 1951,.....unless extended or renewed by this Department.

If aircraft is operated commercially you must be in possession of a Licence as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

K. F. Saunders,
District Inspector,
Air Regulations. ~~xxxxxxxx~~ Supt.,

KFS/W
cc: H.Q.

The maximum total weight authorised does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

61

BILL OF SALE

KNOWN 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: **Taylorcraft Aviation** MODEL: **BC12-D** SERIAL: **7718**

MANUFACTURER OF ENGINE: **Continental Motor Corp.** MODEL: **A65-8F** SERIAL: **5101868**

REGISTRATION: **CF-DOQ**

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.....whose address is.....

.....

For and in consideration of the sum of **1 or more** dollars, **John H. Jones**, the undersigned, whose address is **P.O. Box 33 Rimbey, Alberta.**

does this **19th** day of **June**, 19**51**, 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:

ASSOCIATED AIRWAYS LTD.

whose address is **Edmonton, Alberta.**, and to **their** executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, **I** have set **My** hand and ~~XXXX~~ this **19th** day of **June**, 19**51**.

~~XXXXXXXXXXXXXXXXXXXXXXXXXX~~
JOHN H. JONES.

John H Jones
(Sellers Signature)

2413
11-48

62

CANADA

DEPARTMENT OF TRANSPORT

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

To be sent in ~~duplicate~~ triplicate

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

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

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ASSOCIATED AIRWAYS LTD. [signature]

Date of Application June 19, 1951.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ASSOCIATED AIRWAYS LTD.	Post Office Box 424, Edmonton Alberta	CANADIAN

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
THOMAS P. FOX	President	Edmonton, Alta.	Canadian
Vernor C. Simmonds	Vice-President	Yellowknife, N.W.T.	Canadian
Clara B. Fox	Secretary-Treas.	Edmonton, Alta.	Canadian

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

Usual Station Edmonton, Alberta.

Date and place of manufacture or reconstruction Alliance, Ohio. Sept.6, 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.

$5.00 rec'd
M.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Taylorcraft Aviation

Type BC12-D Deluxe Taylorcraft Maker's No. 7718

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	36 ft.	
Length o/a in feet	22 ft.	
Height o/a in feet	6 ft. 6 in.	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	~~xxxxxxx~~ 795 lbs. Land 819 lbs. Skd	
Total weight authorized (fully loaded) in lbs. 1200	Air Speed 140 miles per hour	

EQUIPMENT—(Give number and type).

1. Instruments Airspeed, Altimeter, Compass
2. Gauges Tachometer, Oil Pressure, Oil Temp.
3. Lights None
4. Signals None
5. Fire Extinguishers One
6. Parachutes None
7. Tools None
8. Other Equipment None No radio.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type A 65	Continental			
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 Formals expire Sept. 9th, 1951.

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions It is recommended that Certificates be issued as applied for please.

Date June 25, 1951. Signature [signature] D.S.A.R.

Registration approved and Registration Mark C.F. - D O Q allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

CANADA

DEPARTMENT OF TRANSPORT

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

To be sent in ~~duplicate~~ triplicate

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

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

Fees are enclosed as checked below:—

Registration ..... X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... ASSOCIATED AIRWAYS LTD.

Date of Application ..... June 19, 1951.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
ASSOCIATED AIRWAYS LTD.	Post Office Box 424, Edmonton Alberta	CANADIAN

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
THOMAS P. FOX	President	Edmonton, Alta.	Canadian
Vernor C. Simmonds	Vice-President	Yellowknife, N.W.T.	Canadian
Clara B. Fox	Secretary-Treas.	Edmonton, Alta.	Canadian

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

Usual Station ..... Edmonton, Alberta.

Date and place of manufacture or reconstruction ..... Alliance, Ohio. ..... Sept. 6, 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

...han, or Lighter than Air ...Heavier... made by ...Taylorcraft Aviation...

...BC12-D Deluxe ...Taylorcraft Maker's No. 7718...

	In Flight	Reduced or Folded for Storage
...pan or breadth o/a in feet	36 ft.	
Length o/a in feet	22 ft.	
Height o/a in feet	6 ft. 6 in.	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	~~269x2bs~~ 795 lbs. Land 819 lbs. Ski	
Total weight authorized (fully loaded) in lbs. 1200	Air Speed 140	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ...Airspeed, Altimeter, Compass...
2. Gauges ...Tachometer, Oil Pressure, Oil Temp....
3. Lights ...None...
4. Signals ...None...
5. Fire Extinguishers ...One...
6. Parachutes ...None...
7. Tools ...None...
8. Other Equipment ...None... No radio.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type ...A 65...	Continental			
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 ...Formals expire Sept. 9th, 1951...

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions ...It is recommended that Certificates be issued as applied for please.

Date ...June 25, 1951...

Signature ...[signature]... D.S.A.R.

Registration approved and Registration Mark C.F. ...D.O.Q... allotted.

Registration { approved or / not approved for reasons annexed.

...

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

64

2
7-43

Edmonton, Alta. June 25, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-17	Taylorcraft BC12-D CF-DOQ Serial No. 7718	5008-D15-17

TRANSPORT - RECORDS
JUL 3 P.M. 1951
File 5008-D15-17

REGISTERED

Director of Air Services,
Ottawa, Ont.

18920

Attention: CCA.

1. Herewith, for your approval please, application in duplicate for:

Registration..... NO
Re-registration..... YES
Commercially..... YES
Privately..... NO

of the subject aircraft in the name of....Associated Airways Ltd.

2. Attached also, the following documents in connection with the application:

Bill of Sale from: J. H. Jones to Associated Airways Ltd.

Weight and Balance Report attached to C of A.
Customs Declaration B1 NA
Copy of our temporary C of R and C of A issued this aircraft dated....June 25, 1951.
Form No. 2444 NA
Form No. 2443 NA
C of R No..7338.....for cancellation.
C of A No..1853.....for change of name.

10274 (R)
1853 (A)

3. Fee of $.5.00.....has been received and will be forwarded to Headquarters under Receipt No.....

4. We recommend that formal Certificates be issued as applied for, please, and forwarded:
(a) Direct to the owner.....Yes..
(b) Direct to this district office to be handed over to the owner after our satisfactory inspection.....No.

for District Controller of Air Services.

KFS/M
Enc.

MD

68

2462A

CANADA

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10274

NATIONALITY AND REGISTRATION MARKS CF-DOQ

1. Type and description	Taylorcraft BC12-D
2. Name and address of constructor	Taylorcraft Aviation Division Detroit Air-Craft Products Inc. Alliance, Ohio, U.S.A.
3. Constructor's serial number	7718
4. Name of owner	Associated Airways Ltd.
5. Address of owner	P.O. Box 424, Edmonton, Alberta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of June, 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-DOQ and is of Canadian nationality.

Given at Ottawa this 11th day of July, 1951.

MD

Superintendent, Air Regulations.

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

~~NOT VALID AFTER SEPTEMBER 9TH, 1961, UNLESS ENDORSED.~~

MDW

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

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

~~VALID IN CANADA ONLY~~ /yn

THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT [illegible]0429 AND IS SUBJECT TO CONDITIONS SPECIFIED THEREIN

VALID FOR DAY FLYING ONLY.

67

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1853

(Heavier than air)

FIRST PART (25.6.51) ASSOCIATED AIRWAYS LTD., 1800 12 2

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

1. Surname of owner (or name of Company) ~~Henderson and Jones~~ (13.9.48) ~~JONES,~~
2. Christian name ~~Alvin John~~ ~~John H.~~ ~~John Henry,~~
3. Address P.O., Box 424, Edmonton, Alta. ~~P.O. Box 33, Rimbey, Alta.~~ ~~Rimby, Alta.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Taylorcraft Aviation Division, Detroit Air-Craft Products Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-DOQ

DESCRIPTION OF AIRCRAFT

7. Type Taylorcraft Series BC12-D Constructor's No. 7718
8. Place and year of construction of aircraft Alliance, Ohio, U.S.A., Aug. 12th, 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 (9.4.48) ~~[illegible]~~, d ~~[illegible]~~ a, b, c, d & e (30.8.49)
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 21' 9"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 ..... One

19. Makes ..... Continental

20. Types A-65-8

21. International power of the engine or engines at .....

(a) Sea Level ..... 65 ..... H.P. at ..... 2300 ..... 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 ..... ~~(30.8.49)~~ 776 ~~779~~ ~~794~~ ~~(31.8.48)~~

25. Weight of aircraft empty (including water in the radiators):
(a) Landplane ..... 795 ~~(25.8.47)~~ (9.9.50) ..... ~~769~~ lbs.
(b) Seaplane ..... lbs.
(c) Skiplane ..... 819 ~~(25.8.47)~~ ~~779~~ ..... ~~769~~ lbs.
~~794~~ ~~(31.8.48)~~
~~776~~ (30.8.49)

WEIGHT OF FUEL AND OIL

~~26. Fuel~~ ..... ~~108~~ lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks ..... Two
(b) Capacity of tanks ..... 15 ..... 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 ~~144~~ ~~134~~ ~~(25.8.47)~~ L.P. ~~119~~ 137 ~~134~~ ~~(25.8.47)~~ ~~144~~ lbs. ~~(31.8.48)~~

32. Maximum total weight authorized ..... (30.8.49) 137 ~~119~~ ~~(31.8.48)~~ (30.8.49) lbs.
Landplane ..... 1200 lbs.
Seaplane ..... lbs.
Skiplane ..... 1200 lbs.

(Dated 9.9.50)

COMPULSORY CONDITIONS

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

34. Minimum crew necessary ..... One

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

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 14.2 ..... 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 ..... 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... 10th September, 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

9

Superintendent, Air Regulations.

MIM/ZC/LEM

66

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. (18.5.49)

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		Sept. 10th, 1947 Aug. 29, 1949. 29.8.50 9.9.51	

(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.

/MD

69

5008-M15-17

OTTAWA, Ontario.

July 12th, 1951.

Associated Airways Limited,
P.O. Box 424,
Edmonton, Alberta.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 10274 and Certificate of Airworthiness No. 1855 for your aircraft, CF- DOQ , Serial No. 7718.

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 9th, 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
JUL 1951
Dept. of Transport

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

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

34501

TRANSPORT - RECORDS
OCT 2 P.M. 1951
File 5008-D15-17

70

5008-D16-17

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
September 28, 1951.

Associated Airways Limited,
No. 10 Hangar,
Municipal Airport,
EDMONTON, Alberta.

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: Taylorcraft BC12-D
Serial No.: 7718
Registration Markings: CF-DOQ
From. Edmonton, Alberta.....
To....U.S.A. Border. and .return.

This authority is issued for VFR, day flying, no passengers, and on flight plan, to be not valid after..... October 18, 1951.

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/H
cc:HQ

The Piloting must be in accordance with Information Circular 0/23/49.

DAS OTTAWA

ATTENTION: CCA

5008-D15-17

35275

CANADA

TRANSPORT - 244 4-50

OCT 9 A.M. 19

File 5008-D15-17

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF— DOQ SERIAL NO. 7718

1. C. of A. No. 1853 Expires Sept. 9/51. C. of R. No. 10274 Expires

AIRCRAFT DATA—Manufacturer Taylorcraft Model BC12-D

Hours flown—Since New 1471:15 hrs. Since Overhaul -

ENGINE DATA—Manufacturer Continental Model A65-8

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	31031	3:00	
(2)			
(3)			
(4)			

Signature of Applicant W. J. Dick

Date September 12th, 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 W. J. Dick A.AL 1
"B" ENGINEER

Date October 2nd. 1951.

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

Signed V. G. McCamille
TEST PILOT

Date Oct 3 1951

4. The following documents are attached:

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

5. When sections 1, 2, 3 and 4 have been properly completed, this form constitutes a certificate for the operation of this aircraft under the conditions, and to the expiration date, of C of R No 10274 .....and C of A No. 1853 ..... .or for a period of thirty days, whichever is the earlier, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

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

for Signed H. E. Davenport
District Aircraft Inspector

Date Oct. 6 1951

7. C. of A. and C. of R. renewed, not valid after (Date) October 3, 1952.

Permissible Gross Weights— Wheels 1200 lbs.
Skis 1200 lbs.
Floats -

Signed R. S. Kettle
DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date Oct. 6, 1951.

HED/M Other Action:— Nil

8. H.Q. Action— C.A.R.

C.A.E.

Inspected by... H E Davenport

at Edmonton on Oct 6th 1951 satisfactory.

FORM ~~TC-7~~
AC-7-12

72

DEPARTMENT OF TRANSPORT
CIVIL AVIATION DIVISION

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT

Tower: Edmonton, Alberta Date of accident: Nov. 8th, 1951.

Did you witness the accident? NO Time of accident: ~~1455~~ APPROX.

Number of fatalities ~~and injured~~: ONE Number of aircraft involved ONE

Place of accident TWO MILES NORTH OF EDMONTON CITY LIMITS

Name(s) of pilot(s) involved and type(s) of certificates (if available):

~~L.L. SESULA - STUDENT PILOT.~~

Registration number, make and model of aircraft involved:

~~CF-DCQ TAYLORCRAFT~~

Location and path of aircraft at time of accident: AS ABOVE.

~~PATH UNKNOWN~~

Damage to aircraft and property other than aircraft: UNKNOWN

AIRCRAFT REPORTED DEMOLISHED.

Weather report current at the time of accident: I430m. 200-overcast, I5, I007 43/29, WNW I2, 2969, Cl 5.

Additional weather information as observed by the airport traffic controller: Nil.

Indicate radio instructions or visual signals given to aircraft prior to accident: GIVEN GREEN LIGHT ON TAKEOFF.

Give a brief account of the accident including the emergency action taken by the airport traffic control officer at the time of the accident:

SEE REVERSE SIDE PLEASE.

The reverse side of this form may be used for additional information and sketch.

C. Macklam
Airport Traffic Control Officer.

Distribution

1.2.&3 Controller Civil Aviation
4. District Superintendent Controller Air Services
5. Tower File.

CF-DOQ LEFT THE EDMONTON AIRPORT AT 1433M, TAKING OFF ON RUNWAY 29 AND NOT USING RADIO. AS IS USUAL WHEN ON A LOCAL FLIGHT THE TOWER WAS NOT INFORMED AS TO THE TYPE OF FLIGHT BEING MADE.THE AIRCRAFT WAS NOT SEEN AGAIN AFTER LEAVING THE CIRCUIT.

AT 1454M THE AIRWAYS TRAFFIC CONTROL CENTRE NOTIFIED THE CONTROL TOWER ABOUT A REPORTED CRASH TWO MILES NORTH OF THE CITY LIMITS AND ONE HALF MILE WEST OF NAMAO ROAD. THEY HAD BEEN ADVISED BY THE R.C.A.F. SEARCH AND RESCUE CENTRE. ON RECIEVING THIS INFORMATION THE TOWER CHECKED OUR RECORDS AND DETERMINED THE AIRCRAFT TO BE POSSIBLY CF-DOQ OR ANOTHER LIGHT AIRCRAFT FROM WESTERN AIRMOTIVE CO. WE PHONED ASSOCIATED AIRWAYS TO CHECK ON CF-DOQ TO SEE WHAT TYPE OF FLYING HE WAS DOING ETC. BUT COULD NOT CONTACT WESTERN AIRMOTIVE.UNTIL MUCH LATER. I ADVISED F/L OBRIAN AT THE R.C.A.F. HOSPITAL, THE R.C.M.P., THE D.S.A.R OFFICE, R.C.A.F. OPERATIONS,AIR SEA RESCUE AND THE CLUBS CONCERNED. THE CITY POLICE HAD A REPORT AND PHONED THE TOWER TO CHECK DURING THE ABOVE PHONE CALLS. ALSO AT THE SAME TIME I REQUESTED AIRFORCE DAKOTA 436, ON LOCAL, TO SEARCH THE ABOVE AREA. THERE WAS A DELAY IN 436 ARRIVING OVER THE CRASH AREA SO I REQUESTED CANADIAN PACIFIC FLIGHT 62, ON DEPARTURE,TO SEARCH THE AREA ALSO. HE CIRCLED A COUPLE TIMES AND REPORTED THE CRASH ALL BURNED OUT AND A NUMBER OF PEOPLE AROUND THE SCENE. LATER AIRFORCE 436CIRCLED THE AREA ON REQUEST AND INDICATED THE LOCATION FOR THE AIRFORCE AMBULANCE. AT THIS TIME ASSOCIATED AIRWAYS SENT CF-GPP OVER THE SCENE AND THEY ADVISED THE TOWER THAT THE CRASHED AIRCRAFT WAS RED IN COLOR DETERMINED BY THE REMAINS OF THE TAIL ASSEMBLY. ASSOCIATED AIRWAYS WERE AGAIN ADVISED AS THAT WAS THE COLOR OF THEIR TAYLORCRAFT.

COPY

DEPARTMENT OF TRANSPORT

ORIGINAL ON FILE 5184-235

COPY FOR FILE 5008-D15-17
5802-32557

TRANSPORT RECORDS
NOV 12 A.M.
File 5008-D15-17

LEJG.

Edmonton, Alta. Nov.9th 1951

Accident Report --CF-DOQ -

Our File
5184-4

Controller Civil Aviation,

Ottawa, Ontario.

27026

Enclosing Accident Report on Taylorcraft
CF-DOQ,IN WHICH student pilot L.Sesula lost his life.

Sr. Airport Traffic Controller.

8
10-50

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

WVG/SR 82

2

2-50

Ottawa, Ontario, December 22nd, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Pilot L. L. Sesula (XD 1907) Taylorcraft BC 12-D, Aircraft CF-DOQ	~~5008-303~~ 5002-52857. 5008-D15-17

TRANSPORT - RECORDS
DEC 28 A.M. 1951
File 5008-D15-17

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

50237

1. The subject pilot was killed in an aircraft accident on November 8th, 1951.

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

3. 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

CF-DOQ

Noted TSJ

83

Mrs. Helvett

Pls file on
5008-D15-17 & return
GJ R

81

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 10274

NATIONALITY AND REGISTRATION MARKS CF-DOQ

1. Type and description	Taylorcraft BC12-D
2. Name and address of constructor	Taylorcraft Aviation Division Detroit Air-Craft Products Inc. Alliance, Ohio, U.S.A.
3. Constructor's serial number	7718
4. Name of owner	Associated Airways Ltd.
5. Address of owner	P.O. Box 424, Edmonton, Alberta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alberta
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 25th day of June, 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-DOQ and is of Canadian nationality. RSW

Given at Ottawa this 11th day of July, 1951

K S Walker
Superintendent, Air Regulations.

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

~~NOT VALID AFTER SEPTEMBER 9TH, 1951, UNLESS ENDORSED.~~ RSW

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

See the Air Regulations 2.1.8

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

/YD

~~[illegible]~~

THIS CERTIFICATE IS ISSUED IN LIEU OF UNITED STATES DEPARTMENT OF COMMERCE CERTIFICATE OF AIRWORTHINESS FOR EXPORT #E10429 AND IS SUBJECT TO CONDITIONS SPECIFIED THEREIN

VALID FOR DAY FLYING ONLY. 90

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1853

(Heavier than air)

FIRST PART

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

(25.6.51) ASSOCIATED AIRWAYS LTD., 8/01/51

1. Surname of owner (or name of Company) ~~(13.9.48) JONES~~ Henderson and Johan
2. Christian name ~~Alvin John~~ ~~John H.~~ John Henry
3. Address P.O., Box 424, Edmonton, Alta. ~~P.O. Box 33, Rimby, Alta.~~ ~~Rimby, Alta.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Taylorcraft Aviation Division, Detroit Air-Craft Products Inc.

NATIONALITY AND REGISTRATION MARKS

6. CF-DOQ

DESCRIPTION OF AIRCRAFT

7. Type Taylorcraft Series BC12-D Constructor's No. 7718
8. Place and year of construction of aircraft Alliance, Ohio, U.S.A., Aug. 12th, 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 30-8-49
15. Maximum span (in flying position) 36'
16. Maximum length (in flying position) 21' 9"
17. Total height (with and without trolley in case of seaplanes) 6' 6"

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 ..... One
19. Makes ..... Continental
20. Types A-65-8
21. International power of the engine or engines at .....
    (a) Sea Level ..... 65 ..... H.P. at ..... 2300 ..... 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 ..... 795 ..... 12-9-50 ~~776~~ ~~794~~ ~~770~~ gup lbs. ~~30-8-49~~
    (b) Seaplane ..... lbs.
    (c) Skiplane ..... 819 ..... 12-9-50 ~~776~~ ~~794~~ ~~770~~ gup lbs. ~~30-8-49~~

Weight of Fuel and Oil

26. Fuel ..... 108 lbs.
    (at 7·2 lbs. per gallon)
    (a) Number of tanks ..... Two
    (b) Capacity of tanks ..... 15 ..... 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 137 lbs. gup L.P. 137 ~~x124~~ gup lbs. 30-8-49
32. Maximum total weight authorized ..... lbs.
    Landplane ..... 1200 lbs.
    Seaplane ..... lbs.
    Skiplane ..... 1200 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
    Landplane ..... Twelve hundred pounds
    Seaplane .....
    Skiplane ..... Twelve hundred pounds
34. Minimum crew necessary ..... One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 14.2 ..... 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 ..... 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 of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... 10th September, 1946 ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this ..... 31st ..... day of ..... March, ... 1947

[signature]
Superintendent, Air Regulations.

Log Book copy

79

To be attached to
Weight & Balance Report
of Taylorcraft BC12-D
C F - D O 9

As there have been no material changes to date in the equipment of this aircraft since the Weight & Balance Report dated August 29, 1949, was computed, it is considered to be current.

W. J. Dick, B Engineer
A-1350.

Date: September 9, 1950.

Weight & Balance Report dated Aug. 29,1949,
Certified valid.

W.J.Dick XDM32
Sept, 12th, 1951.

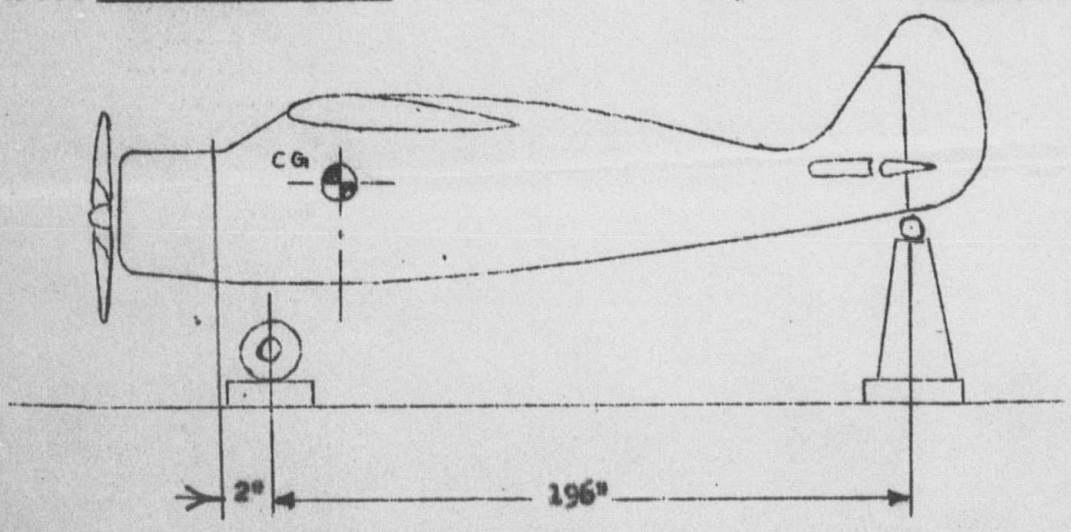
78

WEIGHT AND BALANCE DETERMINATION

FOR

EMPTY WEIGHT C.G. LOCATION

Aircraft TAYLORCRAFT Registration CF-DOQ



Reading	#1	#2	#3	Average
LEFT WHEEL	350	365	360	358.33
RIGHT WHEEL	365	360	370	365
TAIL WHEEL	72	71	72	71.67
			Total Mean Weight.	795.00

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 $\frac{71.67\ (196)}{795} = 17.7$

DISTANCE OF C.G. FROM DATUM LINE 2.0 + 17.7 = 19.7

~~THIS IS WITHIN THE APPROVED LIMIT OF _____ DATUM THEREFORE THE AIRCRAFT LOADING EMPTY IS SATISFACTORY FOR FLIGHT~~

REMARKS

C.G. limits - 14.2" to 20.0" aft of datum.

Weighing by: Associated Airways Date: August 29, 1949.

Calculations by: BARCHARD ENGINEERING & EQUIPMENT

Per: D.R. Barchard Date. August 29, 1949.

77

Most Forward C.G. Location

		Arm	Moment
A/C Weight empty	795.0	19.7	15,650
Fuel (fuselage tank - 12 gal.)	72.0	-9.0	-648
Pilot	170.0	23.0	3,910
Total	1037.0		18,912

C.G. location = $\frac{18912}{1037}$ = 18.3 and is within the approved limits.

Most Rearward C.G. Location

		Arm	Moment
A/C Weight empty	795.0	19.7	15,650
Fuel (6 gal.)	36.0	-9.0	-324
Pilot & Passenger	340.0	23.0	7,820
Baggage	47.5	40.0	1,900
Total	1218.5		25,056

C.G. location = $\frac{25,056}{1218.5}$ = 20.6 and is beyond the aft approved limit of 20.0"; and the aircraft in this loaded condition should be ballasted to bring the C.G. within limits; or the baggage should be arranged to correct the C.G. location.

STANDARD EQUIPMENT LIST FOR TAYLORCRAFT BC 12D CF-DOQ

Schnutt 2-ply Tires
Aeromarine Tachometer
Aeromarine Altimeter
Aeromarine Airspeed
Oil Pressure Gauge
Oil Temperature Gauge
Dual Ignition Switch
Shock Cords
Primer
Throttle Control
Carburetor Heater
Cabin Heater
Propeller
Continental A65-8 Engine Dual Ignition
Navigation Lights, Battery & Box
Flightex 3½ oz. cloth

REMOVABLE EQUIPMENT - TAYLORCRAFT BC 12D CF-DOQ

\- Ahead of leading edge of wing + Rearward of leading edge

ITEM	WEIGHT	MOMENT ARM
Parking brake	1.0 lbs.	-9
Carwell Aero Eng. Co. Compass Type 53	2.0 lbs.	-3.5"
Shinn Devices Brakes 60 4HB	6.0 lbs.	+1"
Steerable Tailwheel	2.0 lbs.	+193 "
Total	11. lbs.	

75

ASSOCIATED AIRWAYS LIMITED

WEIGHT & BALANCE REPORT

Taylorcraft CF-DOQ as Skiplane with Federal A1500A Skiis

Description	Weight	Arm	Moment
Landplane	795	17.7	13721
Subtract Main Wheels	-21	0	---
Tail Ski Net	4	196	784
Add Main Skiis	31	-4.3	-133
Skiplane	819	(17.5)	14372

Skiplane C.G. Position: 17.5" plus 2" = 18.4" aft of L.E. of wing.

Skiplane Gross Weight: 1200 lbs.

Date: September 11, 1950.

Computed by: W. J. Dick. A.A.L. 1

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 on board the aircraft on all flights. ..... 18-5-49.

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
Inspected by AID at Edmonton Aug. 26/47	Satisfactory	Sept.10th,1947 August 25, 1948	Department of Transport Civil Aviation Division CANADA
Inspected by DOT at Edmonton Aug. 30/48	Satisfactory.	Aug. 29/49.	Civil Aviation CANADA
Inspected by DAI at Edmonton Aug. 30/49.	Satisfactory.	Aug. 29, 1950.	
Inspected by Associated Airways Ltd. at Edmonton on Sept. 9/50	Satisfactory.	Sept. 9th, 1951.	Department of Transport Civil Aviation Division CANADA
Inspected by DAI at Edmonton on October 6th, 1951.	Satisfactory.	Oct. 3, 1952.	Department of Transport Civil Aviation Division CANADA

D.L.L. Co.

5008 - D 15 - 26 VOL. 1

DEPARTMENT OF TRANSPORT

FROM MAY 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DOZ - CESSNA. T501

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 11 1946	25692	S.A.R.		GJ	OCT 12 1946
MAR 12 1947	44765	CAR		[illegible]	MAY 16 1947
MAR 8 1947					
MAY 16 1947		[illegible] ①		KM	MAY 16 1947
MAY 16 1947		Treas.		[illegible]	MAY 23 1947
MAY 16 1947		CAI		[illegible]	MAY 16 1947
DEC 19 - 47	30212	CAR		HLP	DEC 20 47
JAN 6 - 1948	31757	CAR		HLP	
JAN 14 1948		CAE ①		[illegible]	JAN 14 1948
		CAE ②		[illegible]	JAN 14 1948
JAN 14 1948		CRE ③		[illegible]	JAN 15 1948
JAN 15 1948		ALA ④		[illegible]	JAN 15 1948
OCT 21 1949	29476	CAR		GJ	OCT 22 1949
JUN 23 1950	12743	CAR		[illegible]	JUL 3 1950
JUL 3 1950		R.F.L.		[illegible]	JUL 4 - 1950
AUG 1 1950	15462	CAR		HLP	AUG 8 1950

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

FILE No. 5008 - D 15 - 26

VOLUME No. 1

5008 - D 15 - 26 VOL.

DEPARTMENT OF TRANSPORT

FROM MAY 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DOZ CESSNA

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 5 1946	20798	S.A.R.		BD	SEP 6 1946
OCT 4 1946	23441	S.A.R.		[illegible]	
	22687	S.A.R.		[illegible]	OCT
	25692	S.A.R.		RM	

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

1946 MAY 7 PM 8 30

YE394 17GB NL=FD EDMONTON ALTA 7

CONTROLLER OF CIVIL AVIATION=0855

A 4877

=DEPT OF TRANSPORT HUNTER BLDG OTTAWA=

PLEASE ALLOT REGISTRATION MARKINGS TO CESSNA T50 AIRCRAFT RCAF NUMBER 8120 OWNED BY STREAMLINE AIRWAYS OF EDMONTON=

=DISTRICT INSPECTOR AIR REGULATIONS.

CF-DOZ

ENTERED ON CARDS

8/5/46

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	X
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			CHARGE - 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 NUMBERS: ~~5008-2~~ ~~5050-04~~

DAY LETTER

OTTAWA, ONTARIO May 8th, 1946

DISTRICT INSPECTOR, AIR REGULATIONS
402 BLOWEY-HENRY BUILDING
EDMONTON, ALBERTA

AR91 RETEL REGISTRATION MARKINGS CF DASH DOG OBOE ZEBRA ALLOTTED CESSNA T

FIFTY RCAF NUMBER EIGHT ONE TWO NOUGHT OWNED BY STREAMLINE AIRWAYS

8 1 2 0

CIVIL AVIATION

~~TP8.~~

CF-DOZ

9. R. 14

File Copy

M

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
STRAIGHT WIRE			

Civil Aviation Division,
1 Montgomery Avenue,
Toronto 12.

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

TRANSPORT RECORDS
5008-D15-26
SEP 5 A.M.
File

TORONTO SEPTEMBER 3RD 1946

LEAVENS BROS. AIR SERVICES LTD.
c/o AERONCA AIRCRAFT CORPORATION
MIDDLETOWN OHIO

A20798

T-472 THIS WIRE YOUR AUTHORITY TO HAVE AERONCA CHARLIE FOX DASH DOG OBOE ZEBRA FLOWN FROM CANADIAN BORDER TO LETHBRIDGE BY QUALIFIED PILOT BEFORE OCTOBER 3RD 1946 ON FERRY FLIGHT NO PASSENGERS

CIVIL AVIATION

91

S.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102 B

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

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

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
			TRANSPORT AIR (5080)

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

CTT/ZC

FILE NOS.5008-D15-25
5008-D15-26

OTTAWA ONTARIO SEPTEMBER 6th, 1946

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVENUE
POSTAL STATION "K"
TORONTO 12, ONTARIO

AR48 FOLLOWING TELEGRAM RECEIVED FROM CIVIL AERONAUTICS ADMINISTRATION QUOTE

CERTIFICATES OF AIRWORTHINESS FOR EXPORT E-10516 E-10517 COVERING AERONCA 7AC

AIRCRAFT SERIAL NUMBERS 7AC-4838 7AC-4839 CANADIAN REGISTRATIONS CF-DOY

CF-DOZ RESPECTIVELY PURCHASED BY LEAVENS BROTHERS AIR SERVICE LTD BARKER

AIRPORT TORONTO ONTARIO CANADA BEING PREPARED UNQUOTE

R T Harris

D

File Copy

CIVIL AVIATION

FORM 6128

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

946 SEP 17 PM 12 11

5 (13).

YE215 25 GB=FD EDMONTON ALTA 17 940A

CONTROLLER OF CIVIL AVIATION= 0352

DEPT TRANSPORT HUNTER BLDG OTTAWA=

E30 AERONCO SERIAL 7AC4839 FROM TORONTO ARRIVED CHINOOK AVIATION CALGARY REGISTRATION DOG OBOE ZEBRA STOP STREAMLINE AIRWAYS ALREADY HAVE T50 CARRYING SAME REGISTRATION PLEASE CLARIFY=

DISTRICT INSPECTOR AIR REGULATIONS.

CAR 12/9

CF-DOZ allotted to Streamline Airways 8-5-45

Form 6102

Exclusive Connection with WESTERN UNION CABLES
Cable Service to all the World
Money Transferred by Telegraph

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER, TORONTO, ONT.

CLASS of SERVICE DESIRED	
Full-Rate Message	X
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S No.	TIME FILED	CHECK
	9:30 AM	402 Blowey-Henry Bldg., Edmonton, Alberta

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

SEPTEMBER 17 1946

1-521.

5508/1015-26

CONTROLLER OF CIVIL AVIATION
DOT HUNTER BUILDING OTTAWA

E30 AERONCA SERIAL 7AC 4839 FROM TORONTO ARRIVED CHINOOK AVIATION CALGARY REGISTRATION DOG OBOE ZEBRA STREAMLINE AIRWAYS ALREADY HAVE T FIFTY CARRYING SAME REGISTRATION PLEASE CLARIFY

A24094

DIAR

PREPAID CONFIRMATION

CF-DOZ

PHONE 24141

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, September 17th, 1946. 6
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Registration Letters Leavens Bros. Air Services Limited	5201-L1 5008-D21-26

A23441

TRANSPORT-RECORDS
SEP 18 P.M.
File 5008 D21-26

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

1. With further reference your wire, AR85, of September 13th and our letter to your Headquarters of September 14th, we are now advised by Leavens Bros. Air Services Ltd. that Aeronca aeroplane now lettered CF-DOZ was sent to the Chinook Flying Service of Calgary, Alberta.

2. Evidently, it was registered through our Edmontom office. The identification letters of this aeroplane should be CF-DUZ.

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

DGJ/AC

c.c. D.I.A.R., Edmonton

COPY ON
5008-D21-26
52-8-L4

Ottawa, September 30th, 1946.

Registration Letters Leavens Bros. Air Services Limited

5008-D21-26
5008-D15-26

DDM/YD

AIR MAIL

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

1. With reference to your telegram E30 concerning Aeronca Serial 7AC4839, it is presumed that you have been advised from the District Inspector, Air Regulations in Toronto that this aircraft's registration letters are CF-DUZ.

(S. Graham)
Superintendent, Air Regulations

8

COPY

ORIGINAL
ON FILE 5258-L4
LEJG.

5008-D15-23
-24
-25
-26

FOR FILE

DEPARTMENT OF TRANSPORT

TORONTO, September 14th, 1946.

Aircraft Registration
Leavens Bros. Air Services Limited

Our file 5008-D21-23
-D21-24
-D21-25
-D21-26

TRANSPORT-RECORDS
OCT 3 P.M.
File 5008-D21-25-26

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

1. Referring to your telegram, AR85, of September 11th, regarding the allocation of registration letters CF-DOW, CF-DOX, CF-DOY and CF-DOZ, we attach hereto copy of a letter to Leavens Bros. Air Services Limited, to-day, which is self-explanatory.

22687

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

DGJ/AC

COPY

5006-D21-24
25
26
9

ORIGINAL
ON FILE 5006-D15-25

FOR FILE D15-24
25
26

DEPARTMENT OF TRANSPORT

A25692

TORONTO, October 4th, 1946

YOUR FILE
5006-D15-25

AERONCA TAC-MARKINGS C F / D O Y, etc.

TRANSPORT-RECORDS
OCT 5 A.M.
File 5006 D15-26

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. In reply to your letter of September 30th, identification markings C F / D O Y, etc. and the incorrect use of same by Aeronca Aircraft Corporation; these markings have been corrected in every case to read CF- D U X D U Y , etc.

2. It is quite in order, therefore, for the Canadian Aeromotive Ltd., Montreal, to use markings C F / D O X, C F / D O Y, etc.

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

DGJ/KC

Orig on 5258-308

Edmonton, Alta. March 3, 1947

Operations - Northwest Frontier Airways and Exploration

0-103
1-521

A44765

TRANSPORT-RECORDS
MAR 8 A.M.
5.008-D15-26

Controller of Civil Aviation,
Ottawa.

1. We are in receipt of an application for registration of CF-DOZ (Cessna T50) in favor of Northwest Frontier Airways and Exploration. We expect further applications for additional aircraft.

2. We are informed they have made or are making application to the A.T.B. to operate on charter in the Yellowknife area.

3. We believe that if we issue temporary certificates to the aircraft pending issue of formals by Headquarters, the aircraft will go to Yellowknife and other places under the disguise they are doing prospecting for themselves, but in all probability, they will do a certain amount of unofficial commercial flying, as others have done and which we do not appear capable of catching up with.

4. Will Headquarters advise if it would be in order to withhold issue of Certificates to the aircraft until the A.T.B. have issued a Charter.

5. This new Company is an off-shoot of the former Streamline Airways.

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

KFS/M

action cple. on
regional
KN

1-521

402 Blowey-Henry Bldg.,
Edmonton, Alberta.
Feb. 28, 1947.

Northwest Frontier Airways
and Exploration,
#6 Richardson Bldg.,
Edmonton, Alta.

Dear Sirs:

Pending our satisfactory inspection and issue by our Headquarters of the formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Cessna T50 CF-DOZ, to be not valid after March 15, 1947.

The aircraft must be flown within the following conditions:

VFR
Day flying
Landplane empty weight.....3880 lbs.
Skiplane empty weight.....4195 lbs.
Landplane and Skiplane gross weight.....5100 lbs.
Commercially

For your information, this aircraft may not be flown commercially (i.e. for hire or reward) unless you are in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department.

If, upon the expiration date of this temporary authority you are not in possession of the formal Certificates, the aircraft is not to be flown unless this authority is renewed.

Yours truly,

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

KFS/M
Ch

Renewed March 15, 1947 to be not valid after March 31, 1947.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

12 2
7-43

Edmonton, Alta. Feb. 21, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-DOZ	1-521

Controller of Civil Aviation,
Ottawa.

1. Please be advised that the subject aircraft was weighed by the Undersigned at the Municipal airport this date as a Landplane:

	1st Weighing	2nd Weighing	3rd Weighing
Left Side	1790 lbs.	1820 lbs.	1790 lbs.
Right Side	1650 lbs.	1630 lbs.	1650 lbs.
Tail	420 lbs.	440 lbs.	420 lbs.
	3860 lbs.	3890 lbs.	3860 lbs.

Mean empty weight 3870 lbs. plus 10 lbs. cushions = 3880 lbs.

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

KFS/M

21

A1-1 Release Note No. 11

AEROPLANE INSPECTION RELEASE CERTIFICATE

(For Production Aeroplanes having Canadian Type Approval)

Registration C F - D O Z

Aeroplane Type ~~Cessna Cyrus~~ Landplane / Seaplane / Skiplane Model T 50

Manufacturer ~~Cessna Aircraft Company~~ Serial No. 1818

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	
Aerobatic Special	(f - Racing or record (g - Research or experimental.

PARTICULARS OF ENGINE (S)

	LEFT SIDE	RIGHT SIDE
Type...	Jacobs	Jacobs
Model..	L4MB	L4MB
Serial No.	4856	5264
Take-off Power	245 (1 min.)	245
Take-off R.P.M.	2000	2000
Take-off Manifold Pressure	26.5	26.5
Take-off Octane Rating of Fuel	80	80
Maximum Power (Continuous Operation)	225 (Rated)	225
Maximum Power R.P.M.	2000 (Rated)	2000
Maximum Power Manifold Pressure	25" (Rated)	25"
Maximum Power Octane Rating of Fuel	80	80

PARTICULARS OF AIRSCREWS

	Left	Right
Maker	Hartzell	Hartzell
Type	Wood	Wood
Blade Drawing No.		
Blade Serial No.		
Hub Drawing No.	707-20 (20)	707-20 (20)
Hub Serial No.	32820	32754
Blade Fettings		
Diameter		

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 750-10 Tire Goodrich 8.50-10

FLOATS Installation Assembly Drawing No. NIL

SKIIS Installation Assembly Drawing No. NIL

Tail Ski NIL

POSITION AND CAPACITY OF FUEL AND OIL TANKS.

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) Right	50	(1) Right (Behind Firewall)	4.16
(2) Left	50	(2) Left " "	4.16
(3)		(3)	
(4)		(4)	
(5)		(5)	
(6)		(6)	

RECORD OF APPROVED MODIFICATIONS EMBODIED SUBSEQUENT TO APPROVAL OF

TYPE AEROPLANE

DRAWING AND ISSUE NO.	DESCRIPTION
United Aviation Limited Drawing No. 09-001	Emergency Escape to Starboard Centre Window.
Special Note No. 7	Drain Holes
Mandatory Note 3-(AD-722-2) Jackets. All others found conforming to AD-856 & AD-722-2	
Mandatory Note 8-	Fabric tested N. of A. Test Report #C28 & found o.k. at 56 lbs.

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/5/37 and M/1/38

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	5100 lbs.	lbs.	lbs.
Tare weight as determined	4080 lbs.	lbs.	lbs.
Dispensable Load	1020 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight---------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.

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

DESCRIPTION		MAKER	MODEL	REMARKS
Airpseed Indicator	2	U.S. Gauge Co. & Dollsmann	157.08-7733	
Altimeter	1	Kollsman	177B-D81-7206	Sensitive
Compass	1	Kollsman	58EL	
Engine Speed Indicator		Kollsman	918-01-8008 and 4773	
Oil Pressure Gauge		Ashcroft 2	Combination Oil Press., Oil Temp. and Fuel Pressure	
Liquid Thermometer (for liquid cooled engines only)				
Safety Belt (s)		Crew and Passengers		
Fire Extinguisher (s)		1 Lux Engine Press 1	Hand Pyrene	

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	1 Sperry	Gyro Horizon	
Navigation, e.g.	1 Sperry	Directional Gyro	
Bank and Turn	1 Pioneer	Bank & Turn	
Indicator, etc.	1 Can. Inst. Co.	Rate of Climb	
	Pioneer	Suction Gauge	
Aircraft Operating	Landing Gear	Warning Lights and horn.	
e.g.	2 Fuel Gauges		
Cabin Temperature			
Outside Temperature	1 Kollsman	147-01-1154	
Flap Indicators, etc.			
POWER PLANT INSTRUMENTS	Cambridge	Fuel Air Ratio	
ELECTRICAL EQUIPMENT other than signalling	Weston	506	Ammeter & Voltmeter
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			
6			

WEIGHTS EMPTY - CF-DOZ

	1st Weighing	2nd Weighing	3rd Weighing
Left Front	1790	1800	1790
Right Front	1650	1630	1650
Tail	420	440	420
	3860	3880	3860

Allow 10 pounds for cushions.

Mean Total	3870
Plus Cushions	10
True Mean Total	3880

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

Signed [signature]
Air Engineer "B"

FEB 25 1947

UAL 1

15

UNITED AVIATION LIMITED
EDMONTON ALBERTA

INSPECTION REPORT

CESSNA CRANE T50 AIRCRAFT CF-IOZ

AIRCRAFT

Make and Model - Cessna Crane T50
Mfg. Serial No.- 1613
Date of Mfg. - 11/1/41
Total Time since mfg. - 2246:50 hours
Total time since o'haul-1008:25 hours

ENGINES

Starboard
Make - Jacobs L4MB
Serial No. - 8264
Total time since mfg. - 1835:50 hours
Total time since o'haul- 302:25 hours

Port
Make & Model - Jacobs L4MB
Serial No. - 4886
Total time since mfg. - 1003:25 hours
Total time since o'haul- 302:25 hours

AIRSCREWS

Starboard
Make - Hartsell Wood
Hub Drawing No. - 707-80 (90)
Hub Serial No. - 32754
Total time since mfg. - new

Port
Make Hartsell Wood
Hub Drawing No. 707-80 (90)
Hub Serial No. 33880
Total time since mfg. - new

INSTRUMENTS

All flight instruments removed, checked, and reinstalled. Two tachometers, carb. temp. indicator overhauled.

GENERAL

1. Port and starboard engines inspected internally by removal of all cylinders. Slight rust condition found and removed. All cylinders reinstalled and engines ground run as per work sheet and run sheet.
2. Both Airscrews new and are covered by R.C.A.F. Packing Slip No. H0685.
3. Undercarriage swung and tires checked.
4. Brake master cylinders removed and new rubbers fitted. Brakes bled.
5. Emergency exit installed in stbd. centre window as per U.A.L. Dwg. No. 09.001.
6. All controls checked for condition, function and proper safetying.
7. Cabin heating system and exhaust muffs checked.
8. Aircraft weighed by D.O.T. Inspector.
9. Engines ground tested for one hour and aircraft test flown and found satisfactory.

U A L 1

Signed _____
Chief Inspector

FEB 25 1947

14

CERTIFICATE OF CHIEF FACTORY INSPECTOR

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

Signed _____ Chief Inspector

FEB 25 1947

UNITED AVIATION LTD.
EDMONTON, ALTA.

_____ Co. Ltd.

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

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

Signed _____ Air Engineer

Date _____

_____ Chief Inspector

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 G. J. Thomas Test Pilot Date 25 Feb. 1947

North West Frontier Airways Exp. Co. Ltd.

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

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

Signed J J Currie Resident Inspector, A.I.D. Dept. of Transport.

DEPARTMENT OF TRANSPORT AERONAUTICAL DIVISION

MAR 17 1947

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) March 18. 47.

Signed _____ District Inspector, Civil Aviation.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13

2
8-45

Edmonton, Alta. March 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-DOZ Serial No. 1613	1-749

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a Landplane at Edmonton on March 15, 1947.

AIRCRAFT: Total time: 2247:30.
Time since complete overhaul: 1002:25.
Time since conversion: 1:00

ENGINE: Left: Jacobs L4MB No. 4886.
Total time: 1003:25.
Time since complete overhaul: 302:25.
Time since conversion: 2 hrs.

Right: Jacobs L4MB No. 8264.
Total time: 1635:50.
Time since complete overhaul: 302:25.
Time since conversion: 2 hrs.

AIRSCREWS: Hartzell Drg. No. 707-80.
Serial Nos.32820, 32754.

2. The aircraft and engines were found in good condition and considered airworthy on this date. All documentary history accompanying the aircraft and engines was examined and found satisfactory.

3. Attached hereto, Release Certificates and work sheets covering the conversion of this aircraft.

J. J. Currie

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

JJC/M
C/CAE

24

A1-6 Issue 3

R.N. Serial No 26

INSPECTION RELEASE CERTIFICATE

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

This Release Note covers the following:

Description Jacobs L4MB Ser. No 4886

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

Documentary evidence in our possession substantiates that:

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

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

Signed [signature] DATE FEB 25 1947
Chief Inspector

U A L 1

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

Signed [signature] DATE

Air Engineer "D" Licence No. 1349.

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

Signed J J Currie DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING A.I.D. CANADA Date MAR 17 1947
Resident Inspector A.I.D.

3/3

INSPECTION REPORT

JACOBS L4MB NO. 4886

AS PER WORK ORDER NO. 192

1. Cylinders removed for inspection.
2. Corrosion removed from cylinders.
3. Cylinders, intake pipes and baffles cleaned.
4. Cylinders re-installed, new elastic stop nuts used and torqued.
5. Magneto and distributor points checked.
6. Spark Plugs checked.
7. Engine ground run as per attached ground run sheet.

Signed F Birkenhead
Air Engineer "D"

UNITED AVIATION LIMITED
EDMONTON ALBERTA

DAte February 25, 1947.

ENGINE GROUND RUN REPORT

Engine No. 4886 Model Jacobs Make L4MB

Maximum R.P.M. 1800

Maximum Man. Pres. 26

Maximum Head Temp. 125°C

Oil Temperature 50°C

Oil Pressure 85

Fuel Pressure 4

Propeller Operation Wood R.P.M. Low R.P.M. High R.P.M.

Carburetor Heat 30°C

Generator Operation 15 Amps

Mixture Control O.K.

Vacuum Pump Pres. 1800 R.P.M. 4.5 Lbs.

Magneto Drop 1800 R.P.M. 50 Left
60 Right

Idling R.P.M. 600

Idling Man. Pres. 12

Idling Oil Temp. 50°C

Idling Oil Pres. 100

Idling Fuel Pres. 3

Remarks: _____

Signed _____
Chief Inspector

FEB 25 1947

U A L 1

27

A1-6 Issue 3

R.N. Serial No 27

INSPECTION RELEASE CERTIFICATE

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

This Release Note covers the following:

Description Jacobs L4MB Ser. No 8264

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

Documentary evidence in our possession substantiates that:

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

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

Signed [signature] DATE FEB 25 1947
Chief Inspector

U A L 1

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

Signed [signature] DATE

Air Engineer "D" Licence No. 1349

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

Signed J J Currie DEPARTMENT OF TRANSPORT AERONAUTICAL ENGINEERING CANADA A.I.D. Date MAR 17 1947
Resident Inspector A.I.D.

16

INSPECTION REPORT

JACOBS L4MB No. 8264

AS PER WORK ORDER NO. 192

1. Cylinders removed for inspection.
2. Corrosion removed from cylinders.
3. All parts cleaned.
4. Cylinders re-installed, new elastic stop nuts used and cylinders torqued.
5. Magneto and distributor points checked.
6. Replaced stud insert in sylinders 1 & 3.
7. Engine ground run as per attached ground run sheet.

Signed F. Bustard
Air Engineer "D"

UNITED AVIATION LIMITED
EDMONTON ALBERTA

Date February 25, 1947.

ENGINE GROUND RUN REPORT

Engine No. 8264 Model Jacobs Make L4MB

Maximum R.P.M. 1800

Maximum Man. Pres. 26

Maximum Head Temp. 125°C

Oil Temperature 50°C

Oil Pressure 75

Fuel Pressure 3.5

Propeller Operation Wood R.P.M. Low R.P.M. High R.P.M.

Carbureter Heat 30°C

Genrater Operation 15 Amps

Mixture Control O.K.

Vacuum Pump Pres. 1800 R.P.M. 4.5 Lbs.

Magneto Drop 1750 R.P.M. 60 Left

50 Right

Idling R.P.M. 650

Idling Man. Pres. 12.5

Idling Oil Temp. 120°C

Idling Oil Pres. 85

Idling Fuel Pres. 2.25

Remarks: _____

Signed _____
Chief Inspector

FEB 25 19..

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

33
2
8-45

Edmonton, Alta. March 18, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-26	Cessna T50 CF-DOZ Serial No. 1613	1-521

TRANSPORT - RECORDS
MAR 20 A.M.
5008-D15-26
File

CAR

AIR MAIL 76087

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of Northwest Frontier Airways and Exploration, #6 Richardson Bldg., Edmonton, Alberta, together with:

(a) Bill of Sale from War Assets Corporation to Mr. Harry Hogan, Loon, Ontario.
(b) Bill of Sale from Harry Hogan to Mr. Arthur T. Gustafson.
(c) Inspection Release Certificate AI-6 Issue 3 covering engine No. 8264 together with inspection report on this engine, and engine ground run report.
(d) Inspection Release Certificate No. AI-6 Issue 3 covering Engine No. 4886 together with inspection report on this engine, and engine ground run report.
(e) Aeroplane Inspection Release Certificate AI-1 together with Inspection Report
(f) AID report dated March 18, 1947 covering inspection of this aircraft as a Landplane at Edmonton on March 15, 1947.
(g) A/DIAR report dated Feb. 21/47 covering weighing of this aircraft at Edmonton on February 21/47.
(h) Copy of temporary C of R and A issued this aircraft on February 28, 1947 and again renewed on March 15, 1947 to be not valid after March 31/47.

q. fi
pls. note & return. S.C.
(Pls. check on ownership.)

2. Fee of $10.00 has been received and will be forwarded to H.Q. under Folio #10, Receipt #1191. For your information, Mr. Harry Hogan paid a fee of $10.00 and same was forwarded to H.Q. under Folio #7, Receipt No. 75172. However, the aircraft re-sold to the present owners before it was registered in Hogan's name and you are requested please to return the fee of $10.00 to Mr. Harry Hogan of Loon, Ontario.

Treas.
May fee of 5.00 for Registration & fee of 5.00 for C of A be returned to Mr. H. Hogan, Loon, Ont., pls.
[illegible] 8AR 9.4.47

3

We recommend that formal Certificates be issued this aircraft in the name of Northwest Frontier Airways and Exploration of Edmonton and that they be forwarded direct to the Owners, please.

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

KFS/M
Encls.

P.S. Attached hereto, affidavit sworn to before a Notary Public by T. A. Gustafson regarding the subject aircraft and which is self-explanatory.

IN THE MATTER OF THE
OWNERSHIP OF A CESSNA CRANE AIRCRAFT
CF-DOZ (RCAF NUMBER 8120)

31

I, TURE ARTHUR GUSTAFSON, of the City of Edmonton, in the Province of Alberta, MAKE OATH AND SAY:

1. That I am the President and Managing Director of Streamline Airways Limited and have a personal knowledge of the matters herein deposed to.

2. That Letters Patent incorporating Streamline airways Limited as a private company were issued on the 6th day of February 1946.

3. That the organization meetings of the said company took place on the 23rd day of March 1946, and at the said organization meetings, shares were allotted, directors were appointed and the officers of the company were appointed.

4. That prior to the incorporation of Streamline Airways Limited, I discussed with Harry Hogan of Loon, Ontario, the purchase of his aircraft Cessna CF-DOZ (RCAF NUMBER 8120.

5. As a result of these discussions a tentative understanding was arrived at that if the company was formed, and if Hogan was willing to transfer his aircraft to the company, I would recommend to the company that it enter into an agreement with Hogan to give him twenty $100.00 shares in the Company as payment for the aircraft.

6. Since the company was incorporated on the 6th February 1946, and since its organization meeting on the 23rd March 1946, no agreement has been entered into between the company and Hogan regarding the purchase of his aircraft.

7. That Streamline Airways Limited has never at any time issued any shares to Hogan in payment for his aircraft.

8. Streamline Airways Limited has not purchased, does not own, and has no interest whatsoever in the aircraft Cessna Crane CF-DOZ (RCAF Number 8120).

9. To the best of my knowledge, information and belief, the said Cessna Crane Aircraft CF-DOZ (RCAF Number 8120) is owned by Harry Hogan of Loon, Ontario.

SWORN BEFORE ME at the city of
Edmonton, in the Province of
Alberta, this 28th day of November,
A.D. 1946.

Signed: T. A. Gustafson

Kenneth A. McKenzie
Notary Public in and for the Province of Alberta.

2413

30

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

Registration ..... x $5.00

Certificate of Airworthiness ..... x $5.00
(See note below)

The particulars given below are true in every respect. NORTHWEST FRONTIER AIRWAYS & EXPLORATION Ltd.

Signature of Applicant ..... T. A. Gustafson .....

Date of Application ..... February 27, 1947 .....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
NORTHWEST FRONTIER AIRWAYS AND EXPLORATION Ltd	#6 Richardson Bldg. Edmonton, Alta.	British

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
TURE ARTHUR GUSTAFSON	President	#6 Richardson Bldg. Edmonton, Alta.	British (naturalized)
GEORGE JOSEPH THOMAS	Vice-President	#6 Richardson Bldg. Edmonton, Alta.	British

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

Commercial

Usual Station ..... Edmonton, Alta.

Date of manufacture or reconstruction ..... July 1943.

Crew required ..... One

Accommodation for what number of passengers ..... Four

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.

NO RADIO INSTALLED.

Inc. Co (1947)

Fee $10.00 rec'd
Folio # 10
Rec # 1191

DESCRIPTION OF AIRCRAFT

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

Type Cessna T50 Maker's No. 1613

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil Landplane 3380 lbs. Skiplane 4195 lbs.

Total weight authorized (fully loaded) in lbs 5100 lbs. Air speed 140 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments 2 Turn & Bank; 2 Airspeed; 1 Rate of Climb; 1 Artificial Horizon; 1 Gyro; 1 Altimeter; 1 Outside Temp Air; 1 Kollsman Compass;
2. Gauges 2 Man. Pressure; 2 RPM; 2 Comb. Oil. Temp; Oil Pressure & Fuel Press. 1 Cyl. Temp.; 1 Fuel Air Ratio; 1 Carb. Temp.; 2 Gas Gauges; 1 Amp. & Volt Meter; 1 Suction Gauge
3. Lights 2 Landing lights; Navigation Lights; Instrument Lights
4. Signals 2 Signal Lights
5. Fire Extinguishers 1 Cabin Engine Ext. for both motors, 1 Hand Pyrene Ext.
6. Parachutes
7. Tools
8. Other Equipment No Radio

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	Seven	Seven		
H.P.	225	225		
Bore	5.25	5.25		
Stroke	5	5		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on March 15, 1947 by AID at Edmonton - satisfactory

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Weighed empty Feb. 21/47 as Landplane - 3380 lbs.

It is recommended that Certificates be issued as applied for please.

Date March 18, 1947.

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

Registration approved and Registration Mark C.F. - D O Z allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

WAR ASSETS CORPORATION
P.O. BOX 6099
MONTREAL, QUE.

SALES ORDER

PUR

SHEET No. 1 OF 1 SHEETS

DATE Jan. 4th, 1946

29

SOLD TO:
Mr. Harry Hogan,
Loon, Ont.

PURCHASER'S REFERENCE
Letter
Dec. 15/45

SALES ORDER
MTL No. 26179

SALES TAX LIC. No.
FEDERAL:
PROVINCIAL:

SALES DIRECTIVE No.
7-393

TERMS OF PAYMENT:
Payment with order (received.)

C.A.A.C. REF'S.
FILE No.: 223-28D-1
SERIAL No.: 228

WAR ASSETS CORPORATION
DECLARATION No.
4-2- 477
(QUOTE ABOVE NOS. ON ALL DOCUMENTS)

TERMS OF DELIVERY:
Ex. Storage Location.

PC AUTHORITY 5222

DELIVERY INSTRUCTIONS:
Ex: #12 S.F.T.S.
R.C.A.F.
Brandon, Man.

DECLARER'S FILE REFERENCE: 935F-1-16 938CA-1-16

CUSTODIAN:
Department National Defence(A
#12 S.F.T.S.
R.C.A.F. Brandon, Man.

S. O. ITEM No.	DESCRIPTION	W. A. C. DECL. ITEM No.	UNIT	No. OF UNITS	UNIT PRICE	TOTAL VALUE
	Cessna Crane Aircraft R.C.A.F. No. 8120 Mfg. Serial No. 1613 Jacobs L4MB Engines Nos. 4886/22039 & 8264/22200 With 2 Wooden Fixed Pitch Propellers		Ea.	1		$1800.00

War Assets Corporation makes no warranties or representations whatsoever as to the aircraft(s) and/or equipment, nor does it make any representations as to condition or certificatability of the aircraft(s) and/or equipment. Certification for flying use and the securing of the authority of the Department of Trade and Commerce for export purposes shall be the responsibility of the Purchaser.

HFC:GH

THIS SALES ORDER IS SUBJECT TO: 1. THE AVAILABILITY OF THE GOODS ENUMERATED HEREIN.
2. ANY TERMS AND CONDITIONS STATED ON THE FACE OR BACK OF THIS FORM AND ANY FURTHER CONDITIONS EMBODIED ON ANY SCHEDULES ATTACHED HERETO. INVOICE WILL FOLLOW DELIVERY OF GOODS.

WAR ASSETS CORPORATION RESERVES THE RIGHT TO REFUND TO THE PURCHASER ANY AMOUNT PAID ON ACCOUNT OF ANY ITEM OR ITEM OF THE PROPERTY SOLD, AND THEREUPON TO BE FREE OF ALL OBLIGATION OR LIABILITY TO THE PURCHASER OR ANY OTHER PAR IN RESPECT OF SUCH ITEM OR ITEMS.

THE ATTACHED ACKNOWLEDGMENT COPY OF THIS SALES ORDER MUST BE SIGNED AND RETURNED TO WAR ASSETS CORPORATION, P.O. BOX 6099, MONTREAL, QUE.

WAR ASSETS CORPORATION

SALESMAN H.F. Chase

PER G. Hunsper

WAC 8A REV. 12-45 K.L.

GENERAL CONDITIONS OF CONTRACT

1. War Assets Corporation reserves the right to withdraw from the sale any property which has not been delivered to the purchaser without incurring any liability except to refund to the purchaser any amount paid on account of such property.

2. War Assets Corporation further reserves the right to cancel the sale without liability if the property or any part thereof is purchased on behalf of any principal whose name and address have not been communicated to War Assets Corporation in writing prior to the sale.

3. The purchaser must remove the property or furnish shipping instructions within ten days after receipt of the Acceptance of Tender or Sales Order.

4. Unless otherwise directed by War Assets Corporation, a certified cheque made payable to War Assets Corporation must be delivered before shipment is made or the purchaser removes the property.

5. In the event of the purchaser failing to comply with Condition 3 and/or Condition 4 above, War Assets Corporation may without prejudice to any other remedies which it may have, cancel the contract or require the payment of storage charges on the property from the eleventh day after the receipt of the Acceptance of Tender or Sales Order by the purchaser.

6. Railway scale weights at loading points shall govern settlements.

7. The purchaser shall be responsible for any damage to surrounding property, including buildings, resulting from the removal of the property sold, and shall hold harmless and indemnify War Assets Corporation and His Majesty the King in right of Canada against any claim resulting from such damage.

8. War Assets Corporation will not be liable for loss, damage or destruction from any cause whatsoever of the property sold; but should any of such property be lost or destroyed during the period allowed for removal and prior to the actual removal or shipment thereof, War Assets Corporation will refund to the purchaser any moneys paid as the price of or otherwise on account of the property so lost or destroyed.

9. War Assets Corporation warrants its title or the title of His Majesty the King in right of Canada to the property delivered, but makes no other warranty, express or implied, by way of description of the property or otherwise.

10. Sales are subject to such adjustment, upon the request of the purchaser, as the Minister of Reconstruction, or his designated representative, may, in his discretion, determine to be equitable under the circumstances. Requests for any such adjustment will be considered only if filed within twenty days after the date of the mailing of the Acceptance of Tender or Sales Order (or such other period as may at any time be specifically allowed in writing). The determination of the Minister of Reconstruction or his designated representative shall in all cases be final.

11. No member of the House of Commons of Canada shall be admitted to any share or part of contract or to any benefit to arise therefrom.

12. The purchaser covenants and warrants that no bribe, gift, gratuity, or other inducement has been paid, given, promised, held out or offered to any official or employee of His Majesty or of War Assets Corporation for the purpose of, or with a view to, obtaining the acceptance of this tender or otherwise in connection with the purchase by the Contractor of the property hereby sold. The purchaser also warrants that he has not employed any person to solicit or secure the sale to him of the property hereby sold upon any agreement for a commission, percentage, brokerage, or contingent fee payable by or on behalf of the purchaser. Breach of either of these warranties shall give War Assets Corporation the right to annul the sale.

13. If the property sold, or any part of it, consists of scrap metal, the same shall not be re-sold for any purpose other than that of re-melting.

Port arthur
August. 1948

This is to Certify That I have sold Cessna aircraft R.C.A.F. # 8120 which now bears the Canadian Registration CF—DOZ to aathur ture Gustafson For which I am to reciere 2000.00 (two Thousand) treasury Chares In a new Company to be in corporated at (One Dollar) par Value and where I am to be a member in the New Company and to recieve $2.000.00 (two thousand) worth of Chares in the New Company or from A. T. Gustafson

Signed Aathur T. Gustafson
Loon. Ontario

Signed Harry Hoga
Loon. Ontario

CAR

34

L/S"L
L-521

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
March 27, 1947.

TRANSPORT - RECORDS
MAR 31 A.M.
5008-D 10-26
File

78030

Northwest Frontier Airways and
Exploration,
#6 Richardson Bldg.,
Edmonton, Alta.

Dear Sir:

Pending issue by our Headquarters of formal Certificates this letter constitutes an extension of your temporary C of R and A issued CF-DOZ on February 28, 1947 to be not valid after June 15, 1947.

This authority must be attached to the former temporary authority issued this aircraft and carried aboard the aircraft on all flights.

Yours truly,

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

OK for issue

KFS/M
Ch

Noted
ERL

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	X
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS

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

CAR

Winnipeg, Man., April 5, 1947.

1297

APR 8 P.M.

TRANSPORT - RECORDS

5008-D15-2 6

File

George J. Thomas,
River, Man.

RETEL PERMISSION GRANTED FERRY AIRCRAFT CF DASH DOG OBOE ZEBRA FROM RIVERS TO WINNIPEG DAY FLYING ONLY VFR CONDITIONS NO PASSENGERS TO BE CARRIED AND AIRCRAFT CERTIFIED FIT FOR FLIGHT FLIGHT PLAN TO BE FILED

Fred W Bone
for District Inspector, Air Regulations

COLLECT

cc 1142

CAR

717 Dominion Public Bldg.,
Winnipeg, Man., April 10, 1947.

37

Cessna T-50 CF-DOZ

TRANSPORT - RECORDS
APR 14 A.M.
5008-D15-26
File

5008-D15-26

District Inspector, Air Regulations, Edmonton.

3360

1. Attached hereto is copy of a letter of temporary authority issued April 10, 1947, for the above noted aircraft, together with the original letters of authority granted by your office. The new authority granted shows the change in the skiplane empty weight to 3954 lbs.

2. The original ski installation, including M. & C. Pneumatic Pedestals, is not being used and the aircraft is now equipped with ski installation as supplied by MacDonald Bros. Aircraft Limited, which is approved.

District Inspector, Air Regulations.

FWB/MC
Encs.

c.c. H.Q.

5458(R)
1909(A)

5008-D15-26 36

717 Dominion Public Bldg.,
Winnipeg, Man.

April 10, 1947.

Northwest Frontier Airways and Exploration,
#6 Richardson Bldg.,
Edmonton, Alta.

Gentlemen: Re: Cessna T50 CF-DOZ.

Pending issue of the formal Certificates of Registration and Airworthiness, this letter constitutes your temporary authority to operate the above noted aircraft for commercial purposes under the following terms and conditions:

Gross weight authorised	-	5100 lbs.	
Empty weight, without load, fuel or oil	-	3880 lbs.	(landplane)
		3954 lbs.	(skiplane)
Fuel capacity, 100 Imp. gals. @ 7.2 lbs.	-	720 lbs.	
Oil capacity, 8.32 Imp. gals. @ 9 lbs.	-	75 lbs.	
Minimum crew - pilot only	-	170 lbs.	
Carrying capacity - with full tanks of gasoline and oil	-	255 lbs.	(landplane)
		181 lbs.	(skiplane)

Number of passengers - Four (4)
Note: The total number of passengers authorized cannot be carried unless a suitable reduction is made in the quantity of fuel.
Day Flying only, under VFR conditions.

This authority is not valid after June 15th, 1947, unless extended or renewed.

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

Yours truly,

Department of Transport Civil Aviation Division CANADA

District Inspector, Air Regulations.

FWB/MC
c.c. H.Q. c.c. D.I.A.R. Edmonton

CB

2462A
8-41

39

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5458

NATIONALITY AND REGISTRATION MARKS CF-DOZ

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1613
4. Name of owner	Northwest Frontier Airways & Exploration Ltd.
5. Address of owner	Richardson Bldg., Edmonton, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th 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-DOZ and is of Canadian nationality.

Given at Ottawa this 19th day of April 1947

Superintendent, Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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.

/RM

40

5008-D15-26

Ottawa, Ontario.
April 30th, 1947.

REGISTERED

Northwest Frontier Airways & Exploration Ltd.,
Richardson Bldg.,
Edmonton, Alta.

Dear Sir:-

Enclosed please find Certificates of Registration No. 5458 and Certificate of Airworthiness No. 1909 , together with Engine and Journey and Aircraft Log Books, for your Cessna T-50 aircraft, CF- DOZ.

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.

D

41

5008-D15-26

717 Dominion Public Bldg.,
Winnipeg, Manitoba,

A30212

December 16, 1947.

TRANSPORT-RECORDS
DEC 18 AM.
File 5508.D15-26

Samuel Side, Esq.,
Northwest Frontier Airways & Exploration,
No. 6 Richardson Building,
Edmonton, Alberta.

Dear Sir: Re: Cessna T50 - CF-DOZ

This letter constitutes your authority to ferry the above noted aircraft from Winnipeg to Edmonton, Alberta, under VFR conditions, day flying only, and for this one flight only.

Yours truly,

Department of Transport
CAVH
Aviation
Division
CANADA

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

FWB/CH

c.c.H.Q.✓

c.c.D.I.A.R. Edmonton.

CB

42

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5458

NATIONALITY AND REGISTRATION MARKS CF-DOZ

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1613
4. Name of owner	Northwest Frontier Airways & Exploration Ltd.
5. Address of owner	Richardson Bldg., Edmonton, Alta.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Edmonton, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th 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-DOZ and is of Canadian nationality.

Given at Ottawa this 19th day of April 1947.

Superintendent Air Regulations.

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

NOTICE

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

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

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

(*a*) The registration and certificate thereof shall lapse as from the date of such change of ownership, and

(*b*) The registered owner shall forthwith notify the Minister."

"7. (1) When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall forthwith notify the Minister accordingly, and the registration and certificate thereof shall lapse as from the date of such notification.

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

ENDORSEMENTS

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

43

WEIGHT - Cessna CF-DOZ Dec. 24/47

	1st Weighing	2nd Weighing	3rd Weighing (Tail up)
Left Front	1740	1770	1810
Right Front	1700	1730	1810
Tail	450	420	290
	3890 lbs.	3920 lbs.	3910 lbs.

Mean aircraft empty weight.....3905 lbs.

distance from tail wheel to main wheels....25' 10"

gas & oil drained
Battery installed
Extinguisher on board.

Signed: R. R. Marshall

1-521 44

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Dec. 27/47

Inter-Provincial Airways,
Dawson Creek, B.C.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for:

Type: **Cessna T50**
Serial No.: **1613**
Registration Marks: **CF-DOZ**

This authority is issued for:

VFR
Day flying only
Weights:
Fuel..... **720 lbs.**
Oil..... **81 lbs.**
Crew..... **170 lbs.**

	Empty	Commercial	Gross
Landplane	**3880 lbs.**	**249 lbs.**	**5100 lbs.**
Seaplane			
Skiplane			

Minimum number of crew.....**one**
Number of passengers permitted....**four**
Commercial **Yes**
Private **N.A.**
Pilot must be in possession of a valid Air Pilot's Certificate.
This authority to be not valid after.....**February.26,.1948**.....unless extended or renewed.

If aircraft is ~~registered~~ **operated** commercially you must be in possession of a Charter as issued by the Air Transport Board, and an Operating Certificate as issued by this Department. If aircraft is registered privately, you are not permitted to operate same for hire or for any reward.

This authority does not constitute your permission to operate Radio Apparatus if installed.

Yours very truly,

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

KFS/M
Ch

cc; DIAR Vancouver

Maximum total weight authorized does not permit of carrying total number of passengers unless suitable reduction in the quantity of fuel is made.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

45

2
8-45

EDMONTON ALBERTA DECEMBER 29, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T-50 CF-DOZ Serial No. 1613.	1-521

District Inspector, Air Regulations,
EDMONTON, Alberta.

1. The subject aircraft was inspected in detail as a landplane at Edmonton on December 27, 1947.

AIRCRAFT:
Total Time ..... 2288:40 hrs.
Time Since Complete Overhaul ..... 1043:35 hrs.
Time Since Conversion ... 42:10 hrs.

ENGINE:
Left - Jacobs L4 MB, No. 4886.
Total Time ..... 1004:35 hrs.
Time Since Complete Overhaul ..... 343:35 hrs.
Time Since Conversion ... 43:10 hrs.

Right - Jacobs L4 MB, No. 8246.
Total Time ..... 1677:00 hrs.
Time Since Complete Overhaul ..... 343:35 hrs.
Time Since Conversion ... 43:10 hrs.

PROPELLOR:
Hurtzell - Wooden.
Design No. 707-80.
Serial Nos. 26741 & 26725.

2. The aircraft and engines were found in good condition and considered airworthy on this date. The aircraft was also checked to C.A.A. AD-722-5 and found conforming. It is therefore recommended that the certificates be renewed as applied for.

3. Attached are copies of Log Book Work Records covering this inspection.

J. J. Currie

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

JJC:H
cc: CAE

R.O.T. copy

46

United Aviation Ltd.

Dec. 24, 1947

Inspection Report on Cessna Crane T-50 Aircraft CF-DOZ

Aircraft

Cessna Crane T-50 CF-DOZ
Serial No. 1613
Time since Mfg. 2288:40 hrs.

Engine Port

Jacobs L4MB-1
Serial No. 4886
Time since mfg. 1046:35 hrs.
Time since overhaul 344:35
Time since top overhaul 41:10

Engine Starboard

Jacobs L4-MB-1
Serial No. 8264
Time since mfg. 1679:00 hrs.
Time since overhaul345:35 hrs.
Time since top overhaul 41:10 hrs.

Airscrews

Serial Nos. Port #26741, Stbd. #26725
New Hartzell Props installed by McDonald Bros.

General GAS COCK HANDLES MODIFIED AS PER AD-722-5-
BRAKE PEDALS MODIFIED AS PER - AD-722-5
Aircraft checked throughout and found in good condition.
Modified undercarriage heat treated bolts installed by McDonald Bros.
Emergency exit p reviously installed.
Repairs carried out by McDonald Bros. as per their report dated April 15, 1947 and affixed to the front page of this log book.
Aircraft weighed by ~~Dept. of Transport Inspector.~~ R.W. Marshall
COMPASS SWUNG

I hereby certify that all work listed has been done with certified material according to accepted practice: that all Mfg. Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.
Aircraft checked to Airworthiness Directive AD-722-5 + found conforming.

DATE Dec 26

R.W. Marshall
AIR ENGINEER "B"

FORM No. 352—BILL OF SALE—Alta.—r-10-47 THE WILLSON STATIONERY CO., LTD.—47075

48

This Indenture,

made in duplicate the 22nd day of December,
in the year of our Lord, one thousand nine hundred and forty - seven.

Between

NORTHWEST FRONTIER AIRWAYS & EXPLORATION LIMITED, an incorporated company having its head office at the City of Edmonton, Province of Alberta,

hereinafter called the BARGAINOR, OF THE FIRST PART

AND

INTER-PROVINCIAL AIRWAYS, J. W. Whitely and D. Tod, a company having its head office at Dawson Creek, Province of British Columbia,

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 has contracted and agreed with the Bargainee for the absolute sale to the Bargainee of the same, for the sum of----------

Fifteen Hundred ($1,500.00) ---------- Dollars

Now This Indenture Witnesseth that, in pursuance of the said agreement, and in consideration of the sum of

Fifteen Hundred ($1,500.00) ---------- Dollars of lawful money of Canada, paid by the Bargainee to the said Bargainor at or before the sealing and delivery of these Presents (the receipt whereof is hereby acknowledged) the Bargainor HAS BARGAINED, sold, assigned, transferred and set over, and by these presents DOES BARGAIN, sell, assign, transfer, and set over unto the Bargainee,

All Those the said goods, chattels and personal property---------- hereinafter described, that is to say,

One (1) Cessna Crane Aircraft, Type T 50 of the Fifty-one Hundred (5,100) series registered under the letters CF-DOZ, formerly R.C.A.F. No. 8120, Makers No. 1613, fitted with engines numbered 8264 and 4886.

all of which said goods, chattels and personal property ---------- are now in the possession of the Bargainor, and are situate, lying and being in, on, upon or about

the Municipal Airport, in the City of Edmonton, in the Province of Alberta.

And all the right, title, interest, property claim and demand whatsoever of the Bargainor of, in, to and out of the same, and every part thereof:

To Have and to Hold the said hereinbefore assigned goods, chattels and personal property and every one of them and every part thereof with the appurtenances and all the right, title and interest of the Bargainor thereto and therein aforesaid, unto and to the use of the Bargainee, to and for his sole and only use FOREVER.

And the Bargainor DOES hereby COVENANT, PROMISE and AGREE with the Bargainee, in the manner following, that is to say: THAT the Bargainor is now rightfully and absolutely possessed of and entitled to the said hereby assigned goods, chattels and personal property and every one of them, and every part thereof: AND that the Bargainor now has 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, chattels and personal property 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 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 encumbrances whatever.

47

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, chattels and personal property, and every one 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 for the more effectually assigning and assuring the said hereby assigned goods, chattels and personal property unto the Bargainee in manner aforesaid, and according to the true intent and meaning of these Presents as by the Bargainee, or his Counsel shall be reasonably advised or required.

It Is Further Agreed that all grants, covenants, terms and stipulations herein contained shall be binding on and be enforceable by and enure to the benefit of the heirs, executors, administrators, successors and assigns of the parties hereto, and that all such covenants shall be deemed to be several as well as joint, and wherever the singular and the masculine are used throughout this indenture the same shall be construed as meaning the plural or feminine or neuter where the context or the parties so require.

In Witness Whereof the said parties to these presents have hereunto set their hands and seals, the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

NORTHWEST FRONTIER AIRWAYS & EXPLORATION LIMITED,

per: _____

INTER-PROVINCIAL AIRWAYS, Whitely & Tod,

per: _____

Canada
Province of Alberta
To Wit:

I,
of the of
in the Province of Alberta,
make oath and say:

Strike out inappropriate words.

1. That I am (one of) (an Agent authorized in writing of) (a member of) (an employee of an incorporated company) (the) the Bargainee(s) in the within Bill of local manager of the Sale named, am aware of all the circumstances connected therewith and have a personal knowledge of the facts deposed to.

2. That this 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 .

Sworn before me at
of
in the Province of Alberta,
this day of
A.D. 194 .

A.....
in and for the Province of Alberta

Canada
Province of Alberta
officer of To Wit:

I, John Evans, Pilot,
of the City of Edmonton,
in the Province of Alberta,

the within named Grantor, do solemnly declare that 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.

2. That the said goods and chattels are correctly described in the said Bill of Sale and are now all in good condition and repair.

3. There is no mortgage, hypothec, lien or claim of any kind or nature adverse to my rights of, upon or against said goods or 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.

4. There is no judgment or execution of any kind now in force or extant against me.

5. I am over twenty-one years of age.

6. I make the above statement for the express purpose of inducing the within named Bargainee to accept this Bill of Sale.

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 Edmonton,
in the Province of Alberta,
this 22nd day of December,
A.D. 19 47.

A Commissioner for Oaths.

Dated A.D. 194

Northwest Frontier Airways
and Exploration Limited
Edmonton, Alta.

TO

Inter-Provincial Airways
Dawson Creek, B.C.

Bill of Sale

THE WILLSON STATIONERY CO., LTD.

Canada
Province of Alberta
To Wit:

I,
of the of
in the Province of Alberta,

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; and that I, this deponent, am a subscribing witness to the same; and that the name set and subscribed as a witness to the execution thereof is of the proper handwriting of me this deponent, and that the same was executed at the of in the Province of Alberta on the day of , 19

That I know the said is in my belief of the full age of twenty-one years. and

Sworn before me at the of
in the Province of Alberta,
this day of , A.D. 19 .

A Commissioner for Oaths

GOVERNMENT TELEGRAPH AND TELEPHONE SERVICE

49

DAWSON CREEK B C DEC. 23/47

S SIDE
10360 101ST STREET
EDMONTON

THIS WIRE CONSTITUTES YOUR AUTHORITY TO SIGN ALL DOCUMENTS
ON OUR BEHALF STOP EXPECT YOU TO STAY FOR CHRISTMAS

WHITLEY AND TOD

1120 AM

50

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 ..... X $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant INTER-PROVINCIAL AIRWAYS.
J. W. Whitely, D. Tod.
Per Samuel Side

Date of Application December, 23, 1947.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Inter-Provincial Airways	Dawson Creek B. C.	British.

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
J. W. Whitely	Partner	Dawson Creek B. C.	British.
D. Tod	Partner	Dawson Creek B. C.	British.

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

Usual Station Dawson Creek B. C.

Date and place of manufacture or reconstruction July, 1943. Noted

Crew required One.

Accommodation for what number of passengers Four. RM

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, is $5.00, which certificate is re-issued on change of ownership without further fee.

Fee $5.00 rec'd
Folio #9
Rec #26797

No Radio Installed. No record of incorporation

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Cessna Aircraft Corp.

Type: Cessna T-50 — Maker's No.: 1613

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: Landplane 3880 Lbs.

Total weight authorized (fully loaded) in lbs: 5100 lbs — Air speed: 140 miles per hour

EQUIPMENT—(Give number and type)

1. Instruments: 2 Turn & Bank; 2 Airspeed: 1 Rate Of Climb: 1 Artificial Horiz 1 Gyro: 1 Altimeter: 1 Outside Temp Air: 1 Kollsman Compass;
2. Gauges: 2 Man. Press: 2 RPM: 2 Comp. Oil Temp: Oil Press. & Fuel Press; 1 Cyl Temp. 1 Fuel Air Ratio; 1 Carb Temp; 2 Gas Gauge; 1 Amp & Volt meter; 1 Suction Gauge.
3. Lights: 2 Landing Lights; Navigation Lights: Instrument Lights.
4. Signals: 2 Signal Lights.
5. Fire Extinguishers: 1 Cabin Engine Ext. for both motors, One Hand Pyrene Ext.
6. Parachutes:
7. Tools:
8. Other Equipment: No Radio.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	Seven	Seven		
H.P.	225	225		
Bore	5.25	5.25		
Stroke	5	5		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on: ~~24~~ 27. 12. 47 — Inspected at Edmonton by AID - satisfactory

Particulars accurate as corrected:

Modifications from type are indicated on annexed sheet:

Registration recommended with the following special conditions:

We recommend that Certificates be issued as applied for and forwarded direct to the owners.

Date: 27. 12. 47.

Signature: [signature] D.I.A.R.

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alta. Dec. 30/47
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-26	Cessna T50 CF-DOZ Serial No. 1613	File: 1-521

TRANSPORT-RECORDS
JAN 6 A.M.
File 5008-D15-26

REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for re-registration commercially of the subject aircraft in the name of Inter-Provincial Airways of Dawson Creek, B.C., together with:

A31757

(a) Bill of Sale from Northwest Frontier Airways to Inter-Provincial Airways.
(b) Copy of United Aviation Ltd. inspection report dated Dec. 24/47.
(c) Copy of Engineer Marshall's weighing report.
(d) Copy of AID inspection report dated the 29th instant covering inspection of this aircraft at Edmonton on the 27th instant.
(e) Copy of temporary C of R and A issued this aircraft dated the 27th instant.
(f) C of R No. 5458 for cancellation. C of A No. 1909 for change of name.
(g) C opy of wire received from Whitley and Tod authorizing Mr. Side authority to sign the documents.

Miss Jones for Re-Reg. HSP 7-1-48
Amend weight Light 3905.
Item 31.224
Inc. Co.?

2. Fee of $5.00 has been received and will be forwarded to H.Q. under Folio #9, Receipt No. 26797.

3. We recommend that Certificates be issued as applied for please and forwarded direct to the owners.

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

KFS/M
Encls.

No record of incorporation

cc; DIAR Vancouver

6635(R)
1909(A)
Loop Pnt

/RM

55

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6635

NATIONALITY AND REGISTRATION MARKS CF-DOZ

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1613
4. Name of owner	J.W. Whitely and D. Tod, (Operating under the firm name of Inter-Provincial Airways),
5. Address of owner	Dawson Creek, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dawson Creek, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 27th day of December 19 47, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DOZ and is of Canadian nationality.

Given at Ottawa this 12th day of January 19 48.

Superintendent, Air Regulations.

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

Not valid after December 27th, 1948, unless endorsed.

CB

VALID FOR DAY FLYING ONLY 54 38

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1909

(Heavier than air)

FIRST PART

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

(27.12.47) WHITELY and TOD, (Operating under the firm name of Inter-Provincial Airways),

1. Surname of owner (or name of Company) ~~Northwest Frontier Airways & Exploration Ltd.~~
2. Christian name J.W. and D.
3. Address Dawson Creek, B.C. ~~Richardson Bldg., Edmonton, Alta.~~
4. Nationality Canadian

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Company

NATIONALITY AND REGISTRATION MARKS

6. CF-DOZ

DESCRIPTION OF AIRCRAFT

7. Type CESSNA Series T-50 Constructor's No. 1615
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A., July 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) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 41'11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9'11"

The maximum total weight authorised does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

Engines

18. Number installed: Two

19. Makes: Jacobs

20. Types: L4MB

21. International power of the engine or engines at

Take-off (a) Sea Level 245 H.P. at 2200 revolutions per minute.
(International number of revolutions)

M.E.T.O. (b) Rated Altitude 225 H.P. at 2000 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: Hartzell No. .....
Pitch: Fixed Diameter: 3905

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane (10.1.48)	2880 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

Weight of Fuel and Oil

26. Fuel (at 7·2 lbs. per gallon)	720 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 100 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	81 lbs.
(a) Number of tanks: Two	
(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.	224 (10.1.48) ~~249~~ lbs.
32. Maximum total weight authorized	lbs.
Landplane	5100 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Five Thousand and One Hundred Pounds
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One

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

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.6 inches and 5.8 inches behind the prescribed datum.

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

39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.

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

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated 26th 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 19th day of April 19 47

Superintendent, Air Regulations.

/MIM
/ZC
/MM

53

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.

5-2

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.

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
		28th Feb. 1948 December 27th, 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.

/nm

AC-5-60

56

5008-D15-26

OTTAWA, January 12th 1947. 1948.

REGISTERED

Messrs. J.W. Whitely and D. Tod,
c/o Inter-Provincial Airways,
Dawson Creek, B.C.

Dear Sir:

Enclosed please find Certificate of Registration No. 6635 and Certificate of Airworthiness No. 1909 for your Cessna T-50 aircraft CF-DOZ , Serial No. 1613.

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 27th, 1948.

Yours truly,

(S. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Vancouver, B.C.

TRANSPORT - RECORDS
OCT 21 A.M.
File 5008-D15-26

1-521

29176

402 Blowey-Henry Bldg.,
Edmonton, Alta.,
Oct. 17, 1949.

Inter-Provincial Airways,
Dawson Creek, B.C.

Attention: Mr. Samuel Side

Dear Sir:

Reference to your letter of August 15th, 1949, in which you advise that ownership of Cessna T50 CF-DCZ may be considered changed from Inter-Provincial Airways to Mr. George Schmidt, documents of which will be forwarded to us upon completion.

To date we have received no documents, and it is requested please that you forward to this district office, the Certificate of Registration No. 6635 and Certificate of Airworthiness No. 1909. May we be advised please what action is being taken to prepare the aircraft for re-registration.

Yours truly,

R S Keeley

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

RSK/M
Ch 5008-D15-26 ✓

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

652 2 11-48

EDMONTON, Alberta. June 20, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-26	Cessna T50 ..... CF-DOZ.	5008-D15-26

12743

TRANSPORT - RECORDS
JUN 23 A.M.
5608-D15-26
File

REGISTERED

Director of Air Services,
OTTAWA, Ontario.

Attention: Controller of Civil Aviation.

1. The subject aircraft has been in open storage at Dawson Creek, in a damaged condition, for several years, and is beyond economical repair.

2. The owner intends to use the scrap for farm and snowmobile use, but unfortunately does not reply to our correspondence to this effect.

3. Herewith for cancellation, please, Certificate of Registration No. 6635, and Certificate of Airworthiness No. 1909, together with the following documents for your files:

(1) Bill of Sale from Inter-Provincial Airways Limited to George Schmidt.
(2) Bill of Sale from George Schmidt to F. Lennox.
(3) Copy of our letter dated June 8/50, to F. Lennox (unanswered).

4. In view of the foregoing, we recommend cancellation of the formal certificates, and this file closed.

for District Controller of Air Services.

KFS/H
Encl.

noted BJE NOTED JSV

noted RFL 4/7/50 WSM

64

COPY

INTERPROVINCIAL AIRWAYS LIMITED
DAWSON CREEK B.C.

October 28, 1949.

To Whom it May Concern.

Aircraft Cessna Crane CF-DOZ istransferred (gratis) this date from Interprovincial Airways Limited to George Schmidt with no encumberences to the said Company .....

"Inter-Provincial Airways Ltd."
.....
TRANSFEREE Per"Samuel Side"
"George Schmidt"
.....
RECIPIENT

63

5008-D15-26

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 8, 1950.

Mr. F. Lennox,
POUCE COUPE, B.C.

Dear Sir:

We are given to understand from Mr. George Schmidt of Dawson Creek, B.C., that you have purchased from him aircraft CF-DOZ, and that you intend to dismantle the aircraft and use the parts for purposes other than flight.

If such is the case, will you kindly so advise so that we may close our files on this aircraft.

Yours very truly,

KFS/H

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

62

AGREEMENT OF SALE BETWEEN GEORGE SCHMIDT AND
F.LENNOX & J. THOMSON RE. AIRCRAFT CF-DOZ.

We, the undersigned hereby agree to the following terms of sale.

1. The price of the aircraft to be $1400 plus ½ of the insurance costs ie. $282.00 TOTAL $1682.00
2. $400.00 to be the down payement.
3. $200.00 to be paid on or before Sept. 1st, whereby the sum of $600. having been paid the aircraft may be flown by Lennox and Thomson.
4. The balance of $1082 to be paid monthly beginning Sept. 15th and divided into 6 payements of $150. and the 7th and final payement on March 15th, 1949 of $182.00
5. In the event of the aircraft being damaged before the aircraft is purchased outright, George Schmidt is to have the balance of the account owing to him paid direct to him by the Insurance Company.

Signed and witnessed at Dawson Creek B.C. this 20 day of July, 1948.

S R Fletcher witness — George Schmidt

F A Lennox

J Thomson

/RM

AC-5-60

[redacted] SERVICES
CIVIL AVIATION DIVISION

61

REFER TO FILE NUMBER
5008-D15-26

CANADA
DEPARTMENT OF TRANSPORT

REGISTERED

OTTAWA, January 12th ~~1947~~ 1948.

Messrs. J.W. Whitely and D. Tod,
c/o Inter-Provincial Airways,
Dawson Creek, B.C.

Dear Sir:

Enclosed please find Certificate of Registration No. 6635 and Certificate of Airworthiness No. 1909 for your Cessna T-50 aircraft CF- DOZ , Serial No. 1613.

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 27th, 1948.

Yours truly,

H. Graham

(S. Graham)
Superintendent, Air Regulations.

Encls.

/RM

60 2462A 5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6635

NATIONALITY AND REGISTRATION MARKS CF-DOZ

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Company, Wichita, Kansas, U.S.A.
3. Constructor's serial number	1613
4. Name of owner	J.W. Whitely and D. Tod, (Operating under the firm name of Inter-Provincial Airways),
5. Address of owner	Dawson Creek, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Dawson Creek, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 27th day of December 1947, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DOZ and is of Canadian nationality.

Given at Ottawa this 12th day of January 1948.

H. L. Patterson

Superintendent, Air Regulations.

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

Not valid after December 27th, 1948, unless endorsed.

CB

VALID FOR DAY FLYING ONLY

2462
7-45

54

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No.....1909.....

(Heavier than air)

FIRST PART

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

(27.12.47) WHITELY and TOD, (Operating under the firm name of Inter-Provincial Airways),

1. Surname of owner (or name of Company).....~~Northwest Frontier Airways & Exploration Ltd.~~.....
2. Christian name.....J.W. and D.....
3. Address.....Dawson Creek, B.C.....~~Richardson Bldg., Edmonton, Alta.~~.....
4. Nationality.....Canadian.....

NAME OF CONSTRUCTOR

5. Name.....Cessna Aircraft Company.....

NATIONALITY AND REGISTRATION MARKS

6. .....CF-DOZ.....

DESCRIPTION OF AIRCRAFT

7. Type.....CESSNA.....Series.....T-50.....Constructor's No.....1613.....
8. Place and year of construction of aircraft.....Wichita, Kansas, U.S.A., July 1943.....

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category.....Normal.....
14. Subdivision.....a,b,c,d & e.....
15. Maximum span (in flying position).....41'11".....
16. Maximum length (in flying position).....32' 9".....
17. Total height (with and without trolley in case of seaplanes).....9'11".....

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 ..... Jacobs .....

20. Types ..... L4MB .....

21. International power of the engine or engines at .....

Take-off (a) Sea Level ....245..... H.P. at ..... 2200 ..... revolutions per minute.
(International number of revolutions)

M.E.T.O. (b) Rated Altitude 225 H.P. at ..... 2000 ..... 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 ... Hartzell ..... No .....
Pitch ..... Fixed ..... Diameter ..... 3905 (10.1.48) HH

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	~~3880~~ lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	720 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks ..... Two	
(b) Capacity of tanks ..... 100 ..... Imp. gals.	
27. Oil	81 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks ..... Two	
(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.	224 (10.1.48) HH ~~249~~ lbs.
32. Maximum total weight authorized	lbs.
Landplane	5100 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane ..... Five Thousand and One Hundred Pounds .....
Seaplane .....
Skiplane .....

34. Minimum crew necessary ..... One .....

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

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 4.6 ..... inches and ..... 3.5 ..... 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 ..... 2000 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2200 ..... r.p.m.

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

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... 28th 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 ..... 19th ..... 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
		28th Feb. 1948 December 27th, 1948	[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.

/SSK

44

June 27th, 1950.

Lapsed Certificate 5008-D15-26

District Controller of Air Services.
420 Federal Building,
VANCOUVER, B.C.

Attention: District Superintendent, Air Regulations.

1. Aircraft CF- DOZ Type Cessna T-50 Serial No. 1615 Registration No. 6635 according to our records, lapsed during the year 1948

2. The last known address of the owner is
J.W. Whitely and D. Tod, (Operating as Inter-Provincial Airways,
Dawson Creek,
B. C.

3. Please investigate the disposal of this aircraft and the owner's intention re:

(a) is the aircraft to be used again,
(b) if not, the Certificates should be forwarded for cancellation,
(c) if the Certificates are not available, a statement from the owner as to their loss.

4. This information is necessary to complete the records of this aircraft.

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

AC-5-96
11-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

67 2/11-48

Edmonton, Alta., July 28, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D15-26	Cessna T50.....CF-DOZ.	5008-D15-26

15462

TRANSPORT - RECORDS
AUG 1 1950
File 5008-D15-26

D.A.S.;
Ottawa.

Attention: CCA

1. May we please be favored with a reply to our letter of June 20, 1950, in which we requested that you confirm the cancellation of the formal Certificates for the subject aircraft.

KFS/mn

for District Controller of Air Services.

HTP/VA

68

Ottawa, Ontario, August 4, 1950.

5008-D15-26 Cessna T50 - CF-DOZ 5008-D15-26 (CAR)

District Controller of Air Services,
302 Blowey-Henry Building,
Edmonton, Alberta.

Attention: District Superintendent, Air Regulations

1. Reference your letter of July 28th, 1950, respecting the above noted aircraft, this is to advise that Certificates of Registration No. 6635 and Airworthiness No. 1909, have been cancelled.

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

FILE No. 5008 -D18- 1 VOLUME No. 1.

VOL. 1

5008 -D18- 1

DEPARTMENT OF TRANSPORT

FROM MAY, 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRA CESSNA T 50

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 24 1950	22805	CAR		C.T.	OCT 31 1950
OCT 31 1950	—	CAI		S	31 1950
OCT 31 1950	Re Previous —	Records	~~15-11-50~~	LL	NOV 1 - 1950
OCT 30 1950		C.C.A.	(1)	D	OCT 31 1950
OCT 26 1950					
NOV 3 - 1950	31428	CAR		[illegible]	NOV 3 - 1950
NOV 3 - 1950	—	CAI		[illegible]	NOV 4 - 1950
	B.F. 15/11/50	Records		LL	NOV 14 1950
SEP 4 1951	30145	CAR		H.L.P.	SEP 6 1951
SEP 12 1951	Req Mr Tickle	CAR		[illegible]	SEP 13 1951
OCT 30 1951	Req. Mr Gordon	CAR	~~[illegible]~~	W.V.G.	NOV 20 1951
DEC 8 1951	BF 10/12/51	Car		W.V.G.	DEC 12 1951
JAN 3 1952	Req Miss Jones	Car		[illegible]	JAN 11 1952
JAN 3 1952		R.F.L.		WM	JAN 11 1952
JUL 7 - 1952	Req. Mr. Frank	CAR		[illegible]	JUL 8 - 1952
	5008-D18-26 23119	[illegible]		[illegible]	JAN - 3 1956

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

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

FILE NO. 5008 - D18 - 1

VOLUME NO. 1

VOL. 1

5008 - D18 - 1

DEPARTMENT OF TRANSPORT

FROM MAY, 1946

TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRA CESSNA T50

CROSS REFERENCES

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
	Requested Mr Gault	Insp		J MAY	
JUN 24 1947	9766	CAR		JUL 10 1947	
		CAI ①		JUL 10 1947	
JUL 10 1947		Treas.		JUL 14 1947	
JUL 8 - 48 AUG 9 ...48	14780 - 14781	CAR		JUL 9 - 48 AUG 10 ...48	
	18966	CAR			
JUL 12 1949	15051.	CAR		JUL 13 1949	
AUG 24 1949	Re. Mr McCurdy	RFL		AUG 2 1949	
OCT 17 1949	Re Mr Fink	CAR		OCT 18 1949	
APR 25 1950	Re Mr McCurdy	RFL		APR 26 1950	
MAY 5 - 1950	4968.	CAR		MAY 8 - 1950	
MAY 20 1950	7413.	CAR		MAY 22 1950	
JUN 28 1950	12863.	CAR		JUN 28 1950	
		CAE ①		JUN 23 1950	
JUN 28 1950		CAI ②		JUN 29 1950	
1950		CRI ③		JUN 29 1950	
JUN 29 1950		Insp. ④		JUN 30 1950	
JUN 30 1950 JUL 4 - 1950		RJL		JUL 5 - 1950	
SEP 12 1950	19008	CAR		SEP 21 1950	
		CAE ①		SEP 21 1950	
SEP 21 1950		CAI ②		SEP 21 1950	
SEP 21 1950		CRI ③		SEP 29 1950	
SEP 26 1950		Insp. ④		SEP 29 1950	
		RJL		SEP 29 1950	
OCT 18 1950	24870	CAR		OCT 20 1950	
OCT 20 1950	(copies)	Records		OCT 23 1950	
	22805	CAR			
	(Re Reviews)	CAI Records			

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

FILE No. 5008 - D18 - 1

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM MAY 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRA CESSNA

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
	As requested	S.A.R.		P.T.	SEP 1 9 194
P 1 9 1946		Neas		[illegible]	SEP 2 1 1946
2 3 1946	9659	CAE		M.	SEP [illegible]

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6122

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

(54)

1946 MAY 11 AM 11 54

4

YE151 28 4 EXTRA DL COLLECT=FD WINNIPEG MAN 11 1030A

R C SHEPHERD= 0301

:LORD ELGIN HOTEL OTTAWA ONT=

5008-D18-1

CONFIRMATION HEREWITH OF SALE OF CESSNA CRANE RCAF NUMBER SEVEN EIGHT EIGHT TWO TO INTERPROVINCIAL AIR SERVICES ~~TORONTO~~ WINDSOR MAY FOURTH NINETEEN FORTY SIX=

C R RUSE VICE PRESIDENT AIRCRAFT SERVICES WESTERN LTD=

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

(58)

1946 MAY 11 PM 12 02

YE157 30/27 4 EXTRA DL COLLECT=FD WINNIPEG MAN 11 1032A

R C SHEPHERD= 0298

:LORD ELGIN HOTEL OTTAWA ONT=

CESSNA CRANE SEVEN EIGHT EIGHT TWO MANUFACTURED 8-7-41
MAKERS NUMBER FOUR NINE NAUGHT NAUGHT SEVEN WEIGHT EMPTY
THREE SEVEN SEVEN FIVE POUNDS=

:C R RUSE VICE PRESIDENT AIRCRAFT SERVICES
WESTERN LTD=



THE Lord Elgin
OTTAWA CANADA

2

May 11/46

Dear Don:-

Enclosed herewith are applications plus $10.00 fee and telegrams of which I referred to by phone today.

Your attention in the matter of Temporary C.D.A & C.D.R will be appreciated.

Yours truly
R.C. Shepherd

CF-DRA Ser No 1375

OWNED AND OPERATED BY FORD HOTELS CO.

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. INTER PROVINCIAL AIR SERVICES LTD

Signature of Applicant ..... R.C. Shepherd

Date of Application ..... May 11th /46

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
INTER PROVINCIAL AIR SERVICES LTd	WINDSOR MUNICIPAL AIRPORT, 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	President	WINDSOR AIRPORT WINDSOR, ONT	BRITISH
MARGARET SHEPHERD	Secty-Treas.	WINDSOR AIRPORT WINDSOR, ONT	BRITISH
Sydney Alec GREEN	DIRECTOR	11 RALEIGH STREET CHATHAM, ONT	BRITISH

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

Usual Station WINDSOR, ONTARIO

Date of manufacture or reconstruction 8-7-41

Crew required (1)

Accommodation for what number of passengers 4 PASSENGERS

$10.00 Cert to Records 13-5-46 GJ

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

Noted GJ

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CESSNA AIRCRAFT CORP.

Type T-50 Maker's No. 4900T 1375

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet		N/A
Length o/a in feet		N/A
Height o/a in feet		
Cubic Capacity (of Airship or Balloon)	N/A	N/A

Weight equipped, but without load, fuel, or oil 3775

Total weight authorized (fully loaded) in lbs. 5100 Air speed 120 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments
2. Gauges
3. Lights (3) NAVIGATION AND LANDING LIGHTS, (GRIMES) (2)
4. Signals
5. Fire Extinguishers (2) 1 HAND, PYRENE, 1 CO_2 PRESSURE—1 Lead to each engine
6. Parachutes NIL
7. Tools NIL
8. Other Equipment (1) FIRST AID KIT, (3) Safety Belts, PARACHUTE FLARES (NIGHT) (3)

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs Lwnr	Jacobs Lwnr		
Pusher or Tractor	TRACTOR	TRACTOR		
Right or Left Hand				
No. of Cylinders	7	7		
H.P.	225	225		
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

CLASS OF SERVICE	
Full Rate	
Day Letter	
Night Message	
Night Letter	
Evening and Sunday Messages	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, General Manager of Communications, Montreal

CHECK	
TIME FILED	

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

DMS/LM 5008-D18-1

3

OTTAWA ONTARIO MAY 14 1946

INTERPROVINCIAL AIR SERVICES LTD
WINDSOR AIRPORT
WINDSOR ONTARIO

AR12 REGISTRATION OF DASH DOG ROGER ABLE ALLOTTED CESSNA

AIRCRAFT MAKERS NUMBER FOUR NINE NOUGHT NOUGHT SEVEN

CIVIL AVIATION

CHG: TRANSPORT AIR (2221)

DLR

Feb 4

Reg. No.....

A/C No.....

SAK

DEPARTMENT OF TRANSPORT

MEMORANDUM RE PREPARATION OF OFFICIAL RECEIPT

TRANSPORT RECORDS
MAY 13 1946
File 5008-D18-1 6

File No. 5008-D18-1

Billed Unbilled

Official Receipt to be prepared in accordance with information as indicated below:-

1946-47
17264

Name . Inter Provincial Air Services Ltd

Address . Windsor Municipal Airport, Windsor, Ont

Date . May 13/46 Amount $ 10.00

Being for . . Cert. Registration & Airworthiness (CF-DRA)

Class of Revenue & Distribution:-

Divn. No.	Estab. No.	Vote No.	Prim. No.	Object No.	Amount
01	001	01	05	245	5.00
				246	5.00

RECEIVED MAY 15 1946 TRANSPORT DEPARTMENT

Cash

G. Jones for

Prepared by. SAK.

See over

COPY FOR DEPT'L. FILE

Received $ 10.00

O. R. No. 62916

Date May 15-46

Clerk M R W

CLASS OF SERVICE	
Fast Note	
Day Letter	X
Night Message	
Night Letter	
Evening and Sunday Messages	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W.D. NEIL, General Manager, Communications, Montreal

CHECK
TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

DWS/LM FILE ~~5012~~ 5008-D18-1

OTTAWA JUNE 3 1946

DISTRICT INSPECTOR AIR REGUL TIONS
717 DOMINION PUBLIC BLDG
WINNIPEG MAN

AR14 CESSNA AIRCRAFT CF DASH DOG ROGER ABLE MAKERS NUMBER THIRTEEN SEVENTY FIVE INTERPROVINCIAL AIR SERVICE LIMITED WINDSOR ONTARIO APPLICATION FOR REGISTRATION AND AIRWORTHINESS ACCOMPANIED BY FEES RECEIVED THIS OFFICE STOP SATISFACTORY FOR YOU TO INSPECT AIRCRAFT IN WINNIPEG

CHG: TRANSPORT AIR (2221)

CIVIL AVIATION

c.c. Interprovincial Air Lines Ltd.
Windsor, Ont.

File

I.E.

DWS

27-5-46

Miss Jones—

The number of this
aircraft is not correct.
Mrs. Shepard will send
in the correct number.

1375 pwk



THE **Lord Elgin**
OTTAWA CANADA

8

S.A.K.

1st June 1946

D.W. Saunders, Esq.
Air Regulations
Bryson Bldg.
Ottawa, Canada.

TRANSPORT-RECORDS
JUN 3 A.M.
File 5008-D 18-1

Dear Sir:—

A 7852

This letter will serve to verify that the makers' number in respect to Cessna T 50 - CF-DRA is 1375 and not the number as previously supplied your department.

I sincerely trust that this error has not caused any great inconvenience.

Yours very truly,

ENTERED ON CARDS

R.C. Shepherd,
Enter Provincial Air Services Ltd.

OWNED AND OPERATED BY FORD HOTELS CO.

9

2
6-44

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

717 Dominion Public Bldg.,
Winnipeg, Man., June 3, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna CF-DRA	5008-D18-1

S.AR.

TRANSPORT-RECORDS
JUN 4 P.M.
File 5008-D18-1

AIR MAIL

A 8201

Controller, Civil Aviation, Ottawa.

1. With reference to Headquarters' telegram AR 14, dated the 3rd instant, please advise if the Bill of Sale proving legal ownership accompanied the application for Certificate of Registration and Certificate of Airworthiness for the above mentioned aircraft.

T.M.Shields

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC

Pls return
ls J

10

AIRCRAFT INSPECTION REPORT

Date of Inspection..June 12, 1946.....Owner..Interprovincial Air Services,.Reg. Markings..CF-DRA.....

Type...Cessna T50.....Serial No....1475.....Purpose.....Commercial.....

C. of A....Nil.....C. of R...Nil.....Date of Last Inspection.....--.....

Previous C. of R. & A. Expires....Nil.....Present C. of A. & C. of R. Expires....Temporary issued not valid after July 11, 1946.

AIRFRAME

Crew...Pilot.....Passengers.....Four.....No. of Fuel Tanks....Two.....

Capacity...100...gals...No. of Oil Tanks.....2.....Capacity.....9..gals.....

Total Hrs. Since Purchase.....2353:15.....Since Overhaul.....372:40.....Since Reconditioned.....:40.....

WEIGHTS

		Gross	Tare	Empty	Carrying Capacity
Landplane	Passenger	5100		3793	336
	Freighter				
Seaplane	Passenger				
	Freighter				
Skiplane	Passenger				
	Freighter				

ENGINE(S)

Left	Right
Make..Jacobs....Model...L4MB.....	Make..Jacobs.....Model...L4MB.....
Serial No...4394.....H.P.....225....	Serial No...4021.....H.P.....225.....
Total Hrs. Since New...1715:55.....	Total Hrs. Since New...2271:50.....
Since Complete Overhaul...6:15.....	Since Complete Overhaul...372:40.....

PROPELLER(S)

Left	Right
Make...Wood....Model.....	Make..Wood.....Model.....
Diameter..... Pitch.....	Diameter.....Pitch.....
Blade Design.....	Blade Design.....
Mfg. No. 1.....2.....3.....	Mfg. No. 1.....2.....3.....
Total Hrs. 1.....2.....3.....	Total Hrs. 1.....2.....3.....
Hub Design.....Mfg. No.....	Hub Design.....Mfg. No.....
Total Hours.....	Total Hours.....
Hrs. Since Last Overhaul.....	Hrs. Since Last Overhaul.....
Date of Last Overhaul.....	Date of Last Overhaul.....
Date of Last Inspection.....	Date of Last Inspection.....
Date Purchased.....	Date Purchased.....

UNDERGEAR

Skis.....Nil.....Pedestals.....Nil.....

Floats...Nil.....Chassis.....Nil.....

Wheels...Standard.....Chassis.....Standard.....

Issue of formal Certificate of Registration and Certificate of Airworthiness recommended.

T.M.Shields,
District Inspector, Air Regulations

5008-D18-1

717 Dominion Public Bldg.,
Winnipeg, Man.

June 12, 1946.

Interprovincial Air Service Ltd.,
Windsor, Ont.

Attention: Mr. C. Spurgeon.

Gentlemen: Re Cessna CF-DRA

Pending approval of your application for Certificate of Registration and Certificate of Airworthiness for the above noted aircraft, this letter will constitute your temporary authority to operate said aircraft as follows:

All up weight authorized not to exceed - 5100 lbs.
Empty weight, equipped without load,
fuel or oil - 3793 lbs.
Carrying Capacity - 336 lbs.
Crew to be carried - Pilot Only.
Number of passengers authorized - Four.
Day Flying Only.

The all up weight of this aircraft will not permit carrying the total number of passengers unless a suitable reduction is made in the quantity of fuel carried.

This authority is valid for a period of thirty (30) days, and expires July 11, 1946, unless extended or renewed.

Yours truly,

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC
c.c. H.Q.

10

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title, and interest in Cessna T50 aircraft Serial # 1375 to Aircraft Services (Western) Limited, Winnipeg, Man. for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at WINNIPEG, Man. this 10th day of June 1946.

THE WINNIPEG FLYING CLUB

B. Andrew ..... T. J. Davoud Pres.
(Witness) (Owner)

E H Moncrieff Vice Pres.

12

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title, and interest in Cessna T50 aircraft Serial # 1375 to Interprovincial Air Services, Toronto, Ont. for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine.

Dated at WINNIPEG, Man. this 12th day of June 1946.

AIRCRAFT SERVICES (WESTERN) LTD.

Charles Spurgeon (Witness) H. Taylor (Owner)

14

ROYAL CANADIAN FLYING CLUBS ASSOCIATION

Journal Building
OTTAWA, Canada.

November 27th, 1945

District Inspector,
Civil Aviation,

District Concerned.

Dear Sir: Winnipeg Flying Club

Please be advised that the following two "Cessna Crane" aircraft were purchased by this Association in November of this year on the War Assets sales order number as shown below. On November 27, 1945, these aircraft were resold to the Winnipeg Flying Club, under a clear title of ownership.

R.C.A.F. No.	Makers No.	War Assets Corp. Sales Order No.	
7828	1271	MTL 18455	Nov. 8, 1945
7882	1375	"	"

May this letter serve as a bill of sale for the purpose of certificate of registration.

Yours truly,

ROYAL CANADIAN FLYING CLUBS ASSOCIATION

W. G. Welstead,

Secretary-Manager.

WGW:MD

Certified true copy.

.....

15

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., June 13, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-DRA	5008-D18-1

TRANSPORT RECORDS
JUN 17 P.M.
File 5008-D18-1

SAR
C.A.E.

Controller, Civil Aviation, Ottawa.

1. With reference to Headquarters telegram AR 14, dated June 3, 1946, enclosed are the following papers and report in connection with the registration of the above mentioned aircraft in the name of Interprovincial Air Service Limited, Windsor, Ontario:

A 9659

1. Advice of Sale of this aircraft from Royal Canadian Flying Clubs Association to Winnipeg Flying Club. (certified true copy).
2. Bill of Sale between Winnipeg Flying Club and Aircraft Services (Western) Limited, Winnipeg.
3. Bill of Sale between Aircraft Services (Western) Ltd. and Interprovincial Air Services, Toronto.
4. Inspection Report dated June 12, 1946.
5. Copy of letter of temporary authority dated June 12, 1946.

2. This application now appears to be in order and it is recommended that Certificate of Registration and Certificate of Airworthiness might issue in the name of Interprovincial Air Service Limited, Windsor, Ont.

T.M.Shields

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC
Encs.

3752(R)
1272(A)

16

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3752

NATIONALITY AND REGISTRATION MARKS CF-DRA

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1375
4. Name of owner	Inter Provincial Air Services Ltd.,
5. Address of owner	Chatham, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Windsor, 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 12th day of June, 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-DRA and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

C. P. Edwards.
Superintendent, Air Regulations.

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

17

5008-D18-1

REGISTERED

Ottawa, Sept.17th, 1946.

Inter Provincial Air Services Ltd.,
Chatham, Ont.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3752 and Certificate of Airworthiness No. 1272 for your Cessna T-50 aircraft CF- DRA , Serial No. 1375.

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.

/Js

18

5008-D18-1

Ottawa, November 22, 1946.

REGISTERED

OTTAWA, Ontario.
November 22 , 1946.

Inter-Provincial Air Services, Ltd.,
Chatham,
Ont.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- DRA.

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.

Encl.

cc DIAR TORONTO

2

COPY

14

ORIGINAL ON FILE.....

COPY FOR FILE.....

TOR:5008-D18-2

1 Montgomery Avenue, Toronto.
June 23rd, 1947.

Mr. G.D.Fairley,
King Edward Hotel,
TORONTO, Ontario.

Dear Sir: Re CF-DRA.

Receipt is acknowledged of your application for Registration of Cessna T-50 CF-DRA, Serial No. 1375, recently purchased by you from the Inter Provincial Air Services Ltd., with the following papers:

(a) Application forms.
(b) Fee of $5.00
(c) Bill of Sale - dated June 23rd/47.
(d) Old Certificate of Registration No. 3752
(e) " " " Airworthiness 1272
(f) Report on Overhaul dated June 21st/47.

Receipt No. 16506 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-DRA, as a Private aircraft, until August 23rd/47 under conditions given in the Certificate of Airworthiness No. 1272.

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

Yours truly,

Dated

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

8/7

CAB/HT.

AIRCRAFT SUPPLY & EQUIPMENT CO. LIMITED

20

CESSNA CRANE AIRCRAFT CF-DRA RECEIVED AT AIRCRAFT SUPPLY & EQUIPMENT COMPANY, LTD. FOR RENEWAL OF C OF A AND THE FOLLOWING WORK CARRIED OUT:-

Propeller hub bolts checked for tightness.
Propeller tracked and touched up with varnish where necessary.
Carb. air intake filters cleaned, oiled and touched up with P 27
Distributor and voltage regulator points checked and re-set.
Battery re-charged.
Corrosion removed from u/c chain tension springs and springs repainted.
Bowden conduit taped clear of brake lines in both wing roots.
CO 2 fire extinguishers removed, weighed and replaced and
Pyrene extinguisher checked.
All spark plugs re-conditioned.
Exhaust shrouds removed, exhaust inspected and shrouds replaced.
Radio Battery pack under co-pilot's seat fastened securely.
Bad weather window frames fitted to windows and weather stripping installed.
Rudder trim indicator straightened.
Tailwheel lock label re-fastened.
Grease spots removed from seats and upholstery.
Two additional nuts installed on battery box cover.
Fluid "topped"up in brake reservoir.
All deteriorated engine hose connections changed.
Fifty hour check carried out on engine.
Undercarriage nacelles and engines cleaned.
Modified bolts installed in undercarriage.
Emergency exit installed.
Fuel analysers cleaned and re-set, new steel wool and two new Ford mounts installed, and all tubing and connections cleaned and checked.
Fluid and air checked in undercarriage and tailwheel shock struts.
Undercarriage retractor test carried out.
Aircraft lubricated to manufacturers' specification, wheels removed and bearings repacked etc.
Brakes & Bands checked.
Valve caps installed on wheels and shock struts.
All wheel strainers cleaned including carb and wing tanks.
Brushes and commutators checked on starters, undercarriage and flap motors.
Starboard throttle adjusted and clamps tightened in nose.
Spare fuses and spare fuse holders repaired and replaced.

I hereby certify that all work listed has been done with certified materials and according to accepted practice, 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.

Frank Killam
Air Engineer D & D Category # 841
Date 23 June 47

AIRCRAFT SUPPLY & EQUIPMENT CO. LIMITED

Aircraft: CF-DRA Cont.

I hereby certify that I Have inspected all flight controls for correct action and locking.

R. L. Sheppard.
Air Engineer "A" category

Date----------

I hereby certify that I have flown aircraft, registration CF-DRA and that it flies in a satisfactory and airworthy manner.

G. C. Wrigglesworth
Test Pilot

Date June 21/47

AIRCRAFT SUPPLY AND EQUIPMENT CO. LTD.

31

CESSNA CRANE AIRCRAFT CF-DRA RECEIVED AT AIRCRAFT SUPPLY & EQUIPMENT COMPANY, LTD. FOR RENEWAL OF C OF A AND THE FOLLOWING WORK CARRIED OUT:-

Propeller hub bolts checked for tightness.
Propeller tracked and touched up with varnish where necessary.
Carb. air intake filters cleaned, oiled and touched up with P 27
Distributor and voltage regulator points checked and re-set.
Battery re-charged.
Corrosion removed from u/c chain tension springs and springs repainted.
Bowden conduit taped clear of brake lines in both wing roots.
CO 2 fire extinguishers removed, weighed and replaced and
Pyrene extinguisher checked.
All spark plugs re-conditioned.
Exhaust shrouds removed, exhaust inspected and shrouds replaced.
Radio Battery pack under co-pilot's seat fastened securely.
Bad weather window frames fitted to windows and weather stripping installed.
Rudder trim indicator straightened.
Tailwheel lock label re-fastened.
Grease spots removed from seats and upholstery.
Two additional nuts installed on battery box cover.
Fluid "topped"up in brake reservoir.
All deteriorated engine hose connections changed.
Fifty hour check carried out on engine.
Undercarriage nacelles and engines cleaned.
Modified bolts installed in undercarriage.
Emergency exit installed.
Fuel analysers cleaned and re-set, new steel wool and two new Ford mounts installed, and all tubing and connections cleaned and checked.
Fluid and air checked in undercarriage and tailwheel shock struts.
Undercarriage retractor test carried out.
Aircraft lubricated to manufacturers' specification, wheels removed and bearings repacked etc.
Brakes & Bands checked.
Valve caps installed on wheels and shock struts.
All wheel strainers cleaned including carb and wing tanks.
Brushes and commutators checked on starters, undercarriage and flap motors.
Starboard throttle adjusted and clamps tightened in nose.
Spare fuses and spare fuse holders repaired and replaced.

I hereby certify that all work listed has been done with certified materials and according to accepted practice, 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.

Frank Wilson

Air Engineer B & D Category # 841
Date 29 June 1947

AIRCRAFT SUPPLY & EQUIPMENT CO. LIMITED

Aircraft: CF-DRA Cont.

I hereby certify that I Have inspected all flight controls for correct action and locking.

Air Engineer "A" category

Date June 23/47

I hereby certify that I have flown aircraft, registration CF-DRA and that it flies in a satisfactory and airworthy manner.

Test Pilot

Date June 21/47

22

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3752

NATIONALITY AND REGISTRATION MARKS CF-DRA

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1375
4. Name of owner	Inter Provincial Air Services Ltd.,
5. Address of owner	Chatham, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Windsor, 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 12th day of June, 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-DRA and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

for [signature]
Superintendent, Air Regulations.

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

HEAD OFFICE
WINDSOR AIRPORT
WINDSOR, ONT.

23

Inter Provincial Air Services Limited

WINDSOR ★ CHATHAM ★ TORONTO
UNSCHEDULED CHARTER SERVICE

June 23rd, 1947

BILL OF SALE

For the sum of One ($1.00) Dollar and other valuable considerations we hereby transfer all our right, title and interest in Cessna T-50 aircraft CF-DRA to GORDON D. FAIRLEY

INTER PROVINCIAL AIR SERVICES Limited,

per. R. J. Shepherd

2413
6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

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

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

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant. Gordon D. Fairley

Date of Application. June 20 1941

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
GORDON DOUGLAS FAIRLEY	KING EDWARD HOTEL TORONTO ONT	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)
EXECUTIVE (PRIVATE)

Usual Station TORONTO ONTARIO

Date of manufacture or reconstruction 1941

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.
certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on ch
without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER THAN made by CESSNA AIRCRAFT CO

Type CESSNA T-50 Maker's No. 1375

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	41' 11"
Length o/a in feet	32' 9"	32' 9"
Height o/a in feet	9' 11"	9' 11"

Cubic Capacity (of Airship or Balloon) —

Weight equipped, but without load, fuel, or oil 3793 lbs

Total weight authorized (fully loaded) in lbs 5100 Air speed 125 miles per hour

EQUIPMENT—(Give number and type). DIRECTIONAL GYRO, GYRO HORIZON

1. Instruments 2 AIR SPEED, MAGNETIC COMPASS, ALTIMETER, 2 TACHOMETER
2. Gauges 2 OIL PRESSURE, 2 OIL TEMPERATURE, 2 FUEL PRESSURE
3. Lights 3 NAVIGATION 2 LANDING
4. Signals MORSE (IDENTIFICATION)
5. Fire Extinguishers TWO
6. Parachutes NONE
7. Tools NONE
8. Other Equipment SAFETY BELTS, RADIO RECEIVER

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	JACOBS L4MB	JACOBS L4MB		
Pusher or Tractor	TRACTOR	TRACTOR		
Right or Left Hand	RIGHT	~~LEFT~~ RIGHT		
No. of Cylinders	~~SEVEN~~ SEVEN	SEVEN		
H.P.	225	225		
Bore	5 1/4"	5 1/4"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

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

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

.....

.....

Date June 23/47 Signature L Bell

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

on { approved or
not approved for reasons annexed.

.....
Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

TORONTO, June 23rd, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CESSNA T-50 CF-DRA. Serial No. 1375	5008-D18-2

A 9766

TRANSPORT-RECORDS
JUN 24 P.M.
File 5008-101 8-1

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

1. Attached hereto are the following papers relating to the registration of Cessna T-50 CF-DRA, Aerial No. 1375 recently purchased by Mr. G.D.Fairley from the Inter Provincial Air Services Ltd.

Fee Receipt

(a) Application forms.
(b) Fee of $5.00 (See page 3066 Cash Book Receipt No. 16506)
(c) Bill of Sale
(d) Old Certificate of Registration No. 3752
(e) " " " Airworthiness No. 1272
(f) Report on overhaul dated June 21st/47.
(g) Copy of letter of temporary authority.

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

CAB/HT.

5882(R)
1272(A)

Log books
Pens

/RM

2462A
6-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5882

NATIONALITY AND REGISTRATION MARKS CF-DRA

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1375
4. Name of owner	Gordon Douglas Fairley,
5. Address of owner	King Edward Hotel, Toronto, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Toronto, 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 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-DRA and is of Canadian nationality.

Given at Ottawa this 5th day of July 1947.

Superintendent, Air Regulations.

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

/RM

28

Ottawa, Ontario. July 5th, 1947.

Cessna T-50 ØF-DRA 5008-D18-1

REGISTERED

District Inspector,
Air Regulations,
1 Montgomery Ave.,
Postal Station "K",
Toronto 12, Ontario.

1. Enclosed please find Certificate of Registration No. 5882 and Certificate of Airworthiness No. 1272, for the above-mentioned aircraft owned by Mr. Gordon Douglas Fairley.

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.

Noted in Treasury
12/7/47

S

(S. Graham),
Superintendent, Air Regulations.

Encls.

added
PAO
4-7-47

RM

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

29 2 8-45

Toronto, Ontario 10 July 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	CESSNA AIRCRAFT CF-DRA	5008-D18-1

A11718

TRANSPORT-RECORDS
JUL 11
File 5008-D18-1

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

1. Cessna Aircraft CF-DRA, owned by Mr. Gordon Douglas Fairley, was recently inspected for Renewal of Certificate of Airworthiness.

2. Proper entries were made in the Log Books to the effect that the aircraft was airworthy as of June 23, 1947. These entries were signed by Messrs. Kilburn and Despard as Air Engineers, and by Mr. C. Wingfield as Test Pilot

3. The Certificate of Registration No. 5882 and Certificate of Airworthiness No. 1272, were renewed valid until June 23, 1948.

DGJ/MM

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

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

30 2 6-47

L Montgomery Avenue, Toronto, July 6th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Certificate of Registration No. 5882 Cessna T-50 - CF-DRA	5008-D18-1

A14780

TRANSPORT-RECORDS
JUL 7 A.M.
File 5008-D18-1

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

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

Item 8. Purpose - Commercial.

C.A. Brethour,
A/District Inspector,
Air Regulations,
Toronto.

CAB:alb

COPY

31

TOR:5008-D18-1

ORIGINAL ON FILE.....

COPY FOR FILE.....

1 Montgomery Avenue, Toronto,
July 6th, 1948.

TRANSPORT-RECORDS
JUL 7 A.M.
File 5008 D18-1

Mr. G.D. Fairley,
King Edward Hotel,
TORONTO, Ontario.

A14781

Dear Sir:

This letter will constitute an extension of the Certificate of Airworthiness No. 1272 and authority to operate Cessna T-50 aircraft, C F - D R A on day visual flying under the conditions of issue as given in the Certificate of Airworthiness and valid until July 23rd, 1948.

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

Yours truly,

noted
ESJ

C.A. Brethour,
A/District Inspector, Air Regulations,
(for) District Controller of Air Services,
Toronto.

CAB:alb
cc:H.Q.

8
11-47

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

32 2 6-47

1 Montgomery Avenue, Toronto, August 6th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Renewal of Certificates of Registration and Airworthiness - aircraft CF-DRA	5008-D18-1

TRANSPORT-RECORDS
AUG 9 P.M.
File 5008-D18-1
A18966

Director of Air Services,
Department of Transport,
OTTAWA.

1. Cessna T-50 aircraft, C F - D R A, owned by Mr. G.D. Fairley, has recently been reconditioned at Welland, Ontario.

2. Proper entries have been made in the Log Book of this aircraft that it was airworthy on July 15th, 1948. These entries have been signed by Messrs. F. Kilburn and W.R. Christie as Air Engineers and H.M. Carlyle as Test Pilot.

3. Certificate of Registration No. 5882 and Certificate of Airworthiness No. 1272 have been renewed valid until July 15th, 1949.

C.A. Brethour

C.A. Brethour,
A/D.I.A.R.,
for (J.R. Robertson),
D.C.A.S.,
Toronto.

noted
AJ

CAB:alb

W

C D 2X

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

ACCOUNTING REFERENCE	CHECK	TIME FILED
		15051 33

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

TORONTO July 8th, 1949

TRANSPORT - RECORDS
JUL 12 P.M.
File 5008-D18-1

Copy for Ottawa

INTER PROVINCIAL AIR SERVICES
WINDSOR MUNICIPAL AIRPORT
WINDSOR ONTARIO.

ART201 THIS TELEGRAM CONSTITUTES TEMPORARY CERTIFICATE OF AIRWORTHINESS AUTHORITY CHARLIE FOX DASH DOG ROGER ABLE NOT VALID AFTER AUGUST 7th, 1949.

DISTRICT INSPECTOR AIR REGULATIONS

~~CHARGEIX ACCOUNTS - A.R.~~
~~File 5008-D12-1~~
D.A.S. Ottawa - Attention: C.A.R.

CHARGE: DOMINION GOVERNMENT (AIR SERVICES)
260 Richmond St. West, Toronto. 6th Floor.

noted
esj 26

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
			"COLLECT"

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

FILE: 5008-D18-1
5008-F25-7

34

TRANSPORT - RECORDS
AUG 11 A.M.
File 5008-D18-1

Pa
Esd
CAR

RICHMOND ST W TORONTO AUGUST 10, 1949

INTER PROVINCIAL AIR SERVICES
WINDSOR ONT

19028

RETEL TEMPORARY CERTIFICATE AIRWORTHINESS CHARLIE FOX DASH DOG ROGER ABLE

EXTENDED AUGUST SEVENTEEN FORTY NINE

DISTRICT INSPECTOR AIR-REGULATIONS

CC:HQ
DWS/MH

DWS

Noted
Esd
C

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	
DAY LETTER	X
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-D18-1
5802-121-8

260 RICHMOND W TORONTO MAY 4/50

INTER PROVINCIAL AIR SERVICES
WINDSOR ONT

4968

ART 278 RETEL WILL ACCEPT E M ROBINSON CERTIFICATE FOR RENEWAL C OF A CHARLIE FOX DASH DOG ROGER ABLE THIS INSTANCE ONLY AND NOT TO BE CONSIDERED PRECEDENT

TRANSPORT - RECORDS
MAY 5 P.M.
5008-D18-1

DISTRICT SUPERINTENDENT AIR REGULATIONS

DWS/MH
CC:HQ (INFORMATION COPY)
CHARGE TO: DOMINION GOVERNMENT
AIR SERVICES BRANCH
6TH FLOOR 260 RICHMOND ST W
TORONTO.

Noted 5/5

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	
DAY LETTER	
NIGHT MESSAGE	X
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
May 19 1950

TRANSPORT RECORDS
MAY 20 A.M.
File 5008-D-18-1

7413

Harry Pennington,
1180 Ouellette Avenue
Windsor Ontario

THIS WIRE YOUR AUTHORITY OPERATE CHARLIE FOX DASH DOG ROGER ABLE COMMERCIAL AIRCRAFT DAY VISUAL FLYING UNDER CONDITIONS STATED IN COFA 1272 VALID UNTIL JUNE 19/50 DOES NOT INCLUDE PERMISSION RADIO APPARATUS

District Superintendent,
Air Regulations

cc:Headquarters

NOTED
JJ

YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

37

TOR:5008-D18-1

260 Richmond St. W., Toronto,
June 22nd, 1950.

Mr. Harry Pennington,
1180 Ouellette Avenue,
Windsor, Ontario.

Dear Sir:

Pending issue of the formal Certificates of Registration and Airworthiness, this letter constitutes your temporary authority to operate Cessna T.50 CF-DRA as a commercial aircraft (landplane) on day and night VFR flying under the conditions of issue as stated in the old Certificate of Airworthiness No. 1272 and valid until September 22nd, 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.

Official receipt no. 100795 covering the $5.00 re-registration fee has been forwarded you under separate cover.

Yours truly,

DRP

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

/alb
cc:Headquarters

(OTTAWA)

3 F

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-D18-1 TOR: 5008-D18-1

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

Registration Markings C F - D R A

Aircraft Type Cessna T-50

New Owner Harry Pennington

Place of Inspection Windsor, Ontario

Date of Inspection May 17th, 1950

Satisfactory inspection report has been received from Air Engineers E.M. Robinson and N.E. Durocher and Test Pilot C. Raven

C. of R. No. ..... ~~and~~ C. of A. No. 1272

~~were~~ was renewed on June 21st, 1950 valid until May 17th, 1951.

Remarks C. of A. Item 25. Landplane amended to read 3892. lbs.

Items 26. to 32. inclusive deleted.

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. also endorsed to read "Valid for Day and Night flying."
Page 3. Section "A" - "Navigation Lights."

S.T. Grant
(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

AIRCRAFT WEIGHT AND BALANCE REPORT

Type of Aircraft: Cessna T-50 — Serial No.: 1375
Aircraft Registration: CF-DEA — Date: May 16th, 1950.

40

This aircraft was weighed in flying position inside the closed hangar at Windsor Airport on three scales, two Toledo platform scales and one Fairbanks scale.

The fuel tanks were empty, but the oil tanks were topped to 3-1/2 gals. each.

The aircraft was weighed with all fixed items of standard, no radio equipment installed, and was leveled by means of the two lugs on the lower left hand side of the fuselage located in the baggage compartment.

The Center of Gravity limits for this type of aircraft are from minus 4.6 to plus 3.5 inches of the datum. The datum is the centerline of the top of the front spar.

ITEM	WEIGHTS GROSS	TARE	NET	ARM in Inches	POSITIVE MOMENT	NEGATIVE MOMENT
Right Main Wheel	1829	0	1829	-19		34,751
Left Main Wheel	1870	0	1870	-19		35,530
Tail ~~Tank~~ Wheel at axel &	393	137	256	+279	71,424	
WEIGHT AND ARM AS WEIGHED:	4092	137	3955	+ .29	1,143	
L E S S: Weight of Oil -- 7 gals. @ 9 lbs.			63	-27	1,701	
EMPTY WEIGHT AND C. G. :			3892	+ .72	2,844	
Most Forward Loading Condition:						
Aircraft Empty			3892	+ .72	2,844	
Pilot			170	-14		2,380
Co-pilot or passenger			170	-14		2,380
Fuel - 19 Imp. Gals. @ 7.2 Lbs.			138	+21.5	2,967	
Oil - 8 Imp. Gals. @ 9 lbs.			72	-27		1,944
			4442	-.2		893
Most Aft Loading Condition:						
Aircraft Empty			3892	+ .72	2,844	
Pilot			170	-14		2,380
Co-pilot or passenger			170	-14		2,380
Passengers (2 @ 170 lbs each)			340	+36	12,240	
Fuel (50 gals. @ 7.2)			360	+21.5	7,740	
Oil (8gals. @, 9)			72	-27		1,944
Baggage (in the baggage compartment)			26	+65	1,690	
			5030	+3.5	17,510	

NOTE: The aircraft is at present NOT radio equipped, nowever, the proposed installation is identical to that approved for Cessna CF-BQA, and when installed the following weight change and C of G movement will be present:

Duties factory fitted with Wheel Hydraulic brakes 12 June 50 Operations.

WEIGHT AND BALANCE REPORT CF-IRA page 2 of 2. 39

Most Forward Loading Condition:

	WEIGHT	ARM	POSITIVE MOMENT	NEGATIVE MOMENT
Aircraft Empty	3892	+ .72	2,804	
Pilot	170	-14		2,380
Co-pilot or passenger	170	-14		2,380
Fuel -- 19 Imp. gals. @ 712 lbs.	138	+21.5	2,967	
Oil -- 8 Imp. gls. @ 9 lbs.	72	-27		1,944
Radio Equipment	40	-19		760
	4482	- .38		1,653

Most Aft Loading Condition:

Aircraft Empty	3892	+ .72	2,804	
Pilot	170	-14		2,380
Co-pilot or passenger	170	+14		2,380
Passengers (2 @ 170 lbs. each)	340	+36.5	12,340	
Fuel (50 Imp. Gals. @ 7.2)	360	+21.5	7,740	
Oil (8 gals. @9)	72	-27		1,944
Radio	40	-19		760
Baggage (reduced due to radio installation)	38	+65	2,470	
	5082	+3.8	17,830	

Checked by:

Prepared by:

N. C. Durocher

/RM

2462A
8-41

41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5882

NATIONALITY AND REGISTRATION MARKS CF-DRA

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1375
4. Name of owner	Gordon Douglas Fairley,
5. Address of owner	King Edward Hotel, Toronto, Ont.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Toronto, Ont.
8. Purpose	~~Private~~ 5-7-48 Commercial [illegible]

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-DRA and is of Canadian nationality.

Given at Ottawa this 5th day of July 1947.

[signature]
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, Airworthy - Valid until June 30, 1948

August 5th, 1948 - Renewed valid until July 15th, 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.

TELEPHONE
TORONTO - ELGIN 9930
WINDSOR - - - 2-2285
CHATHAM - - - - 395

HEAD OFFICE
WINDSOR AIRPORT
WINDSOR, ONT.
BOX 306

42

Inter Provincial Air Services Limited

"THE EXECUTIVE AIRLINES"

WINDSOR ★ CHATHAM ★ TORONTO

UNSCHEDULED CHARTER SERVICE

May 3rd, 1950.

BILL OF SALE

For the sum of One Dollar, ($1.00) and other valuable considerations, we hereby transfer all our right, title and interest in Cessna T-50 aircraft CF-DRA Serial Number 1375, to Mr. Harry Pennington of Windsor, Ontario.

This is to certify also that the aircraft is free from all debts and incumbrances.

The aircraft is sold complete with Hamilton Standard Constant Speed perpellers and two-way radio.

INTER PROVINCIAL AIR SERVICES Ltd.,

Mrs. R. C. Shepherd

(Mrs.) R. C. Shepherd.

AERIAL PHOTOGRAPHY
FLIGHT INSTRUCTION
CROP DUSTING

GORDON D. FAIRLEY

43

July 8th, 1949

Received from Inter Provincial Air Services Limited
$1.00 and other valuable consideration for payment
in full of Cessna-Crane Aircraft CF-DRA.
The undersigned hereby transfers all right, title
and interest in the above mentioned aircraft to
Inter Provincial Air Services Limited.

Gordon D. Fairley

Lillian Sly
Witness

44

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate) 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 ..... RE- REGISTRATION $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

INTER PROVINCIAL AIR SERVICES LTD.
PER Margaret Shepherd
Signature of Applicant

Date of Application ..... July 7th, 1949.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
INTER PROVINCIAL AIR SERVICES Limited	Windsor Airport, Windsor, 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 - passengers and/or freight

Usual Station ..... Windsor Airport, Windsor, Ontario.

Date of manufacture or reconstruction 1941

Crew required ..... One

Accommodation for what number of passengers ..... Four

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

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier than air made by Cessna Aircraft Company

Type T-50 Maker's No. 1375

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	
Cubic Capacity (of Airship or Balloon)	N/A	
Weight equipped, but without load, fuel, or oil	3793	

Total weight authorized (fully loaded) in lbs 5100 lbs Air speed 175 miles per hour in level flight

EQUIPMENT—(Give number and type).

1. Instruments 1-Artificial Horizon, 1-Directional Gyro, 1 - Clock 2 - Airspeed, 2 - Turn & Bank, 1-Altimeter, 1-Vertical speed,
2. Gauges Engine cylinder temp., Tachometers, Manifold pressure Oil temp. and pressure, fuel pressure, suction, outside air temp.,
3. Lights Navigation and landings lights
4. Signals Top and bottom of fuselage signal lights
5. Fire Extinguishers 1 - CO_2 pressure to engines, 1 - quart Pyrene hand type
6. Parachutes none
7. Tools Tie down kit
8. Other Equipment First aid kit

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Both right hand from cockpit			
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5-1/4"	5-1/4"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

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

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

.....

.....

Date .....

Signature .....

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

Registration { approved or / not approved for reasons annexed.

.....
Superintendent, Air Regulations

45

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:—

RE-REGISTRATION

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... H. Pennington

Date of Application..... May 5th, 1950.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Mr. Harry Pennington	1180 Ouellette Ave., Windsor, 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, passengers and/or freight.

Usual Station..... Windsor, Ontario.

Date of manufacture or reconstruction..... 1941

Crew required..... One

Accommodation for what number of passengers..... Four

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

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier than air made by Cessna Aircraft Company

Type T-50 Maker's No. 1375

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	
Cubic Capacity (of Airship or Balloon)	N/A	
Weight equipped, but without load, fuel, or oil	3793	

Total weight authorized (fully loaded) in lbs 5100 Air speed 175 miles per hour in level flight

EQUIPMENT—(Give number and type).

1. Instruments 1-Artificial Horizon, 1-Directional Gyro, 1-Clock, 2-Airspeed, 2-Turn & Bank, 1-Altimeter, 1-Vertical Speed
2. Gauges Engine cylinder temp., Tachometers, Manifold Pressure gauges, Oil temp. and pressure, fuel pressure, suction, outside air temp.
3. Lights Navigation and landing lights
4. Signals Top and bottom of fuselage signal lights.
5. Fire Extinguishers 1 - CO_2 pressure to engines, 1- quart Pyrene hand type.
6. Parachutes None
7. Tools None
8. Other Equipment First Air Kit.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Both right hand from cockpit			
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5-1/4"	5-1/4"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on .....

Particulars accurate as corrected .....

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

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

.....

.....

Date .....

Signature .....

Registration approved and Registration Mark C.F. - D R A ..... allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

/RM

48

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6793

NATIONALITY AND REGISTRATION MARKS CF-DRA

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1375
4. Name of owner	Harry Pennington,
5. Address of owner	1180 Ouellette Ave., Windsor, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Windsor, 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 19th day of May 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-DRA and is of Canadian nationality.

Given at Ottawa this 27th day of May 1950.

Superintendent, Air Regulations.

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

Not valid after May 17th, 1951, unless endorsed.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

Toronto, Ontario, June 22nd, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Re-Registration of aircraft CF-DRA	5008-D18-1

12863

TRANSPORT - RECORDS
JUN 23 P.M.
File 5008-D18-1

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

Attention: C.A.R.

1. Herewith the following documents relating to re-registration of Cessna T.50 aircraft, CF-DRA, Serial No. 1375, recently purchased by Mr. Harry Pennington from Mr. G.D. Fairley through Inter-Provincial Air Services Limited:-

(a) Application form in duplicate in the name of Inter-Provincial Air Services Limited.
(b) $5.00 fee (see page 8884 in cash book, receipt no. 86356 in the amount of $10.00)/
(c) Application form in duplicate in the name of Mr. Harry Pennington.
(d) $5.00 fee (see receipt no. 100795).
(e) Bill of Sale - Mr. Fairley to Inter Provincial Air Services Limited.
(f) Bill of Sale - Inter Provincial Air Services Limited to Mr. Pennington.
(g) Old Certificate of Registration No. 5882.
(h) Old Certificate of Airworthiness No. 1272.
(i) Copy of the Weight and Balance Report.
(j) Report on the Renewal of the Certificate of Airworthiness.
(k) Copy of letter of temporary authority.

8793 (R)
1272 (A)

A R Pinder — To owner

for (D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach. (11)

2 aircraft log books

/RM

5008-D18-1

49

OTTAWA, Ontario.
June 27th, 1950.

Mr. Harry Pennington,
1180 Ouellette Ave.,
Windsor, Ontario.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8793 and Certificate of Airworthiness No. 1272 for your Cessna T-50 aircraft, CF- DRA , Serial No. 1375.

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

The Certificate of Airworthiness is valid until May 17th, 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.

JUN 30 1950
Revenue Audit
Dept. of Transport

Yours truly,

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

P.S. Propeller Log Book (s) enclosed. Yes ☒ (2) No ☐

REGISTERED

AC-5-60

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

CIVIL AVIATION
INFORMATION CIRCULAR

5008-D18-1 50

C.A.R.

15151

RETURN TO SENDER

C.P. Edwards.

A.O.
Deleted
25.7.50

DEPARTMENT OF TRANSPORT
OTTAWA

2505
3-49

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-MS-1

420 Federal Building,
Vancouver, B.C.
6th September, 1950.

Messrs. H. Pennington & H. Morton,
50 E. 56th Ave.,
Vancouver, B.C.

Dear Sir:

This letter constitutes temporary Certificate of Registration and Airworthiness for Cessna T-50 aircraft CF -BRA , to be not valid after 3rd December, 1950, pending ~~return~~ of permanent Certificates of Registration and Airworthiness.

All-up weight of this aircraft is not to exceed 5,100 lbs. as a Landplane , ~~with floats or skis~~.

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,

Superintendent,
District ~~Inspector~~,
Air Regulations.

not-ago
cet DAS —
AC-5-29

53

/RM

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
5008-D18-1

OTTAWA, Ontario.
June 27th, 1950.

Mr. Harry Pennington,
1180 Ouellette Ave.,
Windsor, Ontario.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8793 and Certificate of Airworthiness No. 1272 for your Cessna T-50 aircraft, CF- DRA , Serial No. 1375.

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

The Certificate of Airworthiness is valid until May 17th, 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,

H Travers

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

P.S. Propeller Log Book (s) enclosed. Yes [X] (2) No [ ]

REGISTERED

/RM

52

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8793

NATIONALITY AND REGISTRATION MARKS CF-DRA

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1375
4. Name of owner	Harry Pennington,
5. Address of owner	1180 Ouellette Ave., Windsor, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Windsor, 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 19th day of May 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-DRA and is of Canadian nationality.

Given at Ottawa this 27th day of May 19 50.

Superintendent, Air Regulations.

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

Not valid after May 17th, 1951, unless endorsed.

Form No. 5. Bill of Sale (Absolute) Victoria Ptg. & Pub. Co., 521 Yates St., Victoria, B.C.

"A"

This Indenture,

made the Fifth day of September in the year of Our Lord one thousand nine hundred and fifty.

In Pursuance of the "Bills of Sale Act"

Between

HARRY PENNINGTON, automobile salesman, of 50 East 56th Avenue, in the City of Vancouver, Province of British Columbia.

hereinafter called the "Grantor" of the First part and

HARRY HORTON, automobile dealer, of 2205 Main Street, in the City of Vancouver, Province of British Columbia.

hereinafter called the "Grantee" of the Second Part

Whereas, the said Grantor is possessed of the goods, chattels and personal effects hereinafter set forth, described and enumerated, and hath contracted and agreed with the said Grantee for the absolute sale to the said Grantee of the same, for the sum of Six Hundred ($600.00) Dollars.

Now this Indenture Witnesseth, that in pursuance of the said Agreement, and in consideration of the sum of Six Hundred ($600.00) Dollars - - -

"A"

This Indenture

all of which said goods, chattels and effects are now in possession of the Grantor, and are situate, lying and being in, on, upon and about

And all the right, title, interest, property, claim and demand whatsoever both at law and in equity, or otherwise howsoever, of him the said Grantor, of, in, to, and out of the same, and every part thereof:

To Have and to Hold the said hereinbefore assigned goods, chattels and effects 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, his executors, administrators, and assigns, to and for his and their sole and only use For Ever:

And the said Grantor **Doth** hereby, for his heirs, executors and administrators, Covenant, Promise and Agree with the said Grantee, his executors and administrators 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 chattels and effects and every of them, and every part thereof:

And the said Grantor now hath in himself good right to assign the same unto the said Grantee, his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning, of these presents;

And that the said Grantee, his executors, administrators and assigns, shall and may from time to time, and at all times hereafter, peacefully 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 and their 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, grant, titles, charges and incumbrances whatsoever:

The parties hereto covenant each with the other that in the event of either of the parties desiring to sell his interest in the said aeroplane he shall give in writing to the other party a thirty-(30) day option to purchase and the other party may at his respective option, purchase at the offered price or refuse to purchase, after which event the partner desiring to sell may sell elsewhere at the same price.

The Grantor covenants that he will save harmless and keep indemnified the Grantee, his heirs, executors, and administrators, and each and every one of them from and against all losses, costs, charges, damages, and expenses which he or they shall or may sustain, suffer, bear, pay, expend and be put to for or by reason of the said Grantor using or operating the said airoplane as long as this Indenture is in effect.

The Grantor covenants to effect all registration necessary into the names of the Grantor and Grantee.

The Grantor covenants with the Grantee to effect complete insurance coverage but not including theft, on the said airoplane.

54

STATUTORY DECLARATION

CANADA

PROVINCE OF BRITISH COLUMBIA

"BULK SALES ACT"

NAME OF CREDITOR	P. O. ADDRESS	AMOUNT	WHEN DUE
NIL	NIL	NIL	NIL

I, HARRY PENNINGTON, automobile salesman, of 50 East 56th Avenue, in the City of Vancouver, Province of British Columbia, do solemnly declare:-

That the above is a true and correct statement of the names and addresses of all my creditors, and shows correctly the amount of indebtedness or liability due, owing, payable or accruing due, or to become due and payable to each of the said creditors.

AND I MAKE THIS SOLEMN DECLARATION conscientiously believing it to be true and knowing 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 Vancouver, in the Province of British Columbia, this 5th day of September, A. D. 1950.

H. Pennington

A Commissioner for taking Affidavits within British Columbia.

all of which said goods, chattels and effects are now in possession of the Grantor, and are situate, lying and being in, on, upon and about

And all the right, title, interest, property, claim and demand whatsoever both at law and in equity, or otherwise howsoever, of him the said Grantor, of, in, to, and out of the same, and every part thereof:

To Have and to Hold the said hereinbefore assigned goods, chattels and effects 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, his executors, administrators, and assigns, to and for his and their sole and only use For Ever:

And the said Grantor **Doth** hereby, for his heirs, executors and administrators, Covenant, Promise and Agree with the said Grantee, his executors and administrators 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 chattels and effects and every of them, and every part thereof:

And the said Grantor now hath in himself good right to assign the same unto the said Grantee, his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning, of these presents;

And that the said Grantee, his executors, administrators and assigns, shall and may from time to time, and at all times hereafter, peacefully 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 and their 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, grant, titles, charges and incumbrances whatsoever:

The parties hereto covenant each with the other that in the event of either of the parties desiring to sell his interest in the said aeroplane he shall give in writing to the other party a thirty-(30) day option to purchase and the other party may at his respective option, purchase at the offered price or refuse to purchase, after which event the partner desiring to sell may sell elsewhere at the same price.

The Grantor covenants that he will save harmless and keep indemnified the Grantee, his heirs, executors, and administrators, and each and every one of them from and against all losses, costs, charges, damages, and expenses which he or they shall or may sustain, suffer, bear, pay, expend and be put to for or by reason of the said Grantor using or operating the said airoplane as long as this Indenture is in effect.

The Grantor covenants to effect all registration necessary into the names of the Grantor and Grantee.

The Grantor covenants with the Grantee to effect complete insurance coverage but not including theft, on the said airoplane.

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, 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 Grantee, his executors, administrators and assigns, 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 most effectually assigning and assuring the said hereby assigned goods, chattels and effects unto the said Grantee, his executors, administrators and assigns, in manner aforesaid, and according to the true intent and meaning of these presents, as by the said Grantee, his executors, administrators or assigns, or his Counsel shall be reasonably advised or required.

And it is hereby agreed and declared that the words in the hereinbefore contained covenants, provisoes, conditions and agreements which import the singular number shall, whenever the context and the parties hereto require, be read and construed as applied to each and every Grantor and Grantee, male or female, and to his or her heirs, executors, administrators and assigns, and in the case of a corporation, to such corporation and its successors and assigns.

In Witness Whereof, the parties hereto have hereunto set their hands and seals the day and year first above written.

Signed, Sealed and Delivered
IN PRESENCE OF

D. Kenyon
469 East 45th Avenue,
Vancouver, B. C.,
Stenographer.

H. Pennington

Harry Morton

"A"

This is the paper-writing marked with the letter "A" referred to in the Affidavit of Morton sworn before me this 5th day of September A.D. 19 .

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

"A"

This is the paper-writing marked with the letter "A" referred to in the Affidavit of Violet Kenyon sworn before me this 5th day of September A.D. 19 .

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

Acknowledgment of Officer of Corporation

I Hereby Certify that, on the day of 19 , at in the Province of British Columbia (whose identity has been proved by the evidence on oath of , who is) personally known to me, appeared before me and acknowledged to me that he is the of , and that he is the person who subscribed his name to the annexed instrument as of the said and affixed the seal of the said Instrument, and that such corporation is legally e subscribe his name as aforesaid, and affix the said seal to to the said Instrument; that he was first duly authorized tontitled to hold and dispose of land in the Province of British Columbia.

IN TESTIMONY WHEREOF I have hereunto set my Hand and Seal of Office, at in the Province of British Columbia, this day of in the year of our Lord one thousand nine hundred and

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.

AFFIDAVIT OF ~~BONA~~ FIDES

"Under Bills of Sale Act"

BRITISH COLUMBIA
County of
TO WIT:

I, Harry Morton, automobile dealer of the City of Vancouver in the County of Vancouver in the Province of British Columbia, the Grantee in the foregoing Bill of Sale marked with the letter "A" named make oath and say: That the assignment therein made is bona fide for valuable consideration, namely, Six Hundred ($600.00) Dollars, and that the consideration is duly set forth in the said Bill of Sale; and that it is not for the purpose of enabling the Grantee to hold the goods mentioned therein as against the creditors of the said Grantor.

That the 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 the creditors of the said Grantor from obtaining payment of any claim against him.

SWORN before me at the City of Vancouver in the Province of British Columbia, this 5th day of September A.D. 19 50

Harry Morton

C. Kliman

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

Dated SEPTEMBER 5TH, 19 50

HARRY PENNINGTON

TO

HARRY MORTON

Bill of Sale

(ABSOLUTE)

NORMAN C. KLIMAN
BARRISTER & SOLICITOR
1114-736 GRANVILLE STREET
VANCOUVER, B.C.

Victoria Printing & Pub. Co., Law Printers, Victoria, B.C.

AFFIDAVIT OF WITNESS

British Columbia,
TO WIT:

I, Violet Kenyon, Stenographer of Vancouver, British Columbia make oath and say as follows:—

1. That the paper writing hereunto annexed, and marked "A" is the Bill of Sale, and every Schedule or Inventory thereto annexed, or therein referred to, and every attestation of the execution thereof as made and given and executed by Harry Pennington and Harry Morton

2. That the Bill of Sale was made and given by the said Harry Pennington on the 5th day of September in the year of Our Lord one thousand nine hundred and fifty.

3. That I was present and did see the said Harry Pennington and Harry Morton in the said Bill of Sale mentioned and whose name is are signed thereto sign and execute the same on the said 5th day of September in the year aforesaid.

4. That the said Harry Pennington at the time of making the said Bill of Sale, resided and still resides at 50 East 56th Avenue, Vancouver, B. C., and was and still is an automobile salesman.

5. That the name Violet Kenyon 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, British Columbia and am a stenographer.

Subscribed to and sworn before me this 5th day of September A.D. 19 50 at the City of Vancouver in the Province of British Columbia.

V. Kenyon

C. Kliman

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits within British Columbia.

56

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

triplicate
(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 RE-REGISTRATION $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect. H Pennington

Signature of Applicant H. Morton

Date of Application Sept. 1st 1950

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
HARRY PENNINGTON	50 East 56th Vancouver B.C.	Canadian
HARRY MORTON	1395 West 57th Vancouver B.C.	Canadian

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

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

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

Usual Station Vancouver B.C.

Date and place of manufacture or reconstruction 1941

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 than air made by Cessna Aircraft Co.

Type T 50 Maker's No. 1375

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41'11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	3892	

Total weight authorized (fully loaded) in lbs 5100 Air speed 175 miles per hour in level Flight

EQUIPMENT—(Give number and type).

1. Instruments 1- Artificial Horizon-1 Directional Gyro- 1 Clock -2 Airspeed
2. Gauges Engine Cylinder Temp.- Tachometers- Manifold Pressure Guages 2 Turn & Bank-1 Altimeter- 1 Vertical Speed
3. Lights Oil Temp.- Pressure.Suction, outside air temp. Fuel Pressure.
4. Signals Navigation and Landing lights.
5. Fire Extinguishers Top and bottom fuselage signal lights one CO2 Pressure to Engines-1 Quart Pyrene hand type.
6. Parachutes None.
7. Tools Small kit.
8. Other Equipment First Aid Kit.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Both right hand from cockpit			
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5¼	5¼		
Stroke	5"	5"		

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on Not applicable - change of ownership only

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet Nil

Registration recommended with the following special conditions Yes

Date 7th September, 1950.

Signature [signature] D.S.A.R.

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

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

19008

TRANSPORT - RECORDS
SEP 12 1950
File 5008-D1 8-1

DEPARTMENT OF TRANSPORT

Intra-Departmental Correspondence

Vancouver, B.C.
8th September, 1950.

Your File	Subject	Our File
5008-D18-1	Cessna T-50 - CF-DRA	5008-D18-1

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

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 Re-registration of an Aircraft submitted by H. Pennington & H. Morton (X)
2. Bill of Sale between H. Pennington, 50 E. 56th Ave., Vanc., and H. Morton, 2205 Main St., Vancouver, B.C. (X)
3. Certificate of Registration No. 8793 for cancellation (X)
4. Certificate of Airworthiness No. 1272 for re-issue in the name of the new owner. (X)
5. Customs Receipt No. _____ dated N/A ( )
6. Certificate of Airworthiness for Export No. N/A ( )
7. Aircraft Inspection Report N/A ( )
8. Copy of letter of temporary authority dated 6th September, valid to 3rd December, 1950. (X)

8981 (R.)
1272 (A.)

2. Fee in the amount of $5.00 has been received, and Receipt No. 33003 issued.

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

To - DSAR
Vancouver

D.C.A.S.

Encs: 6.

/RM

60

2462A

CANADA

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8981

NATIONALITY AND REGISTRATION MARKS CF-DRA

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1375
4. Name of owner	Harry Pennington and Harry Morton,
5. Address of owner	50 East 56th Ave., Vancouver, B.C., 1395 West 57th Ave., Vancouver, 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 6th day of September 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-DRA and is of Canadian nationality.

Given at Ottawa this 19th day of September 1950.

Superintendent, Air Regulations.

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

Not valid after May 17th, 1951, unless endorsed.

~~Valid for Day Flying Only~~
Valid for Day and Night flying.
(21.6.50).

59

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1272

(6.9.50) PENNINGTON and MORTON, ~~Ltd~~ (Heavier than air)

~~(19.5.50) PENNINGTON, Ltd.~~

FIRST PART

~~(23.6.47) FAIRLEY,~~

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

1. Surname of owner (or name of Company) ~~Inter Provincial Air Services Ltd.~~
2. Christian name Harry; Harry; ~~Gordon Douglas~~
3. Address ~~King Edward Hotel, Chatham, Ontario.~~ ~~Toronto, Ont.~~ ~~1160 Ouellette Ave.,~~ ~~Windsor, Ontario.~~ 50 East 56th Ave., Vancouver, B.C. 1395 West 57th Ave., Vancouver, B.C.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-DRA

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1375
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A., 1941

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

* Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed ..... Two .....

19. Makes ..... Jacobs .....

20. Types ..... L4MB .....

21. International power of the engine or engines at .....

(each) *(a)* Sea Level ..... 225 ..... H.P. at ..... 2000 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: *(a)* ..... *(b)* .....

23. Oil: *(a)* ..... *(b)* .....

24. Airscrews { Number fitted ..... Two ..... Types ..... Hamilton Standard ..... No. .....
Pitch ..... Diameter ..... 3892 .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	~~3792~~	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

~~26. Fuel~~	720	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks ..... Two		
(b) Capacity of tanks ..... 100 ..... Imp. gals.		
27. Oil	75	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks ..... Two		
(b) Capacity of tanks ..... 8 ..... Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	342	lbs.
32. Maximum total weight authorized		lbs.
Landplane	5100	lbs.
Seaplane		lbs.
Skiplane		lbs.

~~COMPULSORY CONDITIONS~~

33. Maximum total weight authorized (write in full) .....
Landplane ..... Fifty-one hundred pounds .....
Seaplane .....
Skiplane .....

34. Minimum crew necessary ..... One .....

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

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 4.8 ..... inches ahead of and ..... 3.1 ..... inches behind the prescribed datum. (Center line of the top of the front spar)

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

39. Except in emergency the speed of the engine must not exceed ..... 2000 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2200 ..... r.p.m.

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

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... June 12, 1946 ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this ..... 19th ..... day of ..... August 19 46

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

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

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

June 20, 1939.

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.

WEIGHT AND BALANCE REPORT FORMS PART OF THIS CERTIFICATE OF AIRWORTHINESS AND MUST BE CARRIED IN THE AIRCRAFT DURING FLIGHT. (21.6.50)

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 12, 1947 23.6.48 15.7.49 17.5.51.	

(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.

Edmonton Journal

'One of Canada's Great Newspapers'

EDMONTON, ALBERTA, MONDAY, OCTOBER 16, 1950 — SINGLE COPY, 5 CENTS — 36 PAGES

ed On Missing Airplane

Craft Believed Seen Over Smith Saturday

First concrete clue in the two-day air search for five flying hunters, unreported since leaving Grande Prairie for Edmonton at 4:10 p.m. Saturday in their twin-engined plane, reached search headquarters in Edmonton at 9:00 a.m. Monday.

It was a telephone call from Donald Lame of Smith, who said a plane answering the description of the one missing, flew at low altitude over Smith at 5:30 p.m. Saturday.

In the missing craft are three Edmontonians, Joseph Dory, 42, James Mulcahy, 31, and Stuart Reid, 30, and two Vancouver men, Harry Pennington, owner and pilot of the plane, and Harry Morton, used car dealer and former Edmontonian.

At 10:00 a.m., an Expediter aircraft was sent to do a "track crawl" of the Northern Alberta Railway line between Edmonton and Smith. It will search one side of the track on the north journey and the other side when returning.

Ten military aircraft, nine R.C.A.F. and one U.S.A.F., ordered to the search took off from Edmonton at 8:00 a.m. Monday Good weather over the area helped the searchers, who Sunday were hindered by heavy, low clouds.

Only civilian aircraft to join the search, owned by W. S. "Pop" Miller, left the Edmonton airport shortly after noon. Aboard were Mr. Miller, a pilot and three other close friends of the missing men, Jack Skeckter, Edmonton, Laurie Wiedner, Vancouver and George Davidson, Calgary.

Mr. Wiedner, drove from the coast when he heard of the missing plane, picking up Mr. Davidson at Calgary. They "have a hunch" the missing craft is in the area north of Athabasca.

A second clue came in a report from George W. Meyer who lives on an island in Island Lake, 17 miles northwest of Athabasca. Mr. Meyer said that at 9:15 p.m. Saturday he heard an aircraft pass overhead and although he couldn't see it due to bad weather conditions, he judged it to be flying toward Edmonton at an altitude of 1,000 feet.

The aircraft left Grande Prairie at 4:14 p.m. with a four-hour fuel load. Therefore if the aircraft heard by Mr. Meyer was the missing one, at that time it was one minute over its air endurance time.

Sunday five planes searched the area during the day with two returning to conduct a night search, all without results. Then

(Continued on Page 18, Col. 1)



STUART REID



HARRY PENNINGTON

Stuart Reid, Edmonton and Harry Pennington, Vancouver, are two of five members of a flying hunting party, which has been the object of a concentrated air search since Saturday. The plane went missing on a flight from Grande Prairie to Edmonton. Pennington was pilot and owner of the light craft.



r search in the north are these hunters and two others whose light eturning to Edmonton, is believed to have been forced down in the ry between Grande Prairie and White Court. In the top photograph, e search are shown, as they are briefed prior to take-off early Monday. right, are James Mulcahy and Joseph Dory, both of Edmonton and onian now of Vancouver. Others in the hunting party are Stuart Reid, on, Vancouver, owner and pilot of the plane.

Nine Planes Join Search For Five Missing Hunters

(Continued from Page 1)

seven additional search planes were called from Vancouver, five of them arriving Sunday night and the other two expected Monday.

It is possible other R.C.A.F. planes may be diverted from other jobs to the search. Officials expect that before the day is out, between 12 and 15 planes will be searching.

According to W. E. "Bomber" Harris, chief flying control officer at North West Air Command who

[illegible]

The aircraft was reported checked out in good order in Vancouver before it left on the ill fated trip.

The missing plane, heavily loaded, left Grande Prairie at 4:10 p.m. Saturday on the 250-mile flight to Edmonton. Although a four-hour fuel supply was carried, the trip was expected to take two hours. Alternative landing field given in the flight plan filed was Penhold.

An R.C.A.F. plane, flying at the time just south of Slave Lake, reported heavy icing between 5,000 and 7,000 feet. When it arrived in Edmonton, it still was having difficulties with ice. The missing airplane caried no de-icing equipment.

The pilot had been instructed to give a position report when over White Court but this was never received, leaving searchers to believe the plane was forced down before reaching White Court. The search area is wild and rugged country covered with timber and muskeg.

May Have Deviated

Pennington was described as an extremely careful pilot with 300 flying hours to his credit. Wing Cmdr. Harris said it is possible the pilot may have deviated a little from his set course.

The party left for Grande Prairie last Tuesday and had been goose hunting out of Grande Prairie all week. All but Pennington have been hunting partners for several years.

The radio on the plane has a range of only 25 miles in the air and probably much less on the ground. Each hour, a message is sent out on the frequency instructing the missing hunters to light a smoky fire by day and a bright fire by night to aid searchers.

Spot Two Fires

Crews of two planes searching Sunday night reported spotting "a couple" of fires but couldn't get close enough to investigate further. Their positions were plotted and investigation of those areas was to continue Monday.

The hunters had plenty of supplies such as food, clothing and sleeping bags.

Before leaving Grande Prairie, the hunters were informed that there were emergency landing strips at Faust and Wagner, just north of their route.

Instructions given Pennington before leaving Grande Prairie were to pick up the highway leading to Edmonton from Smith and follow it in should he find difficulty on the regular airways route.

The plane, a twin-engined Cessna Crane, is a bright yellow with black trim and should be fairly easy to spot. It is a former R.C.A.F. training craft.

When the plane failed to reach Edmonton Saturday evening, search headquarters at N.W.A.C. checked by telephone and telegraph all points along the way but there was no report of the plane being sighted.

Invited On Trip

A friend of the hunters, Herbert Nieman of Edmonton, said Sunday that had it not been for the pressure of business, he would have accompanied the others on the

[illegible]

Sunday, wives and relatives of the missing hunters [illegible] the co-ordination centre at R.C.A.F. Station Edmonton hoping to hear news of the lost craft.

One of the missing men, Mr. Reid, is the son of R. G. Reid, former premier of Alberta.

/RM

61

Ottawa, Ontario. September 19th, 1950.

5008-D18-1 Cessna T-50 CF-DRA 5008-D18-1

REGISTERED

District Controller of Air Services,
420 Federal Building,
Vancouver, B.C.

Attention: District Superintendent, Air Regulations.

1. Certificate of Registration No. 8981 and Certificate of Airworthiness No. 1272, are enclosed for the above-mentioned aircraft which is owned by Messrs. H. Pennington and H. Morton.

2. Please forward the Certificates to the owner when you are satisfied as to the airworthiness of the aircraft.

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

Noted BTE

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

Encls.

NOTED
SEP 28 1950
Revenue Audit
Dept. of Transport

Cabled (PD) 21-9-50

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

402 Blowey-Henry Bldg.,
Edmonton, Alta., October 16, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 - CF-DRA Missing Aircraft.	

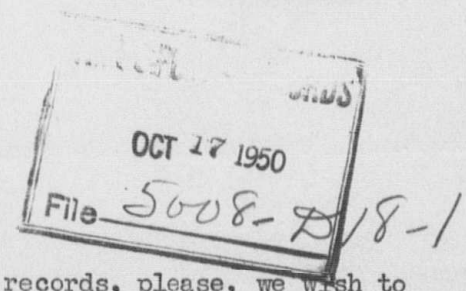
24870

AIR MAIL

Director of Air Services,
Ottawa, Ont.

Attn: C.C.A.

OCT 17 1950
File 5008-D18-1



1. For your information and records, please, we wish to report that on the 14th instant, between the hours of 1600 and 1800 Cessna T50, CF-DRA, went missing on a flight from Grande Prairie, Alta., to Edmonton, Alberta.

2. Search and Rescue went into action on the 15th instant, and are continuing through this date but so far without satisfactory results.

3. We have no file on this aircraft or the personnel aboard; however, we have ascertained the aircraft is registered in the Vancouver district. The pilot was Harry Pennington, 3619 East 45th Ave., Vancouver, B.C. The passengers were Harry Morton, 2205 Main St., Vancouver, B.C.; Stewart Reid, Edmonton, Alta., street address unknown; Joe Dory, 10024-105th St., Edmonton, Alta., and James Mulcahy, 11534-66th Street, Edmonton, Alberta.

4. We have also ascertained that the aircraft had full tanks on departing Grande Prairie; therefore, it would appear the aircraft was overloaded at take-off. The weather was poor for such a flight and icing conditions were reported from 1000 ft. to 7000 ft.

5. In the event of a Board of Inquiry being ordered, Inspectors Davenport and Keetley have been instructed to take out trip advances in the amount of $50.00.

3 copies
23/10/50

CCP
5802-26378
1010-3155
1010-2904

for District Controller Air Services.

KFS/MN
cc-DSAR, Vancouver.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

43 2 9-49

Edmonton, Alta. Oct. 17, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Cessna T50 CF-DRA Missing Aircraft	5008-D18-1

TRANSPORT CANADA
OCT 19 1950
File 5008-D18-1

AIR MAIL

22427

D.A.S.,
Ottawa.

Attention: CCA

1. Further to our letter of the 16th instant on the subject missing aircraft, herewith for your information and records, paper clipping from the Edmonton Journal dated 16-10-50.

2. As of the 17th instant, at the time of writing, no further trace has been found of this missing aircraft, and the weather at the time is low ceiling with sleet.

for D.C.A.S.

KFS/M
Enc.

Noted 21

Edmonton Weather
Forecast: Cloudy, cool today and Wednesday, snow Wednesday evening, winds northeast 15. Low tonight 30, high tomorrow 40.

FORTY-SEVENTH YEAR * * TELE

U.N. Forc

Snow And Low Clouds Block Search For Plane

Snow that reduced visibility to 300 feet brought a temporary halt to the air search Tuesday for a twin-engined Cessna aircraft, missing since Saturday with five men. The plane disappeared on a flight from Grande Prairie to Edmonton.

Two R.C.A.F. planes took off Tuesday morning and six more stood by ready to take to the air, but because of poor weather conditions the air force recalled the two planes.

A $500 reward was posted by relatives of two of the missing men for information leading to the discovery of the plane. The money was offered by A. J. Dory, Gariepy Block, and Louis Morton, 10262 109 st. Mr. Dory is the brother of Joe Dory, 42, 10024 105 st., who is missing and Mr. Morton the father of Harry Morton, of Vancouver, formerly of Edmonton, another of the missing men.

Mrs. James W. Mulcahy, 11634 66 st., was at the Morton home Tuesday morning, waiting anxiously for news of her husband who was on the plane.

Pilot and owner of the plane is Harry Pennington, Vancouver, and the other passenger is Stuart Reid, 30, 12118 85 st., son of R. G. Reid, former premier of Alberta.

The air force has had no other word of a fire which might have been a signal fire, spotted by FO. Bert Madill and Flt. Lt. M. H. J. Dalphond on a sweep of the northern area Monday night. A plane sent out to investigate the spot where the fire was seen, 24 miles northeast of Athabasca, was recalled Tuesday before it reached the area.

The weather, which in many quarters is thought to be responsible for the plane's disappearance, has become so bad that the air force considers it would be futile to send airmen aloft to carry out the search until there is a break in the heavy cloud.

The fall of snow in the north is a handicapping feature of the search as it would serve to hide signs of any plane on the ground. On the brighter side is the fact that relatives of the missing men say they are expert woodsmen, who, if not too badly injured in a crash, would be capable of looking after themselves in the woods.

With the plane crews that have been conducting the search have been para-rescue men. They would jump individually to give aid if the need should arise. Back at base in Edmonton, a para-rescue team, with equipment packed, stands ready to go wherever it is called. This is standard procedure in any aircraft search.

Mr. and Mrs. Dory intend to leave Tuesday for Athabasca to interview district farmers who reported they heard a plane circling in that area Saturday night. One of these is John Padiak, who reported a plane circled his farm four times and then headed southeast.

The first clue to fade was that of a report from Smith which stated a low flying plane had passed over the hamlet Sunday

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

63B 2 6-44

EDMONTON, Alberta. October 18, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Missing Aircraft Cessna T50 CF-DRA.	5008-D18-1

AIRMAIL

TRANSPORT - RECORDS
OCT 20 50
File 5008-D18-1

Director of Air Services,
OTTAWA, Ontario.

Attention: Controller of Civil
Aviation.

22480

1. Further to our letter of the 17th instant, on the subject missing aircraft, herewith an additional paper clipping from the Edmonton Journal, dated 17th instant, which is self-explanatory, to keep you up to date on the progress of the search.

for DISTRICT CONTROLLER OF
AIR SERVICES.

KFS/H
Encl.

Indications here of approx. 1000 lbs. overload.
K

21 Planes, 100 Men Join Search For Lost Aircraft

(Continued from Page 1)

that in one historic search in the north, two fliers were found alive and safe a month after they had been forced down.

Missing in the plane are: Harry Pennington, Vancouver, pilot and owner of the plane; Stuart Reid, 12118 85 st.; James W. Mulcahy, 11534 66 st.; Joseph Dory, 10024 105 st.; and Harry Morton, Vancouver.

The men had been engaged in a game hunt in the Grande Prairie region. They left that centre Saturday on a flight to Edmonton which normally should have taken about two hours. Flying weather was bad, with low ceiling and icing conditions over part of the route.

The exact route they followed has not been established. The plane may have followed the road or railway, or it may have cut across the thinly settled region between Grande Prairie and White Court. Much of the country is heavily wooded or muskeg. There are relatively few open farm fields which could serve as emergency landing places.

R.C.M.P. Joins Hunt

The Red Cross sent four men and a nurse to Jarvie to set up accommodation for meals for the search party. The R.C.M.P. did not send any men from Edmonton with the search party, but constables stationed at Westlock and Athabasca are under orders to join the ground party at Dapp.

On Tuesday a number of relatives of the missing men motored to the Athabasca area to organize a search on their own, in connection with a report that a fire had been spotted the previous night from the air. The air force later reported this fire was from the camp of hunters on the Athabasca River. Mrs. Dory returned to Edmonton, while others intended to join in the Dapp-Jarvie area search.

Louis Morton, father of one of the missing men, said he had received a report from a trapper that a plane similar to that missing had been seen in the Dapp area about 6:00 p.m. Saturday. It was said to be flying low, about two or three miles off the northern highway.

Saw Plane Circle

Leading the ground search party is Joe Harrison, who was hunting with John Duncan Saturday in the Dapp area. They saw a plane swing low and circle over the trees as though seeking a landing spot. They did not investigate at the time, believing the plane to be one operated by the R.C.A.F. They said they did not witness an actual landing, as the plane was lost from sight behind the trees.

In Three Groups

The ground search has been broken into three parties. It is being co-ordinated by Mr. Ursel. Each party is headed by residents of the district who are familiar with the ground.

Clad in high boots, parkas and other warm clothing, the ground parties are slogging through mud, light snow and muskeg as they seek the missing Cessna Crane and its occupants.

As they commenced trudging through the heavy woods Wednesday, searchers were told that Bert Stimson, Dapp district farmer, who was plowing with his 12-year-old son Daryl, had seen a plane Saturday travelling in a south-easterly direction, about four miles east from where Harrison and Duncan saw it.

The air search will extend over as far as Lac La Biche, which is considered the outside limit of the fuel supply. The possibility that the plane was lost in the murky weather and picked up the wrong road to follow is being considered.

Many Planes

The aircraft put up by the air force include the Dakotas of the type used so successfully in transport work during and after the war, the heavy Lancasters that carried the payloads to Berlin, Mitchell mediums from 418 Auvillary Squadron of the type that made the daring daylight sorties, and Cansos, Expeditors and Harvards besides.

William Miller has taken off his own plane to see if he can find the missing hunters. With him is Jack Sheckter, Edmonton car dealer and friend of the missing hunters. Mr. Sheckter, Martin Ursel, Reg. Easton and Norman Floyd organized the ground search being conducted in the Dapp-Jarvie area.

Twist of fate led to the men being on the missing plane, according to a report from Canadian Pacific Airlines. Apparently the missing hunters were preparing to board a C.P.A. plane to come to Edmonton to see a hockey game. At the last minute they changed their minds, as they thought the weather had improved, and flew out in their own aircraft.

A slip of memory was the reason Reg. Dillabough, 35, of Calgary, was not with the hunting party. He had been invited to join it, but the information was garbled when it was relayed to him. Consequently he was away with another hunting party near the Saskatchewan border instead of being in the north.

Hope Remains

While no trace of the missing plane with five hunters aboard has been found after four days, hope still is held they may have survived. Other searches in northern Alberta have ended successfully after a much longer period.

In April, 1946, R. K. Ledward and E. D. Ledward, survived three weeks lost in the wilderness south of Grande Prairie. An air search had been carried on in vain for nine days and had been officially discontinued. Twelve days after that, they were found by a couple who had their home in the sparsely settled area.

A year later in the Fort Vermilion area, which is considerably farther north than the area now being searched, but of somewhat similar terrain, Spencer Addeman and J. L. Blakesly were found after 20 days in the wilderness.

Relatives and friends of the five men now missing say they are all experienced woodsmen. If the men have survived the crash of their plane, the feeling is they will be able to look after themselves until help arrives.

Work of the searchers was increased by the necessity for checking every possible clue. There were dozens of groundless rumors, including one that wreckage had been found.

With the clues, there were dozens of theories as to possible routes taken by the fliers. One of these said that the airmen might have flown in the vicinity of Edson. This possibility was being checked as were dozens of reports that the plane had been sighted in widely scattered areas.

Hubby Can Prove Wife's Fish Story

ROANOKE, Va., (AP) — The 12-inch bass that got away still landed on the Phipps' dining table.

Mrs. Sherwood Phipps, of Roanoke, landed the fish Monday —and promptly lost it when the line snapped.

Later, when Mr. Phipps started cleaning his day's string, out popped Mrs. Phipps' hook and bait. Hubby had caught the 12-inch beauty about an hour after Mrs. Phipps lost it.

CITY ENGINEER NAMED

LETHBRIDGE, (CP) — J. C. Neufeld, 45-year-old civil engineer from Winnipeg and Vancouver, has been named Lethbridge's new city engineer. He succeeds James Haimes who is retiring at the end of the year.

Lac La Biche Becomes Centre For Great Air Search

(Continued from Page 1)

quarters for the ground search is Nelson's Garage at Athabasca.

Aircraft are searching for a twin-engine, ex-service plane, a Cessna Crane painted a bright yellow, carrying: Harry Pennington, Vancouver pilot and owner of the plane; Stuart Reid, James W. Mulcahy and Joseph Dory, all of Edmonton; and Harry Morton, former Edmonton businessman, now of Vancouver.

The five men had been hunting in the Grande Prairie region and were returning to Edmonton when the plane went missing on the 250-mile flight.

Thursday, other planes were closely checking the airway routes between Edmonton and Grande Prairie, as better weather afforded them their first chance to search many areas along the flight path.

But the main air search had swung to the Lac la Biche area because of coinciding reports of an aircraft flying low over that area Saturday night.

The air force learned Wednesday that an N.A.R. section hand at Noral, near Lac la Biche, had seen the navigation lights of an aircraft as it passed over the Noral store at 8:30 p.m. Saturday. Then, the department of transport meteorology girl in the Lac la Biche weather office stated she had heard an aircraft pass over at 8:15 p.m. She fixed the time because of the work she was doing on weather sequences.

Wednesday, an R.C.A.F. Beechcraft carried out an extensive search of the area, then landed at Lac la Biche and "checked both these reports." R.C.A.F. air search officials in Edmonton said the pilot, Flt. Lt. M. H. Dalphond, was convinced that both witnesses actually had seen or heard an aircraft.

"If this is so," stated an official, "then it is almost certain the aircraft would have to be the one we are seeking." The section hand said the plane he saw came in over Noral from the southwest, then circled and headed away northeast.

The 100-man land search, many of the searchers close personal friends of the missing men, Wednesday was concentrated in wooded muskeg area in the Jarvie-Dapp area 55 to 60 miles north of Edmonton. Thursday, some of the ground searchers moved to the Athabasca area.

Meanwhile, in the Edmonton headquarters of R.C.A.F. air, search, rescue, personnel were busy plotting a growing stream of tips and clues. These were being checked as fast as possible by searching aircraft and personnel.

Angry Druggist Takes Offensive

VANCOUVER, (CP)—Just plain tired of being held up, a Vancouver druggist Wednesday night told an armed, masked thug to scram. The thug lit out with Druggist J. W. Crooks hot after him.

Mr. Crooks, 35, told police afterward he "was tired of it." Last April he lost drugs and $100 to two armed men.

Four customers watched the action but Mr. Crooks didn't catch the would-be badman.

Weary Searchers Follow New Clues

(Continued from Page 1)

into the air near midnight Saturday between Athabasca and Flat Lake, 15 miles southwest. This was seen by a Mr. Hughes, of Flat Lake. It appeared to be a red flash, but may have been a meteor.

Second clue, which will be followed Thursday, will take searchers to Noral, in the Boyle district, where a farmer reported hearing an aircraft overhead at 8:15 p.m. Saturday. That would place the aircraft at about the end of its fuel limit.

Headed by Richard Reid, brother of one of the missing hunters 10 of the searchers who worked the Island Lake section Wednesday were at Noral Thursday with five others who Wednesday night hitchhiked from Jarvie as the search in that region ended.

The searchers are determined to keep on until every clue, every lead, the slightest bit of information is followed to its end.

Wednesday was a heartbreaking day. Several leads seemed to "add up", but fizzled out.

An aircraft seen by residents of Dapp and Jarvie appeared to answer the description of the missing plane almost perfectly. It has been identified as the plane of Gordon Smeltzer, Edmonton insurance man, which passed over the region Saturday at about the time the hunters' plane disappeared.

Richard Reid and his party, after a full day in the Island Lake region, followed information which, until 6:00 p.m. they thought to be "dead sure." In about 30 calls during the day from residents of the region, reports of an aircraft heard at 8:15 p.m. Saturday were identical. Mrs. Fred Gladeau said she distinctly heard the motor cough and sputter as the plane passed overhead.

Then just as the search party of district residents was organized to go over the area Thursday, word was received that the aircraft which flew over that region at that time was piloted by Don Ferris, former R.C.A.F. wing commander now flying for Eldorado.

Response of Athabasca residents couldn't have been better. Men offered their time for search parties and their cars. However, when the lead from Island Lake collapsed, Mr. Reid made an announcement at the theatre in Athabasca following Wednesday night shows that the new information made the search of this area appear useless.

Search of Dapp and Jarvie Wednesday was something new for a good number of the searchers. They trudged through dense timber, over heavy patches of deadfall and through muskeg. Their appearance was something of a mixture of hunters, winter sportsmen and northerners. There were parkas, bright plaid jackets, ski, high top and flying boots all through the crowd. One lad, going through burning muskeg, had to climb a tree to cool his boots before going farther. Another burned his legs slightly when he sank deeply into the smouldering peat

Lac La Biche Becomes Centre For Great Air Search

Unfavorable weather is not being allowed to impede the air search for five hunters missing on a flight from Grande Prairie to Edmonton since last Saturday. Planes are churning through clouds, flying under low ceilings and seizing every opportunity in patches of clear sky to scour the ground below for the missing Cessna Crane.

The air force had 13 planes out Thursday. It hoped to put more in the air before the fifth day of the search closed. The R.C.A.F. planes have been augmented by two from the Bear Oil Company.

The company offer of the planes was accepted immediately. They are five-passenger Cessna 195's, piloted by Ted Holmes and Bob Smeed, company pilots. The firm also has supplied two observers for each of the planes. They were assigned to the Lac la Biche area where the search Thursday is concentrated.

No new clues had been unearthed Thursday. The Lac la Biche area was focal point of the air search in view of previous reports of an aircraft being heard Saturday night in the vicinity and also that if this were the case, the missing plane would be at the end of its fuel supply.

There is no relaxation in the ground search. This is being conducted in three groups, [illegible]

Weary Searchers Follow New Clues

By Larry O'Hara
(Journal Staff Writer)

ATHABASCA.—The fate of five flying hunters, three of them Edmontonians, remained unknown Thursday. Volunteer ground search parties working in the Dapp, Jarvie and Island Lake regions have followed to a dead end several leads which originally seemed "dead certain." Wednesday night the weary searchers agreed that further concentrated search of the area seemed useless.

As the hopes died, other leads were uncovered which Thursday will see concentrated searches of the regions of Lac la Biche and Noral and an area east of Athabasca.

Sought are Stuart Reid, James Mulcahy, Joseph Dory, all of Edmonton, and Harry Morton and Harry Pennington, both of Vancouver, who have not been heard from since they left Grande Prairie in their twin-engined Cessna Crane for Edmonton at 4:14 p.m. Saturday.

About 35 persons launched the search Thursday. Some of the original party from Edmonton were forced to return to the city for business reasons.

As the ground search of the rugged Dapp and Jarvie areas was abandoned Wednesday night, the move was on for those who could to join another party working out from Athabasca. Two new leads Wednesday night supplied fresh hope. One was the report on what may have been a signal flare shot

(Continued on Page 16, Col. 2)

e Edmonton Journal

'One of Canada's Great Newspapers'

EDMONTON, ALBERTA, WEDNESDAY, OCTOBER 18, 1950 SINGLE COPY, 5 CENTS 36 PAGES

100 Men Seek Lost Aircraft

Intensive Hunt Centres On Area 60 Miles North

Northern Alberta was being combed Wednesday from the air and on the ground as the search for a missing plane with five hunters aboard intensified in its fourth day. The plane disappeared Saturday on a flight from Grande Prairie to Edmonton.

About 80 members of a ground party now numbering 100 left Edmonton in 25 cars Wednesday. They are tramping through the heavily-wooded and muskeg-potted Jarvie-Dapp area, 55 to 60 miles north of Edmonton, in an attempt to locate the missing men. Many of the men in the ground party have been friends of some of the missing men since boyhood.

Sixteen R.C.A.F. planes were in the air Wednesday morning. The air force planned to send three more into the search in the afternoon. A department of transport aircraft also was joining the search. With one private plane participating, this makes a total of 21 aircraft looking for the missing men.

The ground search is concentrated in the Dapp-Jarvie area as a result of reports that an aircraft similar to the missing Cessna Crane was seen about 5:30 p.m. Saturday.

The air search extends as far as Lac la Biche, considered the outside limit of gas supply of the missing aircraft. On Wednesday a section hand employed by the N.A.R. at Norval, in the Lac la Biche region, reported he had heard a plane about 8:30 p.m. Saturday. The time the railway worker gave would be just short of the time at which the plane would have used its last fuel.

With this report being followed up, the air force has flown over nearly 40,000 square miles as the airmen sought to spot the missing plane.

Air force officials say that in his flight plan, the pilot of the lost plane said he had four hours' fuel supply for the two-hour trip from Grande Prairie to Edmonton. The Cessna Crane left Grande Prairie at 4:16 p.m. Saturday.

The air force spokesman pointed out that the time the plane would remain airborne was dependent on a number of factors. Accuracy of the pilot's estimate of the gas supply would be one of them. Then would be question of winds, weather and speed.

Although conditions have been bad, there is no reason for abandonment of hope for the fliers, veteran airmen say. They point out

(Continued on Page 16)

French Abandon Fifth Fortress

SAIGON, Indo-China, (AP) France Wednesday announc abandonment of the Indo-Ch frontier post of Dong Dang, linquishing for the second time 65 years her control of the m invasion route from China.

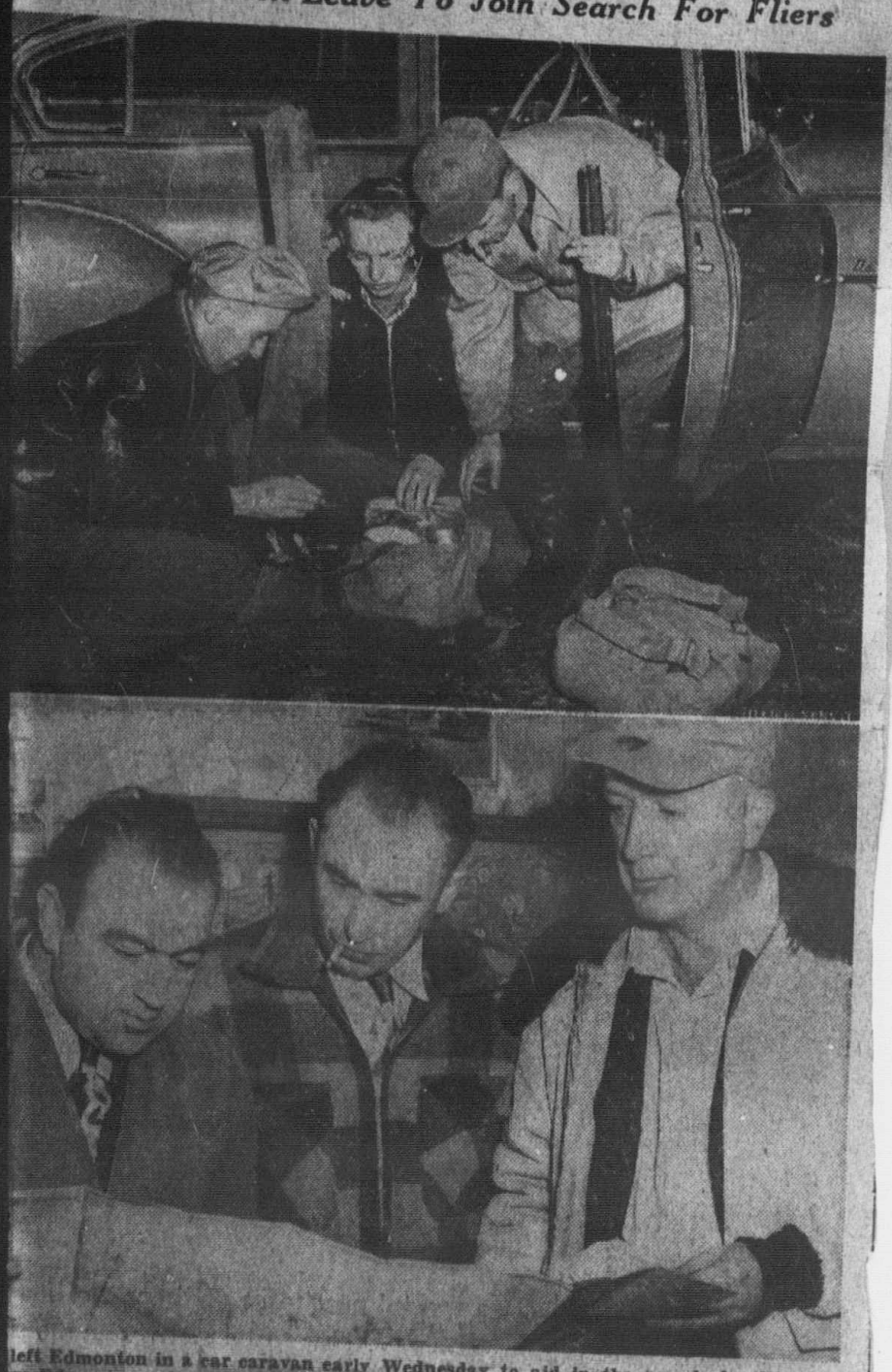
A French military spokesm said the Dong Dang garri withdrew Tuesday. It was fifth post the French have gi up within a month along mountainous frontier, strongh of Moscow-trained Ho Chi Mi nationalist Viet Minh guerrilla

Dong Dang squarely faced traditional invasion route f China—through the walled C nese city of Nam Quan (Chin gate) and a mountain pass. Exc for periods of Japanese and C nese occupation during and after the Second Great W France had held the post si 1885.

The withdrawal from D Dang left major French fron garrisons only at Langson, and the western and eastern ends the former French border defe line—at Loakay and Moncay.

The military spokesman said retirement from Dong Dang been carried out "in good ord

Langson itself is being m ready for the onslaught of Viet Minh guerrillas



left Edmonton in a car caravan early Wednesday to aid in the search for five men, m Edmonton, who have been missing since Saturday on a plane flight from Grande nteer group was formed to check an apparently valid report that hunters had seen cling low near Dapp and Jarvie, about 60 miles north of Edmonton. In the top picture, Williams, left, George Starling, centre, and Gwynn Williams, right, packing emer- with them on their impending bush trek. The Williams brothers are brothers-in-law , one of the missing men. Below are three of the key men in the search, John Sheckter, has been on an air sweep of the region, Joseph Harrison, party guide and one of aw the unidentified plane, and Martin Ursel, city policeman and old-time friend of once on the Edmonton police force.

ty Edmonton Men Leave To Join Search For Fliers

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

65 2/9-49

Edmonton, Alta. Oct. 20, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Missing Aircraft CF-DRA	5008-D18-1

22805

TRANSPORT RECORDS
OCT 24 1950
File 5008-D18-1

D.A.S.,
Ottawa.

Attention: CCA

1. Further to our letter of the 18th instant, herewith newspaper clippings from the Edmonton Journal dated the 18th and 19th instant which will serve to keep you conversant with the search which is being carried out for this aircraft.

2. For your further information, CF-DTW took part in the search yesterday and covered the assigned area known on the search map as numbers 5, 6, 7 and 8, and this area is in the vicinity of the Whitecourt Range.

3. The search area is now covered with snow and since the trees are also heavily covered, it is very difficult to penetrate through this to the ground. At the time of writing and on the 6th day since the aircraft went missing, the search area is CAVU weather and today is the first favorable day for searching since the aircraft went missing on the 14th instant.

R S Keeley
for D.C.A.S.

KFS/M
Enc.

5006-D20-23

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

16 2 9-49

Edmonton, Alta. Oct. 23, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Missing Aircraft CF-DRA	5008-D18-1

22941

RECORDS
OCT 26 1950
FILE 5008-D18-1

CAR ✓
PA.
O.R.

D.A.S.,
Ottawa.

Attention: CCA

1. Inspector J. D. Hunter was recently in Grande Prairie and was requested to ascertain if possible what load was aboard the missing aircraft CF-DRA when it departed on its ill-fated flight and which has now resulted in nine days of search and rescue flying which has had negative results todate.

2. Mr. Hunter has given the following estimated weights:

Pilot Harry Pennington	185	lbs.
Passenger Morton	195	lbs.
" Reid	180	lbs.
" Mulcahy	185	lbs.
" Dory	160	lbs.
In addition they carried 5 shot guns estimated	40	lbs.
2 rifles	15	lbs.
Geese decoys .	20	lbs.
2 or 3 sleeping bags	40	lbs.
4 or 5 pieces passenger baggage	100	lbs.
10 geese, 15 or 20 ducks	90	lbs.
10 or 12 chicken and partridge	15	lbs.

3. In addition, the aircraft carried full tanks of fuel and oil, therefore it would appear that the aircraft was approximately 900 lbs. overloaded.

4. This information is passed to you for your information and records, and for your further information, the search is still continuing.

for D.C.A.S.

KFS/M
copy to DSAR Vancouver

67

Ottawa, Ontario, October 28, 1950.

5008-D18-1

Missing Aircraft CF-DRA.

5008-D18-1 (CAR)
5006-D2a-23

District Controller,
Air Services,
302 Bleweg-Henry Building,
Edmonton, Alberta.

1. With reference to your recent letters on the subject of the search for CF-DRA, it is noted that the Departmental Anson CF-DTW has taken part in the search on several occasions.

2. Authority should be obtained from Headquarters before any offer is made to assist in searches for missing aircraft and care should be taken to avoid any commitment that would lead to prolonged participation in such measures.

Original signed by
R. Dodds.
(R. Dodds),
Controller of Civil Aviation.

CTT/VMA

C.F. 1/11/50

COPY 31428

DEPARTMENT OF TRANSPORT

ORIGINAL ON FILE 5008-D18-1

COPY FOR FILE 5802-26378

TRANSPORT - RECORDS
NOV 2 P.M. 1950
5008 - D18 - 1
File ~~5802-26378~~

IE JG.

402 Blowey-Henry Bldg.,
Edmonton, Alta., October 30, 1950.

Your File
5802-10-37
5008-D18-1

Missing Aircraft CF-DRA
Pilot Harry Pennington.

Our File
5008-D18-1

D.A.S.,
Ottawa.

Attention: C.C.A.

1. We regret to advise that the subject missing Pilot and aircraft, missing since the 14th instant, has to date remained an unsolved mystery and it begins to look that if they are found, it is very unlikely that they will be alive. Therefore, to save Pilot Pennington's parents any embarrassment by receiving mail addressed to him from this Department, it is requested that his name be removed from our mailing list until further notice.

(Sgd)----------?
for District Controller of Air Services.

KFS/MN
cc-DXAR, Vancouver.

Deletion (AC) Special Letter 1/11/50 4-11-50

8
9-49

Continued:
Missing A/C
5002-1

69

It was thought at that time the pilot of the aircraft had landed at some out of the way spot and was unable to contact either Edmonton or Grande Prairie. This belief was strengthened by a report of a pilot who was on a flight from Peace River to Edmonton a half hour before CF-DRA. This pilot reported that he ran into the severest turbulence he has ever encountered and that later on his aircraft iced up when flying in the rain. He lost the ice when he descended into warmer air at tree top level. It was thought that had the missing aircraft encountered this turbulence he might have landed enroute.

12. When the weather cleared sufficiently to allow an air search to be made the R.C.A.F. had as many as 20 aircraft in the search at one time. Numerous private aircraft were used including the flying club and aircraft operators.

13. Hundreds of telephone calls were received with reports of aircraft being either heard or seen. All these reports had to be traced down which involved considerable coordination between this Centre and the Rescue Coordination Centre. To date the search continues with the airforce following down the remotest clue and in addition the R.C.A.F. have a ground crew searching in spots where aircraft could not search thoroughly enough.

J.W. Mc Clure,

J.W. Mc Clure.

for. District Controller of Air Services.

JM:FC
cc:DAS
DCAS
DSAR

Continued:
Missing A/C
5002-1

70

4. At 0218Z (1918M) Northwest Air Command Rescue Coordination Centre was alerted that the aircraft was overdue at Edmonton and advised we were continuing with further communications search. They were informed at this time of action taken and that we would keep them advised of our further actions.

5. At 0222Z (1922M) the Control Tower in Edmonton advised he was not at Edmonton and the Edmonton Range operator advised unable to make any contact.

6. At 0225Z (1925M) Grande Prairie, Whitecourt Penhold and Vermillion Range Stations were advised aircraft was overdue and they were requested to endeavor to contact the aircraft by radio. All advised unable to contact the aircraft.

7. At 0250Z (1950M) the RCMP at Faust were called with no results. At 0300Z (2000M) Grande Prairie was requested to make a Hangar Check. No results were obtained. Due to the Area between Edmonton and Grande Prairie being sparsely settled, and the limited hours of telephone service at most points, few calls were made.

8. At 0311Z (2011M) Mr. K.F.SAUNDERS (District Supt. of Air Regulations) was advised. He thought there may be the possibility of the aircraft landing on a farmer's flight strip about 25 or 30 miles west of Whitecourt. As there are no communications into that spot the information was later turned over to the RCAF Rescue Coordination Unit at Northwest Air Command.

9. At 0326Z (2026M) the Rescue Coordination Centre was advised of all action taken by this centre and we turned the search over to them for their further action.

10. From 0326 (2026M) on, this centre did what it could to aid in the search by relaying messages; advising the whereabouts of search aircraft; diverting aircraft to various search areas at NWAC's request. In addition all aircraft using the route such as C.P.A. U.S.A.F. and any itinerant flights were requested to be on the look-out for the missing aircraft.

11. The weather during the time the aircraft was in flight and three days afterwards was at or below VFR limits with snow and rain.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21 2 2-48

Edmonton Air Traffic Control Centre,
Municipal Airport November 6, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Missing Aircraft CF-DRA	5002-1

25966

5008-D18-1

Director of Air Services,
Air Traffic Control,
No 3, Temporary Bldg.,
Room 1235, Wellington St.,
Ottawa, Ont,.

ATTN: Supt. of Airways.

1. The following is a summary of the action taken by this centre in the search for the missing aircraft CF-DRA.

2. At 2317Z (1617M) on October 14 this Centre received a flight plan from Grande Prairie relayed from their teletype circuit by the Range Station at Edmonton. CF-DRA Cessna T50 pilot Pennington, Grande Prairie, VFR to Edmonton, true airspeed 145mph Radio 3105 kcs., departed 2314Z (1614)M) time enroute 2 plus 00, 4 hours fuel, pilot's rating Private; (After the aircraft was definitely established as missing,the following passenger list was requested and received.H.Pennington pilot Vancouver; Steward Reid Edmonton; James Milcahy Edmonton; Harry Morton Vancouver; Mr. Dory Edmonton. This list was not filed with the flight plan but was obtained from a Doctor in Grande Prairie who had been with them on a hunting party previously)

3. At 0147Z (1847M) when the aircraft was little more than half an hour overdue, this centre requested both the Grande Prairie, and the Whitecourt Radio Ranges to give the aircraft a call. Both did so with no results. At 0156Z (1856M) the Range operator at Edmonton was asked to give the aircraft a call. However he was unable to contact the aircraft.

EN
ON CARDS
No. 8 Bldg.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

73

2
11-48

Edmonton, Alta. Aug. 31/51.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-1	Cessna T50 CF-DRA Missing Aircraft	5008-D18-1

AIR MAIL

30145

TRANSPORT - RECORDS
SEP 4 P.M. 1951
File 5008-D18-1

D.A.S.,
Ottawa.

Attention: CCA

1. Further to our correspondence on the subject aircraft, and particularly to that dated October 16th, 1950.

2. We are now advised by the R.C.M.P. that on the 29th instant, two Indians located an aircraft in the bush approximately 8 to 10 miles N.W. of Whitecourt, Alberta.

3. The Police have advised that there is little left of the aircraft excepting the two engines due to the apparent crash of the aircraft and the fire which apparently followed. There are no bodies excepting some charred bones.

4. On the evening of the 30th instant, an accident inspection officer from the R.C.A.F. Search and Rescue together with a photographer, left for the scene of the accident for the purpose of identifying the aircraft if possible, and at the time of writing, they have not as yet returned and we have no further information.

CAR
Hold Copy
5/9/51

5. We will advise you when the aircraft has been positively identified which we fully expect to be the subject aircraft, and we will then await your instructions as to whether or not a Board of Enquiry is required, and in this connection with the information we already have to hand, we might suggest to our Headquarters please, that owing to the almost complete destruction of the aircraft, we can see no point in inspectors of this Department visiting the scene of the accident.

See 5002-296
6-9-51

6. Should there be a Board of Enquiry called by our Headquarters, then it is recommended that Inspector R.S. Keetley be appointed as President and Inspector H.E. Davenport as Technical Adviser.

.....2

7. Submitted please.

for D.C.A.S.

KFS/M

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

DOMINION GOVERNMENT Air Services
6th Floor 260 Richmond St W
Toronto Ontario
September 4 1951

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

RIANSPORT - RECORDS
SEP 6 A.M. 195
File 5008-D18-1

DISTRICT CONTROLLER AIR SERVICES
ATTENTION DISTRICT SUPERINTENDENT AIR REGULATIONS
DEPARTMENT OF TRANSPORT
BLOWEY-HENRY BUILDING
EDMONTON ALBERTA

30577

ART346 REYOUR ARE236 AIRCRAFT SERIAL NUMBER CF- DOG ROGER ABLE ONE THREE SEVEN FIVE (STOP) NO RECORD ENGINE NUMBERS OR OTHER SPECIAL IDENTIFICATION

for District Controller Air Services

DWS/alb
cc:5008-D18-1
cc:Headquarters
cc:Accounts - Air Regs.
cc:Telegram File

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

75

Ottawa, Ontario, September 13, 1951.

5008-D18-1 Accident - Cessna T-50 Aircraft, CF-IRA. ~~5002-296~~ (CAR) 5008-D18-1

District Controller,
Air Services,
302 Blowey-Henry Building,
Edmonton, Alberta.

Attention: District Superintendent, Air Regulations.

1. Reference is made to your letter of September 10, 1951, in connection with the accident involving Cessna T-50 aircraft, registered CF-IRA.

2. You are advised that we have on file an aircraft inspection report which gives the serial numbers of the engines as, port serial number 4394 and starboard serial number 4021. It is pointed out, however, that this report is dated June 12, 1946, and it is possible that the engines may have been changed although there is no indication of such a change on file.

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

HWF/VMA

WVG/SR

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

3
5-51

Ottawa, Ontario, December 27th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Pilot H. Pennington (P280) Cessna T50 Aircraft, CF-DRA	~~5002-296~~ ~~5002-26378~~ ~~5002-CF-DRA-1~~

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 October 14th, 1950.

2. May cancellation action be taken on the pilot's flying license, radio license (if applicable), and aircraft radio station license please.

3. It is requested that the subject pilot's name be deleted from the Information Circular distribution list, please.

4. It is requested that cancellation action be taken on the Certificate of Airworthiness and Certificate of Registration. The aircraft was destroyed in the accident and the Aircraft and Engine Log Books are presumed to have been destroyed in the fire.

Cert cancelled
4.1.52 est
(See 5002-296)

(W.V. Gordon)
Inspector, Air Regulations.

R

2598

5008-D18-1

20510

OW HB22

URGENT

DAS OW ATTN SUPERINTENDENT AIR REGULATIONS

ARW81 PLEASE ADVISE LATEST INFORMATION RE CESSNA T FIFTY

SERIAL NUMBER THIRTEEN SEVENTY FIVE COCA FOXTROT DASH DELTA

ROMEO ALFA DATE CERTIFICATE OF AIRWORTHINESS EXPIRES AND

NAME PRESENT OWNER REQUIRED STOP URGENT

DSAR FOR DCAS WINNIPEG Ø71545Z

ARW81 CESSNA T

1992 JUL 7 PM 1 08

FORM 2195

DEPARTMENT OF TRANSPORT

FILE NO. 5008-D18-1;

DATE JULY 7th 19 52

DEPARTMENTAL COMMUNICATIONS

(TRANSPORT AIR 3712) 78

OTTAWA ONTARIO

DISTRICT CONTROLLER OF AIR SERVICES
612 POWER BUILDING
WINNIPEG MANITOBA

ATTENTION: DISTRICT SUPERINTENDENT AIR REGULATIONS

CAR 848 RETELARW61 CESSNA T FIFTY SERIAL ONE THREE SEVEN FIVE AIRCRAFT COCA FOXTROT DASH DELTA ROMEO ALFA DESTROYED IN AN ACCIDENT NEAR WHITECOURT ALBERTA FOURTEENTH OCTOBER FIFTY STOP CERTIFICATE OF AIRWORTHINESS NUMBER ONE TWO SEVEN TWO VALIDITY SEVENTEENTH MAY FIFTY ONE STOP CERTIFICATES REGISTRATION NUMBER EIGHT NINE EIGHT ONE AND AIRWORTHINESS NUMBER ONE TWO SEVEN TWO IN NAMES OF HARRY PENNINGTON AND HARRY MORTON CANCELLED FOURTH JANUARY FIFTY TWO

CIVIL AVIATION

FILE COPY

DRUMMOND B. F. LTD.

5008-D18-1

2032
5-88

79

DEPARTMENT OF TRANSPORT

CANADIAN GOVERNMENT RADIO SERVICE 20971

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

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

JULY 7 1952

TO DIRECTOR OF AIR SERVICES
DEPARTMENT OF TRANSPORT
OTTAWA, ONTARIO

ATTENTION: SUPERINTENDENT AIR REGULATIONS

ARW81 PLEASE ADVISE LATEST INFORMATION RE CESSNA T FIFTY SERIAL NUMBER THIRTEEN SEVENTY FIVE COCA FOXTROT DASH DELTA ROMEO ALFA DATE CERTIFICATE OF AIRWORTHINESS EXPIRES AND NAME PRESENT OWNER REQUIRED stop URGENT

Frederick Bone

D. S. A. R.
D. C. A. S.

715452 FOR:

URGENT

✓cc: H. Q.
cc: Vancouver

Reply by CAR 848 July 7/52 JLH

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

FILE No. 5008 - D18 - 8

VOLUME No. 1

VOL. 1

5008 - D18 - 8

DEPARTMENT OF TRANSPORT

FROM MAY, 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DRH - CESSNA T50

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
DEC 1 1946	60867	SAR		[illegible]	DEC [illegible]
JAN 11 1947	65422	SAR		GJ	JAN 17 [illegible]
	—	C.A.I.		[illegible]	
NOV 4 47	24621	CAR		GJ	NOV 5 47
	—	CAI		[illegible]	NOV 5 47

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

FILE NO. 5008 - D18 - 8 VOLUME No. 1

5008 - D18 - 8 VOL. 1

DEPARTMENT OF TRANSPORT

FROM MAY 1, 46

TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRH CESSNA

CROSS REFERENCES

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

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUL 3 - 1946	11967, 11970 15447	S.A.R.		GJ	JUL 4 19
OCT 16 1946 OCT 16 1946		Sec Treas		D.	OCT 16 OCT 16

TGS/ZC

Ottawa, May 16th, 1946.

1-526

Request for Registration Marks

~~5008-Z~~
5008-D18-8

AIR MAIL

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

1. As requested in your letter of May 13th, 1946, registration markings CF-DRH have been allotted Cessna T50 aircraft, ex-R.C.A.F. No.8023, L. H. Haynes.

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
2-41

Edmonton, Alta. May 13, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Request for Registration Marks	1-526

TRANSPORT-RECORDS
MAY 15 A.M.
File

A 5875

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. We are in receipt of a telephone request from Mr. L. H. Haynes for the allocation of registration markings for a Cessna T50 aircraft he has purchased from the R.C.A.F. The R.C.A.F. Number of the aircraft is 8023.

2. Mr. Haynes will be making formal application for registration in the near future. May appropriate markings be forwarded please?

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

KFS/M

CF-DRH

Form 6102

Exclusive Connection with WESTERN UNION TELEGRAPH CO.
Cable Service to all the World
Money Transferred by Telegraph

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER, TORONTO, ONT.

CLASS of SERVICE DESIRED	
Full-Rate Message	X
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

3

RECEIVER'S No.	TIME FILED	CHECK

H-300

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

EDMONTON ALBERTA JUNE 11 1946

TRANSPORT-RECORDS
JUL 2 P.M.
File 5008-D 18-8

A11970

L H HAYNES
C/o CHINOOK FLYING SERVICE
MUNICIPAL AIRPORT
CALGARY ALTA

THIS WIRE CONSTITUTES YOUR TEMPORARY AUTHORITY TO FERRY CESSNA CF DASH DOG RODGER HOW CALGARY TO EDMONTON FOR WEIGHING STOP FLIGHT TO BE MADE VFR DAY FLYING NO PASSENGERS AND ON FLIGHT PLAN STOP AUTHORITY TO BE NOT VALID AFTER FOURTEENTH INSTANT

DISTRICT INSPECTOR AIR REGULATIONS

COLLECT

copy to H A ✓

noted

CLASS OF SERVICE	
Full Rate	X
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, PACIFIC

CHECK

TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

FILEs: H-300 ✓

JUL 2 P.M.
File 5008 Ll18.8

EDMONTON ALBERTA JUNE 29 1946.

L H HAYNES
203 WILLSON ELECTRIC BLDG.
CALGARY, Alta.

A11967

THIS WIRE EXTENDS YOUR TEMPORARY LCP AUTHORITY AND CERTIFICATE OF REGISTRATION AND AIRWORTHINESS DRH TO AUGUST THIRTY FORTY SIX

DISTRICT INSPECTOR AIR REGULATIONS

PREPAID
402 Blowey-Henry Bldg.
Edmonton

TO HEADQUARTERS: for your information and records please.

noted

20

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

A15447 2 8-45

Edmonton, Alta. July 8, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 Serial No. 3506 CF-DRH	1-526

TRANSPORT-RECORDS
JUL 27 A.M.
File 580-101 8-8

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration commercially of the subject aircraft in the name of Mr. L. H. Haynes of 203 Willson Electric Bldg., Calgary, together with:

(a) Bill of Sale from War Assets Corp. to Mr. L. H. Haynes.
(b) Overhaul Report covering Jacobs L4MB Engine No. 15946.
(c) Overhaul Report covering Jacobs L4MB Engine No. 15927.
(d) Report covering work carried out on aircraft.
(e) Running Report of Jacobs Engine No. 15946.
(f) Running Report of Jacobs Engine No. 15927.
(g) Certification of Serviceable Surplus Military Aircraft.
(h) Inspection Release Certificate A1-6 Issue 3 covering Jacobs Engine No. 15927.
(i) Inspection Release Certificate A1-6 Issue 3 covering Jacobs Engine No. 15946.
(j) AID report covering weighing of this aircraft at Edmonton on June 11/46.
(k) AID report covering inspection of this aircraft at Calgary on July 4/46.
(l) Copy of our letter to Mr. Haynes dated June 11/46 granting him authority to operate the aircraft to be not valid after June 30, 1946.
(m) Copy of our wire to Mr. Haynes dated July 2/46 granting him an extension of this authority to be not valid after August 30/46.

2. Fee of $10.00 has been received and will be forwarded to Headquarters under Folio #2, Rec. #55337.

3799(R)
1319(A)

19

3. We recommend that formal Certificates of Registration and Airworthiness be issued this aircraft, and that they be forwarded direct to the Owner, please.

KFS/M
Encls.

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

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 Yes $5.00

Certificate of Airworthiness Yes $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant L H Haynes

Date of Application June 11, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Haynes, Laird H.	203 Willson Electric Bldg.	
	Calgary, Alberta	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 Calgary Municipal Airport

Date of manufacture or reconstruction 30 Sept. 1941

Crew required 1

Accommodation for what number of passengers 4

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

$10.00 rec'd
Goliath
Rec. # 55337

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cessna Aircraft Co.

Type Cessna T50 Maker's No. 1516

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32' 9"	
Height o/a in feet	9' 11"	

Cubic Capacity (of Airship or Balloon) NA

Weight equipped, but without load, fuel, or oil 3900 lbs.

Total weight authorized (fully loaded) in lbs 5100 Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass altimeter Air speed indicator 2 turn indicators gyro compass, gyro horizon, vertical speed indicator
2. Gauges 2 oil temp, 2 oil pressure, 3rpm indicators. 2 man. press
3. Lights 2 fuel air ratio, suction, ammeter, 2 fuel press, 2 cyl. hd temp 2 carb. temp.
4. Signals Navigatio and landing lights Identification lights
5. Fire Extinguishers 1 pyrene hand operated, 1 pressure operated lux
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs 14MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5 1/4"	5 1/4"		
Stroke	5	5		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on Aircraft inspected on July 4 as Landplane - Satisfactory

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions

Weighed empty as a Landplane at Edmonton on June 11,1946 - 3900 lbs.

Date 29.6.46

Signature

Registration approved and Registration Mark C.F. - DRH - D.R.H. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

copy

17

WAR ASSETS CORPORATION
P.O. Box 6099
Montreal Que.

SALES ORDER

Sheet No. 1 of 1 Shets
Date May 9th, 1946.

Purchaser's Ref:
Telegram May 8/46 Sales Order HO No. 6103

Sold to:
Mr. L. H. Haynes
203 Willson Electric Bldg.
8th Ave.
Calgary, Alta.

Sales Tax Lic. No.

Sales Directive No.
4-524

C.A.A.C. Ref's.
File No. 223-28D-1
Serial No. 228

War Assets Corp.
Declaration No.
4-2 477

Terms of Payment:
Payment with acknowledgment of
Sales Order (Received: $975.00)

PC Authority 5222

Terms of Delivery:
Ex. Storage Location

Declarer's File
Ref. 935F-1-16/CA938-1-16

Delivery Instructions:
Ex. No. 4 SFTS, RCAF
Saskatoon, Sask.

CUSTODIAN:
Department of National Defence for Air
No. 4 SFTS,
Saskatoon, Sask.

S.O. Item No.	Description	Unit	No of Units	Unit Price	Total Value
1	CESSNA CRANE AIRCRAFT RCAF No. 8023 Mfg. Ser. No. 1516 Jacobs L4MB Engines Nos. 15927/36541 & 15946/36560 c/w 2 Wooden Propellers R-210 R-210	ea	1	$975.00	$975.00

HFC/TD

Salesman H. F. Chase

WAR ASSETS CORPORTATION
Per H. F. Chase

RUNNING REPORT OF JACOBS L4MB Engine #15946 16

June 11 Time	R.P.M.	Boost	Oil Press.	Oil Temp.	Cyl. Hd. Temp.	Fuel Press.	Carb. Heat	B.P.	Outside Air
10.15	700	15	85	18	90	2¼	1	29.98	18
10.30	700	14	70	48	118	2	10	29.98	17
10.45	700	14	80	50	110	2	5	29.98	18
11.00	700	14	70	50	110	2¼	6	29.95	18
11.15	1000	14	70	50	128	2½	10	29.94	18⅛
11.30	1000	14	70	52	130	2½	10	29.94	18
11.35	650	14½	70	53	114	2	7	29.94	18
11.55	1250	16	70	59	142	3	11	29.94	18
12.00	600	13 3/4	85	60	110	2	16	29.94	18
12.25	1250	16	70	61	142	3	15	29.92	19
12.27	700	13	82	62	123	2	14	29.92	20
12.40	1250	16	70	62	145	3	15	29.91	20
12.45	700	13	82	60	128	3	7	29.91	20
13.00	1250	16	70	60	145	3	15	29.91	20
13.05	700	13	80	62	130	2	12	29.91	20
13.20	1259	16	70	62	145	3	19	29.91	20
13.25	700	14	85	65	120	2	15	29.89	20⅛
13.40	1400	18	70	65	151	3	16		
FLIGHT TEST									
14.30	2000	18½	75	60	145	3	8½	29.98	18

AIR SPEED--130
ALTITUDE---6000' A.S.L.
VACUUM PRESSURE--3 3/4 lbs. / sq. in.

Fuel and Oil Comsumption Normal.

After 1 hour 30 minutes air test tappets adjusted, oil screens cleaned and oil changed.

F. A. Boyd
Air Engineer "A&C" A2115

Overhaul report of Jacobs L4MB
Engine # 15946

This engine is mounted in the right side of Cessna T50 CF-DRH

The cylinders were removed and sent to Barber Engineering of Calgary for reconditioning. They fitted new piston rings and ground the valves.

Engine examined in detail for corrosion , no signs found.

Engine reassembled and test run as per the enclosed report.

During the top overhaul of the enginethe makers overhaul manual and service bulletins to date were used.

The following replacement parts were fitted.
1 complete set piston rings
1 set of gaskets for top overhaul
new spark plugs ~~and~~ wire ends were needed.

After ground test the aircraft was test flown for 1 hr. 30 min.

After air test installation examined.

F.A. Boyd
Air Engineer "A&C" A2115

June 11, 1946

14

Overhaul report of Jacobs L4MB
engine # 15927

This engine is mounted on the port side of Cessna T50 CF-DRH

The cylinders were removed and sent to Barber Engineering of Calgary for reconditioning. They fitted new rings on the pistons and ground the valves.

Engine examined in detail for internal corrosion no sighs found.

Engine reassembled and test run as per the enclosed report.

During the top overhaul of the engine the makers' overhaul manual and service bulletins to date were used.

The following replacement parts were fitted:-
1 complete set piston rings
1 set of gaskets for top overhaul
new spark plug wire ends were needed
1 new rotor arm in the battery ignition

After ground test the aircraft was test flown for 1 hr. 30 min.

After air test installation examined.

F.A. Boyd.
F.A. Boyd
Air Engineer "A&C" A3115

June 11, 1946

13

Report on work carried out on Cessna T50 CF-DRH
to prepare it for C. of A.

Engines given top overhaul as per attached reports.

New valves installed in oleo legs, legs refilled with oil and inflated.

Holes patched in sides of fuselage and right wing.

Brake linings repaired.

Aircraft redoped covering AirForce marking and putting on new registration letters.

Port engine cowling patched.

Fire extinguishers refilled.

Airframe examined in detail for defects, aircraft considered airworthy.

F.A. Boyd.

F.A. Boyd "A&C" A2115

June 11, 1946

RUNNING RE ORT OF JACOBS LAMB ENGINE # 15927

12

Jun 11 Time	R.P.M.	Boost	Oil Press.	Oil Temp.	Cyl.Hd. Temp.	Fuel Press.	Carb. Heat	B.P.	Outside Air
10.15	700	15½	95	17	90	2	-3	29.98	18
10.30	700	14½	80	45	118	1 3/4	0	29.98	17
10.45	700	14½	82	50	111	2½	5	29.98	18
11.00	700	14½	84	50	112	1½	0	29.95	18
11.15	1000	14	75	51	130	1 3/4	5	29.94	18½
11.30	1000	14	75	54	130	2	6	29.94	18
11.35	650	15	95	55	112	1½	3	29.94	18
11.55	1250	15½	75	58	142	2	10	29.94	18
12.00	600	14	90	60	110	1 3/4	10	29.94	18
12.25	1250	16	75	62	150	2	13	29.92	19
12.27	700	14	90	62	135	2½	6	29.92	20
12.40	1250	16	75	63	150	2	10	29.91	20
12.45	700	14	95	60	130	2½	5	29.91	20
13.00	1250	16	75	60	150	2	10	29.91	20
13.05	700	14	90	62	140	2	5	29.91	20
13.20	1250	16	75	62	150	2	15	29.91	20
13.25	700	14½	90	65	122	1 3/4	15	29.89	20½
13.40	1400	18	75	65	152	2½	14		
FLIGHT TEST									
14.30	2000	18½	75	60	145	3	8½	29.98	18

AIR SPEED--130
ALTITUDE---6000' A.S.L.
VACUUM PRESSURE--3 3/4 lbs. /sq. in.

Fuel and Oil Consumption Normal.

After 1 hour 30 minutes air test tappets adjusted, oil screens cleaned and oil changed.

F. A. Boyd
Air Engineer "A&C" A2115

11

CERTIFICATION OF

SERVICEABLE SURPLUS MILITARY AIRCRAFT.

Aircraft Identification Markings Displayed 8203 CF-DRH

Aircraft Manufacturer Cessna Aircraft Co. Aircraft type Cessna ~~T-30~~ T-50 CRANE

Manufacturer's Serial Number 1516 R.CAF # 8023

Engine Manufacturer Jacobs Aero Engine Co. Engine Type Jacobs L4MB

Manufacturer's Serial Number Port- 15927 Starboard- 15946

The above aircraft has been inspected in accordance with accepted practice and to the best of our knowledge and belief is serviceable.

S. N. Green

Air Engineer Category "B"
Licence No. A790

S. N. Green

Air Engineer Category "D"
Licence No. A790

M Boyd

Air Engineer Categories "A" & "C"
License No.

Aircraft test flown at a total all up weight of.....lbs. and found satisfactory.

L H Haynes

Test Pilot
Pilot's License No.

AI-6 Issue 3 10

INSPECTION RELEASE CERTIFICATE

Aero Engines, propellors, relevant accessories & any other parts thereof assembled or overhauled in Canada (including special engine parts overhauled by the manufacturer for the Canadian agent.)

I hereby certify that the aero engines, propellors, relevant accessories or parts of any of them covered by the report of materials shipped or packing sheet no.5578.of.Standard Aero Engine Works, have been assembled or overhauled under my supervisory inspection~~ary~~ or, in the case of special engine parts, by the engine manufacturer on our behalf. All fittings and adjuctments have been made and all tests carried out in accordance with the manufacturers' instructions.

Documentary evidence in our possession substantiates that:-

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

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

Signed S. H. Green Date June 11th 1946
Chief Inspector

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

Signed S. H. Green Date June 11th 1946
Air Engineer "D" License # A790

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

Signed J. J. Currie Date JUL 1 1946
Resident Inspector, A.I.D.

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

This is applicable to Jacobs engine L4MB serial no. 15927 (port side)

INSTALLED in Cessna T 50 CF-DRH

A1-6 Issue 3

9

Inspection Release Certificate

Aero engines, propellors, relevant accessories & any other parts thereof assembled or overhauled in Canada (including special engine parts overhauled by the manufacturer for the Canadian agent.)

I hereby certify that the aero engines, propellors, relevant accessories or parts of any of them covered by the report of materials shipped or packing sheet no. 5578 of Standard Aero engine works, have been assembled or overhauled under my supervisory inspection, or, in the case of special engine parts, by the engine manufacturer on our behalf. All fittings and adjuctments have been made and all tests carried out in accordance with the manufacturers' instructions.

Documentary evidence in our possession substantiates that:-

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

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

Signed S. N. Green Date June 11th 1946
Chief Inspector

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

Signed S. N. Green Date June 11th 1946
Air Engineer "D" License #1790

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

Signed J. J. [illegible] Date JUL 1 1946
Resident Inspector A.I.D.

DEPARTMENT OF TRANSPORT AERONAUTICS ENGINEERING

This is applicable to Jacobs engine L4MB serial no. 15946 installed in Cessna T50 CF-DRH(stbd side)

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 in Alberta

CHECK 8

TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

EDMONTON ALBERTA JULY 2 1946

L H HAYNES
203 WILLSON ELECTRIC BLDG
CALGARY, Alta.

THIS WIRE EXTENDS YOUR TEMPORARY LCP AUTHORITY AND CERTIFICATE OF REGISTRATION AND AIRWORTHINESS DRH TO AUGUST THIRTY FORTY SIX

DISTRICT INSPECTOR AIR REGULATIONS

PREPAID

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alberta, July 8, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-DRH	1-526

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was weighed empty as a Landplane at Edmonton on June 11, 1946, and the following weights obtained:

	1st Weighing	2nd Weighing	3rd Weighing
Right Side	1700	1680	1700
Left Side	1760	1750	1760
Tail	440	460	440
	3900	3890	3900

Mean empty weight as a Landplane.....3900 lbs.

J. J. Currie

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

JJC/M
C/CAE

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

6

2
8-45

Edmonton, Alta. July 23, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna Aircraft CF-DRH	1-526

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a Landplane at Calgary on July 4, 1946.

AIRCRAFT: Total time: 2470:55.
Time since complete overhaul: 858:55.

ENGINES: Right: Jacobs L4MB No. 15946.
Total time: 827:15.
Time since complete overhaul: 129:25.

Left: Jacobs L4MB No. 15927:05.
Total time: 827:15.
Time since complete overhaul: 129:25.

AIRSCREW: S & S Drg. No. 210-E.
Serial Nos. S2986 and No. S2854.

2. The aircraft and engines were found in good condition and considered airworthy on this date. All documentary history accompanying the aircraft was examined and found in order.

3. Attached hereto, Release Certificates and Work Sheets covering the inspection and work carried out on the aircraft.

J J Currie
M.

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

JJC/M
C/CAE

5

1-526

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 11, 1946.

L. H. Haynes, Esq.,
203 Willson Electric Bldg.,
CALGARY, Alta.

Dear Sir:

Pending our inspection and issue by our Headquarters of formal Certificates of Registration and Airworthiness, this letter constitutes your temporary authority to operate Cessna T50 aircraft CF-BRH, commercially, within the following conditions:

Day flying only.
VFR
Landplane empty weight..... .....3900 lbs.
Landplane gross weight.....5100 lbs.

This authority to be not valid after June 30, 1946.

Yours very truly,

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

M
Ch

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 20A

TIME FILED

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

TRANSPORT

EDMONTON, Alta. Sept. 6 1946 9 P.M.

5008 D18-8

41684

L H HAYNES
203 WILLSON ELECTRIC BLDG
CALGARY ALTA

THIS WIRE EXTENDS YOUR TEMPORARY LOP AUTHORITY AND CERTIFICATES OF REGISTRATION AND AIRWORTHINESS DOG RODGER HOW TO SEPTEMBER THIRTY FORTY SIX.

DISTRICT INSPECTOR AIR REGULATIONS

PREPAID
402 Blewey-Henry Bldg.
Edmonton

TO HEADQUARTERS FOR YOUR INFORMATION AND RECORDS PLEASE
FILES: H-300 and 1-526
HAYNES, Laird Hume

20B

PA
10 I

1-526

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
Sept. 27, 1946.

TRANSPORT - RECORDS
SEP 30 P.M. 1946
File 5808 D1 8-8

Mr. L. H. Haynes,
203 Willson Electric Bldg.,
Calgary, Alta.

A24920

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificates of Registration and Airworthiness for Cessna T50 aircraft CF-DRH for a further period of thirty days, to be not valid after October 29th, 1946.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane empty weight.....3900 lbs.
Landplane gross weight.....5100 lbs.

You are reminded that you are not permitted to fly this aircraft commercially (i.e. for hire or reward) unless you have first obtained permission from the Air Transport Board, #3 Temporary Bldg., Ottawa, to do so.

Yours truly,

R. L. B.
R. L. Bolduc,
Asst. Inspector, Air Regulations.
for D.I.A.R.

M
Ch ✓

noted

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3799

NATIONALITY AND REGISTRATION MARKS CF-DRH

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1516
4. Name of owner	Laird H. Haynes,
5. Address of owner	203 Willson Electric Bldg., Calgary, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Calgary, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 11th day of June, 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-DRH and is of Canadian nationality.

Given at Ottawa this 19th day of Aug., 19 46.

Superintendent, Air Regulations.

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

22

Valid for day
flying only.

2462
7-45

CANADA

DEPARTMENT OF
TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1319

(Heavier than air)

FIRST PART

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

1. Surname of owner (or name of Company) Haynes
2. Christian name Laird H
3. Address 203 Willson Electric Bldg., Calgary, Alta.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-DRH

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1516
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A. 1941

CLASS OF AIRCRAFT

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

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

* Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: Two
19. Makes: Jacobs
20. Types: L4MB
21. International power of the engine or engines at

(each) *(a)* Sea Level 225 H.P. at 2000 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

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

22. Fuel: *(a)* ..... *(b)* .....
23. Oil: *(a)* ..... *(b)* .....

24. Airscrews { Number fitted Two Types Hamilton Standard No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	3900	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	720	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks: Two		
(b) Capacity of tanks: 100 Imp. gals.		
27. Oil	75	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks: Two		
(b) Capacity of tanks: 8 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	235	lbs.
32. Maximum total weight authorized		lbs.
Landplane	5100	lbs.
Seaplane		lbs.
Skiplane		lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fifty-one hundred pounds
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One
35. Inspections and overhauls: *See* Air Regulations.
36. Stowage. *See* Air Regulations.
37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 inches ahead of (center line of the top of the front spar) and 3.1 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 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 11, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

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

Given at Ottawa this 19th day of August 19 46

.....
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

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

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

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

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

June 20, 1939.

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.

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

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 11, 1947	

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

All modifications affecting airworthiness should be noted.

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

(K.P. 39811)

24

5008-B18-6

REGISTERED

Ottawa, Oct.7th , 1946.

L.H.Haynes, Esq.,
203 Willson Electric Bldg.,
Calgary, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3799 and Certificate of Airworthiness No. 1319 for your Cessna T-50 aircraft CF- DRH , Serial No. 1516.

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.

25

5008-D18-8

REGISTERED

OTTAWA, Ontario.
Nov. 20th, 1946.

Mr. L. H. Haynes,
203 Willson Electric Building.
Calgary, Alberta.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-DRH.

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,

Enc.

(S. Graham),
Superintendent, Air Regulations.

DIAR EDMONTON

Records

Doc. 60867
returned with
log books to
owners. (See
letter Dec. 19/46)

CN

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29 2 8-45

Edmonton, Alberta, January 7, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-8	Cessna CF-DRH ✓	1-526

TRANSPORT-RECORDS
JAN 11 A.M.
File 5008 II 18-8

65422

Controller of Civil Aviation,
OTTAWA.

1. Reference yours of December 10, 1946. Mr. Haynes and aircraft are at present on a six month permit in the U.S.A. at 605 Montana Building, Lewistown, Montana.

2. His new Canadian mailing address is 812 Riverdale Avenue, Calgary, Alberta.

3. Log books for aircraft DRH have been turned over to Mr. Haynes as issued by Headquarters, through this District Office.

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

KFS/mp

2

33

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Edmonton, Alberta, October 30, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-8	Cessna T50 CF-DRH Serial No. 1516	1-526

A24621

TRANSPORT-RECORDS
NOV 3 P.M.
File 5008 D18-8

REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Herewith copy of letter from Laird H. Haynes, dated October 27th, 1947, together with Certificate of Registration No. 3799 and Certificate of Airworthiness No. 1319, for cancellation as the aircraft is now registered in the U.S.A.

E.F.i
pes. cancel
certs. B. i

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

KFS/p

Enc.

Noted
MJ

32

Copy

Northwest Drilling Co.

Conrad, Mont.,

Oct. 27, 1947.

Department of Transport,
Civil Aviation Division,
Edmonton, Alberta.

Dear Sir:

Enclosed please find my Certificate of Registration No. 3799 and Certificate of Airworthiness No. 1319 for my Cessna T-50 aircraft CF-DRH, Serial No. 1516.

I have imported this aircraft in the United States and it is now registered with the C.A.A. with the N.C. 4984 number. I understand that these papers are to be returned to the Department of Transport upon importation to the United States.

Yours truly,

Signed
L. H. Haynes

31

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3799

NATIONALITY AND REGISTRATION MARKS CF-DRH

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1516
4. Name of owner	Laird H. Haynes,
5. Address of owner	203 Willson Electric Bldg., Calgary, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Calgary, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 11th day of June, 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-DRH and is of Canadian nationality.

Given at Ottawa this 19th day of Aug., 19 46

G. Graham

Superintendent, Air Regulations.

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

Valid for day flying only. 30

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1319

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Haynes
2. Christian name Laird H
3. Address 203 Willson Electric Bldg., Calgary, Alta.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-DRH

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1516
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A. 1941

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
* 12. Maximum number of persons to be carried (including crew) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

* Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: Two

19. Makes: Jacobs

20. Types: L4MB

21. International power of the engine or engines at

(each) *(a)* Sea Level 225 H.P. at 2000 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....

23. Oil: *(a)* ..... *(b)* .....

24. Airscrews { Number fitted Two Types Hamilton Standard No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	*(a)* Landplane	3900 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	720 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks: Two	
(b) Capacity of tanks: 100 Imp. gals.	
27. Oil	75 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks: Two	
(b) Capacity of tanks: 8 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	235 lbs.
32. Maximum total weight authorized	lbs.
Landplane	5100 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fifty-one hundred pounds
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 inches ahead of and 3.1 inches behind the prescribed datum. (center line of the top of the front spar)

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 11, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 19th day of August 19 46

A. Graham

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
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
		June 11, 1947	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.

(K.P. 39811)

1.
3-46
K.P. 58825
D.L.L. Co.

FILE NO. 5008 - 018 - 11

VOLUME NO. 1

VOL. 1 5008 - 018 - 11

DEPARTMENT OF TRANSPORT

FROM JUNE 1946
TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - D RK - CESSNA T50

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")		(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
AUG 2 2 1946		19290	Sgt R		GJ	AUG 2 1946
SEP 27 1946		24410	S.I.B.	6.10.46	GJ	OCT 2 1946
OCT 15 1946	BF Oct 16		S.A.R.	18.12.46	GJ	DEC 3 1946
	BF Dec 16		S.A.R.		GJ	
FEB 18 1947			Mess.		J	
			CAI			FEB 18
JUN 9 -1947		7849	CAR		JUN 14 1947	
JUN 27 1947		10179	CAR		GJ	JUL 18 1947
			CAW		GJ	JUL 18 1947
JUL 28 1947		13644	CAE			SEP 14
			CAE			AUG 7 -1947
SEP 13 48		23890	CAR		HP	SEP 14 48
OCT 9 48		27837	CAE			OCT 14 48
			CAR		HP	OCT 14 48
OCT 27 48		30364	CAR		GJ	OCT 28
			CAE			OCT 28
NOV 9 - 48		31931	CAR		HP	NOV 9 -
JUN 14 1949		10948.	CAR		HP	JUN 22 1949
JUN 30 1949		13611	CAR		GJ	JUL 12 1949
			CAE		P.D.	JUL 12 1949
OCT - 6 1952		34737	CAR		fbk.	OCT -7 1952
OCT 21 1952		36955	CAR		GJ	OCT 22 1952
OCT 22 1952			RJL		wm	OCT 22 1952

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

DWS/LM

Ottawa, Ontario, June 26, 1946.

2

1-559

REGISTRATION MARKINGS

5008-D18-11

AIR MAIL

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. Referring to your letter of June 22nd, registration markings CF-DRK have been allotted Cessna T 50, Serial Number 2284, D. N. Campbell of Nepawin, Sask.

(H. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
2-41

Edmonton, Alta. June 22, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Request for Registration Markings	1-559

A12003

TRANSPORT-RECORDS
JUN 24 AM
File

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Will Headquarters kindly allot registration markings to Cessna T50 aircraft bearing Manufacturer's Serial No. 2284, R.C.A.F. No. 8734, purchased by Mr. D. N. Campbell of Nepawin, Sask. from the War Assets Corp.

K. F. Saunders,
A/D.I.A.R.

KFS/M

CF-DRK

3

Document 19290
refers to pilot's cert.
& has been put on
L.N. Campbell's file

ks J

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	X
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

RECEIVERS NO. | TIME FILED 4:45 PM | CHARGE TO TRANSPORT RECORDS | 702 Blowey-Henry Bldg., Edmonton

Send the following message, subject to the terms on back hereof, which are hereby agreed to

AUG 24 A.M.

File 5008 10

AUGUST 20 1946

4

D N CAMPBELL
NIPAWIN SASK

A19522

E 33 PENDING ISSUE OF FORAML CERTIFICATES BY OUR HEADQUARTERS THIS WIRE CONSTITUTES THE TEMPORARY C OF A AND C OF R FOR AIRCRAFT CF DASH DOG ROGER KING STOP THE AIRCRAFT IS TO BE FLOWN VFR DAY FLYING AND WITHIN THE FOLLOWING WEIGHT LIMITS EMPTY LANDPLANE 3972 LBS GROSS 5100 LBS STOP THIS AUTHORITY TO BE NOT VALID AFTER OCTOBER TWENTY FORTY SIX

COLLECT
cc: Hqs
Our File: 1-559

DIAR

5

M & C AVIATION COMPANY LIMITED

PRINCE ALBERT, SASK.

CERTIFICATION OF

SERVICEABLE SURPLUS MILITARY AIRCRAFT.

Aircraft Identification Markings Displayed...C.F.-D.R.K.....

Aircraft Manufacturer.Cessna A/C Co..Aircraft Type Cessna T.50.

Manufacturer's Serial Number....2284.....

Engine Manufacturer....Jacobs...A/C Co. Ltd.....

Manufacturer's Serial Number 4370 & 4063 Engine Type. L4-MB.....

The above aircraft has been inspected in accordance with accepted Practice and to the best of our knowledge and belief is serviceable.

J. Abool Aug 16/46
Air Engineer Category "B"
License No.

J. Abool Aug 16/46
Air Engineer Category "D"
License No.

J. Abool Aug 16/46
Air Engineer Categories "A" & "C"
License No. A 1939

Aircraft test flown at a total all up weight of..4982.....lbs. and found satisfactory.

A. J. Atkinson
Test Pilot
Pilot's License No. C 185-8

copy

6

M & C AVIATION COMPANY LTD.

P.O. Box 739
PRINCE ALBERT, Sask.

Sept. 2, 1946.

D.I.A.R.
D.O.T.
EDMONTON.

Dear Sir:

Re: Aircraft CF-DRK

Further to your letter of August 31st, re engine release certificates A1-6 Issue 3, for the subj ct-mentioned aircraft. Please be advised the original engines were removed from this aircraft and overhauled engines obtained from Standard Aero Engine Works, Ltd. Winnipeg, were installed. These engines were covered by release certificates, endorsed by the AID of the Winnipeg district, and issued by Standard Aero Engine Works, signed by their Chief Engineer, Mr. Dyne. The certificates were attached to the respective engine log books and were given to Mr. DN Campbell.

In view of the above, kindly advise if you will require me to make out release certificates covering these engines.

Yours very truly,

M & C AVIATION CO. LTD.

J. Pool - Engineer

A

8

M & C AVIATION COMPANY LIMITED

Prince Albert, Saskatchewan

.....

Cessna Crane T 50 Aircraft Serial No. 2284
Registration No. CF-DRK
Time since Manufacture 2244 hours 05 min.
Time since Overhaul 1149 hours 20 min.

The above aircraft owned by Mr. D. N. Campbell of Nipawin, has been inspected and repaired as follows:

Fuselage

Fabric washed down and inspected, repaired where necessary. Roundells and numbering removed.
Surfaces built up and registration attached.
All fairings removed and structure inspected.
Controls inspected, adjusted and locked.
Inside of fuselage cleaned.
Attachment bolts at wing spars tightened.
Stabalizer attachment bolts checked.
Flare chute removed.
Flap warning light lense replaced.
Flap travel indicator bowden installed.
Undercarriage warning light lense replaced.
Starboard instrument light unit replaced.
Upholstery repaired.
Aluminum heel scuff plates installed.
Floor repaired around flap motor inspection opening.
Cabin area cleaned.
Dual controls removed in accordance with bulletin No. 0/17/46.
Constant speed controls installed.
Constant speed governor installed.
All engine controls inspected.
Elevator trim control adjusted.
Slip covers made up for backs of front seats.
Fire extinguisher (CO_2) removed and weighed.
Pyrene extinguisher checked.
Instruments tested and calibrated.
Compass swung.

Wing Assembly

Fabric washed down, inspected and repaired where required, roundells and lettering removed.
Surfaces built up and lettering attached.
All fairings and inspection openings removed, and wings inspected internally.
Engine nacelles cleaned out and inspected.
Oil tanks removed, flushed and tested.
Fuel tanks drained and flushed.
All oil hose connections banded.
Undercarriage and flap operation inspected, adjusted, tested and lubricated.
Starboard landing light removed and repaired.
Undercarriage ~~flap~~ chain adjusted.
Flap stop switches adjusted.
Oleo leg fluid checked.
All oleo legs painted.
Tires removed and inspected.
Brakes checked, adjusted and fluid added.
All plumbing and electrical wiring checked.
Engines removed and reconditioned engines installed.
All engine accessories inspected and tested.
Battery recharged.
Cabin window lights hand rubbed.
All controls checked.

7

M & C AVIATION COMPANY LIMITED

Prince Albert, Saskatchewan

.....

CF-DKR

Empennage

All fairings removed and structure checked.
Hinges and attachment points checked.
Fabric repaired where required.
Tail oleo leg checked.

Aircraft weighed out as a land plane

1st Weighing		2nd Weighing	
Port	1773 lbs.	Port	1775 lbs.
Starboard	1746 lbs.	Starboard	1744 lbs.
Rear	453 lbs.	Rear	453 lbs.
Total	3972 lbs.	Total	3972 lbs.

Propellers Recondition Constant Speed Propellers and governors purchased from Canadian Pratt and Whitney.
Two Mod. 2B20-213 propellers, Serial No. 61650 and 66319.
Two Mod. 1A4-A5 Hamilton Standard Governors.
Serial No. 25275 and 31001.

.....I hereby certify that all work listed has been done with certified material according to accepted practice; that all manufacturer's service bulletins affecting safety have been complied with to date and no unapproved modifications affecting safety have been incorporated and that the Aircraft is Air Worthy.

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 15:30 Date 16-7-46 19__

Signed A. J. Atkinson Signed Geo Munro

Signed: [signature]
Air Engineer No. A 1939
Date: August 9, 1946.

WAR ASSETS CORPORATION

P.O. BOX 6099
MONTREAL, QUE.

SALES ORDER

PURCHASER

SHEET No. 1 OF 1 SHEETS

DATE May 9th 1946

SOLD TO:
D.N. Campbell,
Nepawin, Sask.

PURCHASER'S REFERENCE: Telegram May 8/46

SALES ORDER: HO Nº 6105

SALES TAX LIC. No.
FEDERAL:
PROVINCIAL:

SALES DIRECTIVE No.: 4

TERMS OF PAYMENT:
Payment with Acknowledgment of order.

C.A.A.C. REF'S.
FILE No.: 223-28D
SERIAL No. 228

WAR ASSETS CORPORATION
DECLARATION No.
4-2- 477

TERMS OF DELIVERY:
EX STORAGE LOCATION

PC AUTHORITY 5222

(QUOTE ABOVE NOS. ON ALL DOCUMENTS)

DELIVERY INSTRUCTIONS:
Ex. # 4S.F.T.S.,
R.C.A.F.,
Saskatoon, Sask.

DECLARER'S FILE REFERENCE: 935F-1-16 938CA-1-16

CUSTODIAN:
D.N.D. (AIR)
#4 S.F.T.S.
Saskatoon, Sask.

S. O. ITEM No.	DESCRIPTION	W. A. C. DECL. ITEM No.	UNIT	No. OF UNITS	UNIT PRICE	TOTAL VALUE
	CESSNA CRANE AIRCRAFT R.C.A.F. No. 8734 Mfg. Ser. No. 2284 c/w Jacobs L4MB Engines Serial Nos 4230/21372 & 4377/21511 c/w 2 Wooden Propellers		EA	1		$975.00

LC/TD

THIS SALES ORDER IS SUBJECT TO: 1. THE AVAILABILITY OF THE GOODS ENUMERATED HEREIN.

2. ANY TERMS AND CONDITIONS STATED ON THE FACE OR BACK OF THIS FORM AND ANY FURTHER CONDITIONS EMBODIED ON ANY SCHEDULES ATTACHED HERETO. INVOICE WILL FOLLOW DELIVERY OF GOODS.

WAR ASSETS CORPORATION RESERVES THE RIGHT TO REFUND TO THE PURCHASER ANY AMOUNT PAID ON ACCOUNT OF ANY ITEM OR ITEMS OF THE PROPERTY SOLD, AND THEREUPON TO BE FREE OF ALL OBLIGATION OR LIABILITY TO THE PURCHASER OR ANY OTHER PARTY IN RESPECT OF SUCH ITEM OR ITEMS.

THE ATTACHED ACKNOWLEDGMENT COPY OF THIS SALES ORDER MUST BE SIGNED AND RETURNED TO WAR ASSETS CORPORATION, P.O. BOX 6099, MONTREAL, QUE.

WAR ASSETS CORPORATION

PER L. Capreol

SALESMAN.....

WAC 8A REV. 12-45 K.L.

10

This is to certify that D.N. Campbell has my authority to accept registration and operation responsibility for Cessna aircraft CF-DRK.

P. Kent P Kent

F. Ostberg Fritz Ostberg

C. McDonald Clyff McDonald

H. Fitton H. Fitton

W. McDonald W McDonald

SEP 23 1946

This is to certify that D.N. Campbell has my authority to accept registration and operation responsibility for Cessna aircraft CF-DRK.

P. Kent P Kent

F. Ostberg Fritz Ostberg

C. McDonald Cliff. McDonald

H. Fitton H. Fitton

W. McDonald W. McDonald

SEP 23 1946

12

2413
0-39

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.....D. J. Campbell

Date of Application.....May 22nd 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Mr. Donald Campbell	Nipawin, Sask.	Canadian
Mr. Percy Kent	" "	"
Mr. Fritz Ostberg	" "	"
Mr. Clifford McDonald	" "	"
Dr. Harry Fitton M.D.	" "	"
Mr. Willard McDonald	" "	"

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.....Nipawin, Sask.

Date of manufacture or reconstruction.....

Crew required.....Pilot only

Accommodation for what number of passengers.....Four

Noted
MD

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Cessna Aircraft Compa...

Type: T 50 — Maker's No.: 2284

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41 ft. 11 in.	
Length o/a in feet	32 ft. 9 in.	
Height o/a in feet	9 ft. 11 in.	

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil: 3500 lbs.

Total weight authorized (fully loaded) in lbs: 5100 — Air speed: 140 miles per hour — 1900 RPM wooden propellors

EQUIPMENT—(Give number and type).

art. horisor

1. Instruments: 2 airspeed, 2 turn & Bank, 1 altimeter, 1 compass, 1 gird compass, 1 2 tachometers, 2 man. press., 2 oil temp. 2 oil press., 1 cy. temp. gaul, 1 airtemp
2. Gauges: 2 carb. temp., 2 fuel press., 1 suction, 1 gas analyzer, 1 voltmeter
3. Lights: Navigation and Landing
4. Signals: Light
5. Fire Extinguishers: 1 CO_2 and one hand Pyrene
6. Parachutes: Optional
7. Tools: Flight Kit
8. Other Equipment:

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	Tractor	Tractor		
Right or Left Hand	Right	Right		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5.25"	5.25"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 20/8/46

Particulars accurate as corrected

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions: Empty 3972 lbs.

Date 20/8/46

Signature [illegible]

Registration approved and Registration Mark C.F. TRK allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

14 2
6-44

Edmonton, Alta. Sept. 23, 1946.
PLACE DATE

YOUR FILE	SUBJECT	YOUR FILE
5008-D18-11	Cessna Aircraft T50 CF-DRK Serial No. 2284	1-559

TRANSPORT-RECORDS
SEP 26 P.M.
File 5008-D

18-11

A24410

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for registration privately of the subject aircraft, together with:

(a) Bill of Sale from War Assets Corporation
(b) M & C Aviation Co. Ltd. Work Report.
(c) Copy of letter from M & C Aviation Co. Ltd. dated Sept. 2/46 re Release Certificate AI-6 Issue 3 covering engine.
(d) Certification of Serviceable Surplus Military Aircraft.

2. Fee of $10.00 has been received and forwarded to Headquarters under Folio #2, Receipt No. 55357.

3. We recommend that formal Certificates of Registration and Airworthiness be issued this aircraft and that they be forwarded direct to this district office to be handed over to the Owners after our inspection of the aircraft.

K. F. Saunders
m.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Encls.

Cancelled expiring

2

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

15 2 8-45

Edmonton, Alta. Oct. 12, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-11	Cessna T50 CF-DRK Serial No. 2284	1-559

TRANSPORT-RECORDS
OCT 15 A.M.
File 5008-D18-11

Controller of Civil Aviation,
Ottawa.

1. Reference to our letter of September 23, 1946.

A27167

2. The subject aircraft was inspected at Prince Albert on the 24th ultimo and was found to be in an airworthy condition and considered satisfactory. The aircraft was operating on a temporary C of R and C of A.

3. We recommend that formal Certificates be issued direct to the Owners, please.

K. F. Saunders,
A/D.I.A.R.

KFS/M

17

1-559

402 Blowey-Henry Bldg.,
Edmonton, Alberta.
November 7, 1946.

A31420

TRANSPORT-RECORDS
NOV 12 P.M.

5008-D18-11

Mr. D. N. Campbell,
P.O. Box 401,
NIPAWIN, Sask.

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary Certificate of Registration and Certificate of Airworthiness for Cessna T50 CF-DHK for a further period of sixty days, to be not valid after January 6, 1947.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane empty weight..... 3972 lbs.
Landplane gross weight.....5100 lbs.
Privately

As this aircraft is being registered privately, you are not permitted to operate same for hire or reward of any kind.

If, upon the expiration date of this temporary authority you are not in possession of the formal Certificates from our Headquarters, it is your responsibility to apply to this district office for an extension of this authority.

Yours truly,

K. F. Saunders,
D.I.A.R.

KFS/M
Ch

5011 (R)
1557 (A)

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2/18
7-43

Edmonton, Alta. Feb. 8, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-11	Cessna T50 CF-DRK ✓ Serial No. 2284	1-559

2AR

TRANSPORT - RECORDS
FEB 10 A.M.
5008-D18-11
File

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. May we be advised please if the formal Certificates for the subject aircraft are likely to be issued in the near future.

69694

K. F. Saunders,
A/D.I.A.R.

KFS/M

2462A
8-41

21

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5011

NATIONALITY AND REGISTRATION MARKS CF-DRK

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	2284
4. Name of owner	~~De Campbell~~, P. Kent, F. Ostberg, H. Fitton, G. McDonald, W. McDonald. (deleted 24.6.49)
5. Address of owner	Nipawin, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Nipawin, Sask.
8. Purpose	~~Private~~ Commercial (24.6.47)

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 20th day of August 1946., in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DRK and is of Canadian nationality.

Given at Ottawa this 31st day of December 1946.

T.P.S.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

/RM

Valid for day flying only.

2462
7-45

20

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1867

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Campbell,~~ deleted (24.6.49) Kent, Ostberg, Fitton, McDonald
2. Christian name ~~D.~~ P. F. H. C. & W.
3. Address Hipawin, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-DRK

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 2284
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 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. f. g.~~ a, b, c & c
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

X Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

Engines

18. Number installed ..... Two .....

19. Makes ..... Jacobs .....

20. Types ..... 14MB .....

21. International power of the engine or engines at .....

(each) (a) Sea Level ..... 225 ..... H.P. at ..... 2000 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine. 22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... Two ..... Types ..... Hamilton Standard ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane ..... (23.7.47) ..... ~~3972~~ 4078 ..... lbs.
(b) Seaplane ..... lbs.
(c) Skiplane ..... lbs.

Weight of Fuel and Oil

26. Fuel ..... 720 ..... lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks ..... Two .....
(b) Capacity of tanks ..... 100 ..... Imp. gals.

27. Oil ..... 75 ..... lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks ..... Two .....
(b) Capacity of tanks ..... 8 ..... Imp. gals.

28. Weight allowed for crew ..... 170 ..... lbs.

29. Weight allowed for equipment, excluding wireless apparatus ..... lbs.

30. Weight of wireless apparatus ..... lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full ..... (23.7.47) ..... ~~163~~ 57 ..... lbs.

32. Maximum total weight authorized ..... lbs.
Landplane ..... 5100 ..... lbs.
Seaplane ..... lbs.
Skiplane ..... lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane ..... Fifty-one hundred pounds .....
Seaplane .....
Skiplane .....

34. Minimum crew necessary ..... One .....

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... 4.8 ahead ..... inches and ..... 3.1 ..... inches behind the prescribed datum. (Center line of the top of the front spar)

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ..... 2000 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2200 ..... r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... August 20, 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 ..... December 19 46

[signature]
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	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
		August 10, 1947. 8/7/48 18/10/49	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

/RM

27

5008-D18-11

REGISTERED

OTTAWA, Ontario.
February 15th , 19 47.

Messrs. D. Campbell, P. Kent, F. Ostberg,
H. Fitton, C. McDonald, W. McDonald,
P.O. Box 401,
Nipawin, Sask.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5011 and Certificate of Airworthiness No. 1557 for your Cessna T-50 aircraft CF- DHK , Serial No. 2284.

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.

copy

23

402 Blowey-Henry Bldg.,
Edmonton, Alta.
May 30/47.

TRANSPORT-RECORDS
JUN 1C
File 5008-D18-11

Mr. D. N. Campbell,
P.O. Box 401,
Nipawin, Sask.

A 7849

Dear Sir:

Pending issue by our Headquarters of formal Certificates, this letter constitutes your temporary C of R and C of A for Cessna T50 CF-DRK for a period of thirty days, to be not valid after June 30 1947.

The aircraft must be flown within the following conditions:

VFR
Day flying only
Landplane empty weight.....3972 lbs.
Landplane gross weight.....5100 lbs.

As this aircraft is registered privately, you are not permitted to operate same for hire or reward of any kind.

File 15.
C/A valid to 10.9.47

If upon the expiration date of this temporary authority you are not in possession of the formal Certificates from our Headquarters, it is your responsibility to apply to this district office for an extension of this authority.

Yours truly,

for K. F. Saunders,
D.I.A.R.

TO H.Q. FOR YOUR INFORMATION AND RECORDS PLEASE.
H.Q. File: 5008-D18-11
Our file: 1-559

24

TGS/ZG

Ottawa, June 12th, 1947.

5008-D18-11

1-559

Cessna T50 - CF-DHK

District Inspector, Air Regulations,
402 Blowey-Henry Bldg.,
Edmonton, Alta.

1. With reference to Headquarter's copy of your letter dated May 30th to Mr. D. N. Campbell, Nipawin, Sask., may we advise that Certificate of Registration No.5011 and Certificate of Airworthiness No.1557, the latter valid until August 10th, 1947, was forwarded to Messrs. D. Campbell, P. Kent, F. Ostberg, H. Fitton, C. McDonald, W. McDonald, by registered mail under date of February 15th, 1947.

(H.S. Graham),
Superintendent, Air Regulations.

28

DEPARTMENT OF TRANSPORT

Civil Aviation Division

File No. 1-559
H.Q. File: 5008-D18-11
Place ... Edmonton.....

Date July 23 1947

TO: Superintendent, Air Regulations.

FROM: District Inspector

SUBJECT: Aircraft Inspection Report.

TRANSPORT-RECORDS
JUL 28 A.M.
File 5008-D18-11

Aircraft Type ....Cessna T50..... A13644

Registration Markings ..CF-DRK.....

Private or Commercial ....Commercial.....

Date of Inspection .July 8, 1947.....

Previous C. of A. Expires .August 10, 1947.....

Present C of R and Present C. of A. Expires ...July 8, 1948.....

Remarks .C. of A. amended on July 8/47 as follows:.....

Item 25: Landplane empty weight changed from 3972 lbs. to 4078 lbs.
Item 31: Landplane commercial " " " 163 lbs. to 57 lbs.

Attached hereto, AID report dated this instant covering inspection and weighing of this aircraft at Prince Albert on July 8/47.
H.Q. Please note that the owner has never received the formal log books for this aircraft- please expedite.

Miss Jones to note

Noted Thru

G.V.P.

K. F. Saunders,
District Inspector
Air Regulations.

KFS/M
Enc.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

27 2
8-45

Edmonton, Alta. July 23, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 CF-DRK Serial No. 2284	1-559

District Inspector, Air Regulations,
Edmonton.

1. The subject aircraft was inspected in detail as a Landplane at Prince Albert on July 8/47.

AIRCRAFT:
TOTAL TIME: 2323:40.
Time since complete overhaul: 1228:25.
Time since conversion: 79:35.

ENGINE: Left: Jacobs L4MB No. 4063.
Total time: 2765:20.
Time since complete overhaul: 87:25.
Time since conversion: 87:25.
Right: Jacobs L4MB
Total time: 2765:25.
Time since complete overhaul: 87:25.
Time since conversion: 87:25.

PROPELLOR: Hamilton Standard VP Left
Hub Drg. No. 2B20-223
Hub Serial No. 61650
Blade Drg. No. 2B20-223
Hub Serial No. 61650
Blade Drg. No. 6135A-15
Blade Nos. 161083 161084
Total time: 87:25.
Time since overhaul: 87:25.
Propellor H.S. VP Right
Hub Drg. No. 2B20-223
Hub Serial No. 66319
Hub Drg. No. 6135A-15
Bade Nos. 174118 174119
Total time: 224:20
Time since overhaul: 87:25.

2. The aircraft and the engines were found in good condition and considered airworthy on this date. All items called on AD722-4 dated Jan. 31/47 were found incorporated. It is therefore recommended that the Certificates be renewed as requested.

3. This aircraft was also weighed empty as a Landplane at Prince Albert on July 8/47, and the following weights were obtained:

	1st Weighing	2nd Weighing
Left Side	1845 lbs.	1842 lbs.
Right Side	1813 lbs.	1814 lbs.
Tail	422 lbs.	422 lbs.
	4080 lbs.	4078 lbs.

Mean aircraft empty weight.....4078 lbs.

J. J. Currie,
Resident Inspector AID

JJC/M
C/CAE

2)

1-559

402 Blowey-Henry Bldg.,
Edmonton, Alberta,
June 24, 1947.

TRANSPORT-RECORDS
JUN 27 P.M.
File 5008 D18-11

A10179

REGISTERED

Messrs. D. Campbell, P. Kent, F. Ostberg,
H. Fitton, C. McDonald, W. McDonald,
P.O. Box 401,
NIPAWIN, Sask.

Dear Sirs:

Returned herewith C of R No. 5011 and C of A No. 1557 covering Cessna T50 CF-DRK.

The C of R was amended this date under item 8 as follows:

"Private" deleted
"Commercial" inserted. ✓

Yours truly,

gvp

K. F. Saunders,
D.I.A.R.

GVP/M
Encls.
Ch H.Q. file: 5008-D18-11 ✓

The Owners are familiar with the requirements of an Operating Certificate and a Charter.
Airworthiness Directive AD-722-4 have been carried out.

noted

/RM

29

5008-D18-11

REGISTERED

OTTAWA, Ontario.
August 1st , 1946- 1947.

Messrs. D. Campbell; P.Kent; F. Ostberg;
H. Fitton; C. McDonald and W. McDonald,
Nipawin,
Saskatchewan.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- DRK.

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. A. Graham),
Superintendent, Air Regulations.

cc. D.I.A.R. Edmonton, Alta.

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
		30

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

TRANSPORT - RECORDS
File 5008-1018-11

COLLECT SEP 14 A.M.

Winnipeg, Man., Sept. 11, 1948.

A23890

D.N. Campbell, Esq.,
Nipawin, Saskatchewan.

THIS TELEGRAM CONSTITUTES YOUR AUTHORITY TO FERRY CESSNA CF DASH DRK AIRCRAFT FROM NIPAWIN TO PRINCE ALBERT DAY FLYING ONLY UNDER VFR CONDITIONS NO PASSENGERS TO BE CARRIED ON BOARD AND PROVIDED AIRCRAFT IS CERTIFIED AS SAFE FOR THE FLIGHT IN QUESTION BY A COMPETENT PERSON

Fredw't Bone

FWB/ET
cc: H.Q.

DISTRICT INSPECTOR AIR REGULATIONS

A27837 21

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
2-48

717 Dominion Public Bldg.,
Winnipeg, Man., October 6, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T-50 CF-DRK	5008-D18-11

TRANSPORT-RECORDS
OCT 8 A.M.
FILE 5008-D18-11

Director of Air Services,
Department of Transport,
Ottawa, Canada.

Attention: Chief Aeronautical Engineer.

1. Enclosed are duplicate copies of Drawing No. SGA-43, submitted by Saskatchewan Government Airways, illustrating the proposed repairs to the main spar of the above noted aircraft.

2. This drawing has been checked and is submitted for your comments and approval please.

a-H. Walker
for D. G. Joy,
District Controller of Air Services.

AHW/MC
Encs.

GEW/AO'D

Ottawa, Ontario, October 13, 1948.

5008-M8-11 Cessna T-50 CF-DRK 5008-M8-11

District Controller of Air Services,
717 Dominion Public Building,
Winnipeg, Manitoba.

Attention: Resident Inspector, A.I.D.

1. In reply to your letter of October 6th, 1948, the proposed repairs to the main spar of the subject aircraft, as shown on Saskatchewan Government Airways' Drawing No. SGA-43, is considered satisfactory.

2. One sealed copy of Drawing No. SGA-43 is returned herewith.

(H.S. Rees),
Chief Aeronautical Engineer.

Encl.

34

AIRCRAFT INSPECTION REPORT

Date of Inspection Oct. 19, 1948. Owner D. Campbell, P. Kent, F.Ostberg, H. Fitton, C.McDonald & W.McDonald. Reg. Marks CF-DRK

Type Cessna T-50 Serial No. 2284 Purpose Commercial

C.of R. 5011 C.of A. 1557 Date of Last Inspection 8th July, 1947.

Previous C.of R. & A. Expires July 8, 1948. Present C.of R. & C.of A. Expires 18th October, 1949.

AIRFRAME

Crew One Passengers Four No. of Fuel Tanks Two

Capacity 100 Imp.gals. No. of Oil Tanks Two Capacity 8 Imp. gals.

Total Hours Since New 2343:45 Since Overhaul 1249:00 Since Reconditioned 99:40

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane	5100		4078	57
Seaplane				
Skiplane				

TRANSPORT-RECORDS
OCT 27 A.M.
File 5008-D18-11

A30364

ENGINE(S)

LEFT		RIGHT	
Make	Jacobs	Make	Jacobs
Model	L4MB	Model	L4MB
Serial No.	4063	Serial No.	4370
H.P.	245	H.P.	245
Total Hrs. Since New	2733:50	Total Hrs. Since New	2775:05
Since C/Overhaul	109:00	Since c/overhaul	108:25

PROPELLER(S)

LEFT		RIGHT	
Make	Hamilton Standard	Make	Hamilton Standard
Model	Constant Speed	Model	Constant Speed
Diameter	7'9¾"	Diameter	7'9¾"
Pitch	(B. 27° (H. 27° (L. 12°	Pitch	(B. 27° (H. 27° (L. 12°
Blade Design	6135A-15	Blade Design	6101A-15
Mfg.No.	(1 174118 (2 174119 (3 —	Mfg.No.	(1 161083 (2 161084 (3 -
Total Hrs.	(1 239:10 (2 " (3 -	Total Hrs.	(1 108:25 (2 " (3 -
Hub Design	2B20-223	Hub Design	2B20-223
Mfg. No.	66319	Mfg. No.	61650
Total Hrs.	239:10	Total Hrs.	108:25
Since Last Overhaul	108:15	Since Last Overhaul	108:25
Date of Last Overhaul	August 7, 1946	Date of Last Overhaul	August 5, 1946
Date of Last Inspection	Oct. 18, 1948	Date of Last Inspection	Oct. 18, 1948.
Date Purchased	August 1946	Date Purchased	August 1946

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: October 19, 1948.

Signed- N/A
Resident Inspector, A.I.D., Winnipeg, Man.

C. of A. renewed by F.W.Bone.

Copy of work sheet attached.

F.W.Bone,
District Inspector, Air Regulations.

FWB/MC

Phone [illegible]7
2616

SASKATCHEWAN GOVERNMENT AIRWAYS

Airport: Prince Albert

P.O. Box 609

DATE October 19th, 1948.

OVERHAUL AND REPAIR REPORT

Aircraft Registration No. CF-DRK Cessna T.50 Maker's Serial No. 2284

Time Since Mfg. 2343 hrs. 45 mins. Since Overhaul 1249 hrs. - mins.

Engine Make Jacobs L4MB Mfg's Serial No. 4063 Model L4MB

Time Since Mfg. 2775 / 2733 hrs. 05 / 50 mins. Since Overhaul 108 / 109 hrs. 25 / 0 mins.

Propeller Hub Make Hamilton C.S. Mfg's Serial No. 66319 / 61650 Dwg. No. 2B20-223

Time Since Mfg. 239 / 108 hrs. 10 / 25 mins. Since Overhaul 108 / 108 hrs. 15 / 25 mins.

No. 1 Blade Serial No. 174118 / 161083 Dwg. No. 6135A-15

No. 2 Blade Serial No. 174119 / 161084 Dwg. No. 6135A-15

No. 3 Blade Serial No. Dwg. No.

Time Since Mfg. 239 / 108 hrs. 10 / 25 mins. Since Overhaul 108 / 108 hrs. 15 / 25 mins.

Nature of Work Carried Out

AIRCRAFT RECEIVED FOR INSPECTION REPAIRS AND MODIFICATIONS FOR RENEWAL OF C OF A & C OF R

Engine installed Port side, Serial No. 4063 Propeller Serial No. 66319
" " Stbd " " 4370 " " 61650

Time on aircraft since conversion from military to civilian service - 99 hrs. 40 mins.

AIRCRAFT GENERAL

Aircraft washed down all fairings and inspection openings removed and interior cleaned out and given general inspection.

FUSELAGE

Fabric rejuvenated where required and redoped.
All controls inspected, adjusted, lubricated and checked for action, presence of safety and locking.
Fuselage checked to C.A.A. Directive and Manufacturers Service Bulletins.
Directive No. 47-30-2 incorporated.
Cabin interior cleaned out; removed carpets and cleaned floor.
Fire extinguishers checked, weighed and reinstalled.
Battery box removed, cleaned and repainted.
One brake cylinder replaced.
Cabin heater system checked.
Instruments checked, tested and calibrated; compass swung.
Seats and safety belts inspected and aircraft placarded
Wing and fuselage attachment bolts checked.

WING

Inspected in detail; fabric rejuvenated and doped where required.
Ailerons and flaps rejuvenated and doped.
Presence of wood rot noted in upper surface of right front spar outboard from fuselage fitting caused by loose tape at fuel tank cover.
Repaired in accordance with Dwg. No. S.G.A-43 approved by D.O.T.
All controls checked; action of ailerons and flaps checked.
Control chains greased, hinge points lubricated.
Wing spars checked in accordance with C.A.A Directives.
Engine nacelle fairings removed and excessive dirt cleaned out.
Engine mounts, fire walls, etc. checked.

EMPENNAGE

Rudder, elevator and stabilizer rejuvenated and redoped.
Checked for security and action.
Hinge points lubricated; controls and horns checked.
Assembly checked to C.A.A. Directives effecting, new attachment wooden wafers installed on stabilizer upper surfaces.
Starboard elevator trim tab link repaired.

UNDERCARRIAGE

Aircraft jacked up, tires removed, inspected; tubes inspected and reinstalled on opposite sides.
Undercarriage bolts replaced in accordance with T/1/47.
Hydraulic brake system bled and checked.
Landing oleo legs inspected and refilled with fluid.
Action of undercarriage checked, retracted 12 times
Retracting gear lubricated, chain adjusted and lubricated.
Jack screws cleaned out and lubricated.
Horn and light circuits checked.

TAIL WHEEL

Tail wheel tire removed and inspected. New valve stem installed in tube.
Wheel bearings cleaned out. Found to be rusty and pitted.
Bearings replaced, lubricated and reassembled.

FAIRINGS AND COWLINGS

Repaired and repainted where required.

ENGINES - Right Side.

Given complete service; oil drained sumps drained and cleaned, oil lines checked.
Fuel pump drain line repaired.
Carburetor drained and flushed.
Fuel sediment trap drained, flushed and cleaned.
Fuel ratio analyser lines checked and mount changed
Exhaust assembly checked; distributor and magnetoes checked.
Oil filter gasket replaced; carburetor air intake screen cleaned.
Engine mount and attachment checked.
Spark plugs cleaned, spaced and tested.
Spark plug leads front No. 5 & 7 rear No. 3 & 7 changed.
Shielding to rear plug No. 3 cylinder replaced.
Engine ground tested.

ENGINES - Left Side

Engine given complete service; oil drained; sumps drained and cleaned.
Engine washed down.
Fuel ratio analyser serviced; lines tightened.
Exhaust system serviced.
Intake hot air pipe to oil cooler welded; oil filter gasket changed.
Fuel filter and carburetor drained, flushed and cleaned.
All fuel and oil lines checked.
Spark plugs cleaned, adjusted and tested; replaced gaskets.
Plug wires replaced. Front No. 2, 3, 4 & 5. Rear No. 3 & 7.
Replaced one fuel pump.
Intake manifold pipe nuts tightened.
Distributor and magneto serviced.
Engine mount and fire wall checked.
Engine ground tested.

Aircraft was not weighed as no major changes had been made since last weighing and weight considered to be same.

All Aircraft controls examined in detail for soundness, correct action, and presence of all locking and safety devices.

Time 10 30 Date Oct. 20 1948

Signed W. L. Horley Signed J. Cameron

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. Dool 4939.
Air Engineer "B"

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

ACCOUNTING REFERENCE	CHECK	TIME FILED
		35

Send the following message, subject to the conditions on the back hereof, which are hereby agreed to.

TRANSPORT RECORDS
NOV 8 A.M.
File 5008 D18 11

COLLECT WINNIPEG MANITOBA NOVEMBER 6th, 1948.

A31931

D. N. CAMPBELL
NIPAWIN SASKATCHEWAN.

RETEL AUTHORITY FOR CF DASH DRK NOT REQUIRED STOP CERTIFICATE OF AIRWORTHINESS RENEWED AND FORWARDED D CAMPBELL NIPAWIN OCTOBER TWENTY THIRD STOP AUTHORITY GRANTED FERRY CF DASH DOO FROM NIPAWIN TO PRINCE ALBERT PILOT ONLY NO PASSENGERS UNDER VFR CONDITIONS AND PROVIDED AIRCRAFT HAS BEEN CERTIFIED AS FIT FOR FLIGHT IN QUESTION BE COMPETENT PERSON DAY FLYING ONLY

1 copy
8/11/48
[illegible]

COPY ON
5008-D15-15

Fred W Bone

DISTRICT INSPECTOR AIR REGULATIONS.

FWB/CH

C.C.HQ.

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
			5008 - D18 - 11

(COLLECT) WINNIPEG MANITOBA JUNE 2 1949

36

MESSRS. P. KENT, F. OSTBERG, H. FITTON,
C. MCDONALD & W. MCDONALD
c/o NIPAWIN FLYING CLUB
NIPAWIN SASKATCHEWAN

10324

PENDING RETURN OF FORMAL CERTIFICATES OF REGISTRATION AND AIRWORTHINESS THIS TELEGRAM YOUR AUTHORITY TO OPERATE CESSNA T FIFTY AIRCRAFT CF DASH DRK STOP LETTER FOLLOWS

JDC/AB
c.c. H.Q.

R. A. Boldero
DISTRICT INSPECTOR AIR REGULATIONS

"IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS."

SENDER'S NAME AND ADDRESS (FOR REFERENCE ONLY)

SENDER'S TELEPHONE NUMBER

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

38 2 6-47

717 Dominion Public Bldg.,
Winnipeg, Manitoba, June 11, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Registration Cessna CF-DRK	5008-D18-11

TRANSPORT-RECORDS
JUN 14 A.M.
File 5008-D18-11

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

10948

Attention: Superintendent, Air Regulations.

1. Enclosed please find a letter from Mr. D. Campbell, one of the six owners of the above noted aircraft, which is self explanatory.

2. It is requested that authority be given this office to delete Mr. D. Campbell's name from the Certificates of Registration and Airworthiness as it is not considered necessary that the remaining owners should be required to remit the five dollars for re registration for such a change.

3. Submitted please.

F.W. Bone,
District Inspector, Air Regulations.

JDC/AA
Enc.

PROVINCE OF SASKATCHEWAN

37.

DEPARTMENT OF PUBLIC HEALTH

May 27th, 1949.

Mr. A. C. Turner,
Codette, Sask.

To Whom It May Concern.

This is to certify that from the above date, I no longer possess any equity or interest in the Cessna aircraft, registration CF-DRK.

D. N. Campbell.

DNC/dm

HTP/CKW

39

Ottawa, Ontario, June 21st, 1949.

Cessna T50 - CF-DRK

5008-D18-11

District Controller of Air Services,
717 Dominion Public Building,
Winnipeg, Manitoba.

Attention: District Inspector, Air Regulations

1. With reference to your letter of June 11th, 1949, and request that Certificate of Airworthiness No. 1557 and Certificate of Registration No. 5011 be amended by deleting the name of Mr. D. Campbell.

2. Headquarters concur with the District Office and this deletion may be made.

(C. T. Frayers,)
Assistant Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

40 2 6-47

717 Dominion Public Bldg.,
Winnipeg, Manitoba. June 24th, 1949.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T50 - CF-DRK	5008-D18-11

TRANSPORT - RECORDS
JUN 30 P.M.
File 5008-D18-11

13611

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations

1. The Certificate of Registration No. 5011 covering the above noted aircraft has been endorsed dated June 24th, 1949, as follows:

Item 4 "D. Campbell" deleted ✓

and the Certificate of Airworthiness has been endorsed dated June 24th, 1949, as follows:

Item 1 "Campbell" deleted ✓
Item 2 "D" deleted ✓
Item 14 "A, B, C, & E" inserted ✓

noted
[illegible]

for R. L. Boren
D. G. Joy,
District Controller of Air Services.

JDC/AB

W

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.

TRANSPORT - RECORDS
OCT 4 A.M. 1952
File 5008-518-11

COLLECT

WINNIPEG MANITOBA OCTOBER 1 1952

MR D N CAMPBELL
SUPERVISOR AND CHIEF PILOT
AIR AMBULANCE SERVICE
REGINA SASKATCHEWAN

34737

REURTEL THIS WIRE CONSTITUTES YOUR AUTHORITY TO FERRY CESSNA T FIFTY COCA FOXTROT DASH DELTA ROMEO KILO FROM NIPAWIN TO REGINA PROVIDED AIRCRAFT CERTIFIED AS FIT FOR FLIGHT BY COMPETENT AUTHORITY stop FLIGHT TO BE MADE UNDER DAY FLYING VISUAL FLIGHT RULES ONLY NO PASSENGERS TO BE CARRIED

Stewart Bone

DISTRICT SUPERINTENDENT AIR REGULATIONS

FWB/MH

CC: H. Q.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

4 7/2
9-49

501 Power Building,
Winnipeg, Manitoba, October 18, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CESSNA T-50 CF-DRK	5008-D18-11

TRANSPORT - RECORDS
OCT 21 A.M. 1952
File 5008-D18-11

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

36955

Attention: Superintendent, Air Regulations

1. Enclosed please find a copy of a letter dated October 7, 1952, from Air Ambulance Service, Province of Saskatchewan, which is considered to be self-explanatory.

2. Also enclosed please find Certificates of Registration and Airworthiness covering the above noted aircraft which are forwarded to you for cancellation.

3. Submitted please.

Fred W Bone
District Controller of Air Services.

FWB/MH
Encs.

REGISTERED

noted as 27

C
O
P
Y

46

PROVINCE OF SASKATCHEWAN

DEPARTMENT OF PUBLIC HEALTH

AIR AMBULANCE SERVICE

REGINA

October 7, 1952.

Mr. F. W. Bone,
District Inspector,
Air Regulations,
501 Power Building,
Winnipeg, Manitoba.

Dear Sir:

Re: Cessna T50 - CF-DRK

Enclosed please find the Certificate of Airworthiness and Certificate of Registration for the above noted aircraft.

This machine was purchased by the Saskatchewan Air Ambulance Service, from the previous owners, strictly for the purpose of dismantling it in order to obtain serviceable propellors and engine parts for our Cessna 195. The aircraft will under no conditions be prepared for a C of A renewal and I therefore assume that the registration, CF-DRK, may be discontinued.

Yours very truly,

D. N. Campbell,
Supervisor & Chief Pilot,
AIR AMBULANCE SERVICE.

DNC:I

/RM

2462A
8-41

45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5011

NATIONALITY AND REGISTRATION MARKS CF-DRK

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	2284
4. Name of owner	~~D. Campbell~~, P. Kent, F. Ostberg, H. Fitton, C. McDonald, W. McDonald. (Xfer 24/6/47)
5. Address of owner	Nipawin, Sask.
6. Nationality of owner	British
7. Usual station of aircraft	Nipawin, Sask.
8. Purpose	~~Private~~ Commercial (Xfer 24/6/47)

Department of Transport Civil Aviation Division CANADA

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 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-DRK and is of Canadian nationality.

Given at Ottawa this 31st day of December 1946.

T. J. Gallagher

(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

To be not valid after July 8.1948.....8/7/47/

19/10/48. Certificate renewed to be not valid after the 18th day of October 1948.

Fred Moore

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.

/RM

Valid for day flying only.

2462
7-45

44

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1557

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Campbell~~, Kent, Ostberg, Fitton, McDonald
2. Christian name ~~D.~~ J.C. 24/6/49 P. F. H. C. & W.
3. Address Nipawin, Sask.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-DRK

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 2284
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 Two
12. Maximum number of persons to be carried (including crew) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c, d & e.~~ A, B, C, E 24/6/49.
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

Total weight authorized does not permit of carrying the total number of passengers unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed: Two

19. Makes: Jacobs

20. Types: L4MB

21. International power of the engine or engines at

(each) (a) Sea Level 225 H.P. at 2000 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: Two Types: Hamilton Standard No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):

(a) Landplane	4078	~~4072~~ 8/7/47 lbs.
(b) Seaplane		lbs.
(c) Skiplane		lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	720 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 100 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	75 lbs.
(a) Number of tanks: Two	
(b) Capacity of tanks: 8 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	57 ~~185~~ 1045 lbs.
32. Maximum total weight authorized	1 lbs.
Landplane	5100 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Fifty-one hundred pounds
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of 4.8 ahead ~~or~~ inches and 3.1 inches behind the prescribed datum. (Center line of the top of the front spar)

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2000 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2200 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h. and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 20, 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 December 19 46

J. P. E. Johnson
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.

20, 1939.

42

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.

4078

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		August 10, 1947.	T. G. Coffman
Prince Albert 8/7/47	Inspection only	July 8.1948	Department of Trans. Civil Aviation Division CANADA
		18th Aug 1949	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.

3-46
K.P. 58825
D.L.L. Co

FILE No. 5008 - D18 - 13

VOLUME No. 1

VOL. 5008 -D18 -13

DEPARTMENT OF TRANSPORT

FROM MAY 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRM - CESSNA T50.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUL 3 1946	11966	S.A.R		GJ	JUL 4 1946
AUG 9 1946	17121	S.A.R	EC ~~11.12.46~~	GJ	DEC 5 1946
	—	C.A.E.		[illegible]	
DEC 9 1946	BF 11-12-46	SAR		[illegible]	DL
DEC 17 1946		Treas.		D.	DEC 23 1946
DEC 18 47	30114	CAR		GJ	DEC 20
	—	CAE.		[illegible]	
JAN 3 - 1948	31471 31371	CAR		[illegible]	
		CAE ①			JAN 16 1948
JAN 16 1948		CRE ②		[illegible]	JAN 17 1948
JAN 17 1948		ASA ③		[illegible]	JAN 19 1948
JAN 19 1948	Revenue	Treas. A.		[illegible]	JAN 20 1948
JAN 23 1948	32540	CAR		[illegible]	JAN 24 1948
JAN 26 1948	33940	CAR		GJ	JAN 28 1948
	—	CAE		[illegible]	JAN 28 1948
	32510	CAR	~~2/2/48~~	[illegible]	FEB 3 - 48
FEB 3 - 1948	BF 2.2.48.	CAR	~~28.2.48~~	[illegible]	FEB 6
FEB 27 48	BF 28/2/48	CAR		[illegible]	FEB 27 48
FEB 3 - 1949	42519	CAR		HH	FEB 4 - 19
FEB 14 1949	44120	CAR		GJ	FEB 17 1949
	—	CAE		[illegible]	FEB 17 1949
DEC 11 1953	54381	CAR		GJ	DEC 31 1953
DEC 31 1953	—	CAE		[illegible]	JAN 4 - 1954
JAN 4 1954		RJL		[illegible]	JAN - 4 1954

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE — FORM 6102

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 back hereof, which are hereby agreed to

Winnipeg, Man., May 22, 1946.

Pa
Est

Controller, Civil Aviation,
Department of Transport,
Ottawa, Canada.

ma/80x5

RW38 ALLOT REGISTRATION MARKINGS FOR CESSNA T FIFTY
EX RCAF NUMBER EIGHT NAUGHT TWO FIVE MANUFACTURERS
SERIAL NUMBER ONE FIVE ONE EIGHT PURCHASED BY SUPERIOR
AIRWAYS LIMITED FROM WAR ASSETS CORPORATION

CF-DRM

T.M.Shields

T.M.Shields,
District Inspector, Air Regulations.

CONFIRMATION

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
			GCB/LM 5008-D18-13

Veuillez expedier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes
Send the following message, subject to the terms on back hereof, which are hereby agreed to

OTTAWA MAY 23 1946

DISTRICT INSPECTOR AIR REGULATIONS
717 DOMINION PUBLIC BLDG
WINNIPEG MAN

AR59 RETEL TW 38 MARKING CF DASH DOG ROGER MIKE ALLOTTED
CESSNA ONE FIVE ONE EIGHT

CHG: TRANSPORT (AIR) (2221)

CIVIL AVIATION

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6129

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

1946 MAY 22 AM 11 13

YE121 31 GB=WINNIPEG MAN 22 1000A

CONTROLLER CIVIL AVIATION=0219

DEPT OF TRANSPORT OTTAWA ONT=

A 7124

RW38 ALLOT REGISTRATION MARKINGS FOR CESSNA T FIFTY EX RCAF NUMBER EIGHT NAUGHT TWO FIVE MANUFACTURERS SERIAL NUMBER ONE FIVE ONE EIGHT PURCHASED BY SUPERIOR AIRWAYS LIMITED FROM WAR ASSETS CORPORATION=

T M SHIELDS DISTRICT INSPECTOR AIR REGULATIONS=

CF-DRM

ENTERED ON CARDS

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W. D. NEIL, General Manager of Communications, Montreal

CLASS OF SERVICE	
Full Rate	X
Day Letter	
Night Message	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CHECK 4

TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

FILEs: H-300

1-526

JUL 2 P.M.

File 500 8- LD 18-13

EDMONTON ALBERTA JUNE 29 1946.

A11966

L H MAYNES
203 WILLSON ELECTRIC BLDG.
CALGARY, Alta.

THIS WIRE EXTENDS YOUR TEMPORARY LCP AUTHORITY AND CERTIFICATE OF REGISTRATION AND AIRWORTHINESS DRN TO AUGUST THIRTY FORTY SIX

DISTRICT INSPECTOR AIR REGULATIONS

FROM
[illegible] Dewey-Henry Bldg.
[illegible]

TO HEADQUARTERS: for your information and records please.

8

5

AIRCRAFT INSPECTION REPORT

Ex RCAF 8025

Date of Inspection ...July 31, 1946... Owner ...Superior Airways Ltd.... Reg. Markings ...CF-DRM...

Type ...Cessna T-50... Serial No. ...1518... Purpose ...Commercial...

C. of A. ...Nil... C. of R. ...Nil... Date of Last Inspection ...July 30, 1946...

Previous C. of R. & A. Expires ...Nil... Present C. of A. & C. of R. Expires ...Temporary expires 6/9/46...

AIRFRAME

Crew ...Pilot... Passengers ...Four... No. of Fuel Tanks ...Two...

Capacity ...100 Imp. gals... No. of Oil Tanks ...2... Capacity ...8.32 Imp. gals...

Total Hrs. Since Purchase ...3221... Since Overhaul ...1586:05... Since Reconditioned ...30 mins. test flight...

WEIGHTS

		Gross	Tare	Empty	Carrying Capacity
Landplane	Passenger	5100		3745	390
	Freighter				
Seaplane	Passenger				
	Freighter				
Skiplane	Passenger				
	Freighter				

ENGINE(S)

LEFT		RIGHT	
Make ...Jacobs...	Model ...L-4MB...	Make ...Jacobs...	Model ...L-4...
Serial No. ...4800...	H.P. ...225...	Serial No. ...8051...	H.P. ...225...
Total Hrs. Since New ...2277:00...		Total Hrs. Since New ...2127:00...	
Since Complete Overhaul ...6:45...		Since Complete Overhaul ...6:30...	

PROPELLER(S)

LEFT		RIGHT	
Make ...Wood...	Model ...S. & S. Aircraft...	Make ...Wood...	Model ...S. & S. Aircraft...
Diameter ...--...	Pitch ...--...	Diameter ...--...	Pitch ...--...
Blade Design ...Drwg. 210E...		Blade Design ...Drwg. 210E...	
Mfg. No. 1. ...S1335...	2. ... 3. ...	Mfg. No. 1. ...S1816...	2. ... 3. ...
Total Hrs. 1. ...	2. ... 3. ...	Total Hrs. 1. ...	2. ... 3. ...
Hub Design ...	Mfg. No. ...	Hub Design ...	Mfg. No. ...
Total Hours ...		Total Hours ...	
Hrs. Since Last Overhaul ...		Hrs. Since Last Overhaul ...	
Date of Last Overhaul ...		Date of Last Overhaul ...	
Date of Last Inspection ...		Date of Last Inspection ...	
Date Purchased ...		Date Purchased ...	

UNDERGEAR

Skis	--Not licensed	Pedestals	Not licensed
Floats	Not licensed	Chassis	Not licensed.
Wheels	Standard	Chassis	Standard

T.M. Shields,
District Inspector, Air Regulations.

TMS/MC

6

5008-D18-13

717 Dominion Public Bldg.,
Winnipeg, Man.

August 7, 1946.

Superior Airways Limited,
P.O. Box 52,
Fort William, Ont.

Gentlemen:

Re: Cessna T50 CF-DRH

This letter constitutes your temporary authority to operate the above noted aircraft for commercial purposes, pending issue of the formal Certificate of Registration and Certificate of Airworthiness, under the following conditions:

All up weight authorized not to exceed	- 5100 lbs.
Empty weight	- 3745 lbs.
Carrying Capacity	- 390 lbs.
Crew to be carried - pilot only	- 170 lbs.
Day Flying Only.	
Gasoline capacity, 100 gals. @ 7.2 lbs. per gal.	- 720 lbs.
Oil capacity, 8.32 lbs. @ 9 lbs. per gal.	- 75 lbs.

This authority is valid for a period of thirty (30) days, and will expire on the 6th of September, 1946, unless extended or renewed.

Yours truly,

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC

c.c. H.Q.

WAR ASSETS CORPORATION
P.O. BOX 6099
MONTREAL, QUE.

SALES ORDER

PURCHASER

SHEET NO. 1 OF 1 SHEETS

DATE May 15th 1946

SOLD TO:
SUPERIOR AIRWAYS LIMITED,
P.O. Box 52,
FORT WILLIAM, Ont.

PURCHASER'S REFERENCE: Letter May 7/46

SALES ORDER: HO Nº 6247

SALES TAX LIC. NO.
FEDERAL:
PROVINCIAL:

SALES DIRECTIVE NO.: 4-393

TERMS OF PAYMENT:
Cheque received for $2,000.00

C.A.A.C. REF'S.
FILE NO.: 223-28D-1
SERIAL NO.: 228

WAR ASSETS CORPORATION DECLARATION NO.: 4-2-477

PC AUTHORITY: 5222

(QUOTE ABOVE NOS. ON ALL DOCUMENTS)

TERMS OF DELIVERY:
Ex. Storage Location

DELIVERY INSTRUCTIONS:
Ex. No. 12 SFTS, RCAF,
Brandon, Manitoba.

DECLARER'S FILE REFERENCE: 935F-1-16/938CA-1-16

CUSTODIAN:
War Assets Corporation,
c/o Superior Airways Limited,
Fort William, Ont.

S. O. ITEM No.	DESCRIPTION	W. A. C. DECL. ITEM No.	UNIT	No. OF UNITS	UNIT PRICE	TOTAL VALUE
1	CESSNA CRANE AIRCRAFT R.C.A.F. No. 8025 Mfg. Ser. No. 1518 Jacobs L4MB Engines Nos. 4581/21955 & 8026/22161 C/W 2 Hamilton Standard C.S. Propellers (ALREADY RECEIVED ON P.T.O. AIR-179)	1	ea.	1	[redacted]	

JRD/TD

War Assets Corporation makes no warranties or representations whatsoever as to the aircraft(s) and/or equipment, nor does it make any representations as to condition or certificatability of the aircraft(s) and/or equipment. Certification for flying use and the securing of the authority of the Department of Trade and Commerce for export purposes shall be the responsibility of the Purchaser.

THIS SALES ORDER IS SUBJECT TO: 1. THE AVAILABILITY OF THE GOODS ENUMERATED HEREIN.

2. ANY TERMS AND CONDITIONS STATED ON THE FACE OR BACK OF THIS FORM AND ANY FURTHER CONDITIONS EMBODIED ON ANY SCHEDULES ATTACHED HERETO. INVOICE WILL FOLLOW DELIVERY OF GOODS.

WAR ASSETS CORPORATION RESERVES THE RIGHT TO REFUND TO THE PURCHASER ANY AMOUNT PAID ON ACCOUNT OF ANY ITEM OR ITEMS OF THE PROPERTY SOLD, AND THEREUPON TO BE FREE OF ALL OBLIGATION OR LIABILITY TO THE PURCHASER OR ANY OTHER PARTY IN RESPECT OF SUCH ITEM OR ITEMS.

THE ATTACHED ACKNOWLEDGMENT COPY OF THIS SALES ORDER MUST BE SIGNED AND RETURNED TO WAR ASSETS CORPORATION, P.O. BOX 6099, MONTREAL, QUE.

SALESMAN H.F. Chave

WAR ASSETS CORPORATION

PER H.F. Chave

WAC 8A REV. 12-45 K.L.

7 fees Paid

241.3
8-39

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:—

x Registration.....$5.00

x Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

SUPERIOR AIRWAYS LIMITED

Signature of Applicant.....Per.....O. J. Weiben.....

Date of Application.....May 20th, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
SUPERIOR AIRWAYS LTD.	Fort William, 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
O. J. WEIBEN	President	Fort William, Ont.	British
A. HAXTHOW	Director	Fort Arthur, Ont.	"
P. HALL	Director	Vancouver, B. C.	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....
Commercial

Usual Station.....Fort William, Ontario.

Date of manufacture or reconstruction.....September 30th, 1941.

Crew required.....one

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. T certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air: Heavier — made by: Cessna Aircraft Corporation

Type: T-50 — Maker's No.: 1518

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32'	
Height o/a in feet	9' 11"	

Cubic Capacity (of Airship or Balloon):

Weight equipped, but without load, fuel, or oil:

Total weight authorized (fully loaded) in lbs: 5100 — Air speed: — miles per hour:

EQUIPMENT—(Give number and type). Artificial horizon, Rate of Climb, Compass, Altimeter,

1. Instruments: Air Speed Indicator, Bank & Turn
2. Gauges: 2 oil temp. gauges, 2 oil press. gauges, 2 tachometers
3. Lights: standard navigation and landing
4. Signals: nil
5. Fire Extinguishers: one pyrene hand operated, one CO2 directed to engines
6. Parachutes: nil
7. Tools:
8. Other Equipment:

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	tractor	tractor		
Right or Left Hand	right	right		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5.25"	5.25"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on: 31/7/46

Particulars accurate as corrected: Yes

Modifications from type are indicated on annexed sheet: All manufacturer's modifications to date incopporated.

Registration recommended with the following special conditions:

Empty weight 3745 lbs. Carrying capacity - 390 lbs.

Date: 6/8/46

Signature: T.M.Shields, District Inspector, Air Regulations.

Registration approved and Registration Mark C.F. - DRM allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., August 7, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T-50 CF-DRM	5008-D18-13

TRANSPORT RECORDS
AUG 9 P.M.
File 5008-D18-13

A17121

Controller, Civil Aviation, Ottawa.

1. Enclosed are the following papers, etc., in connection with the registration of the above mentioned aircraft:

1. Application (in duplicate) for Certificate of Registration and Certificate of Airworthiness submitted by Superior Airways Limited.
2. War Assets Corporation Sales Order HQ No. 6247.
3. Aircraft Inspection Report dated July 31, 1946.
4. Copy of letter of temporary authority issued August 7, 1946.

2. Fees in the amount of $10.00 have been received, Official Receipt No. 71428 issued and the remittance shown in Cash Book Folio No. 3, May 16 to 31, 1946.

3. This application appears to be in order and if approved it is recommended that certificate might issue in the name of Superior Airways Limited.

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC
Encs.

3826 (R)
1346 (A)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13 2 8-44

717 Dominion Public Bldg.,
Winnipeg (PLACE), Man., August 24, 1946 (DATE)

YOUR FILE	SUBJECT	OUR FILE
	Cessna CF-DRM	5008-D18-13

TRANSPORT-RECORDS
AUG 27 P.M.
File 5008-D18-13

A19849

AIR MAIL

Controller, Civil Aviation, Ottawa.

1. With reference to our letter of the 7th instant, enclosing application, etc., for issue of Certificate of Registfation and Certificate of Airworthiness to Superior Airways Limited for the above noted aircraft, please be advised that this company has now disposed of the aircraft to Messrs. S. A. Swanton and Wm. Whiddon.

2. Application (in duplicate) for Certificate of Registration and Certificate of Airworthiness in their names is enclosed herewith, together with Bill of Sale. Report on the inspection of the aircraft was forwarded to Headquarters with the original owner's application.

3. Fee in the amount of $5.00 for re-registration has been received, Receipt No. 71486 issued and the remittance shown in Cash Book Folio No. 8, August 1 to 15, 1946.

4. This application appears to be in order and if approved, it is recommended that Certificate of Registration and Certificate of Airworthiness might issue in the names of Messrs. S. A. Swanton and Wm. Whiddon.

T.M.Shields,
District Inspector, Air Regulations.

TMS/MC
Encs.

12 2413 6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

RECEIVED
AUG 12 1946
D.I.A.R. Winnipeg

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 X

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant..... S. A. Swanton Wm Whiddon

Date of Application..... August 9th, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
S. A. SWANTON	319 Arthur Street, Fort William, Ontario	British
Wm WHIDDON	DEVLIN ONT.	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..... Fort William, Ontario

Date of manufacture or reconstruction.. September 30th, 1941

Crew required..... one

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 ..... Cessna Aircraft Corporation .....

Type ..... T-50 ..... Maker's No. ..... 1518 .....

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41' 11"	
Length o/a in feet	32'	
Height o/a in feet	9' 11"	

Cubic Capacity (of Airship or Balloon) .....

Weight equipped, but without load, fuel, or oil ..... 3745 .....

Total weight authorized (fully loaded) in lbs ..... 5100 ..... Air speed ..... miles per hour .....

EQUIPMENT—(Give number and type). Artificial horizon, Rate of Climb, Compass, Altimeter, Air Speed Indicator, Bank & Turn

1. Instruments .....
2. Gauges ..... 2 oil temp. gauges, 2 oil press. gauges, 2 tachometers .....
3. Lights ..... standard navigation and landing .....
4. Signals ..... nil .....
5. Fire Extinguishers ..... one pyrene hand operated, one CO_2 directed to engines .....
6. Parachutes ..... nil .....
7. Tools .....
8. Other Equipment .....

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Jacobs L4MB	Jacobs L4MB		
Pusher or Tractor	tractor	tractor		
Right or Left Hand	right	right		
No. of Cylinders	7	7		
H.P.	225	225		
Bore	5.25"	5.25"		
Stroke	5"	5"		

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on ..... July 31, 1946. (see previous application) .....

Particulars accurate as corrected ..... -- .....

Modifications from type are indicated on annexed sheet ..... -- .....

Registration recommended with the following special conditions ..... Yes .....

.....

.....

Date ..... August 22, 1946 .....

T.M.Shields,
Signature ..... District Inspector, Air Regulations. .....

Registration approved and Registration Mark C.F. ..... -DRM ..... allotted.

Registration { approved or / not approved for reasons annexed. } .....

Superintendent, Air Regulations

Instrument and Gauges:	
Airspeed Indicator	Kollsman 586BK-0148
Turn & Bank Indicator	Pioneer 1418-2A
Rate of Climb Indicator	Pioneer 1610-1B-C1
Altimeter	Kollsman 177B-031
Gyro Horizon	Sperry 646040
Direction Gyro	Sperry 643715
Compass	Pioneer 1821-2
Tachometer Indicator	G.E. 8DJ13
Tachometer Generator	Pioneer 2266-B
Manifold Pressure Gauge	Kollsman 162-01
Cylinder Temp. Indicator	Weston 602T31
Fuel Pressure Gauge	Kollsman 130F-01
Oil Pressure Gauge	U.S. Gauge AN5771-2
Oil Temp. Indicator	Edison P-109-C126
Air Temp. Indicator	Edison P-109-C-127
Clock	Elgin 1776
Suction Gauge	U.S. Gauge AW-1-7/8-21-L
Fuel Pressure Warning Unit	Pioneer 3123-1-A
Pitot Head	Westinghouse AN5816-2

BILL OF SALE

This is to certify that we have this date sold, assigned and transferred all right, title and interest in

...Cessna Crane Aircraft - CF-DRM, ex R.C.A.F. 8025.....

to Messrs. S. A. Swanton and Wm. Whidden.....

.....Fort William, Ontario.....

save that interest represented by mortgage held by Superior Airways Ltd. as condition of sale, for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. We also certify that there is no lien or encumbrance against this machine except as above noted.

DATED AT FORT WILLIAM, ONTARIO this 9th day of August, 1946.

SUPERIOR AIRWAYS LTD.

.....
(Witness)

.....
(Seller)

16

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3826

NATIONALITY AND REGISTRATION MARKS CF-DRM

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co. Wichita, Kansas, USA
3. Constructor's serial number	1518
4. Name of owner	S.A. Swanton and Wm. Whiddon
5. Address of owner	319 Arthur St. Devlin, Ontario. Fort William, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Fort William, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 9th day of August 1946., in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DRM and is of Canadian nationality.

Given at Ottawa this 28th day of August 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

16A

5008-D18-13

717 Dominion Public Bldg.,
Winnipeg, Man.

August 27, 1946.

A20110

TRANSPORT-RECORDS
AUG 29 A.M.
File 5008-D18-13

Messrs. S.A.Swanton and William Whiddon,
c/o S.A.Swanton,
319 Arthur St.,
Fort William, Ont.

Dear Sirs: Re: Cessna T50 CF-DRM

This letter constitutes your temporary authority to operate the above noted aircraft for commercial purposes, pending issue of formal Certificate of Registration and Certificate of Airworthiness, under the following conditions:

All up weight authorized not to exceed	- 5100 lbs.
Empty weight	- 3745 lbs.
Carrying Capacity	- 390 lbs.
Crew to be carried - pilot only	- 170 lbs.
Day Flying Only.	
Gasoline capacity, 100 gals. @ 7.2 lbs. per gal.	- 720 lbs.
Oil capacity, 8.32 lbs. @ 9 lbs. per gal.	75 lbs.

This authority is valid for a period of thirty (30) days, and will expire on the 26th of September, 1946, unless extended or renewed.

Yours truly,

Department of Transport
Civil Aviation
CANADA

T.M.Shields,
District Inspector, Air Regulations.

TMS/MH

c.c. H.Q.

16A

5008-D18-13

717 Dominion Public Bldg.,
Winnipeg, Man.

August 27, 1946. A20110

TRANSPORT-RECORDS
AUG 29 A.M.
File 5008-D18-13

Messrs. S.A.Swanton and William Whiddon,
c/o S.A.Swanton,
319 Arthur St.,
Fort William, Ont.

Dear Sirs: Re: Cessna T50 CF-DRM

This letter constitutes your temporary authority to operate the above noted aircraft for commercial purposes, pending issue of formal Certificate of Registration and Certificate of Airworthiness, under the following conditions:

All up weight authorized not to exceed	- 5100 lbs.
Empty weight	- 3745 lbs.
Carrying Capacity	- 390 lbs.
Crew to be carried - pilot only	- 170 lbs.
Day Flying Only.	
Gasoline capacity, 100 gals. @ 7.2 lbs. per gal.	- 720 lbs.
Oil capacity, 8.32 lbs. @ 9 lbs. per gal.	75 lbs.

This authority is valid for a period of thirty (30) days, and will expire on the 26th of September, 1946, unless extended or renewed.

Yours truly,

Department of Transport
Civil Aviation
CANADA

T.M.Shields,
District Inspector, Air Regulations.

TMS/MH

c.c. H.Q.

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6102.

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SERVICE
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

A25304

Send the following message, subject to the terms on the back hereof, which are hereby agreed to

Winnipeg, Man., October 1, 1946.

TRANSPORT-RECORDS
OCT 3 P.M.
File 5008-10 18-13

Messrs. S.A.Swanton & William Whiddon,
319 Arthur St.,
Fort William, Ontario.

THIS TELEGRAM CONSTITUTES EXTENSION OF TEMPORARY AUTHORITY GRANTED AUGUST TWENTY SEVENTH NINETEEN FORTY SIX TO OPERATE CESSNA CF-DRM FURTHER PERIOD THIRTY DAYS TO BE NOT VALID AFTER OCTOBER TWENTY SIXTH NINETEEN FORTY SIX

for T.M.Shields,
District Inspector, Air Regulations.

c.c. H.Q.

C.D. 2

CANADIAN PACIFIC TELEGRAPHS

CLASS OF SERVICE	
Full Rate	
Day Letter	X
Night Message	
Night Letter	

Please mark an X opposite the class of service desired.

MONEY TRANSFERRED BY TELEGRAPH TO PRINCIPAL POINTS IN CANADA AND THE UNITED STATES

CANADIAN PACIFIC COMMUNICATIONS

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD RADIOGRAMS TO SHIPS

TIME FILED
CHECK

W. D. NEIL, General Manager of Communications, Montreal

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

COLLECT

Winnipeg Man. October 28, 46.

To: Messrs S.A.Swanton & William Whiddon,

319 Arthur Street, Fort William, Ontario.

TRANSPORT RECORDS OCT 30 A.M. File 5858 D 18-13

A29341

THIS TELEGRAM CONSTITUTES EXTENSION TEMPORARY AUTHORITY GRANTED AUGUST TWENTY SEVENTH NINETEEN FORTYSIX TO OPERATE CESSNA CF-DRM FURTHER PERIOD THIRTY DAYS TO BE NOT VALID AFTER NOVEMBER TWENTY SIXTH NINETEEN FORTYSIX

Fredk W Bone

for District Inspector, Air Regulations.

c.c. H. Q.

Address or telephone number for reference.

17

5008-D18-13

Ottawa, Ontario.
Dec. 13, 1946.

REGISTERED

Messrs. S.A.Swanton and
Wm. Whiddon,
319 Arthur St.,
Fort William, Ont.

Dear Sir:-

Enclosed please find Certificates of Registration No. 3826 and Certificate of Airworthiness No. 1348, together with Engine and Journey and Aircraft Log Books, for your aircraft, CF- DRM.

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:

18

AIRCRAFT INSPECTION REPORT

Date Inspection 12/12/47 Owner S.A.Swanton & W.Whiddon Registration Markings CF-DRM

Type Cessna T-50 Serial No. 1518 Purpose Commercial

C. of R. 3826 C. of A. 1346 Date of Last Inspection July 31, 1946.

Previous C. of R. & A. Expires July 31, 1947 Present C. of R. & C. of A. Expires December 11, 1948.

AIRFRAME

Crew One Passengers Four No. of Fuel Tanks Two

Capacity 50 Imp. gals. No. of Oil Tanks 2 Capacity 8 Imp. gals.

Total Hours Since New 1621:25 Since Overhaul -- Since Reconditioned 60:20 hrs.

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane Passenger	5100		3745	390
Landplane Freighter				
Seaplane Passenger				
Seaplane Freighter				
Skiplane Passenger				
Skiplane Freighter				

A30114

TRANSPORT-RECORDS DEC 18 A.M. File 5008-D18-13

ENGINE(S)

LEFT		RIGHT	
Make	Jacobs	Make	Jacobs
Model	L4MB	Model	L4MB
Serial No.	4800	Serial No.	8051
H.P.	245	H.P.	245
Total Hrs. Since New	2366:05	Total Hrs. Since New	2216:30
Since Complete Overhaul	60:30	Since Complete Overhaul	60:30

PROPELLER(S)

LEFT		RIGHT	
Make	S. & S.	Make	S. & S.
Model	Wood	Model	Wood
Diameter	--	Diameter	--
Pitch	--	Pitch	--
Blade Design	Serial No. 1816	Blade Design	Serial No. 1335
Mfg.No.1	2	Mfg. No.1	2
	3		3
Total Hrs.1	2	Total Hrs.1	2
	3		3
Hub Design	Mfg. No.	Hub Design	Mfg. No.
Total Hours	Since Last Overhaul	Total Hours	Since Last Overhaul
Date of Last Overhaul		Date of Last Overhaul	
Date of Last Inspection		Date of Last Inspection	
Date Purchased		Date Purchase	

UNDERGEAR

Skis --

Floats --

Wheels Standard

Pedestals --

Chassis --

Chassis Standard

F. W. Bone,
District Inspector, Air Regulations.

RLB/MC

19

5008-D18-13

A31371

717 Dominion Public Bldg.,
Winnipeg, Man.

December 29, 1947

TRANSPORT-RECORDS
JAN 2 A.M.
File 5008-D18-13

Messrs. A. A. Mann and W.A.Whiddon,
Armstrong, Ont.

Gentlemen: Re: Cessna T-50 CF-DRM

Pending issue of formal Certificates of Registration and Airworthiness in your names, this letter constitutes your temporary authority to operate the above noted aircraft for Commercial purposes, under the following terms and conditions:

Gross weight authorized as landplane	-	5100 lbs.
Weight empty without load, fuel or oil - landplane	-	3745 lbs.
Fuel capacity,100 Imp.gals. @ 7.2 lbs.	-	720 lbs.
Oil capacity, 8 Imp. gals.	-	75 lbs.
Crew to be carried - pilot only	-	170 lbs.
Carrying capacity when fuel and oil tanks are full - landplane	-	390 lbs.

Total number of passengers authorized - Four (4).
Day Flying only, VFR Conditions.
Note: (1) The gross weight authorized does not permit the carrying of the total number of passengers unless a suitable reduction is made in the quantity of fuel.
(2) This authority does not include permission for the operation of radio apparatus if installed.
(3) The aircraft may not be operated for hire or reward unless the operator is in possession of a licence issued by the Air Transport Board and an Operating Certificate issue by this Department.

This authority is valid for a period of thirty (30) days, and will expire on the 28th day of January, 1948, unless extended or renewed.

Yours truly,

F. W. Bone,
District Inspector, Air Regulations.

FWB/MC
c.c. H.Q.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3826

NATIONALITY AND REGISTRATION MARKS CF-DRM

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co. Wichita, Kansas, USA
3. Constructor's serial number	1518
4. Name of owner	S.A. Swanton and Wm. Whiddon
5. Address of owner	319 Arthur St. Devlin, Ontario. Fort William, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Fort William, Ontario.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 9th day of August 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DRM and is of Canadian nationality.

Given at Ottawa this 28th day of August 1946.

T.P.S. Campbell

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

12/12/47 Certificate renewed not valid after Dec. 11, 1948 K. L. Boddam

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.

21

BILL OF SALE

This is to certify that I have this date sold,assigned and transferred all my right,title and interest in
Cessna Crane Aircraft - CF-DRM with
Jacobs L4MB engines no's 4800 and 8051
to Messrs Annie Allan Mann and William Albert Whiddon of Armstrong Ontario for the sum of One ($1.00) Dollar and other valuable consideration receipt of which is hereby acknowledged.I also certify that there is no lien or encumbrance against this machine

DATED AT FORT WILLIAM,ONTARIO this 26Th day of December 1947

.....
Witness

.....
Seller

15943

22

241.3

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~ TRIPLICATE)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... Agnie Allan Mann
W^m A Whiddon

Date of Application ..... Dec 26 / 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
AMIE ALLAN MANN	ARMSTRONG ONT	CANADIAN
WILLIAM ALBERT WHIDDON	ARMSTRONG 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 ..... ARMSTRONG ONT. ..... Noted

Date of manufacture or reconstruction ..... 1941 .....

Crew required ..... One .....

Accommodation for what number of passengers ..... Four .....

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier than Air **made by** Cessna Aircraft Co. Wichita Kansas USA.

Type Cessna T50 **Maker's No.** 1518

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	41'11"	
Length o/a in feet	32"9'	
Height o/a in feet	9'11"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 3745Lbs as landplane

Total weight authorized (fully loaded) in lbs 5100 Lbs **Air speed** 140 **miles per hour**

EQUIPMENT—(Give number and type).

1. **Instruments** 1Magnetic compass,1 Altimeter,1 Airspeed,1 Dir.Gyro,1 Bank and Turn Artificial Horizon
2. **Gauges** 2 RPM,20IL Pressure Guages,2 Oil Temp.Guages,2 Fuel Press.Guages
3. **Lights** 2 Landing Lights,Navigation Lights 2 Fuel Tank Guages
4. **Signals** Nil
5. **Fire Extinguishers** 1 Hand Pyrene,1 C02 piped to engine compartments
6. **Parachutes** Nil
7. **Tools** Nil
8. **Other Equipment** Nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type Jacobs L4MB	#4800	#8051		
Pusher or Tractor Tractor				
Right or Left Hand Right				
No. of Cylinders Seven				
H.P. 245 at 2200				
Bore 5.25"				
Stroke 5"				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 12th December 1947. C. of A. valid to 11/12/48.

Particulars accurate as corrected Yes.

Modifications from type are indicated on annexed sheet All modifications required incorporated.

Registration recommended with the following special conditions For Day Flying only, VFR conditions.

Carrying capacity - landplane - 390 lbs.

Date December 29, 1947.

Signature F.W. Bone, District Inspector, Air Regulations.

Registration approved and Registration Mark C.F.-DRM **allotted.**

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

23

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-47

717 Dominion Public Bldg.,
Winnipeg, Man., December 30, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Cessna T-50 CF-DRM	5008-D18-13

A31471

TRANSPORT-RECORDS
JAN 2 A.M.
File 5008-D18-13

Controller, Civil Aviation, Ottawa.

1. Enclosed are the following papers in connection with the re-registration of the above noted aircraft:

✓ 1. Application for re-registration (in duplicate) submitted by Messrs. A.A.Mann and W.A.Whiddon.
✓ 2. Bill of Sale transferring Mr. Swanton's interest in the aircraft to Messrs. A.A.Mann and W.A.Whiddon.
✓ 3. Certificate of Registration No. 3826 for cancellation.
✓ 4. Certificate of Airworthiness No. 1346 for re-issue in the name of the new owners.

✓ 2. Fee in the amount of $5.00 has been received, Receipt No. 27182 issued and the remittance shown in Cash Book Folio No. 18, December 16 to 31, 1947.

3. This application appears to be in order and if approved it is recommended that formal Certificate of Registration and Certificate of Airworthiness might issue in the names of Messrs. A.A.Mann and W.A.Whiddon.

Miss Jones for Re-Reg
HPP 5-1-48

Fred W Bone

F. W. Bone,
District Inspector, Air Regulations.

FWB/MC
Encs.

Auscrew Log Book
6624 (R)
1346 (A)

Logbooks Rent

/RM

(2)

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6624

NATIONALITY AND REGISTRATION MARKS CF-DRM

1. Type and description	Cessna T-50
2. Name and address of constructor	Cessna Aircraft Co., Wichita, Kansas, U.S.A.
3. Constructor's serial number	1518
4. Name of owner	Amie Allan Mann and Wm. Albert Whiddon.
5. Address of owner	Armstrong, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Armstrong, 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 29th day of December 1947, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DRM and is of Canadian nationality.

Given at Ottawa this 7th day of January 1948.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after December 11th, 1948, unless endorsed.

Valid for day flying only.

15

55

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1346

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Swanton~~ MANN (29.12.47) and Whidden,
2. Christian name ~~S. A.~~ Amie Allan and Wm. Albert
3. Address ~~319 Arthur Street, Fort William, Ont.~~ Armstrong, Ontario, ~~Devlin, Ont.~~
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cessna Aircraft Co.

NATIONALITY AND REGISTRATION MARKS

6. CF-DBM

DESCRIPTION OF AIRCRAFT

7. Type Cessna Series T-50 Constructor's No. 1518
8. Place and year of construction of aircraft Wichita, Kansas, U.S.A. 1941

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines Two
- * 12. Maximum number of persons to be carried (including crew) Five

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 41' 11"
16. Maximum length (in flying position) 32' 9"
17. Total height (with and without trolley in case of seaplanes) 9' 11"

* Total weight authorized does not permit of carrying the total number of passen unless a suitable reduction in the quantity of fuel is made.

ENGINES

18. Number installed ..... Two .....

19. Makes ..... Jacobs .....

20. Types ..... L4MB .....

21. International power of the engine or engines at .....

(each) *(a)* Sea Level ..... 225 ..... H.P. at ..... 2000 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: *(a)* ..... *(b)* .....

23. Oil: *(a)* ..... *(b)* .....

24. Airscrews { Number fitted ..... Two ..... Types ..... S & S ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators):	*(a)* Landplane	3745	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane	3836 (20.1.48)	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	720	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks ..... Two		
(b) Capacity of tanks ..... 100 ..... Imp. gals.		
27. Oil	75	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks ..... Two		
(b) Capacity of tanks ..... 8 ..... Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (Skipline) 299 lbs (20.1.48)	390	lbs.
32. Maximum total weight authorized		lbs.
Landplane	5100	lbs.
Seaplane		lbs.
Skiplane	5100 (20.1.48)	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane ..... Fifty-one hundred pounds .....
Seaplane .....
Skiplane ..... Fifty-one hundred pounds (20.1.48) .....

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 ..... 4.8 ..... inches ahead of (Center line of the top of the front spar) and ..... 3.1 ..... 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 ..... 2000 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2200 ..... r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... Aug. 9, 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 ..... 28th ..... day of ..... August 19 46

.....

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

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
		July 31, 1947 Dec 1/48 28/1/50	

(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.

AC-5-60 /RM

27

5008-D18-13

REGISTERED

OTTAWA, January 7th, 1947. 1948.

Messrs. A.A. Mann and Wm. A. Whiddon,
Armstrong,
Ontario.

Dear Sir:

Enclosed please find Certificate of Registration No. 6624 and Certificate of Airworthiness No. 1346 for your Cessna T-50 aircraft CF- DRM , Serial No. 1518.

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 11th, 1948.

Yours truly,

NOTED
JAN 19 1948
Revenue Audit
Dept. of Transport.

(H. Graham)
Superintendent, Air Regulations.

Encls.

P.S. Also enclosed are two Airscrew Log Books.

cc. D.I.A.R. Winnipeg, Man.

M.P.G.

COPY

ORIGINAL ON FILE.....

COPY FOR FILE.....

C.C.A.----2. January 7th, 1948.

for Severn Entreprises Limited, are outlined.

6. To date no reply has been received from Messrs. Mann and Whiddon, and in view of the remarks contained in Superior Airways' letter it would appear that a total disregard for instructions and Air Regulations is evident.

7. It is proposed to make an early visit to Armstrong, Ontario for the purpose of investigating the activities of these gentlemen when a further report will be submitted to Headquarters.

8. The extra copy of Superior Airways letter is for forwarding to the Air Transport Board if so desired by Headquarters.

9. Submitted for your comments, please.

F.W. Bone,
District Inspector, Air Regulations.

FWB/CH
Enc.

8
9-47

M.P.G.

COPY

A32510

TRANSPORT-RECORDS
JAN 12
File 5008-D18-13

ORIGINAL ON FILE 5258-697

COPY FOR FILE 5008-D18-13
5258-372

DEPARTMENT OF TRANSPORT

717 Dominion Public Bldg.,
Winnipeg, Manitoba,
January 7th, 1948.

Flying Operation - Armstrong, Ontario,
Messrs. A. Mann & S. Swanton. 5202-13

Controller, Civil Aviation, Ottawa.

1. Attached please find two copies of letter received from Superior Airways Limited, Fort William, Ontario, in connection with the flying operation of the above noted pilots.

2. For Headquarters information it is desired to advise that Mr. A. Mann recently purchased a D.H. 82C for the purpose of conducting his own fishing operations in that area. Mr. S. Swanton original owner of Cessna T-50 has sold this aircraft to Messrs. A. Mann and Whiddon, Mr. Swanton being retained by them to fly the aircraft.

3. In a long distance telephone conversation with Mr. Swanton prior to completing the formalities for the sale and transfer of CF-DRM to Messrs. Mann and Whiddon, the writer informed Mr. Swanton that no commercial flying (for hire of reward) was to be carried out by this aircraft. Upon this notification, Mr. Swanton informed that both he and Mr. Mann had an agreement with Severn Enterprises Limited, of Sioux Lookout, to look after and do the work for them in the Armstrong Area.

4. Mr. E. Offenheim, President of Severn Entreprises, was interviewed a short time ago in this connection and has stated that in view of the small volume of business at Armstrong at this present time no definite measures have been taken to date to complete the requirements for a designated base for the issuance of an Operating Certificate. There is no signed agreement between this company and Messrs. Mann and Whiddon.

5. In forwarding a letter of temporary registration and Airworthiness, this office attached a letter of instructions to Messrs. Mann and Whiddon, copy of which is also attached, in which the main points concerning any flying operations they contemplated

.....

File Please
AR

29

5008-D18-13

717 Dominion Public Bldg.,
Winnipeg, Man.

January 10, 1948.

TRANSPORT-RECORDS
JAN 12 P.M.
File 5008-D18-13

Messrs. A. A. Mann and W.A.Whiddon, A32540
Armstrong, Ont.

Gentlemen: Re: Cessna T-50 CF-DRM

This letter constitutes your temporary authority to operate the above noted aircraft as a skiplane for commercial purposes, under the following terms and conditions:

Gross weight authorized (skiplane)	-	5100 lbs.
Weight empty without load, fuel or oil (skiplane)	-	3836 lbs.
Fuel capacity, 100 Imp. gals. @ 7.2 lbs.	-	720 lbs.
Oil capacity, 8 Imp. gals.	-	75 lbs.
Crew to be carried - pilot only	-	170 lbs.
Carrying capacity when fuel and oil tanks are full - (skiplane)	-	299 lbs.
Total number of passengers authorized	-	Four (4)

Day Flying only, VFR Conditions.

Note: (1) The gross weight authorized does not permit the carrying of the total number of passengers unless a suitable reduction is made in the quantity of fuel.
(2) This authority does not include permission for the operation of radio apparatus if installed.
(3) The aircraft may not be operated 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.

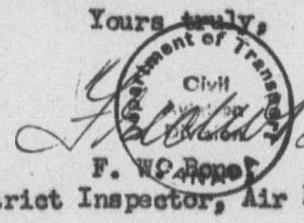
This authority is valid for a period of thirty (30) days and will expire on the 9th day of February, 1948, unless extended or renewed.

It is noted from our records that you are now in possession of the formal Certificates of Registration and Airworthiness and it is requested that these documents be forwarded to this office for amendment

28

with regard to the skiplane weights. It is also requested that you submit the drawing numbers for the ski installation.

Yours truly,



F. W. Rope
District Inspector, Air Regulations.

FWB/MC
c.c. H.Q.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

30

2
6-47

717 Dominion Public Bldg.,
Winnipeg, Man., January 21, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-13	Cessna T-50 CF-DRM	5008-D18-13

TRANSPORT-RECORDS
JAN 26 A.M.
File 5008-D18-13

A33940

Controller, Civil Aviation, Ottawa.

1. It is desired to advise that the following amendments have been made to the Certificate of Airworthiness No. 1346 for the above noted aircraft, dated January 20, 1948:

Item 25(c) Skiplane -"3836" inserted.
Item 31 - "Ski.P. 299 lbs." inserted.
Item 32 Skiplane - "5100" inserted.
Item 33 Skiplane - "Fifty-one hundred pounds" inserted.

2. The Ski Equipment installed on this aircraft is the following:

Main Ski - N.W.I. MS5640
Pedestals - #4MBA 934
Tail Ski - NWI TS1000
Pedestal - TSP 4000

Miss Jones
To note & P.A
HSP 26-1-48.

Fred W Bone

F. W. Bone,
District Inspector, Air Regulations.

FWB/MC

Noted
MJ

W

33

Ottawa, Ontario, January 28th, 1948.

5202-26

Severn Enterprises Limited,
Armstrong, Ontario.

~~5200-506~~
~~5208-272~~
5008-D18-13 ✓

District Inspector,
Air Regulations,
717 Dominion Public Bldg.,
Winnipeg, Manitoba.

1. Receipt is acknowledged of your letter of January 24th to which was attached a copy of the agreement between the above noted Company and Amie Mann, covering the rental of Cessna T50, CF-DRM.

2. This Department has no objection to the rental or leasing of aircraft by certificated operators provided the aircraft meet Departmental requirements for endorsement on the Operating Certificate.

3. The agreement in this particular case has been discussed with the Air Transport Board who have also received a copy, and it is understood that the Board has taken the matter up with Severn Enterprises Limited.

4. For your information only, the Air Transport Board look with favour on the rental or leasing of aircraft when the operator assumes all responsibility for cost of maintenance and salary of the crew, i.e. on a straight rental basis for a given period of time.

5. It is suggested that when you are approached by operators or owners of aircraft in connection with this subject, that they be advised to obtain the approval of the Air Transport Board to any agreement entered into.

6. In connection with Severn Enterprises Limited's operation from Armstrong, may we refer you, please, to our letter of October 25th requesting your recommendations in conjunction with the D.I.C.A. for the operation of a non-scheduled charter service from a base at this point.

7. Your early advice would be appreciated, please.

(S. Graham),
Superintendent, Air Regulations.

WDL/VB

COPY

31

TRANSPORT-RECORDS
JAN 27 A.M.
File 5008-D18-13

O C
CAR

ORIGINAL ON FILE 5260-386

COPY FOR FILE 5258-372
5008-D18-13

DEPARTMENT OF TRANSPORT

717 Dominion Public Bldg.,
Winnipeg, Manitoba, Jan. 24, 1948.

Severn Enterprises Limited - Sioux Lookout, Ontario. 5202-26

A34236

Controller, Civil Aviation, Ottawa.

1. Attached please find copy of agreement between Severn Enterprises Limited and Amie Mann of Armstrong, Ont., owner and operator of Cessna T50, CF-DRM.

2. Severn Enterprises Limited have forwarded to this office, their Operating Certificate No. 386, which they wish to have endorsed to cover the base at Armstrong, and to include Cessna T50 type aircraft. Perusal of records show that the air Transport Board have approved of a non-scheduled charter service from Armstrong, (ref. Headquarters' letter dated October 25th, 1947, File No. 5260-386 and 5258-372).

3. May this office be advised please, if the agreement between Severn Enterprises Limited and Mr. Amie Mann is acceptable to the Department and to the Air Transport Board, and will warrant endorsement on the Operating Certificate as requested.

4. Submitted please.

F. W. Bone,
District Inspector, Air Regulations.

FWB/CH

Enc.

8
9-47

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

ACCOUNTING REFERENCE	CHECK	TIME FILED
		34

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

TRANSPORT-RECORDS
FEB 3 A.M.
File 5008 4018-13

COLLECT WINNIPEG MANITOBA JANUARY 29, 1949.

AMIE MANN
C/O THUNDER BAY FLYING CLUB
FORT WILLIAM ONTARIO

A42519

THIS TELEGRAM CONSTITUTES YOUR AUTHORITY TO FERRY CESSNA T FIFTY CF DASH DRM FROM THE LAKEHEAD TO ARMSTRONG ONTARIO UNDER VFR CONDITIONS DAY FLYING ONLY NO PASSENGERS TO BE CARRIED AND PROVIDED AIRCRAFT CERTIFIED FIT FOR FLIGHT BY COMPETENT PERSON

for J. D. Seaton

DISTRICT INSPECTOR AIR REGULATIONS

FWB/CH H.C.HQ.

36

AIRCRAFT INSPECTION REPORT

Date of Inspection Jan.29/49 ✓ Owner A.A.Mann and W.A.Whiddon Reg. Marks CF-DRM

Type Cessna T-50 Serial No. 1518 Purpose Commercial

C.of R. 6624 C.of A. 1346 Date of Last Inspection 12/12/47

Previous C.of R. & A. Expires 11/12/48 Present C.of R. & C.of A. Expires January 28, 1950. ✓

AIRFRAME

Crew Pilot Passengers Four No. of Fuel Tanks Two

Capacity 100 Imp.gals. No. of Oil Tanks Two Capacity 8 Imp.gals.

Total Hours Since New 1713:00 Since Overhaul N/A Since Reconditioned --

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane	5100		3745	390
Seaplane				
Skiplane	5100		3836	299

TRANSPORT-RECORDS
FEB 14 P.M.
File 5508 M18-13

A44120

ENGINE(S)

LEFT		RIGHT	
Make Jacobs	Model L4MB	Make Jacobs	Model L4MB
Serial No. 4800	H.P. 225	Serial No. 8051	H.P. 225
Total Hrs. Since New 2456:20	Since C/Overhaul 154:20	Total Hrs. Since New 2456:20	Since c/overhaul 154:20

PROPELLER(S)

LEFT		RIGHT	
Make S. & S.	Model Wood	Make S. & S.	Model Wood
Diameter --	Pitch (B. (H. (L. --	Diameter --	Pitch (B. (H. (L. --
Blade Design Serial No. 1816		Blade Design Serial No. 1335	
Mfg.No. (1 (2 (3	Total (1 (2 Hrs. (3	Mfg.No. (1 (2 (3	Total (1 (2 Hrs. (3
Hub Design	Mfg. No.	Hub Design	Mfg. No.
Total Hrs.	Since Last Overhaul	Total Hrs.	Since Last Overhaul
Date of Last Overhaul		Date of Last Overhaul	
Date of Last Inspection		Date of Last Inspection	
Date Purchased		Date Purchased	

Miss Jones
To note / HTP
Noted
dw

UNDERGEAR

Skis NW1-MS5640 Pedestals MacDonald Bros. 4MBA 934

Floats -- Chassis

Wheels Standard Chassis Standard retractable.

Aircraft inspected, considered airworthy and recommended for renewal of Certificate of Airworthiness for 12 months.

Date: January 29, 1949. Signed- N/A

Resident Inspector, A.I.D., Winnipeg, Man.

C. of A. renewed by F.W.Bone.

Fred W. Bone

F.W.Bone,
District Inspector, Air Regulations.

Work Sheet attached.

FWB/MC

W

WEIGHT AND BALANCE REPORT

Aircraft: Cessna T-50 Date: Jan. 29, 1949

Registration: CF-DRM

Introduction:

Information circular T/14/48 requires that aircraft, for which a complete weight and balance history is not availbale, be weighed and the empty C of G position obtained at the next renewal of the certificate of airworthiness. Cessna CF-DRM, currently being inspected for renewal of the C of A , has been weighed and a balance report is prepared herewith insofar as information available will permit.

Method:

Since the empty weight of the aircraft was determined for landplane and skiplane status a short time previously and these authentic weights entered into the C of A papers, the aircraft was levelled using the levelling lugs provided and the weight at the tail wheel point was read on the only available scale, a beam type obtained on loan from Trans Canada Airlines and which scale was recently certified as reading correctly.The aircraft was weighed in the closed hangar of the Fort William Flying Club at the Lakehead airport.

A. Weight Limits

	Max. weight authorized	Max. commercial load when fuel and oil tanks full
Landplane	5100 lbs	390 lbs
skiplane	5100	299

Note: Total weight authorized does not permit of carrying the total number of passengers for which seats (4) are provided unless a suitable reduction in the quantity of fuel is made.

Allowable fuel load with pilot and four passengers(oil tanks full):

Landplane ..... 59 gallons (425 lbs)
Skiplane ..... 47 gallons (338 lbs)

Further fuel reduction will be necessary to compensate for increase of weight due to addition of seasonal equipment when carried, when total seats filled.

B. Centre of Gravity Limits:

The aircraft must always be so loaded that the C of G position must fall within the limits of 4.8 inches ahead of and 3.1 inches behind the datum, which is the centre line of the top of the front spar.

C. Empty Weight C of G Limits: as in (B) above.

D. Empty Weight and Empty Weight C of G Location:

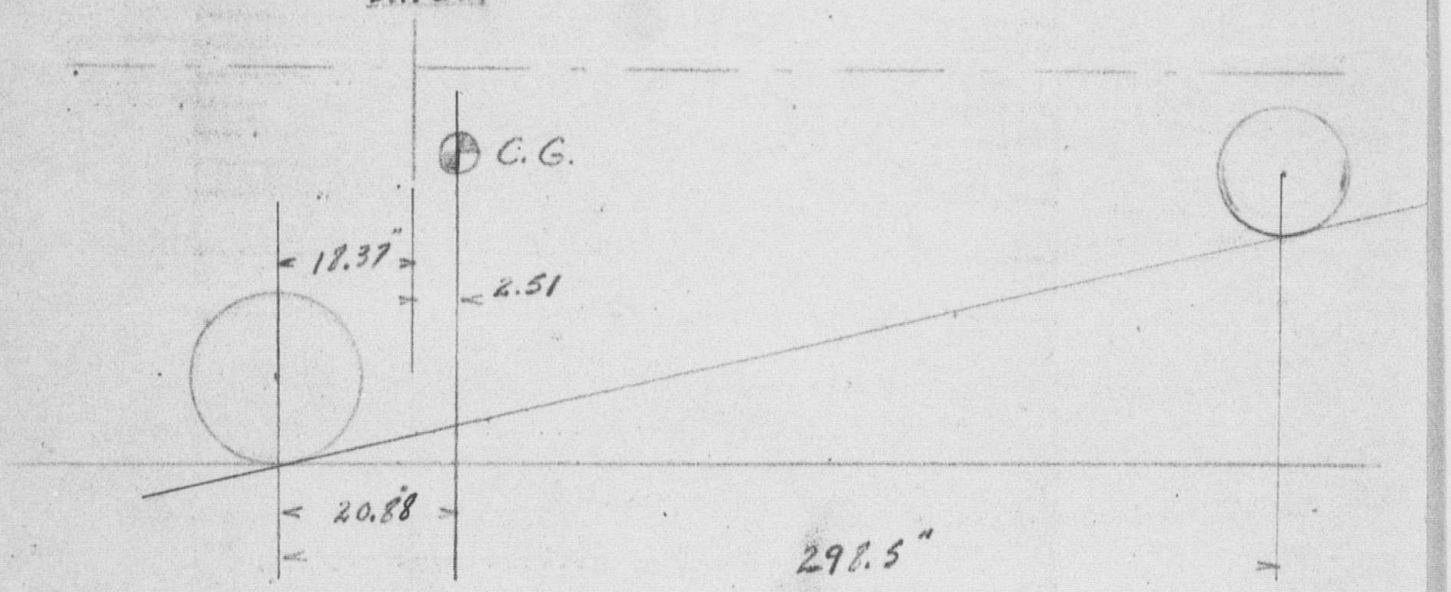
	Empty Weight	C of G Location
Landplane	3745 lbs	2.51 inches aft of datum
Skiplane	3836 lbs	2.89 inches aft of datum

E. Equipment List:

The aircraft was weighed witht the same equipment with which it was previously weighed and licenced and conforming to A[illegible]-722, that is, in part:

2 -S and S propellors
1 -40 amp. hr. battery
1 -CO-2 fire extinguisher, engine type
1 -quart pyrene hand fire extinguisher
2 -oil coolers
Elevator spring bungee installation
Standard air force type seats, (no added upholstery)

F. Weight computations:



Total weight empty, landplane 3745 lbs

Reading at tail scale, gross	385
less tackle	123
Net Tail weight	262 Lbs

Distance C of G behind main wheels :

$$\frac{262 \times 298.5}{3745} = 20.88 \text{ inches}$$

Distance C of G aft of datum: (20.88- 18.37) -- 2.51 inches

C of G change due to ski installation: (using Northwest Industries skiis)

item	weight	arm	moment
weight empty landplane	3745	2.51	9400
Replace main wheels by skiis	79	20.8	-1643
Replace tail wheel by ski	12	277.7	3332
	3836		11089
		2.89	

C of G loaction aircraft fitted as skiplane ..2.89 inches aft of datum.

G and H. Loading Schedule:

The loading of the aircraft was originally defined by the manufacturer and is controlled by the permant seat locations and the placard over the rear shelf to the effedt that baggage weight shall not exceed 300 lbs in the baggage compartment behing the rear seat.

Accepted distances of moment arms for seat locations, baggage compartment locations, etc. are not available in order that the most aft and most forward C of G locations and corresponding loading schedules be prepared at this time. However the loading restrictions imposed by the permissable all-up weight of 5100 pounds should preclude the possibility of loading the aircraft in such a way that the C of G location be moved beyond permissable limits.

Weighing and report prepared by,

Jas. A Clarke, Air Engineer 'B'

Weighing witnessed by,

Owner

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-49

38

501 Power Building,
Winnipeg, Manitoba, December 8, 1953.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-13	Cessna T50 - CF-DRM	5008-D18-13

TRANSPORT - RECORDS
DEC 11 A.M. 1953
File 5008-D18-13

54381

Director of Air Services,
Department of Transport,
O T T A W A, Ontario.

Attention: Supt. Air Regulations

1. Attached hereto is a copy of a self-explanatory letter dated December 2, 1953, concerning the above noted aircraft.

2. It is recommended by the D.S.A.R. that this registration be deleted from the Canadian Aircraft Register.

Fredrick Bone
District Controller of Air Services.

Encl.
FWB/DT

KA
Noted
AD

"C.

P

Y"

37

Red Lake, Ontario.
December 2, 1953.

Mr. F.W. Bone,
District Supt. Air Regulations,
Winnipeg, Manitoba.

Your File: 5008-D18-13

Dear Sir:

With reference to your letter of November 30, 1953.

Please be advised Cessna Crane CF-DRM has been written off, dismantled and junked.

The C of A and C of R have been mislaid or destroyed.

Hoping the above meets with your requirements.

Yours truly,

"A. A. Mann"

1.
3-46
K.P. 58825
D.L.L. Co.

FILE No. 5008 - D18 - 16

VOLUME No.

DEPARTMENT OF TRANSPORT

FROM JUNE 1946
TO

VOL. 5008 - D18 - 16

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRP — GLOBE GC-1A SWIFT.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 1 1 1946	8772	S.A.R.		[illegible]	JUN 2 [illegible]
JUN 1 9 1946		CCA		[illegible]	[illegible]
JUN 1 9 A.M.					
JUN 2 4 1946	10550	S.A.R.		GJ	JUL 3 1946
	12421	S.A.R.		[illegible]	JUL 1 8 1946
JUL 30 1946	Requested	Miss Jones		GJ	AUG 7 1946
AUG 1 2 1946	17261	S.A.R.	1-9-46	[illegible]	AUG 26 1946
		C.A.I.		[illegible]	
AUG 30 1946	Bt Sept 1	SAR		[illegible]	
FEB 2 0 1946	As Reg Miss Jones	CAR		GJ	FEB 20 48
APR 4 - 1949	338	CAR		GJ	APR 7 - 1949
	(5008.9/18.16) 20931				

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 6122

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

1946 MAY 25 PM 1 40

YE136 21 DL GB=FD EDMONTON ALTA 25 1105A

A10607

CONTROLLER OF CIVIL AVIATION=

0369 DEPT OF TRANSPORT HUNTER BLDG OTTAWA ONT=

PLEASE ALLOT REGISTRATION MARKS FOR TWO GLOBE SWIFT AIRCRAFT SERIAL NUMBERS 124 AND 125 RESPECTIVELY OWNED BY MCDONALD AVIATION CO LTD=

DISTRICT INSPECTOR AIR REGULATIONS=

ENTERED ON CARDS

CAR 27/5/46

CF-DRP
CF-DRQ

20/6/46

CNT 6296
5-36

CONFIRMATION OF TELEGRAM

Telephoned

TO BE del

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
TGS/HMC			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 NO: 5008-D18-16
5008-D18-17

OTTAWA ONTARIO MAY 28 1946

DISTRICT INSPECTOR AIR REGULATIONS
402 BLOWEY HENRY BUILDING
EDMONTON ALBERTA

AR 77 RETEL REGISTRATION MARKINGS CF DASH DOG ROGER PETER AND CF DASH DOG ROGER QUEEN ALLOTTED GLOBE SWIFT AIRCRAFT SERIAL NUMBERS ONE TWO FOUR AND ONE TWO FIVE McDONALD AVIATION COMPANY LIMITED

(PHONED TO CNT 1655 hrs. 27/5/46 BY TGS) CIVIL AVIATION

ORIGINAL ON FILE

LEJG

5218-5

COPY

FOR FILE 5008-D18-16
-17
5008-D8-11

A 8772

9 8 6-44

DEPARTMENT OF TRANSPORT

Edmonton, Alberta, June 6, 1946.

Globe Swift Aircraft - ferrying

TRANSPORT-RECORDS
JUN 8 AM
File 5008-D18-16

AIR MAIL

Controller of Civil Aviation,
Ottawa.

1. Recently three Globes Swift aircraft namely CF-DRP, CF-DGK, and CF-DRQ were flight delivered from the Factory in the USA to the following points respectfvely: Calgary, Edmonton, and Malton, Ontario.

2. These three aircraft were delivered by a ferry organization consisting of American Pilots engaged by the Factory for delivering. There was no flight authority for these aircraft issued for their flight from the American border to Canadian points, and furthermore, the Pilots did not deliver with the aircraft the required documents for customs clearance, etc.

3. We recommend that Headquarters contact the Factory direct and advise them of the correct procedure to be followed in future.

K. F. Saunders,
A/D.I.A.R.

KFS/M

W. G. McKAY

B. 1
2,000,000-9-45

Port of Toronto Ont. June 8-46. 19
Arriving per Cui
Imported by McDonald Aviation Co.
Goods Exported to Canada Direct from USA
Via Direct
(Country through which carried in transit if any)

CUSTOMS, CANADA

ENTRY FOR HOME CONSUMPTION

Sending Port Numbers of Manifests:

COPY

Report No. 28122 L JUN-8
Entry No. Outport
Port

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
	1	Engines when imported for use only in											
	Aeroplane	the equipment of aircraft.		591.32	591	17½%	103.43					$ 440	
		Aircraft not including engines under regulations prescribed by the Minister.		2894.87	2895	20%	579.00						
					3486		682.43	4168.43		333.47			
		Globe Aircraft Corp. May 29th.											
	Mac.												

National Revenue Canada
Customs and Excise
DUTY PAID
JUN 8 1948
Cashier
TORONTO, ONT

NATIONAL REVENUE CANADA
JUN. 8 1948
TORONTO, ONT.

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 ~~2619.79~~ 3157.92

The space below this line is reserved for Customs-Excise Officers' use only, and must not be filled in by the importer.

INITIALS		
	DUTY	682.43
	W.E. TAX	
	SALES TAX	333.47
	EXCISE TAX	
	TOTAL	1015.90

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

CDIX

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

RECEIVED AT 343 GEORGE ST. - PETERBORO, ONT. - DIAL 3511

RN AY 30/28 DL

WUX FORT WORTH TEX JUNE 11/46 219PM.

CDN AIRCRAFT AND AUTO CO.,
PETERBORO ONT.

AIRMAIL EXPORT AIRWORTHINESS APPLICATION WE WILL EXPEDITE AND FORWARD CERTIFICATE CAA FACTORY INSPECTOR HERE ADVISES FORM 186 TAG ON AIRCRAFT SHOULD RELEASE AIRCRAFT AS AIRWORTHY UNTIL CERTIFICATE RECEIVED.

GLOBE AIRCRAFT CORP.,
WAREING.

TELEPHONED
ca
TO BE

STANDARD TIME
539PM.

Form ACA 502
DEPARTMENT OF COMMERCE
Civil Aeronautics Administration
(Rev. 8-1-44)

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: Globe Aircraft Corp. MANUFACTURER OF ENGINE: Continental Motors Corp.
MODEL: GC-1A MODEL: C85-12
MANUFACTURER'S SERIAL NO.: 124 SERIAL NO.: 20141-6-12
C. A. A. IDENTIFICATION MARK: CF-DRP

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
(Mortgage, mechanic's lien, etc.)

_____ whose address is _____

For and in consideration of the sum of One Dollar and other valuable considerations, dollars, Globe Aircraft Corporation, the undersigned, whose
(Seller)

address is Fort Worth, Texas,
does this 27th day of May, 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)

McDonald Aviation Co., Ltd.

whose address is Edmonton, Alberta, Canada, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft forever.

IN TESTIMONY WHEREOF, we have set our hand and seal this 27th day of May, 19____

W. G. Fuller [SEAL]
(Seller's signature)

ACKNOWLEDGMENT

STATE OF Texas
COUNTY OF Tarrant } 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 27th day of May, 1946, before me appeared W. G. Fuller, to me personally known, who, being by me duly sworn, says that he is the Assistant Vice President of the Globe Aircraft Corporation, a 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 W. G. Fuller 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.

Eteura Hamby
Eteura Hamby Notary Public

My commission expires June 1, 1947, 19____
[SEAL]

U. S. GOVERNMENT PRINTING OFFICE 16—10683-2

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 CF-DRP $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect. Canadian Aircraft & Auto Co. Limited

Signature of Applicant Harvey E. Strub

Date of Application June 7/46

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CANADIAN AIRCRAFT & AUTO CO. LIMITED	P.O. BOX 1025. PETERBORO ONT.	BRITISH

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
ELDON D. PURVIS	PRESIDENT.	P.O. BOX 1025 PETERBORO	BRITISH
HARVEY E. STRUB	VICE PRESIDENT TREAS.	P.O BOX 1025 PETERBORO	BRITISH
LEONARD J. IRELAND	VICE. PRESIDENT SECTY.	D.V.A. HOSPITAL PETERBORO	BRITISH

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) .....

Usual Station Barker Airport, Toronto

Date of manufacture or reconstruction .....

Crew required Pilot

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 Globe Aircraft Corporation

Type Swift GC-1A Maker's No. 124

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	29' 4"	
Length o/a in feet	19' 7"	
Height o/a in feet	6' 2"	

Cubic Capacity (of Airship or Balloon) N.A

Weight equipped, but without load, fuel, or oil 1046 lbs.

Total weight authorized (fully loaded) in lbs. 1570 lbs. Air speed ..... miles per hour

EQUIPMENT—(Give number and type).

1. Instruments (1) Tachometer (1) Compass (1) Turn & Bank (1) Airspeed (1) Altimeter
2. Gauges (1) Oil Temperature (1) Oil Pressure (1) Fuel Gauge (1) Fuel Pressure (1) Ammeter
3. Lights Navigation, Signal lights
4. Signals "
5. Fire Extinguishers
6. Parachutes
7. Tools
8. Other Equipment Generator, Starter, Battery, Carb. Air Heater, Venturi

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	Counterclockwise (Facing end of Prop)			
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 .....

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

AIR SERVICES
CIVIL AVIATION DIVISION

5008-D18-16

CORRECTED COPY

1 Montgomery Avenue, Toronto,
June 13th, 1946.

McDonald Aviation Co. Ltd.,
EDMONTON, Alberta.

Dear Sirs:

This letter will be your authority to have Globe Swift, CF-DRP, flown from Barker Field, Toronto, to Peterborough, Ontario, by a qualified pilot on a ferry flight without passengers, before August 12th, 1946.

This letter should be carried in the aircraft at the time of flight.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

c.c. Headquarters
Canadian Aircraft & Auto Co.

DDM/M

~~5008-D7-11~~
5008-D18-16
~~5008-D18-17~~
~~5218-6~~

Ottawa, Ontario,
June 17th, 1946.

Globe Aircraft Corporation,
Fort Worth, Texas,
U. S. A.

Dear Sirs:

It has been brought to our attention by our District Inspector, Air Regulations, in Edmonton, Alberta, that three Globe Swift Aircraft, CF-DRP, CF-DGK and CF-DRQ were flight delivered from your factory to Calgary, Edmonton and Malton by U. S. licensed pilots and no authority was obtained from the local District Inspectors of Air Regulations covering the flights from the boundary to the airport of entry. Further difficulties were encountered in that the pilots did not have in their possession documents required for Customs clearance.

In this last respect, it is not known by these Headquarters whether the missing documents were Customs invoices covering the aircraft or U. S. Customs clearance for the aircraft leaving the United States. In the first case, clearance of the aircraft for importation into Canada would be facilitated and in the second case, any aircraft leaving the United States for flight into Canada must obtain a clearance from U. S. Customs for that particular flight.

It is hoped that the information contained herein will assist you in expediting entry of your aircraft into Canada in the future.

Yours truly,

- A. D. McLEAN

(A. D. McLean),
Controller of Civil Aviation.

cc DIAR EDMONTON

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

4 13
2
8-45

TORONTO, June 21st, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-16	GLOBE SWIFT / CF-DRP	

TRANSPORT-RECORDS
JUN 24
File 5008-D18-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A10550

1. With reference our letter to you of June 20th and applications for registration of Globe Swift, CF-DRP, recently purchased by the Canadian & Auto Co. Ltd.,; copy of the Bill of Sale received from the McDonald Aviation Co. is attached hereto.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

MICRO SAFETY

McDonald Aviation Company Ltd.

Aircraft Distributors

HEAD OFFICE: ADMINISTRATION BUILDING, MUNICIPAL AIRPORT
EDMONTON
CANADA

13

June 3, 1946.

District Inspector, Air Regulations,
Toronto, Ontario.

THIS IS TO CERTIFY that Globe Swift aircraft CF-DRP, Serial #124, Engine Serial #20141-6-12, has been sold by us to the Canadian Aircraft & Auto Co. Ltd., Peterborough, Ontario. May this serve as a BILL OF SALE for the purpose of obtaining a Certificate of Registration and a Certificate of Airworthiness for this aircraft.

Yours very truly,
S. A. McDonald
S.A. McDonald,
President.

M/DOT.

TRANSPORT - TORONTO
AVIATION
JUN 21 1946
File D18-16

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

11 2
8-45

TORONTO, June 20th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-16	Globe Swift CF-DRP	5008-D18-16

A10356

TRANSPORT-RECORDS
JUN 21 A.M.
File 5008-D18-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. The Canadian Aircraft & Auto Co. Limited of Peterborough, have recently purchased, from the McDonald Aviation Company, Limited, a Globe Swift aeroplane, Model GC-1A, Serial No. 124, to which identification letters CF-DRP have been allotted. This aeroplane was recently flown to Toronto and application made for registration at this office, with the following papers:-

(a) Application forms.
(b) Fee of $10.00 (See page 160 in Cash Book, Receipt No. 28314).
(c) Bill of Sale - Globe Aircraft Corporation to McDonald Aviation Co. Limited.
(d) Receipt for Customs Duties - Entry No. 28122L.
(e) Telegram - Globe Aircraft Corp., Fort Worth, Texas, of June 11th to Canadian Aircraft and Auto Co. Limited.
(f) Flight Permit, dated June 13th.
(g) Letter from the C.A.A. of June 14th, to the Department of Transport Inspector, Toronto.

2. The temporary authority to operate the aeroplane as a commercial aircraft has not been granted for the following reasons:-

(a) No evidence has been received that the U.S., C.A.A. Export Certificate will be issued.
(b) There is no bill of sale from the McDonald Aviation Company to the Canadian Aircraft & Auto Co.

3. It is the intention of the Canadian Aircraft & Auto Co. to operate this aeroplane from the Peterborough airport. As this airport is not yet licensed, it appears that there is no great rush to issue the formal Certificates of Registration and Airworthiness.

Exp Cert?

DGJ/AC

D.G. Joy,
District Inspector, Air Regulations,
Toronto

TRANSPORT-RECORDS
JUN 17 P.M.
File 5008-D18-16

TOR: 5008-D18-16 SA

A 9717

1 Montgomery Avenue, Toronto.
June 13th, 1946.

McDonald Aviation Co. Ltd.,
EDMONTON, Alta.

Dear Sirs:

This will be your authority to have Globe Swift, CF-DRP flown from Barker Field, Toronto, to Peterboro, Ontario by a qualified pilot on a ferry flight without passengers before July 12th, 1946.

This letter should be carried in the aircraft at the time of flight.

Yours truly,

(for D.C. Joy)
District Inspector, Air Regulations,
Toronto.

CAB/KC

c.c. Canadian Aircraft.

Headquarters.

IN REPLY ADDRESS
REGIONAL MANAGER
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

9 A-

IN REPLY REFER TO
FILE

Department of Transport Inspector
Toronto, Canada

Fort Worth, Texas

June 14, 1946

Dear Sir:

This letter is written in connection with a Globe SWIFT, Model GC-1A, Serial No. 124, Engine No. 20141-6-12 recently delivered to the Canadian Aircraft and Auto Company, Ltd. by the Globe Aircraft Corporation, at Fort Worth, Texas.

It is my understanding that this aircraft is now grounded, awaiting receipt of a Certificate of Airworthiness for Export. In this connection and to clarify the situation, I wish to take this opportunity to explain the reason for the delay in the issuance of this certificate. Under the present system, applications for Certificates of Airworthiness for Export are submitted to the CAA Factory Inspector and forwarded to Washington through channels for the issuance of the Certificate. Since this model aircraft received its Approved Type Certificate, approximately the first of January this year, all specifications and data are in the process of being accepted and printed by the Government Printing Office in Washington and have not yet been released to this region.

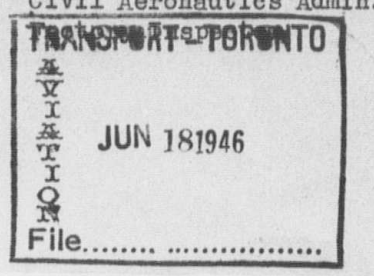
I am this date requesting information regarding the issuance of Certificates of Airworthiness upon final inspection of aircraft prior to delivery for Export, thereby avoiding delays. In the meantime, in case you desire to issue a temporary permit, I am certifying that the aircraft is airworthy and meets all Civil Aeronautics requirements as to construction under Approved Type Certificate 766, which has been assigned to this model, by attaching to the aircraft with an official seal a Form 186 Airworthiness Tag. The application for the Airworthiness Certificate for this aircraft has been received by me, approved and forwarded through proper channels.

Sincerely,

Frank W. Andrews
Frank W. Andrews,
Civil Aeronautics Admin.
Factory Inspector



FWA:aa



CLASS OF SERVICE

Full Rate	
Day Letter	
Night Mes.	
Night Letter	
Evening and Sunday Message	

Please mark an X opposite the class of service desired.

CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

C.D. 2X

CHECK 124

TIME FILED

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to. DNS/LN FILE 5008-D18-16

COLLECT

OTTAWA ONT JUNE 29 1946

E D PURVIS
THE CANADIAN AIRCRAFT & AUTO CO LTD
PETERBOROUGH ONT

AR44 THIS TELEGRAM CONSTITUTES YOUR TEMPORARY AUTHORITY NOT VALID AFTER JULY TWENTY NINETH NINETEEN FORTY SIX TO OPERATE GLOBE SWIFT AIRCRAFT CF DRP AS A COMMERCIAL AIRCRAFT ALL UP WEIGHT NOT TO EXCEED ONE FIVE SEVEN NOUGHT LBS STOP THIS TEMPORARY AUTHORITY WILL NOT BE EXTENDED UNTIL FORMAL CERTIFICATES OF AIRWORTHINESS FOR EXPORT RECEIVED FROM WASHINGTON

CIVIL AVIATION DWS

JMS 78

CANADIAN NATIONAL
TELEGRAPHS

TRANSPORT-RECORDS
JUL 3 A.M.
File 5008-D

144

18-16

A12042

TORONTO, June 29th, 1946.

Mr. Strub,
c/o Canadian Aircraft & Auto Co. Ltd.,
PETERBOROUGH, Ontario.

T-311 INQUIRY SHOULD BE ADDRESSED OTTAWA RE TEMPORARY AUTHORITY GLOBE SWIFT CF-DRP

CIVIL AVIATION

CONFIRMATION
CAB/AC

CABLE ADDRESS
"GLOBAIR"

15

Globe Aircraft Corporation

Fort Worth, Texas

July 3, 1946

A12421

TRANSPORT-RECORDS
JUL 8 AM
File 5008 D 18.16

Department of Transport
Air Services
Civil Aviation Division
Ottawa, Ontario, Canada

Attention: Mr. A.D. McLean
Controller of Civil Aviation

Dear Mr. McLean:

We thank you for your letter of June 17th with regard to the difficulty encountered by ferry pilots who recently flew three SWIFT aeroplanes, CF-DRP, CF-DGK, and CF-KRQ, into Canada. ?

With regard to the Customs documents, these were in the aircraft unbeknown to the pilot and were discovered after the ship arrived at destination. The organization which furnished the ferry pilots is relatively new, and the confusion regarding the documents and the lack of proper flight clearance was undoubtedly due to improper briefing. This has been brought to the attention of the ferrying organization and in the future all pilots will be properly briefed as to correct procedure for flights into Canada.

ENTERED ON CARDS

We wish to express our appreciation for your helpful criticism, and hope that flights of our aircraft in Canada will cause no future difficulty.

Under separate cover, we are forwarding for your interest a photograph of our 125 HP model.

Yours very truly,

GLOBE AIRCRAFT CORPORATION

William Wareing

William Wareing,
Export Department

WW/kj

COPY OF 5008 D 7-11
5008-D18-17

2 copies made 5-7-46 [illegible]

First in Texas

FORM 6122

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

CANADIAN NATIONAL TELEGRAPHS

W M ARMSTRONG GENERAL MANAGER
TORONTO

(55).

1946 JUL 29 PM 5 01 16

RA484 24 GB=EG TORONTO ONT 29 318P

CONTROLLER OF CIVIL AVIATION= Ottawa

5008-D18-16

:DEPT OF TANSPORT OTTAWA ONT=

:T.357 CANADIAN AIRCRAFT AND AUTO REQUEST FURTHER EXTENSION TEMPORARY AUTHORITY TO OPERATE GLOBE SWIFT CF- DRP PLEASE ADVISE BY WIRE IF EXTENSION IN ORDER=

:CIVIL AVIATION.

cak
30/7/8

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	17
NIGHT MESSAGE	
NIGHT LETTER	
EVENING & SUNDAY	

PLACE X OPPOSITE SERVICE DESIRED

CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT. OR ADDRESS
CTT/M			TRANSPORT (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

FILE: 5006-D18-16

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVENUE
TORONTO ONTARIO

OTTAWA ONTARIO JULY 30th, 1946.

AR 14 RETEL T-357 EXTENSION TEMPORARY AUTHORITY FOR OPERATION GLOBE SWIFT CF DASH DOG ROGER PETER IS IN ORDER

CIVIL AVIATION

RS 23

2M

TOR: 5008-D18-16

A15948

1 Montgomery Avenue, Toronto.
July 30th, 1946

TRANSPORT-RECORDS
JUL 31 A.M.
File 5008-D18-16

Canadian Aircraft & Auto Co. Ltd.,
P.O. Box 1025,
PETERBOROUGH, Ontario.

Dear Sirs:

This letter will constitute an extension of the authority granted you on July 29th to operate CF-DRP as a commercial aircraft by the Headquarters of this Department.

This authority is valid until August 30th, 1946.

Yours truly,

(Per D.G. Joy)
District Inspector, Air Regulations,
Toronto.

RG/KC

c.c. H.Q.

Form ACA 26
(Rev. 10-15-40)

21

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington, D. C.

E-10172

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.

Engine: Continental C-85-12.

Propeller: Koppers Aeromatic - Hub F200,
Blades 00-72C.

Actual empty weight: 1046 pounds.

Standard weight: 1570 pounds.

Before adding, removing or relocating any item of equipment, contact Air Authority of the Country of Registry.

Manufactured by	GLOBE AIRCRAFT CORPORATION - MAY, 1946
Type	LAND MONOPLANE
Model	GC-1A
Serial No.	124
Date	MAY 28, 1946

CF-DRP

Charles F. Dycer

Charles F. Dycer, Director
Aircraft & Components Service

U. S. GOVERNMENT PRINTING OFFICE 16—14355-1

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON, D. C.

A-766-2
GLOBE
GC-1A
GC-1B

September 25, 1946

AIRCRAFT SPECIFICATION

An aircraft complying with the terms of this specification and conforming with 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: Globe Aircraft Corporation, Fort Worth, Texas

I - Model GC-1A 2 PCLM Approved May 7, 1946

Engine	Continental C-85-12		
Fuel	73 min. octane aviation gasoline		
Engine limits	For all operations, 2575 rpm (85 hp)		
Airspeed limits	Level flight or climb	140 mph True Ind.	
	Glide or dive	185 mph True Ind.	
	Flaps extended	90 mph True Ind.	
C.G. range	(+31.4)(22.1% MAC) to (+35.5)(29.1% MAC) with L.G. extended. (Moment change due to retraction of gear +157 in. lbs.)		
Maximum weight	1570 lbs.		
No. seats	2 (+42.5)		
Maximum baggage	50 lbs. (+60.5)		
Fuel capacity	27.8 gals. (+47)		
Oil capacity	4.5 qts. (-14.5)		
Control surface movements	Flaps		Down 39°
	Elevators	Up 22°	Down 20°
	Elevator trim tab	Up 23°	Down 17°
	Ailerons	Up 19.5°	Down 15°
	Rudder	Right 24°	Left 26°
Serial Nos. eligible	2 to 1000, inclusive		
Required equipment	Items 1, 101, 105, 201, 202, 301, 302 and 303		

II - Model GC-1B 2 PCLM Approved September 20, 1946

Engine	Continental C-125-1		
Fuel	80 min. octane aviation gasoline		
Engine limits	For all operations, 2550 rpm (125 hp)		
Airspeed limits	Level flight or climb	140 mph True Ind.	
	Glide or dive	185 mph True Ind.	
	Flaps extended	90 mph True Ind.	
C.G. range	(+29.6)(19.0% MAC) to (+34.7)(27.7% MAC) with L.G. extended. (Moment change due to retraction of gear +157 in. lbs.)		
Maximum weight	1710 lbs.		
No. seats	2 (+42.5)		
Maximum baggage	100 lbs. (+60.5)		
Fuel capacity	27.8 gals. (+47)		
Oil capacity	2 gals. (-20.3)		
Control surface movements	Flaps		Down 30°
	Elevators	Up 20°	Down 18.5°
	Elevator trim tab	Up 7°	Down 22°
	Ailerons	Up 19.5°	Down 16°
	Rudder	Right 24°	Down 26°
Serial Nos. eligible	1001 and up		
Required equipment	Items 3, 107, 110, 111, 201, 202, 301, 303 and 305		

Specifications Pertinent to All Models

Datum	Forward face of firewall at bottom
MAC	57.8 in. L.E. MAC (+18.7)
Leveling means	Window sill between (+36) and (+32)
Certification basis	Type Certificate No. 766 (CAR 04, effective prior to November 9, 1945)
Production basis	Production Certificate No. 400
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 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	GC-1A	GC-1B
1. Propeller - Beech controllable, R002 or R003 with R002-205-0 blades Dia. 72 in. Pitch at 26 in. sta. - low 14°, high 19°.	30 lbs. (-35)	—
2. Propeller - Koppers Aeromatic, F200 with 00-72C blades Dia. 72 in. Pitch at 27 in. sta. - low 11°, high 23.5°	29 lbs. (-34)	—
3. Propeller - Sensenich 73KR-59 or any other fixed pitch wood propeller rated for required hp and rpm and following limits: Static rpm at max. permissible throttle setting: Not more than 2050, not less than 2050. Dia.: 73 in. max., 71.5 in. min.	—	14 lbs. (-40)
4. Propeller - Koppers Aeromatic, F200 with 0C-73D blades. Dia. 73 in. Pitch at 27 in. sta. - low 11.5°, high 23.5°. (See item 108)	—	29 lbs. (-41)
5. Propeller - Beech controllable, R002 or R003 with R003-201-72T blades Dia. 72 in. Pitch at 27 in. sta. - low 14.5°, high 17.5°.	29 lbs. (-35)	—

	GC-1A	GC-1B
Engines and Engine Accessories - Fuel and Oil System		
101. Carburetor air heater	2 lbs. (-15)	—
102. Cabin air heater	2 lbs. (-11)	—
103. Oil radiator	4 lbs. (-13)	—
104. Starter - Delco Remy 1109656	16 lbs. (-8)	—
105. Two engine-driven fuel pumps (Upper AC10538-III or Continental 40585-III, lower Continental 40452)	4 lbs. (-26)	—
106. Carburetor air filter	X	X
107. Carburetor air heater	—	1 lb. (-19)
108. Oil radiator (Harrison 3875) (Required when item 4 installed)	—	4 lbs. (-13)
109. Starter - Delco Remy A-40098	—	15 lbs. (-7)
110. Engine-driven fuel pump (AC1523066)	—	2 lbs. (-33)
111. Wobble pump (Air Corps Type D-2)	—	3 lbs. (+34)
Landing Gear and Floats		
201. 6.00-6 wheels and brakes (Goodyear L6H/MBD or LF6H/MBD) with 6.00-6 tires (4-ply) and tubes	31 lbs. (+24)	31 lbs. (+24)
202. 6x2.00 tail wheel, tire and fork (Scott)	4 lbs. (+179)	4 lbs. (+179)
203. Tail wheel steering mechanism	2 lbs. (+170)	2 lbs. (+170)
Electrical and Radio Equipment		
301. Battery - 12 volt, 24 amp. hr., 5 hr. rate	26 lbs. (-4)	26 lbs. (-4)
302. Engine-driven generator (Delco-Remy 1101876)	10 lbs. (-8)	—
303. Hydraulic system energizer (Adel model M-15668)	6 lbs. (-3)	6 lbs. (-3)
304. Two-way radio (General Electric AS-1B)	12 lbs. (+16)	12 lbs. (+16)
305. Engine-driven generator (Delco-Remy A-40435)	—	10 lbs. (-7)

NOTE 1. A weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be submitted for each airplane with original inspector's report and each subsequent report covering change in equipment.

NOTE 2. Placard instrument panel:

(a) "INTENTIONAL SPINS PROHIBITED."
(b) "DO NOT LOWER LANDING GEAR ABOVE 100 MPH."

NOTE 3. (Deleted September 25, 1946)

Charles F. Dicey

Charles F. Dicey, 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 25, D.C.

AD-766-2
GLOBE
GC-1A

August 10, 1946

AIRWORTHINESS DIRECTIVE

Compliance with the "MANDATORY NOTES" contained in this Directive is necessary for safeguarding the airworthiness of your airplane. It will be checked for conformity with these NOTES.

Compliance with the "SERVICE NOTES" contained in this Directive also is necessary to safeguard the airworthiness of your aircraft. The inspections listed under "SERVICE NOTES" should be carefully carried out at the stated intervals, and will be checked by the CAA representative at each annual inspection.

Recommendations contained in Manufacturers' Service Bulletins should always be given careful consideration because compliance with them will add to the ultimate safety of your airplane.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded.

If you have sold your airplane of this model, please forward this list to the new owner.

- - - - - - - - - - - - - - - - - -

MANDATORY NOTE 1. (June 4, 1946) (Applies only to serial numbers 33 to 54 inclusive, plus 54, 56, 57, 58, 60, 61 and 64)

Due to an inadvertent error in the manufacture of these airplanes, the following reinforcement of the rivet seam attaching the upper skin of the outer wing panels to the main spar is to be accomplished as follows. In lieu of immediate accomplishment, the maximum weight may be reduced from 1570 lbs. to 1490 lbs. This may require elimination of the baggage allowance. In any case, the reinforcement outlined below must be accomplished not later than September 1, 1946. After completion of the reinforcement, the placard may be removed and the weight increased to the maximum specified in the Aircraft Specification

In the length of the seam from 1½ inches to 4-3/4 inches outboard of the outer panel attachment bolt, the number of rivets should be increased to not less than five. Since the heads of the bolts through the end fitting of the spar cause interference at the originally intended spacing, the rivets may be spaced unequally, but the minimum spacing may not be less than 3/8 inch. In the length of the seam from 4-3/4 inches to 11½ inches outboard of the outer panel attachment bolt, sufficient rivets should be added to make the spacing approximately 3/8 inch: The added rivets may be either Cherry CR163-4-10 or AN456-AD4. (Globe Customer Service Maintenance Bulletin No. 1 covers this same subject).

20543

MANDATORY NOTE 2. (August 10, 1946) (Applies only to Serial Numbers 3 to 174 inclusive)

COMPLIANCE REQUIRED PRIOR TO OCTOBER 1, 1946

Install stiffeners, Globe Part No. 11-213-1471-1 R&L, on the flange of the upper bulkhead at Fuselage Station 167, with six rivets per stiffener, to prevent the formation of cracks originating at the joggles in the flange outboard of the stabilizer attachment points. Any crack should be stop drilled. If it extends into the web of the bulkhead an .040" 24ST Alc. reinforcing plate extending to the flange should be installed on the web with rivets spaced not more than three-fourths of an inch apart. (Globe Customer Service Maintenance Bulletin No. 2 covers this same subject.)

MANDATORY NOTE 3. (August 10, 1946) (Applies only to Serial Numbers 3 to 184 inclusive, 189 and 191 to 196 inclusive.)

COMPLIANCE REQUIRED PRIOR TO OCTOBER 1, 1946.

Replace present aluminum alloy torque knees on main landing gear struts with forged steel knees, Globe Part No. 64B19-3. On any of the above-listed airplanes equipped with Adel main landing gear struts this replacement is not required. (Globe Customer Service Maintenance Bulletin No. 3 covers this same subject.)

Charles F. Dycer

Charles F. Dycer, Director
Aircraft and Components Service

Copies of this directive may be obtained upon application to:
Office of Aviation Information, Civil Aeronautics Administration,
Department of Commerce, Washington 25, D. C.

20543

SUPERSEDES P-659

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

P-682
KOPPERS
Aeromatic F200 Propeller

July 13, 1946

AIRCRAFT PROPELLER SPECIFICATION NO. 820

Propellers of models described herein conforming with these specifications and approved data on file with the Civil Aeronautics Administration are rated as airworthy for use in certificated aircraft in accordance with pertinent aircraft specifications and applicable portions of 03.4 and 04.4 of the Civil Air Regulations.

Manufacturer	Koppers Company, Inc. Bartlett Hayward Div. Baltimore, Md.
Model	F200
Limits	Dependent on blade model installed
Patch	Automatic variable
Blade shank	Aeromatic Number 00 - Diameter 2-1/2"
Engine shaft	Flange
Hub material	Steel
Blade material	Laminated maple or birch plywood with steel ferrule shank fastened by means of lag screws, and plastic covered with monel tipping (See NOTE 2)
Number of blades	Two
Hubs eligible	F200

Blades Eligible	Max. except Take-off		Take-off		Propeller Diameter Limits	Weight Complete (Max.Dia.)
	HP	RPM	HP	RPM		
00-72 to 00-68	150	2600	150	2800	72"-68"	26 lbs.
00-74C to 00-70C	150	2600	150	2800	74"-70"	25 lbs.
00-78 to 00-74	150	2600	150	2800	78"-74"	28 lbs.
00-78A to 00-74A	150	2600	150	2800	78"-74"	28 lbs.
00-78AZ to 00-74AZ	150	2600	150	2800	78"-74"	28 lbs.

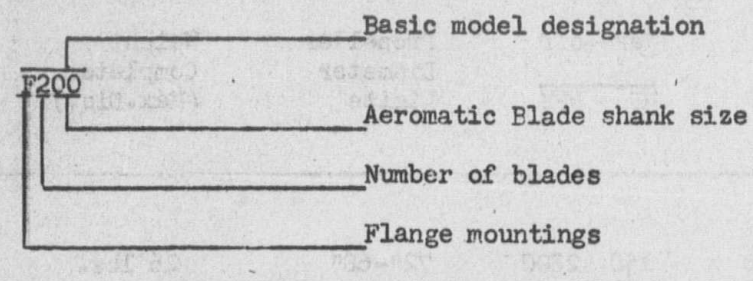
20350

Blades Eligible	Max. except Take-off HP	Max. except Take-off RPM	Take-off HP	Take-off RPM	Propeller Diameter Limits	Weight Complete (Max. Dia.)
00-72A to 00-68A	150	2600	150	2800	72"-68"	26 lbs.
00-72B to 00-68B	65	2550	65	2550	72"-68"	26 lbs.
00-75D to 00-70D	150	2600	150	2800	75"-70"	25 lbs.
00-78B to 00-74B	150	2600	150	2800	78"-74"	28 lbs.

Certification basis Type Certificate No. 820
Production basis Production Certificate No. 5

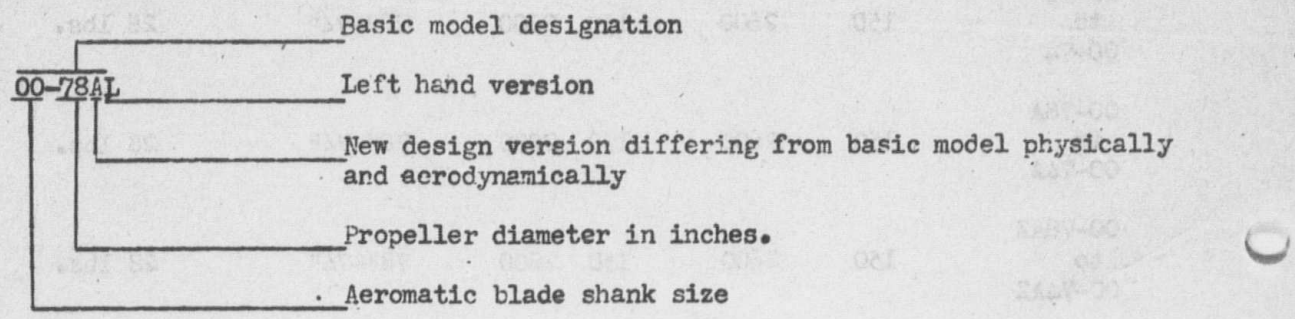
NOTE 1. Hub Model Designation. The model designation F200 denotes (F) flange mounting, two (2) blades, and (00) Aeromatic blade shank No. 00 respectively.

For example:



NOTE 2. Blade Model Designation. The "00" denotes Aeromatic blade shank No. 00 and a dash number denotes propeller diameter in inches. "A", "B", "C" etc. added to the dash number indicates a change in blade design. "L" added to the dash number indicates left hand blade version.

For example:



NOTE 3. Pitch Control. No controls because propeller is automatic

NOTE 4. Feathering. Automatic partial feathering may be incorporated

NOTE 5. Left Hand Model. The left hand version of an approved model propeller is eligible at the same rating and diameter limitations as listed for the right hand model.

NOTE 6. Interchangeable Blades. Only blades with identical model numbers are to be incorporated in a propeller assembly except as noted below:

Plastic covered blades with a "P" in the model designation are interchangeable with plastic covered blades without a "P" in the model designation.

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.

20350

20

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

GPO—Com. 51—p. 1

NOTE 3. The C-75-8 engine does not incorporate provisions for generator and starter drives. The C-85 series engines are generally similar to the corresponding C-75 series engines but incorporate a different carburetor and intake manifold.

NOTE 4. Includes C-75-12B model, at weight increase of 3 lbs., incorporating a Stromberg PS-3 pressure carburetor, Part No. 40284. (See NOTE 2 for fuel pump)

NOTE 5. Includes additional models as listed on the heading of this specification, denoted by letter suffixes added to the basic model designation as follows:
"F" denotes an SAE No. 1 flanged crankshaft instead of "O" taper, at weight increase of 1 lb.
"J" denotes a fuel injector, Ex-Cell-O Model A-41 (Part No. 40572) instead of a carburetor, at weight increase of 3 lbs.
"H" denotes a special SAE No. 1 flanged crankshaft and special crankcase for the installation of a hydraulically operated controllable pitch propeller requiring oil supply through crankshaft.

Charles F. Dyce
Charles F. Dyce, Director
Aircraft and Components Service

Copies of this specification may be obtained upon application to:
Office of Aviation Information
Civil Aeronautics Administration.
Department of Commerce
Washington 25, D. C.

GPO--Com. 51--p. 2

AIRPLANE WEIGHT AND BALANCE STATEMENT
GLOBE AIRCRAFT CORPORATION
FORT WORTH, TEXAS

19

Serial 124

Firewall

S	O	
23-9/16	D	← 158-7/8 → L =
1000		46

Purchaser
Airplane Model GC-1A Reg. CF-DRP
Prop. MFgr. Koppers Hub Model F200 Ser. 2049
Blade Mod. 00-720 Blade Ser 10370 & 10393
Eng.Mfgr. Continental H.P. 85 Ser. 20141612

NOTE 1: Airplane must be level when weighed. See Maintenance Manual for leveling points.
2: List weight and balance for weight change items on back of this sheet.

Actual Empty Weight C.G.

		Scale	Tare	Net
Front	L	500		500
Scales	R	500		500
	B			1000
Rear Scale	T	80	34	46
Wt.Emp.	W			1046

As Weighed C.G. $= D + \frac{T \times L}{W}$

$$D + \frac{T \times L}{W} = 23.56 + \frac{46 \times 158.875}{1046} = 30.55$$

Empty Weight Equipment

Item	Type	Wt.	Firewall Arm
Propeller	Koppers	29.	-34.
Safety Bolt (?)	Air Ass.	2.1	47.0
Tachometer		.6	21.0
Oil Temp.		.3	21.0
Altimer		.3	21.0
Airspeed		.3	21.0
Compass		1.8	21.0
Rate of Climb		1.0	21.0
Turn & Bank		1.4	21.0
Clock		.4	21.0
Generator		10.	-8
Starter		15.6	-8
Battery		24.5	-4
Radio	GE AS-1B	12	16
Nav.Lights		1.0	94.
Landing Lights			
6.00-6 Wheel & Brake (2)		14.2	24
6.00-6 Tire & Tube (2)		17.	24
Tail Wheel & Fork		4.	179
Car.Air Heater	Globe	2.	-15.0
Signal Lights			21.
Man.Press.Gauge		.5	21
Ammeter		.1	21
Oil Press.Gauge		.3	21
Fuel Gauge		.4	45
Fuel Press.Gauge		.3	21
Venturi		.4	22.5

Item	Most Forward Condition 1 Wt.	Arm	Mom.	Most Forward Condition 2 Wt.	Arm	Mom.
As.Wtd.	1046	30.55	31955			
Empty	1046	30.55	31955	1046	30.55	31955
Oil	9	-14.5	-131	9	-14.5	-131
Fuel	125	47.0	5875	42	47.0	1974
Crew	340	42.5	14450	170	42.5	7225
Bagg.	50	60.5	3025			
TOTAL	1570	35.14	55174	1267	32.38	41023

Actual C.G. Range = 32.38 - 35.14
Allowable C.G. Range = 31.42 - 35.46

Actual Gross Weight = 1570
Allowable Gross Weight = 1570

Remarks:

Date May 14, 1946
Frank W. Andrews
Frank W. Andrews
Civil Aeronautics Administration
H. P. Whatley
H. P. Whatley
Globe Aircraft Corporation
Chas. Thos Harvey

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2374 2
8-45

TORONTO, August 9th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Globe Swift CF-DRP	5008-D18-16

TRANSPORT-RECORDS
AUG 10 A.M.
File 5008-D18-16

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A17261

1. Please find enclosed a letter regarding accident to Globe Swift CR-DRP, a further letter will be forwarded in the near future.

(for D.G.Joy)
District Inspector, Air Regulations,
Toronto.

CAB/HT.

Preliminary details noted
H.J.

noted 26/8/46 @

Written off?

6

CANADIAN AIRCRAFT & AUTO CO. LIMITED

P. O. BOX 1025 PHONE 8049 PETERBOROUGH, ONTARIO

FLEET "CANUCK"
GLOBE "SWIFT"

REPUBLIC "SEABEE"
SCHWEIZER "GLIDERS"

22

TRANSPORT - TORONTO
AVIATION
AUG. 9 1946
File D18-16

Aug. 7, 1946.

Inspector Air Regulations,
Civil Aviation Division,
Department of Transport,
1 Montgomery Ave.,
Toronto, Ontario.

Att. Mr. C. Brethour.

Dear Mr. Brethour,

Further regarding our telephone conversation of this afternoon regarding the accident of Globe Swift CF- DRP. There was no one injured and no property damaged. While taking off in a very light wind the aircraft did not clear a rail fence and lodged in it. In regards to the damage, we are unable to estimate it until the insurance adjusters inspect it to-morrow. We shall then report it to your office.

Thank you for your kind attention.

Sincerely,

CANADIAN AIRCRAFT & AUTO CO. LIMITED

Harvey E. Strub.

Harvey E. Strub.

HTP/HMC

24

OTTAWA ONTARIO MARCH 23, 1949

5008-D18-16;

Globe Swift GC-1A - CF-DRP

5008-D18-16;

District Controller of Air Services,
260 Richmond Street, West,
TORONTO 1, Ontario

ATTENTION: District Inspector, Air Regulations

1. May we refer to your letter of August 9, 1946, with respect to an accident involving the above-mentioned aircraft. To date no further evidence is on the aircraft file as to whether or not this aircraft has been written off.

(C. [illegible] Travers),
Assistant Superintendent, Air Regulations.

W

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
2-48

TORONTO Ontario April 1, 1949
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-16	Globe Swift GC-1A, CF-DRP	5008-D18-16

0338

TRANSPORT-RECORDS
APR 4 A.M.
File 5008-D18-16

Director of Air Services,
Department of Transport,
Ottawa.

Attention A/S.A.R.

1. With reference to your letter of March 23, please be advised that we have been notified by Canadian Aircraft & Auto Co. Ltd., Peterborough, Ontario, that Globe Swift aircraft CF-DRP is considered to be a complete write-off.

(D.W. Saunders),
District Inspector, Air Regulations,
for J. R. Robertson,
District Controller of Air Services,
Toronto.

Miss Jones
to note. Formals
have not been issued
4-4/49.

1.
3-46
K.P. 58825
D.L.L. Co.

FILE NO. 5008 - D18 - 20

VOLUME NO. 1

VOL. 1
5008 - D18 - 20

DEPARTMENT OF TRANSPORT

FROM JUNE 1946
TO

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRT PIPER J3C-65

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED] UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 17 1946	9545	S.A.R.			JUL 10 19
JUL 10 1946		Trego.			AUG 12 19
APR 30 1947	3107	C.A.R.			MAY 9 19
OCT 15 47	22479	Car		OCT 16 47	

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

TOR:5008-D18-20

1 Montgomery Avenue, Toronto.
June 13th, 1946.

Mr. Peter Gampel,
Niagra Air Service,
NIAGRA FALLS, Ontario.

Dear Sir: Re CF-DRT.

Receipt is acknowledged of application for registration of Piper Cub J-3, CF-DRT Serial No. 173C, recently purchased by you from the Cub Aircraft Corporation Limited, with the following papers:

(a) Application forms.
(b) Fee of $10.00
(c) Bill of Sale dated June 10th/46.
(d) Aeroplane Inspection Release Certificate.

Receipt No. 28310 for the $10.00 fee in the name of Cub Aircraft Corporation Limited, was mailed that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DRT as a commercial (landplane) on day contact flying until July 12th/46. The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.
c.c. H.Q.
c.c. C.A.C.L.

COPY
/RB

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration **CF-DRT**

Aeroplane Type **Piper Cub** (Landplane / Seaplane / Skiplane) Model **J-3**

Manufacturer **Cub Aircraft Corporation** Serial No. **173C**

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

~~Aerobatic~~

~~Special~~
~~Limited~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(f - Racing or record
(g - Research or experimental.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	**Continental A65**	
Model	**A-65**	
Serial No.	**4277168**	
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	fixed wood				
Blade Drawing No	72CK44				
Blade Serial Nos.	J-0059				
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)	In fuselage just	9 gals.	(1)	In sump attached to	5/6
(2)	aft of fire wall		(2)	lower rear section of	
(3)			(3)	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	U. S. Gauge		
Altimeter	Pioneer		
Compass	Pioneer		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Walton		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)			

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	695 lbs.	lbs.	lbs.
Disposable load	275 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17.1/8.. inches behind ~~xxxxxxxx~~

.... 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 JUN 10 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 H. Henderson Air Engineer J. F. Gibson Chief Inspector
JUN 10 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 JUN 10 1946
Test Pilot

CUB AIRCRAFT CORPORATION LTD. 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) _____

Signed _____
District Inspector, Civil Aviation.

7

DATE .. June 10,. 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 **Peter Gampel, Niagara Air Service, Niagara Falls, Ontario** heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **Piper Cub J-3 DRT**

Serial **1736**

Engine **Continental A-65**

Engine Serial No. 4277168

CUB AIRCRAFT CORPORATION LIMITED

Signed... J. F. Gilson .....

P 160

8

2413
8-39

CANADA

CF-DRT
173C

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..... Peter Gampel

Date of Application..... June 1, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Mr. Peter Gampel	Niagara Air Service, Niagara Falls, 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..... Niagara Falls

Noted

Date of manufacture or reconstruction..... ~~XXX~~ June 10, 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 Limited.

Type ... Piper Cub J-5 ... Maker's No. 1730

	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	635 lbs.	
Total weight authorized (fully loaded) in lbs	1220	Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ... Airspeed, (U.S.Gauge), Altimeter (Pioneer), Compass (Pioneer) Tachometer (Stewart-Warner)
2. Gauges ... Oil Pressure & Oil Temperature (Walton)
3. Lights ... ———
4. Signals ... ———
5. Fire Extinguishers ... —
6. Parachutes ... —
7. Tools ... —
8. Other Equipment ... —

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65, Ser. #427 86868			
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

9 8-45

TORONTO, June 13th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER CUB J-3, CF-DRT. Serial No. 173C	5008-D18-20

TRANSPORT-RECORDS
JUN 14 A.M.
File 5008-D1 8-20

A 9585

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Mr. Peter Gampel, has recently purchased from the Cub Aircraft Corporation Limited, Piper Cub J-3, CF-DRT, Serial No. 173C. The following papers relating to registration of this aircraft are attached hereto.

(a) Application forms.
(b) Fee of $10.00 (see page160 Cash Book, Receipt No. 28310)
(c) Bill of Sale dated June 10th/46.
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

3654 (R)
1198 (A)

12

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3654

NATIONALITY AND REGISTRATION MARKS CF-DRT

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ont.
3. Constructor's serial number	1730
4. Name of owner	Peter Gampel (Operating under the name of Niagara Air Service),
5. Address of owner	Niagara Falls, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Niagara Falls, 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 13th day of June, 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-DRT and is of Canadian nationality.

Given at Ottawa this 29th day of June, 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

VALID FOR DAY FLYING ONLY.

11

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1198

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Gampel (Operating under the name of Niagara Air Service)
2. Christian name Peter
3. Address Niagara Falls, Ontario.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Limited.

NATIONALITY AND REGISTRATION MARKS

6. CF-DRT

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1750
8. Place and year of construction of aircraft Hamilton, Ontario. 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed ... One

19. Makes ... Continental

20. Types ... A65

21. International power of the engine or engines at

(Take-off / M.E.T.O.) (a) Sea Level ... 65 / 50 ... H.P. at ... 2300 / 2100 ... revolutions per minute. (International number of revolutions)

(b) Rated Altitude ... H.P. at ... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ... (b) ...

23. Oil: (a) ... (b) ...

24. Airscrews { Number fitted ... One ... Types ... Sensenich ... No. ... ; Pitch ... Diameter ... }

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	695 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	72 lbs.
(a) Number of tanks ... One	
(b) Capacity of tanks ... 10 ... Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	9 lbs.
(a) Number of tanks ... One	
(b) Capacity of tanks ... 1 ... Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	274 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
Seaplane ...
Skiplane ...

34. Minimum crew necessary ... One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ... inches and ... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ... 2100 ... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ... 2300 ... r.p.m.

40. The indicated air speed must never exceed (a) ... m.p.h and (b) ... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ... June 13, 1946, ... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this ... 29th, ... day of ... June, ... 19 ... 46.

...
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

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
		June 15, 1947.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

13

8008-D18-20

REGISTERED

Ottawa, July 8th, 1946.

Peter Gampel (Operating under
the name of Niagara Air Service),
Niagara Falls, Ont.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3654 and Certificate of Airworthiness No. 1198 for your Piper J3-C65 aircraft CF-DRT, Serial No. 1730.

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.

HMC

14

HMC

5003-D18-20

REGISTERED

OTTAWA, Ontario.
November 22nd, 1946.

Peter Gempol (Operating under
the name of Niagara Air Service),
Niagara Falls, Ontario

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- DRT.

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

CC:DIAR TORONTO

(S. Graham),
Superintendent, Air Regulations.

Encl.

lp

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

1 Montgomery Avenue, Toronto, April 29th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-20	Renewal of Certificates of Registration and Airworthiness - CF-DRT	5008-D18-20

TRANSPORT-RECORDS
APR 30 A.M.
File 5008-D18-20

14

Controller of Civil Aviation, A 3107
Department of Transport,
OTTAWA, Ontario.

1. Piper J3-C65 CF-DRT Serial No. 173C, owned by Peter Gampel, has recently been reconditioned by Niagara Air Services at Chippawa.

2. Proper entries have been made in the log books of this aircraft that it was airworthy on April 20th, 1947.

3. These entries were signed by M. Galbraith and P. Gampel as Air Engineers and R. Pirson as commercial pilot.

4. Certificate of Registration No. 3654 and Certificate of Airworthiness No. 1198 have been renewed until April 20th, 1948, and returned to Peter Gampel.

Mrs Jones
+ P.P.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/alb

Quoted

Attach to Aircraft log-book CF-DRT
Time to date Airframe and engine 374:40
Cowlings, fairings and all inspection plates and covers removed for purpose of renewal of certificate of airworthiness.

Wings checked thoroughly and found satisfactory, aileron hinge pins renewed.
Tail surfaces checked, re-rigged, hinge pins renewed, otherwise satisfactory.
Undercarriage checked, bolts removed, all bolts renewed with the exception of 2 lower cabane bolts.
Struts and cables satisfactory.
Engine and installation, engine mount and cowlings satisfactory.
Fuselage, dirt cleaned from members at floor, floor boards cleaned, all members checked where possible, control column removed, cleaned and replaced, 2 small spots rejuvenated and redoped .
Cowlings, fairings and all inspection plates and covers replaced.
Fire extinguisher checked. Compass re-swung.

I hereby certify that all work listed has been done with certified m materials according to accepted practice, 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.

April 16, 1947 — R. Holdsworth "B" Cat

All controls checked for soundness, correct action and for the presence of all locking and safety devices.

April 16, 1947 — Peter Gampel.

This is to certify that I have test flown aircraft CF-DRT and consider it to fly in a satisfactory manner.

April 20 1947 — R Ruison
C-3783

COPY

17

ORIGINAL ON FILE.....

COPY FOR FILE.....

NIAGARA AIR SERVICE

Oct. 7, 1947.

District Inspector
Air Regulations Div.
Civil Aviation
Dept. of Transport
1 Montgomery Ave.,
Toronto, Ont.

Dear Sir:-

In persuance of our conversation over the phone on Oct. 6th, 1947. I wish to report that due to a fire that destroyed the hanger at my airport on Sunday morning Oct. 5th 1947 all four of my planes, to wit, CF-EUV, CF-EBM, CF-DRT, CF-DGW, were destroyed.

I intend as soon as the investigation is complete, (which I expect will be within the next few days) to continue to operate.

Sincerely yours,

(Signed) Peter Campel
Niagara Air Service.

8
2-47

Orig on 5008 c 21-22

18

TORONTO, October 10th, 1947.

Niagara Air Service, Chippawa, Ont.

5008-C21-22
C2-13
D7-23
D18-20

TRANSPORT-RECORDS
OCT 14 A.M.
File 5008 101 8.20

A22479

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. On Sunday morning, October 5th, 1947, the hangar of the Niagara Air Service, Chippawa, Ontario, was destroyed by fire, including the aeroplanes CF-EUV, CF-EBM, CF-DRT and CF-DGW.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ•AC

Noted
LL

-46
58825
L. Co

FILE NO. 5008 - D18 - 22

VOLUME NO. 1

VOL. 5008 - D18 - 22

DEPARTMENT OF TRANSPORT

FROM JUNE 1946

TO

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DRV - PIPER J3C-65

CROSS REFERENCES

5002175

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 24 1946	10579	S.A.R.			AUG - 2
AUG - 2 1946		Trans.			AUG 10
SEP 4 1946	20631	S.A.R.			DEC 2
DEC 2 1946		Trans.			DEC 3
1946	6147	C.A.R.			MAY 9 1947
		CAI ①			MAY 9 1947
MAY 9 1947		Trans.			MAY 10 1947
	12735	C.A.R.			JUL 23 1947
JUL 21 47		C.A.-E.			JUL 23 1947
DEC 2 47	28171	C.A.R.			DEC -9 47
		C.A.I.			DEC -9 47
JUN 3 1948	Mr. Burbridge	C.A.R.	~~2-5-48~~		JUN 10 48
JUL 7 19	Reports to Mr Burbridge	C.A.R.	16-5-48		JUL 8 48
AUG 9 48	B.F. 10/8/48	C.A.R.			AUG 12 48
SEP 8 48	B.F. 9/9/48	C.A.R.			SEP 13 48

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

TOR:5008-D18-22

1 Montgomery Avenue, Toronto.
June 21st, 1946.

Contes Aircraft Limited,
Sea Island Airport,
VANCOUVER, B.C.

Dear Sir: RE CF/DRV

Receipt is acknowledged of application for registration of Piper Cub J-3, CF-DRV, Serial No. 175C recently purchased by you from the Cub Aircraft Corporation Limited, with the following papers:

(a) Application forms.
(b) Bill of Sale dated June 14th/46.
(c) Fee of $10.00
(d) Aeroplane Inspection Release Certificates.

Receipt No. 28324 for the $10.00 fee in the name of Cub Aircraft Corporation Limited, was mailed that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DRV as a commercial (landplane) on day contact flying until July 20th/46. The all-up weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.
c.c. H.Q.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

9 2
8-45

TORONTO, June 20th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER CUB J-3 - CF-DRV. Serial No. 175C	5008-D18-22

TRANSPORT-RECORDS
JUN 22 A.M.
File 5008-D18-22
A10579

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Coates Aircraft Limited, has recently purchased from the Cub Aircraft Corporation Limited, Piper Cub J-3, CF-DRV Serial No. 175C . The following papers relating to registration of this aircraft are attached hereto.

(a) Application forms.
(b) Bill of sale dated June 14th/46.
(c) Fee of $10.00 (See page 161 Cash Book, Receipt No. 28324)
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

DJ

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

3694(R)
1231(A)

P161

2413
8-38

CANADA

CF-DRW 175 C

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.

These are enclosed fees 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 Carl P Coates

Date of Application June 14/46 COATES AIRCRAFT LTD

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK LETTERS)	Permanent Address	Nationality
Coates Aircraft Limited	Sea Island Airport, Vancouver B.C.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
C.P.COATES	PRESIDENT	3179 PT. GREY, VAN.	BRITISH
W.OWEN	DIRECTOR	6062 MARGUERITTE, VAN.	BRITISH
H.McCARTER	DIRECTOR	3850 MARGUERITTE, VAN.	BRITISH

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
COMMERCIAL

Usual Station VANCOUVER

Date of manufacture or reconstruction June 14/46

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.

Apr 17/0

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air heavier made by Cub Aircraft Corp.

Type Piper Cub J-5 Maker's No. 175 C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2 1/8"	
Length o/a in feet	22' 4 1/2"	
Height o/a in feet	6' 8"	
Cubic Capacity (of Airship or Balloon)	—	
Weight equipped, but without load, fuel, or oil	693 lbs.	

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed (U.S. Gauge) Compass (Pioneer) Altimeter (Pioneer) Tachometer (Stewart-Warner)
2. Gauges Oil Pressure & Temperature (Walton)
3. Lights —
4. Signals —
5. Fire Extinguishers —
6. Parachutes —
7. Tools —
8. Other Equipment —

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65 Ser. #4274668			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	~~XXXX~~ 65 h.p.			
Bore	~~XXXX~~ 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 of Air Regulations

7

DATE ....June 14/46.....

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 **Coates Aircraft Corp., Sea Island Airport, Vancouver, B.C.** heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **Piper Cub J-5 CF-DRV**

Serial **175 C**

Engine **Continental A65**

Engine Ser. #4274668

CUB AIRCRAFT CORPORATION LIMITED

Signed.....

TRANSPORT - TORONTO
AVIATION
JUN 17 1946
File.....

AEROPLANE INSPECTION RELEASE CERTIFICATE.

(For Aeroplanes Assembled With Imported Components)

Registration CF-DRV

Aeroplane Type Piper Cub — Landplane / Seaplane / Skiplane — Model J-5

Manufacturer Cub Aircraft Corp. Limited — Serial No. 175 C

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.

Special

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65	
Serial No.	4274668	
Take-off Power	65 h.p.	
Take-off R. P. M.	2350	
Take-off Manifold Pressure	——	
Take-off Octane Rating of Fuel	75 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	Jensenich Bros.					
Type	fixed. wood					
Blade Drawing No.	72 OK. 44					
Blade Serial Nos.	H 2878					
Hub Drawing No.						
Hub Serial No.						
Blade Settings						
Diameter	72"					

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 600 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 of fire wall	9	(1) In sump attached to lower rear section of crank case	5/6
(2)		(2)	
(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	U.S. Gauge		
Altimeter	Pioneer		
Compass	"		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Walton		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)			

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	693 lbs.	lbs.	lbs.
Disposable load	271 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17. 1/8 inches behind leading edge of main plane
.....

used as a reference datum point with aeroplane in flying position.
(The C.G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.F. Gibson Date JUN 13 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 Hamilton Air Engineer J.F. Gibson Chief Inspector
JUN 13 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 JUN 13 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)_____

Signed _____
District Inspector, Civil Aviation.

10

A-14704
5008-D18-22

420 Federal Bldg.,
Vancouver, B.C., July 17th, 1946.

TRANSPORT-RECORDS
JUL 22 A.M.
File 5008-D18-22

Coates Aircraft Ltd.,
Vancouver AMF, B.C.

Dear Sirs:

Piper Cub J3, CF-DRV

This letter will constitute thirty days extension to temporary Certificate of Airworthiness for Piper Cub, Serial No. 175C, pending the issue of formal Certificates of Airworthiness and Registration.

This letter will be your authority to operate CF-DRV as a commercial (landplane) on day contact flying until August 19th, 1946--the all-up weight of this aircraft is not to exceed 1220 lbs.

Yours truly,

Department of Transport Civil Aviation Canada

District Inspector, Air Regulations

W.
Cc-CCA

PA
MRA

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3694

NATIONALITY AND REGISTRATION MARKS CF-DRV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ont.
3. Constructor's serial number	175C
4. Name of owner	Coates Aircraft Ltd.,
5. Address of owner	Sea Island Airport, Vancouver, B.C.
6. Nationality of owner	British
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 21st day of June, 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-DRV and is of Canadian nationality.

Given at Ottawa this 15th day of July, 1946

for *Superintendent, Air Regulations.*

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

13

Ottawa, July 29, 1946

5008-C8-21
5008-C8-22
5008-C8-25
5008-D4-21
5008-D18-21
5008-D18-22

REGISTERED

District Inspector, Air Regulations,
420 Federal Bldg.,
Vancouver, B.C.

1. Enclosed please find Certificates of Registration and Airworthiness for the following aircraft:-

CF-CHU	CF-DDU
CF-CHV	CF-DRU
CF-CHY	CF-DRV

2. The Engine and Journey and Aircraft Log Books will be forwarded to the owners as soon as they have been received from the King's Printer. In the meantime, temporary logs should be kept.

(S. Graham),
Superintendent, Air Regulations.

Encls.

2462A
8-41

13

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3694

NATIONALITY AND REGISTRATION MARKS CF-DRV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ont.
3. Constructor's serial number	175C
4. Name of owner	Coates Aircraft Ltd.,
5. Address of owner	Sea Island Airport, Vancouver, B.C.
6. Nationality of owner	British
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 21st day of June, 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-DRV and is of Canadian nationality.

Given at Ottawa this 15th day of July, 1946

E. Thauvette.

for Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

14

5008-D18-22

420 Federal Bldg.,
Vancouver, B.C., Aug. 28th, 1946

Richard F. Corless, Esq.,
Prince George, B.C.

Dear Sir:

This letter will constitute your authority to commercially operate Piper J3-C65, registration markings CF-DRV for a period of sixty days ending October 27th, 1946--day flying only.

Yours truly,

Department of Transport Canada Civil Aviation Division

District Inspector, Air Regulations

W.
Cc-CCA.

BILL OF SALE

In consideration of the sum of TWENTY-FOUR.HUNDRED.....Dollars ($2400.00), receipt of which is hereby acknowledged, we hereby sell, assign and transfer over unto RICHARD FREDERICK CORLESS, Jr. ONE - NEW CUB, MODEL J3, LANDPLANE, CANADIAN REGISTRATION CF-DRV, SERIAL NUMBER 175C, complete with CONTINENTAL AIRCRAFT ENGINE, SERIAL NUMBER 4274668; free and clear of all liens, debts and encumbrances.

UTILITY FINANCE LIMITED,

J. M. MUTCH,
Managing Director.

Dated at Vancouver, B.C.
this 24th day of August, 1946.

Vancouver, B.C.
August 24th, 1946.

DEPARTMENT OF TRANSPORT,
Civil Aviation Branch,
Federal Building,
Vancouver, B.C.

Dear Sirs:

Please be advised that the aircraft described on the reverse side hereof, which was seized by our bailiff, Retail Credit Grantors Bailiffs Limited, on August 2nd, 1946, has been sold and transferred over unto Richard Frederick Corless, (Jr.), as evidenced by a certain Bill of Sale, dated August 24th, 1946, and executed by Utility Finance Limited, as Mortgagee.

UTILITY FINANCE LIMITED,

J. M. MUTCH,
Managing Director.

RETAIL CREDIT GRANTORS ASSOCIATION
ORGANIZED AT VANCOUVER, B.C. 1930 FOR MUTUAL PROTECTION

NOTICE OF SEIZURE

Principal	$2394.79
Location Fees	
Seizure Fees	$ 5.00
Mileage	
Cartage	$ 5.00
Towing	
Storage	
Total	$2404.79

TO.

AND ALL WHOM IT MAY CONCERN:—

Take notice that I have this 2nd day of August, A.D. 194 6. seized and taken possession of the undermentioned goods and chattels

One J-3 Cub Land Plane, Canadian Registration CF-DRV, Serial No. 1750,

for the sum of $ 2404.79 being amount due to UTILITY FINANCE LIMITED, under a certain Chattel Mortgage

and that unless you pay the said sum together with interest, and expenses of taking possession which have been incurred, within five (5) clear days from the date thereof the said goods and chattels will be sold according to law.

DATED at VANCOUVER, B. C., this 2nd day of August, 194 6.

Retail Credit Grantors' Bailiffs Ltd.
601—535 WEST GEORGIA STREET
TELEPHONE MARINE 5839
VANCOUVER, B. C.

Signed:
RETAIL CREDIT GRANTORS' BAILIFFS LTD.
Per ALBERT CHAPMAN, Bailiff.

COATES AIRCRAFT LIMITED
ESTABLISHED 1935

Aircraft and Engines
OVERHAUL · REPAIRS
SERVICE

POSTAL ADDRESS:
VANCOUVER A.M.F., B.C.
PHONE LAngara 1570

17

August 26, 1946

INSPECTION RELEASE FOR PIPER J3-C65

CF-DRV - Serial #175C

I hereby certify that all work listed has been done with certified material according to accepted practice; that all Manufacturer's Service Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

W. J. Rodgers
Air Engineer "B"

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.....R. F. Corless Jr.

Date of Application.....August 27th, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CORLESS, Richard Frederick	Prince George, B.C.	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.....Prince George, B.C.

Date of manufacture or reconstruction.....1946 - Hamilton, Ont.

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.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub A/C Corporation Ltd. Hamilton, Ont.

Type J3-C65 Maker's No. 175C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'2⅛"	
Length o/a in feet	22'5"	
Height o/a in feet	6'8"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	693 lbs. as landplane 1.p.	
Total weight authorized (fully loaded) in lbs.	1220 lbs. Air speed	miles per hour

EQUIPMENT—(Give number and type).

X 1. Instruments Magnetic Compass, Altimeter, Airspeed Indicator Tachometer

X 2. Gauges Oil Pressure and Oil Temperature

X 3. Lights

4. Signals X

5. Fire Extinguishers One

6. Parachutes

7. Tools

8. Other Equipment X

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				
No. of Cylinders				
X H.P.				
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on June 21st, 1946

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet Nil

Registration recommended with the following special conditions Nil

Date August 30th, 1946. Signature R. Carter Smith P.I.A.R.

Registration approved and Registration Mark C.F.- DRV allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 / 8-45

Vancouver, B.C., Aug. 30th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 - CF-DRV - Richard F. Corless	5008-D18-22

A20631

TRANSPORT-RECORDS
SEP 4 A.M.
FILE 5008-D18-22

AIR MAIL.

C.C.A.,
Ottawa, Ont.

1. Attached please find the following data:

Application in duplicate
Inspection Release Certificate from Mr. H.F. Rodgers, (b) licensed air engineer
Bill of Sale from Utility Finance Ltd. transferring ownership to R.F. Corless
Copy of letter from Utility Finance Ltd. re seizure of this aircraft
Copy of letter temporary authority
Certificate of Registration No. 3694
Certificate of Airworthiness No. 1231

OK to reissue C/A
+ issue C of R

2. As this aircraft was previously inspected by the D.I.A.R., Toronto about June 21st, no further inspection was considered necessary.

R. Carter Guest.
D.I.A.R.

W.
Encls. 8

3989 (R)
1231 (A)

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Vancouver, B.C., Aug. 30th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 - CF-DRV - Richard F. Corless	5008-D18-22

A20631

TRANSPORT-RECORDS
SEP 4 A.M.
File 5008-D18-22

AIR MAIL.

C.C.A.,
Ottawa, Ont.

1. Attached please find the following data:

Application in duplicate
Inspection Release Certificate from Mr. H.F. Rodgers, (b) licensed air engineer
Bill of Sale from Utility Finance Ltd. transferring ownership to R.F. Corless
Copy of letter from Utility Finance Ltd. re seizure of this aircraft
Copy of letter temporary authority
Certificate of Registration No. 3694
Certificate of Airworthiness No. 1231

OK to reissue C/A
+ issue C of R

2. As this aircraft was previously inspected by the D.I.A.R., Toronto about June 21st, no further inspection was considered necessary.

R. Carter Guest.
D.I.A.R.

W.
Encls. 8

3989 (R)
1231 (A)

22

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3989

NATIONALITY AND REGISTRATION MARKS CF-DRV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Ltd., Hamilton, Ont.
3. Constructor's serial number	175C
4. Name of owner	Richard Frederick Corless,
5. Address of owner	Prince George, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Prince George, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th day of Aug., 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-DRV and is of Canadian nationality.

Given at Ottawa this 7th day of Nov., 1946.

C. Ottawa

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after 21-6-47 unless endorsed.

23

5008-D18-22

REGISTERED

Ottawa, Nov. 7th , 1946.

R.F. Corless, Esq.,
Prince George, B.C.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3989 and Certificate of Airworthiness No. 1231 for your Piper J3-C65 aircraft CF- DRV , Serial No. 1750.

The certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

/JS

24

5008-D18-22

REGISTERED

OTTAWA, Ontario.
November 20 , 1946.

MR. R. F. Corless,
Prince George,
B.C.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF-DNW.

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.

Encl.

cc DIAR VANCOUVER

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 RESS

Send the following message, subject to the terms on back hereof, which are hereby agreed to

(Copy)

April 14th, 1947

J. Watt,
c/o Cariboo Flying Club,
Prince George, B.C.

Temporary Certificates of Registration and Airworthiness Piper CF dash DRV granted for period sixty days ending June fourteenth pending inspection this aircraft.

DISTRICT INSPECTOR AIR REGULATIONS

Noted
Thm

(Copy)

Cariboo Flying Club,
Prince George, B.C.

26

Department of Transport,
420 Federal Bldg.,
Vancouver.

Dear Sir:

This letter is to certify that J. Watt is authorized to sign on behalf of the Cariboo Flying Club on matters pertaining to aircraft CF-DRV, as was requested in your letter of April 9, 1947.

Trusting that this letter will clear up all obstacles regarding the granting of a temporary C. of A. at the earliest possible date, we are,

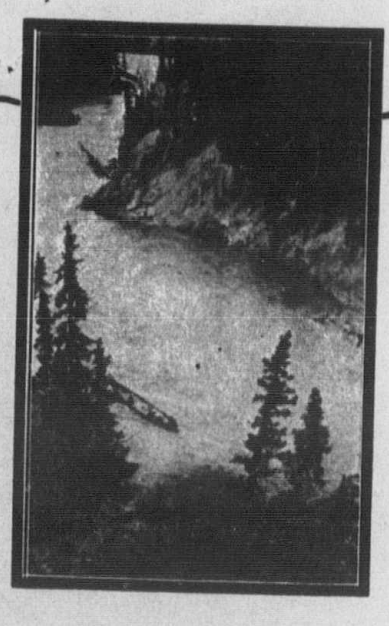
Yours sincerely,

"G. Bryant"

President

"N.O. DeWitt"

Treasurer



RIVER FREIGHTING DOWN NORTH » BOATS FOR SALE OR CHARTER
WILDERNESS BOAT TRIPS ON THE ARCTIC WATERSHED

R. F. CORLESS, JR.

Prince George, B. C.

●

27

BILL OF SALE

In consideration of the sum of TWENTY FOUR HUNDRED ---------- Dollars ($2400.00), receipt of which is hereby acknowledged, I hereby sell, assign and transfer over unto THE CARIBOO FLYING CLUB, ONE - CUB AIRCRAFT, MODEL J3, LANDPLANE, CANADIAN REGISTRATION CF-DRV, SERIAL NUMBER 1750, complete with CONTINENTAL AIRCRAFT ENGINE, SERIAL NUMBER 4274668;
free and clear of all liens, debts and encumbrances.

R. F. Corless

R. F. Corless Jr.,

Dated at Prince George, B. C.
this 22nd day of March, 1947.

2462A
6-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3989

NATIONALITY AND REGISTRATION MARKS CF-DRV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp.Ltd., Hamilton, Ont.
3. Constructor's serial number	175C
4. Name of owner	Richard Frederick Corless,
5. Address of owner	Prince George, B.C.
6. Nationality of owner	British
7. Usual station of aircraft	Prince George, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 28th day of Aug., 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-DRV and is of Canadian nationality.

Given at Ottawa this 7th day of Nov., 1946.

for C. Travers
Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after 21-6-47 unless endorsed.

2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

28

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. Watt

Date of Application..... April 7, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
CARIBOO FLYING CLUB	PRINCE GEORGE B.C.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
G. BRYANT	PRESIDENT	PRINCE GEORGE	CANADIAN
J. WATT	SECRETARY	PRINCE GEORGE	CANADIAN
N. DEWITT	TRESURER	PRINCE GEORGE	CANADIAN

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)..... COMMERCIAL

Usual Station..... PRINCE GEORGE AIRPORT

Date of manufacture or reconstruction..... JUNE 21st, 1946 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.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CUB AIRCRAFT CORP. LTD.

Type PIPER J-3 Maker's No. 175C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	SAME
Length o/a in feet	22' 5"	SAME
Height o/a in feet	6' 8"	SAME
Cubic Capacity (of Airship or Balloon)	N/A	
Weight equipped, but without load, fuel, or oil	693#	
Total weight authorized (fully loaded) in lbs 1220 #	Air speed 70	miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass(Airpath) Ball Bank(PAC) Altimeter, Airspeed
2. Gauges Oil Pressure, Oil Temperature (Cub):: R.P.M. Indicator(CUB)
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers Pyrene (Class B-2-C-2
6. Parachutes Nil
7. Tools Nil
8. Other Equipment Nil

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental-A65			
Pusher or Tractor	Tractor			
Right or Left Hand	Right Hand			
No. of Cylinders	Four			
H.P.	65			
Bore				
Stroke				

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on June 21, 1946 (Further inspection required--change of ownership)

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet nil

Registration recommended with the following special conditions Nil

Date April 11, 1947

Signature G.C. Clapson
for District Inspector Air Regulations

Registration approved and Registration Mark C.F. DRV allotted.

Registration { approved or
not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2
8-45

Vancouver, B.C., April 15th, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-22	Application for Re-registration--Piper J.3 , Serial #175C - CF-DRV	5008-D18-22

TRANSPORT - RECORDS
APR 21 A.M.
5008-D18-22
File

29

6147

C.C.A.,
Ottawa, Ont.

1. Attached please find the following data:

Application in duplicate
Certificate of Registration No. 3989
Certificate of Airworthiness No. 1231
Bill of Sale transferring ownership from R.F. Corless, Jr. to Cariboo Flying Club
Letter from Cariboo Flying Club authorizing Mr. J. Watt to sign for the Club on matters pertaining to Piper J.3, CF-DRV

2. Fee of Five Dollars was paid April 9th, 1947, covered by our Financial Receipt No. 9264, forwarded with Cash Book folio No. 5517.

3. This aircraft will be inspected at Prince George on an inspection trip to be carried out in the near future. It is operating in the meantime on a sixty day temporary licence expiring June 14th, 1947.

OK for re-registration
[illegible]

4. May Certificates of Registration and Airworthiness be sent to this office when re-issued, pending inspection of this aircraft.

W.
Encls. 6

for D.I.A.R. G.C. Upson

5558 (R)
1231 (A)

/RM

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5558

NATIONALITY AND REGISTRATION MARKS CF-DRV

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario.
3. Constructor's serial number	1750
4. Name of owner	Cariboo Flying Club
5. Address of owner	Prince George, B.C.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Prince George, B.C.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 14th 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-DRV and is of Canadian nationality.

Given at Ottawa this 6th day of May 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after June 21st, 1947, unless endorsed.

Valid for day flying only.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1231

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~(26-8-46) CORLESS~~ (14.4.47) CARIBOO FLYING CLUB, ~~Coates Aircraft Limited~~
2. Christian name ~~Richard Frederick~~
3. Address Prince George, B.C. ~~Prince George, B.C.~~ ~~Sea Island Airport, Vancouver, B.C.~~
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-DRV

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1750
8. Place and year of construction of aircraft Hamilton, Ontario, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65

21. International power of the engine or engines at

(Take-off / M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	693 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	72 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	9 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	276 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds.
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 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 15th day of July 1946

Superintendent, Air Regulations.

20
~~40~~

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 21, 1947.	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

/RM

Ottawa, Ontario. May 6th, 1947.

Piper J3-C65 CF-DRV 5008-D18-22

31

REGISTERED

District Inspector,
Air Regulations,
420 Federal Building,
Vancouver, B.C.

1. Enclosed please find Certificate of Registration No. 5558 and Certificate of Airworthiness No. 1231 for the above-mentioned aircraft owned by Cariboo Flying Club.

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.

(S. Graham),
Superintendent, Air Regulations.

Encls.

Already on Aero Club 9-5-47

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

33 2
6-46

Vancouver, B. C., July 14th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D18-22	CF-DRV - Piper J3-C65 - Serial No. 175C Cariboo Flying Club	5008-D18-22

TRANSPORT-RECORDS
JUL 19 AM
File 5008-D18-22

C.C.A.,
Ottawa.

A12735

1. This is to advise that Certificate of Airworthiness No. 1231 and Certificate of Registration No. 5558, for the marginally noted aircraft, were renewed to be not valid after June 23rd, 1948.

Miss Jones
to note + P.A

2. Attached please find Inspection Report by Resident Inspector, A.I.D.

R. Carter Guest.
D. I. A. R.

Noted
EJL

GCU/RA
Encl. 1

32

Vancouver, B. C., July 10th, 1947.

CF-DRV - Piper J3-C65 - Serial No. 1750
Cariboo Flying Club

5008-D18-22

D.I.A.R.,
Vancouver.

1. This aircraft was inspected at Prince George, B. C. on June 24th, 1947, for renewal of C. of A. and R.

2. Total time of aircraft - 133 hours 45 min.

3. Engine installed - Continental A65, Serial No. 4274668.

Total time of engine - 133 hours 45 min.

4. Propeller installed - Sensenich Model 72C-K44, Serial No. H9878.

5. Instruments to specification.

6. Aircraft is considered satisfactory and Certificate of Airworthiness No. 1231 and Certificate of Registration No. 5558, were endorsed as valid until June 23rd, 1948, by D.I.A.R.

(N.C. Terry)
Resident Inspector, A.I.D.

NCT/RA
cc:cca
cae

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

41 2 6-46

Vancouver, B.C. (PLACE) 29 November, 1947 (DATE)

YOUR FILE	SUBJECT	OUR FILE
	Report on Near Accident Involving Piper J.3, CF-DRV and CPAL Lockheed Lodestar CF-CPK at Prince George Airport, B.C.	5802-25-73

TRANSPORT-RECORDS
DEC 1 P.M.
File 5808-11

A28171

18-22

AIR MAIL

(1) C.C.A.,
Ottawa, Ontario.

1. The following data is attached concerning the incident which occurred at Prince George Airport on November 9, 1947, between Piper J.3, CF-DRV, Piloted by Mr. Geoffrey V. Murray, holder of Private Pilot's Certificate No. 6504, and Canadian Pacific Air Lines Lockheed Lodestar, CF-CPK, piloted by Mr. L.G.D. Fraser, holder of Public Transport License No. 722.

(1) Copy of letter from Mr. W.S. Lawson, District Inspector Western Airways, dated November 13, 1947.
(2) Rough sketch of the scene of the incident.
(3) Copy of our letter to Mr. Geoffrey V. Murray, dated 15 November, 1947.
(4) Copy of explanation received from Mr. Geoffrey V. Murray, dated November 17, 1947.
(5) Copy of our letter to Mr. L.G.D. Fraser, dated 15 November, 1947.
(6) Copy of letter received from Mr. L.G.D. Fraser, dated November 21, 1947.
(7) Copy of our letter to Officer i/c Radio Range, Prince George, B.C., dated November 22, 1947.
(8) Copy of letter received from Mr. A.A. Brundrett, Officer In Charge, dated 24 November, 1947.
(9) Copy of letter received from Mr. J. Robertson, Radio Operator at Prince George Airport, dated 24 November, 1947.

2. It is recommended that a letter of warning be

4 copies
RL
2/12/47

COPY ON
5808-C/C-11
5802-16303
5802-2759
5302-C14

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

44 2
6-46

Vancouver, B.C. 29 November, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Report on Near Accident Involving Piper J.3, CF-DRV and CPAL Lockheed Lodestar CF-CPK, at Prince George, B.C.	5802-25-73

Page 2.

AIR MAIL C.C.A., Ottawa, Ontario.

2. sent from Headquarter's to Mr. Geoffrey V. Murray, advising him to exercise greater care in the future, and a copy of the letter be addressed to the Caribou Flying Club advising them that all students and Club Members be thoroughly briefed with regards to Air Traffic Rules and Regulations.

for. D.I.A.R. G C Upson

GCU/P
Attach.-9

(2). C.A.R.
Agree in para. 2 above.
Pilot of small A/c guilty of negligence in not keeping look-out. First offence, pilot's authority valid.
4 12/47.

(3) Mr Walker.
Letter of warning, Ds.
DWS 4 12/47

(4) Action on 5802-16303, 5302-C14
6 12/47.

Vancouver, B.C. November 13, 1947 43

Report on Cub Aircraft CF-DRV. 5003-1

District Inspector, Air Regulations,
420 Federal Building,
Vancouver, B.C.

1. Please be advised that the Airport Manager at Prince George has sent in the following report, with accompanying sketch.

"On Sunday November 9, 1947, at 1420 hrs., the Cariboo Flying Club aircraft CF-DRV, in control of Jeff Murray, taxied from the Administration building taxi strip onto runway 14-32 and down this runway to a take off position for a take off to the South.

When making the turn from the taxi strip onto runway 14-32 it is understood that CPAL trip 22-8, CF-CPK, was on its final approach to runway 14-32, and apparently the pilot of CF-DRV did not see CF-CPK on the approach, nor did the captain of CF-CPK note the taxiing aircraft.

Had not the radio range operator noted the taxiing aircraft and advised CF-CPK to pull up and go around again it is thought that a serious accident might have occurred, as the captain of CF-CPk advised that at no time did he see the aircraft on the ground.

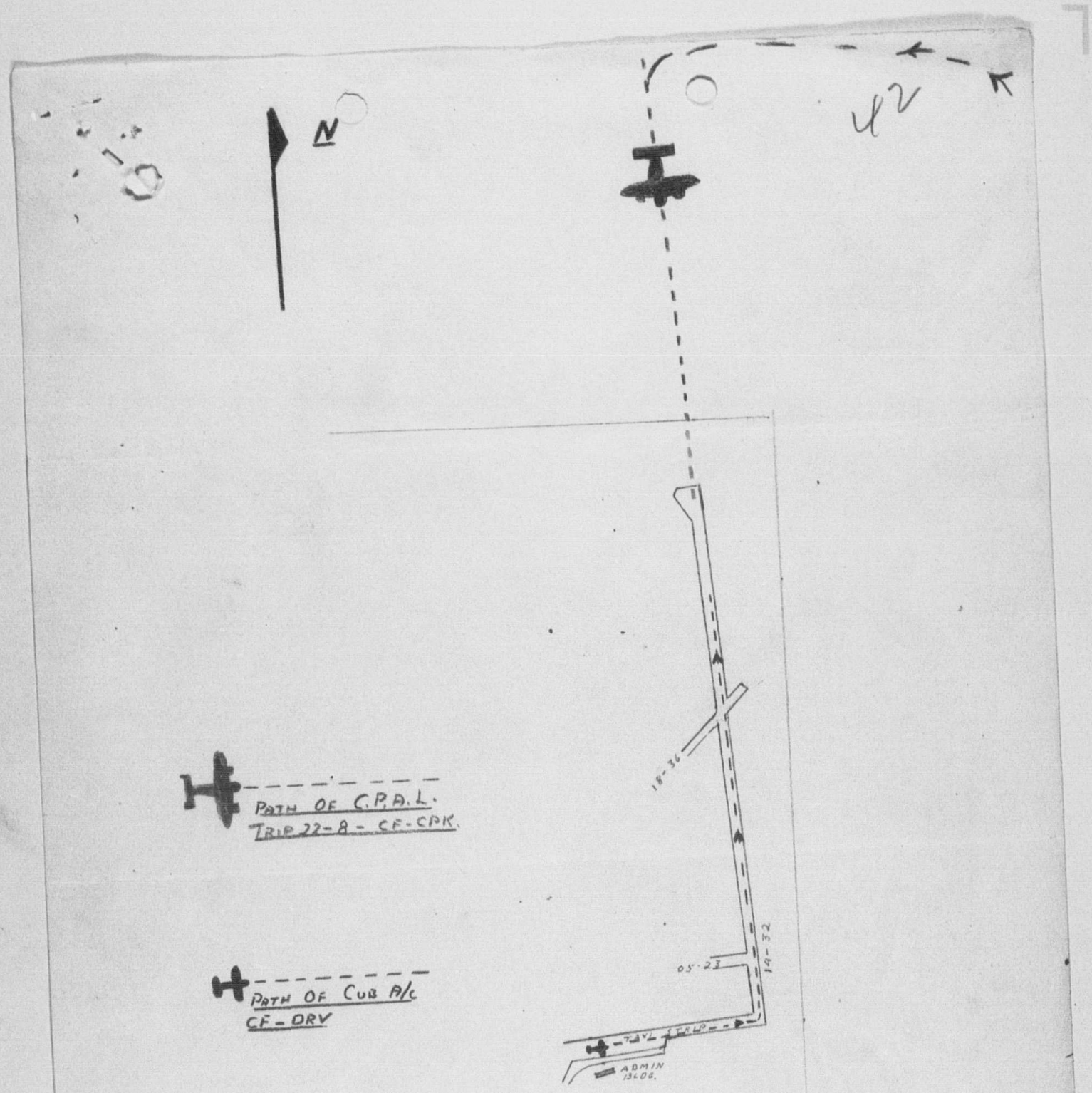
It appears that the onus for this oversight should be placed with the pilot of the taxiing aircraft.

Please refer to the attached rough sketch for a pictorial summary.

This report is submitted for your information, please and it is understood that Captain Fraser of CF-CPK will be reporting the incident to the CPAL Chief Despatcher."

"W.S. Lawson"
W.S. Lawson
District Inspector, Western Airways.

C O P Y


N
PATH OF C.P.A.L.
TRIP 22-8 - CF-CPK.
PATH OF CUB A/C
CF-DRV
18-36
05-23
14-32
ADMIN BLDG.

41

5802-25-73

420 Federal Building,
Vancouver, B.C.
15th November, 1947.

Mr Geoffrey V. Murray,
c/o B.C. Government Agent's Office,
Prince George, B.C.

Dear Sir:

It has been reported that you were acting as Pilot of Piper J.3 aircraft CF-DRV on 9th November, 1947, when it was involved in a near collision with Canadian Pacific Air Lines Lockheed Lodestar aircraft CF-CPK, and that it was necessary for the Radio Range operator to advise Flight Captain of CF-CPK that your aircraft was on the runway and to pull up and go around again.

An explanation is required as to why you were taxiing on a live runway when another aircraft was at the same time approaching for a landing.

Yours truly,

District Inspector,
Air Regulations.

GCU/DB

40

C/O Govt. Agent's Office,
P.O. Box 219,
Prince George, B.C.
Nov. 17th, 1947

Mr. G.C. Upson
District Inspector,
Air Regulations,
Vancouver, B.C.

File No. 5802-25-73

Dear Sir:

I beg to acknowledge receipt of your letter of November 15th, and in reply I would state that on the afternoon of November 9th, I was piloting aircraft CF-DRV, and carried out the usual visual precautions, keeping a sharp lookout, also travelling at a dead ahead speed on the ground in front of the Administration building at the Prince George Airport, also taking the time to make a cock-pit check, and running up the motor to check the magnetos, and no one made any sign, signal, or gave me any warning of any description during that time. After all this, I proceeded to taxy to the runway, in order to take off. While I was taxying down-wind to the take-off point, the C.P.A. Lodestar came over me approximately 500 to 600 feet altitude with his wheels up to make a complete circuit, whereupon I delayed no longer and got off the take-off runway. One circumstance which contributed to this occasion is thefact that there being no flying control, there should be a definite rule for students and pilots to check at the Radio Range before flying. I was nevertold to do this and therefore did not and could not possibly know that a commercial aircraft was approaching. In future I will not attempt to fly unless I have made sure that all and sundry aircraft are a sufficient number of minutes away from the airport.

I trust that this explanation will serve. It is an account of exactly what happened.

Yours truly,

"G. Murray"
G. Murray, P.P. No. 6504.

C O P Y

39

5802-12-39

420 Federal Building,
Vancouver, B.C.
15th November, 1947.

Mr Lennox G.D. Fraser,
c/o Canadian Pacific Air Lines Ltd.
Vancouver A.M.F. B.C.

Dear Sir:

We have been advised that you were acting as pilot of Lockheed Lodestar aircraft CF-CPK on 9th November, 1947, and on approaching runway 14-32 at Prince George Airport for a landing you were advised by the Radio Range operator to pull up and go around again as a Piper J.3 aircraft CF-DRV was at the time taxiing on the runway in use.

An explanation of the circumstances of this near collision is required, please.

Yours truly,

District Inspector,
Air Regulations.

GCU/DB

38

Vancouver, B.C., Nov. 21st, 1947

District Inspector Air Regulations,
Vancouver, B.C.

Dear Sir:

On Nov. 9th, 1947, during the course of a landing at Prince George, I was forced to pull up and go around again by a small aircraft which was taxying down the runway in use.

Nearing the boundary of the aerodrome with wheels down and full flap, the Radio Range notified me that a small aircraft had started to taxi down the runway in use. It was very difficult to see due to snow patches on the runway and an overcast sky. I continued the approach for a few seconds longer, hoping the other pilot would see my aircraft and turn off. However, he continued straight down the centre of the runway and I was forced to pull up.

According to witnesses, my aircraft was in plain sight for over five minutes before coming in to land. Had I not been warned by the Radio Range at the last minute, I would have been very close to a collision owing to the difficulty of seeing the other aircraft, due to existing conditions at that time.

The pilot of the small aircraft claimed that he did not see my aircraft until it passed overhead.

(Sgd.) P. S. Fraser

5802-25-73 37

420 Federal Bldg.,
Vancouver, B.C., Nov. 22nd, 1947.

Officer i/c Radio Range,
Prince George, B.C.

Dear Sir:

It has been reported that Piper J.3 aircraft CF-DRV, piloted by Mr. Geoffrey V. Murray, and Canadian Pacific Air Lines Lockheed Lodestar CF-CPK, piloted by Mr. L.G.D. Fraser, were involved in a near collision at Prince George Airport on November 9th, 1947

A report on this occurrence is requested from the member of your staff who was in charge of the Radio Station at the time of the incident, which occurred at approximately 1420 hrs. on Nov. 9th, 1947.

Yours truly,

W. District Inspector Air Regulations.

C O P Y

Prince George, B.C. Nov. 24th, 1947

5802-25-83 Near Accident Prince George Airport 6810

On November 9th last, Canadian Pacific Flight 22-9 Lodestar, enroute Ft. St. John to Prince George, advised Prince George Radio, at 2207 GMT, that he was beginning a VFR decent to Prince George field at 06.

At 2209 GMT I, the radio operator on duty at the Range Position, advised Flight 22 that the Prince George Airport wind was south at 7 MPH, the altimeter was 2999, and, by the latest field notice, that runway 14-32 was serviceable, moderately icy, and to use caution braking. The pilot checked this O.K.

At about 2220 GMT I was looking out the window of the radio office, overlooking the field to the north, to see the approach of the Lodestar, and could see the aircraft making a final approach from the north to land on runway 14. At this time the Cariboo Flying Club aircraft, Piper Cub CF-DRV, came down the taxi strip from the hangar to pass in front of the Administration Building, evidently intending to go out on one of the runways to take off. As the Cub was crossing the ramp, I leaned out of the open window, saw the pilot take a prolonged look towards the Administration Building, and I waved to him in a motion intended to make him stop and come into the radio office, at the same time, pointing in the direction of the Lodestar. However, the Cub kept taxiing on towards the south end of the 14-32 runway.

I kept watching the Cub to see just where he would come to a stop. When he arrived at runway 14-32 he started to taxi north on runway 32. I then expected to see him turn off on runway 05-23, but he continued to taxi past the intersection, still heading north on runway 32.

By this time the Lodestar was, as near as I could judge. about a quarter mile north of the north end of runway 14-32, coming in for a landing on runway 14. I immediately called the Lodestar and advised him of the Piper Cub taxiing north on runway 14-32 The Lodestar pilot acknowledged the report at 2223 GMT. At this time I would judge the Lodestar to be about over the north end of the 14-32 runway.

Prince George, B.C. Nov. 24th, 1947

36

5802-25-73 Near Accident Prince George Airport 6810

Enclosed herewith kindly find detailed report covering the near collision of Canadian Pacific Airlines Lodestar CF-CPK and Piper Cub CF-DRV on Sunday, November 9th, 1947, as recorded by the operator on duty on that date, as requested in your letter of November 22nd.

I would like to take this opportunity to point out the grave danger of the system which allows these embryo pilots in small training planes to taxi out to position without first reporting to the Airport Manager or Radio Officer to determine what incoming traffic there is.

It should be borne in mind that it is not possible to see all portions of all runways from the Radio office at this point, and further it quite well could be that the operator on duty may be quite busy and may not notice a small aircraft taxiing. As regards the case at hand it is extremely fortunate that operator Robertson noticed the antics of CF-DRV and so inform the incoming Canadian Pacific Flight 22. There is no question but had he not taken the action quickly as he did that a serious accident would have occurred.

A.A. Brundrett,
Officer in Charge.

District Inspector Air Regulations.
420 Federal Building,
325 Granville St.,
Vancouver, B.C.

C O P Y

34

When I looked out the window again a few seconds later, the Lodestar had stopped his descent and was continuing his flight over the field towards the south. The piper cub continued to taxi north on runway 14-32. He turned around and took off on runway 14.

At 2225 GMT I called the Lodestar and advised him that the Piper Cub was now off runway 14-32 airborne. The Lodestar Pilot checked OK and turned around to make his landing on runway 14 at 2227 GMT.

Yours truly,

"J. Robertson"
J. Robertson
District Inspector Air Regulations,
420 Federal Building,
325 Granville St.,
Vancouver, B.C.

C O P Y

CF-DRV

JOURNEY and AIRCRAFT

LOG BOOK

Price, $1.75

AIRCRAFT

1. Nationality British
2. Registration marks CF-DRV
3. Certificate of Airworthiness No. 1231 dated June 21, 1946.
4. Certificate of Registration No. 3989 dated Aug. 28, 1946.
5. Classification of Aircraft (Category, Subdivision) Commercial
6. Station Prince George, B.C.
7. Owner Richard Frederick Corless,
8. Address Prince George, B.C.
9. Nationality British

DESCRIPTION OF THE AIRCRAFT

10. Builder Cub Aircraft Corp. Ltd.
11. Type of aircraft Piper J3-C65
12. Series No. 175 C
13. Maximum span (flying position) 35' 2½"
14. Maximum length (flying position) 22' 5"
15. Total height 6' 8"
15. Lifting surface —
17. Maximum total weight authorized: Landplane 1220 lbs.; Seaplane ..... lbs.; Skiplane ..... lbs.
18. Weight empty: Landplane 693 lbs.; Seaplane ..... lbs.; Skiplane ..... lbs.
19. Pay load (with crew and full tanks): Landplane 276 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 10 gals.
    24. Oil 1 gal.
    25. Flying hours at normal power (— pts. per B.H.P. hour) —
26. Marks and types of engines Continental A65
27. Normal revolutions 2300/2100
28. Normal horse power 65/50 (M.E.T.O.) (Take-off)
29. Airscrews 1 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 15 th day of November, 1946.

T. G. Stephens

34. Superintendent Air Regulations

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.
AUG. 26/46		Brought forward										
28/8/46	VANCOUVER - LOCAL	G.S. QUINN				1:15						
28/8/46	VR - BOSTON BAR	G.S. QUINN				2:05						
28/8/46	BOSTON BAR - DOG CREEK	G.S. QUINN				1:45						
28/8/46	DOG CREEK - QUESNEL	G.S. QUINN				1:35						
29/8/46	QUESNEL - PRINCE GEORGE	G.S. QUINN				1:00						
30/8/46	LOCAL	G.S. QUINN				:55						
30/8/46	LOCAL	R.F. CORLESS JR				:15						
30/8/46	PR. GEORGE - VANDERHOOF	R. DAY	1			1:00						
30/8/46	VANDERHOOF - PR. GEORGE	R. DAY	1			:50						
1/9/46	LOCAL	G.S. QUINN				:25						
1/9/46	LOCAL	G.S. QUINN				:30						
1/9/46	LOCAL	G.S. QUINN				:35						
1/9/46	LOCAL	R. HILDE				:40						
6/9/46	LOCAL	G.S. QUINN	1	09:10	09:30	:20						
6/9/46	LOCAL	R.K. QUINN		09:30	10:00	:30						
6/9/46	XS - VL4	R.K. QUINN	1	10:30	12:45	2:15						
6/9/46	VL1 - LHO	R.K. QUINN	1	14:00	16:30	2:30						
6/9/46	LHO - VR	R.K. QUINN	1	17:15	18:20	1:05						
8/9/46	VR - LHO	R.K. QUINN		11:15	12:15	1:00						
8/9/46	LHO - VL1	R.K. QUINN		13:00	15:40	2:40						
8/9/46	VL1 - XS	R.K. QUINN		15:55	18:20	2:25						
9/9/46		Carried forward		TOTAL -		25:35						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
AIRCRAFT INSPECTED AND FOUND AIRWORTHY	H. Thomas	
		G.S. Quinn
		G.S. Quinn
This page copied from		G.S. Quinn
Temporary Log Book by		G.S. Quinn
		G.S. Quinn
R.T. Corless Jr.		G.S. Quinn
		G.S. Quinn
		G.S. Quinn
		G.S. Quinn
		G.S. Quinn
		G.S. Quinn
		G.S. Quinn
		G.S. Quinn
CHECKED SERVICEABLE	J. Watt	G.S. Quinn
		R.K. Quinn
		R.K. Quinn
		R.K. Quinn
		R.K. Quinn
		R.K. Quinn
		R.K. Quinn
		R.K. Quinn
25 HR. CHECK COMPLETED - AIRCRAFT SERVICEABLE	J. Watt	

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				25:35						
9/9/46	LOCAL	G.S. QUINN	1	14:20	14:55	:35						
13/9/46	PR. GEORGE - QUESNEL	E. CARSWELL	1	10:35	12:10	1:35						
13/9/46	QUESNEL - PR. GEORGE	E. CARSWELL	1	15:30	16:15	:45						
14/9/46	LOCAL	G.S. QUINN	1	10:20	10:35	:15						
14/9/46	LOCAL	J.H. KENNEY		10:35	11:15	1:00						
14/9/46	LOCAL	G.S. QUINN	1	16:05	16:35	:30						
17/9/46												
17/9/46	LOCAL	G.S. QUINN	1	14:35	15:00	:25						
21/9/46	LOCAL	G.S. QUINN	1	10:20	11:35	1:15						
22/9/46	LOCAL	G.S. QUINN	1	11:45	12:15	:30						
26/9/46	LOCAL	G.S. QUINN	1	11:10	11:40	:30						
10/10/46												
14/10/46	LOCAL	G.S. QUINN	1	11:20	11:50	:30						
21/10/46	LOCAL	R.K. QUINN	1	11:00	12:25	1:25						
1/11/46												
1/11/46	LOCAL	R.K. QUINN	1	3:30	4:15	:45						
6/11/46	PR. GEORGE - QUESNEL	R.K. QUINN	1	11:00	12:00	1:00						
6/11/46	QUESNEL - PR. GEORGE	R.K. QUINN	1	15:00	16:00	1:00						
7/11/46	LOCAL	R.K. QUINN	1	10:30	11:15	:45						
8/11/46												
10/11/46	PR. GEORGE - QUESNEL	R.K. QUINN	1	11:30	12:30	1:00						
10/11/46	QUESNEL - PR. GEORGE	R.K. QUINN	1	14:30	15:30	1:00						
11/11/46	LOCAL	R.K. QUINN	1	14:35	15:25	:50						
		Carried forward				141:10						

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
This page copied from Temporary Log Book by R. J. Corless Jr.		G. S. Quinn
		E. Carswell
		E. Carswell
		G. S. Quinn
		G. S. Quinn
		G. S. Quinn
AIRCRAFT CLEANED & CHECKED SERVICEABLE	J. Watt	
		G. S. Quinn
		G. S. Quinn
		G. S. Quinn
		G. S. Quinn
CHECKED AIRWORTHY	J. Watt	
		G. S. Quinn
		R. K. Quinn
CHECKED AIRWORTHY	J. Watt	R. K. Quinn
		R. K. Quinn
		R. K. Quinn
		R. K. Quinn
		R. K. Quinn
CHECKED AIRWORTHY	J. Watt	
		R. K. Quinn
		R. K. Quinn
		R. K. Quinn

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				41:10						
11/11/46	LOCAL	K. QUINN	1	16:05	16:20	:15						
12/11/46	LOCAL	K. QUINN	1	14:30	15:25	:55						
12/11/46												
27/11/46												
7/12/46												
11/12/46	LOCAL	K. QUINN	1	10:30	11:45	1:15						
14/12/46												
1/12/46												
15/1/47												
28/1/47												
10/2/47												
26/2/47												
5/3/47												
16/3/47												
23/3/47												
30/3/47												
7/4/47												
13/4/47												
15/4/47	Local	THOMPSON D	1	1745	1815	:30	180	–	10	1	140	–
15/4/47	Local	R Hilde		1815	1850	:35	140	-	8	1	-	-
15/4/47	Local	Thompson	1	1855	1825	:30	180	-	6	1	160	-
16/4/47	Local	Thompson D	1	1400	1450	:50						
16/4/47	Local	Thompson D	1	1455	1530	:35						
		Carried forward				46:35						

REPAIRS TO AIRCRAFT OR REMARKS	AIR ENGINEER'S SIGNATURE CERTIFYING AIRCRAFT AIRWORTHY	PILOT'S COUNTERSIGNATURE ACKNOWLEDGING AIRCRAFT AIRWORTHY AND CERTIFYING TOTAL AUTHORIZED WEIGHT NOT EXCEEDED
		R. K. Quinn
	per R. F. Corless Jr	
CHECKED AIRWORTHY	J. Katt.	
PROPELLOR TORNED	J. Katt.	
CHECKED AIRWORTHY	J. Katt.	
		R. K. Quinn
CHECKED AIRWORTHY - AIRCRAFT CLEANED - OIL CHANGED	J. Katt	J. Katt A1740
PROP TURNED	J. Katt	
PROP TURNED	J. Katt	
Checked Airworthy	J. Katt	
PROP TURNED	J. Katt	
PROP TURNED	J. Katt	
PROP TURNED	J. Katt	
Checked Airworthy	J. Katt	R. K. Quinn
Checked Airworthy	J. Katt.	
Checked Airworthy	J. Katt	
Checked airworthy	J. Katt	
Checked Airworthy	J. Katt	
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson

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				46.35						
16-4-47	Local	K Quinn	1	1535	1635	1:00						
16-4-47		D Thompson	1	1700	1740	:40						
17-4-47		D Thompson	1	1710	1740	:30						
19-4-47		Thompson	1	1040	1100	:20						
19-4-47		J WATT		1100	1120	:20						
19-4-47		Thompson	1	1200	1235	:35						
19-4-47		Thompson	1	1300	1325	:25						
19-4-47		Thompson	1	1435	1455	:20						
20-4-47		Thompson	1	0955	1055	1:00						
20-4-47		Thompson	1	1130	1230	1:00						
20-4-47		Thompson	1	13:30	1400	:30						
20-4-47		Thompson	1	1410	1450	:40						
20-4-47		Thompson	1	1455	1510	:15						
20-4-47		Thompson	1	1530	1620	:50						
20-4-47		Thompson	1	1645	1700	:15						
20-4-47		R Hilde		1700	1745	:45						
20-4-47		Thompson	1	1800	1835	:30						
20-4-47		J. WATT.		1845	1915	:30						
21-4-47												
22-4-47		J. WATT.		1200	1215	:15						
22-4-47		Thompson	1	1400	1300	1:00						
22-4-47		K. Thompson		1645	1715	:30						
22-4-47		Thompson	1	1735	1835	1:00						
		Carried forward				59.45						

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 P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
Aircraft cleaned - 60 hr check - Airworthy		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson

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.
23-April-47	Local	Brought forward				59:45						
23-4-47		Thompson	1	1335	1440	1:05						
23-4-47		Thompson	1	1545	1640	:55						
23-4-47		Thompson	1	1725	1800	:35						
24-4-47	3 Flights	Thompson		1730	1910	1:30						
25-4-47	4 Flights	Thompson		1100	1810	1:20						
27-4-47	9 Flights	Thompson		0955	2025	4:45						
29-4-47												
29-4-47		J Watt		2000	2025	:25						
30-4-47	4 Flights	Thompson		1330	2015	4:00						
2-5-47	4 Flights	Thompson		1730	1840	1:55						
3-5-47	4 Flights	Thompson		1500	1940	2:10						
4-5-47	11 Flights	Thompson		1000	1925	6:30						
5-5-47	2 Flights	Thompson		1935	2750	1:10						
6-5-47												
6-5-47	5 Flights	Thompson		1540	2100	2:55						
7-5-47	4 Flights	Thompson		1510	1855	1:55						
11-5-47	8 Flights	Thompson		0900	1915	3:40						
12-5-47	2 Flights	Thompson		1930	2040	1:00						
13-5-47												
14-5-47	2 Flights.	Thompson		1305	1725	1:30						
18-5-47	5 Flights	Thompson		1600	1800	1:40						
20-5-47												
21-5-47	3 Flights	Thompson		1120	1830	2:05						
		Carried forward				100:50						

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 P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
Aircraft checked Airworthy	J. Katt	J. Katt
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
25 hr check completed Tires turned - aircraft checked Airworthy	J. Katt	D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
New tires installed - Aircraft Airworthy	J. Katt	D P Thompson
		D P Thompson
Aircraft checked Airworthy	J. Katt	D P Thompson

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.
22-May-47		Brought forward				100:50						
22-4-47	Local	Thompson.	1	1945	2020	:35	170	–	10	1	145	–
24-4-47	4 Flights	Thompson		1145	1755	2:25						
25-4-47	3 Flights	Thompson		1245	1430	1:30						
27-4-47	2 Flights	Thompson		1230	1730	:45						
28-4-47	1 Flight	Thompson		1300	1330	:30						
28-4-47												
29-4-47		Thompson		1200	1335	:35						
30-5-47	3 Flights	Thompson		1950	2145	1:10						
31-5-47	1 Flight	Thompson		1830	1900	:30						
1-6-47	7 Flights	Thompson		1230	2030	3:45						
3-6-47	Local 1 Hr.	Thompson		2100	2120	:20						
4-6-47	Local	Thompson		1720	1735	:15						
5-6-47												
5-6-47	yc. XS - QZ (Ret.)	Thompson		1345	1740	1:55						
6-6-47	2 Flts.	Thompson				1:30						
8-6-47	5 Flights	Thompson				2:45						
9-6-47	2 Flights	Thompson				1:25						
10-6-47	1 Flights	J Watt.				1:00						
11-6-47	7 Flights.	Thompson				2:55						
11-6-47												
12-6-47	4 Flights					1:30						
13-6-47	Local 1 Hr.	K Stokes.				:15						
15-6-47	7 Flights	Thompson				3:50						
		Carried forward				130:45						

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
		Del Thompson
		Del Thompson
		Del Thompson
		D P Thompson
		D P Thompson
Aircraft checked airworthy	J. Latt	J Latt
		D P Thompson
		D P Thompson
		D P Thompson
		D P Thompson
25 hr check completed Aircraft checked airworthy	J. Latt	D P Thompson
		Del Thompson
		Del Thompson
		Del Thompson
		Del Thompson
Aircraft airworthy	J. Latt	Del Thompson
		D P Thompson
		D P Thompson
		D P Thompson

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	~~1215~~			130:15						
18-6-47												
22-6-47	Local 7 Flights	Thompson	1	1100	2115	3:20	170	–	10	1	175	–
24-6-47	Local 1 Flights	Thompson	1	2120	2150	:30						
25-6-47	Local 3 Flights	Thompson		0915	2145	1:25						
26-6-47												
26-6-47	KAMLOOPS.	J. WATT		0830	1130	3:00						
26-6-47	PRINCE GEORGE	J WATT		1930	2030	3:00						
~~3~~-7-47												
6-7-47	Local - 6 Flights	Thompson		1400	1835	3:15						
9-7-47	Local	K. Stokes		1105	1135	:30						
10-7-47												
11-7-47	Local 4 Flights	Thompson		1600	2030	1:45						
13-7-47	Local (6)	Thompson		1435	1825	3:35						
16-7-47	Local (3)	Thompson		1900	2030	1:15						
17-7-47	L											
17-7-47	Local (2)	Thompson		1900	1945	:45						
18-7-47	Local (2)	Thompson		1935	2130	:55						
19-7-47	Local (4)	Thompson		1630	1815	1:15						
20-7-47	Local (8)	Thompson		1440	2120	2:55						
22-7-47	Local (5)	Thompson		1325	2020	2:00						
24-7-47												
26-7-47	Local (3)	Thompson		1550	2030	1:20						
27-7-47	Local. 5	Thompson		1005	1950	2:20						
		Carried forward				162:20						

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
aircraft airworthy	J Hatt	D R Thompson.
		D R Thompson
25 hr check completed aircraft airworthy	J. Hatt	D R Thompson
		D R Thompson
		D R Thompson
aircraft airworthy	J. Hatt	D R Thompson
		D R Thompson
aircraft airworthy	J. Hatt	D R Thompson
		D R Thompson
		D R Thompson
		D R Thompson
		D R Thompson
		D R Thompson
		D R Thompson
airworthy airworthy	J. Hatt	D R Thompson
		D R Thompson

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.
July 27 1947			Brought forward				1624						
28-7-47	Local	④	Thompson	1	1100	2030	1:35						
August-2-47													
2-8-47	Local	⑤	Thompson		15:00	19:30	2:15						
3-8-47	Local	3	Thompson		1500	1930	1:45						
8-8-47													
9-8-47	Local	④	Thompson		1415	1740	2:00						
10-8-47	Local	②	Thompson		1600	1645	:30						
15-8-47													
16-8-47	Local	1	Thompson		1440	1510	:30						
17 8-47	Local	4	Thompson		1300	1600	3:35						
18 8-47	Local	4	Thompson		1400	1605	1:45						
20-8-47	Local	4	Thompson		1335	1515	1:45						
22-8-47													
23-8-47	Local	6	Thompson		1450	1820	2:25						
26-8-47	Local	3	Thompson		1725	1605	2:15						
29-8-47	Local	3	Thompson		1145	1900	1:35						
29-8-47													
30-8-47	Local	1	Thompson		1905	1935	:30						
1-Sep-47		2	Thompson		1000	1530	:45						
5-9-47													
6-9-47			Thompson		1505	1515	:40						
10-9-47			Thompson		1415	1805	2:40						
12-9-47													
			Carried forward				187:50						

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
25 hr check completed		D P Thompson
Aircraft Airworthy	J. Katt	
		Del Thompson
		Del Thompson
aircraft airworthy	J. Katt.	
		Del Thompson
		Del Thompson
Aircraft Airworthy	J. Katt	
Aircraft Airworthy	J. Katt	
aircraft airworthy	J. Katt	
aircraft airworthy	J. Katt	
Aircraft Airworthy	J. Katt	

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.
12-9-47	~~LOCAL~~	Brought forward				187:30						
12-9-47	LOCAL	J. WATT		15:00	15:40	:40						
15-9-47	LOCAL	J. WATT		13:30	14:30	1:00						
19-9-47												
20-9-47	LOCAL	J. WATT		14:00	15:45	1:45						
21-9-47	LOCAL	J. WATT		10:00	11:00	1:00						
21-9-47	LOCAL	B. HILDE		12:05	12:55	.45						
21-9-47	LOCAL	THOMPSON		18:45	18:55	:10						
24-9-47												
25-9-47	LOCAL	THOMPSON(2)		1400	1500	1:00						
25-9-47	LOCAL	L. SHERMAN		1500	1520	:20						
25-9-47	LOCAL	B. HILDE		1600	1615	:15						
25-9-47	LOCAL	J. WATT		1700	1815	1:15						
26-9-47	LOCAL	J. WATT		1000	1130	1:30						
27-9-47	LOCAL	THOMPSON		1600	1630	:30						
27-9-47	LOCAL	L. SHERMAN		1400	1505	1:05						
27-9-47	LOCAL	L. SHERMAN		1000	1130	1:30						
27-9-47	LOCAL	J. WATT		900	930	:30						
28-9-47	LOCAL	B. HILDE (2)		1400	1515	1:15						
28-9-47	LOCAL	T. MURRAY		1545	1615	:30						
28-9-47	LOCAL	THOMPSON		1620	1730	1:10						
28-9-47	LOCAL	J. WATT		1740	1755	:15						
29-9-47	LOCAL	J. WATT		11:00	12:10	1:10						
30-9-47												
		Carried forward				206:05						

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
25 hr. Check completed - plugs cleaned - aircraft airworthy	J Hatt	J Hatt
Port tube repaired aircraft airworthy	J Hatt	J Hatt
Aircraft Airworthy for		J Hatt

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				206:05						
30-9-47	LOCAL	J. WATT		11:30	12:30	1:00						
2-10-47	LOCAL	J. WATT		10:00	10:30	:30						
4-10-47	LOCAL	J. WATT		14:00	15:15	1:15						
4-10-47	LOCAL	THOMPSON		1000	1100	1:00						
4-10-47	LOCAL	THOMPSON		1400	1500	1:00						
5-10-47	LOCAL	THOMPSON		1000	1030	:30						
5-10-47	LOCAL	B. HILDE		1100	1130	:30						
5-10-47	LOCAL	R. HILDE		1135	1205	:30						
5-10-47	LOCAL	J. MURRAY		1210	1240	:30						
5-10-47	LOCAL	THOMPSON		1300	1415	1:15						
5-10-47	LOCAL	THOMPSON		1500	1535	:35						
5-10-47	LOCAL	THOMPSON		1540	1605	:25						
6-10-47	LOCAL	J. WATT		1000	1100	1:00						
7-10-47												
7-10-47	LOCAL	J. WATT		1100	1130	:30						
10-10-47	LOCAL	J. WATT		10:00	11:15	1:15						
11-10-47	LOCAL	J. WATT		1200	1230	:30						
12-10-47	LOCAL	B. HILDE		1400	1430	:30						
12-10-47	LOCAL	J. MURRAY		1500	1515	:15						
13-10-47	LOCAL	B. HILDE		1200	1230	:30						
13-10-47	LOCAL	R. HILDE		1300	1330	:30						
13-10-47	LOCAL	J. MURRAY		1500	1515	:15						
14-10-47												
		Carried forward				220:20						

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
		J. Platt
		J. Platt
		J. Platt

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				220:20						
15-10-47	LOCAL	J. WATT	—	1200	1330	1:30						
16-10-47	LOCAL	B. HILDE	—	1200	1230	:30						
17-10-47	LOCAL	J. MURRAY	—	1430	1515	:45						
17-10-47	LOCAL	J. WATT	—	1600	1700	1:00						
18-10-47	LOCAL	B. HILDE		12:00	13:00	1:00						
18-10-47	LOCAL	J. MURRAY		13:30	4:00	:30						
18-10-47	LOCAL	J. WATT		14:00	14:45	:45						
18-10-47	LOCAL	R. HILDE		15:00	15:45	:45						
19-10-47	LOCAL	R. HILDE		10:00	10:15	:15						
19-10-47	LOCAL	J. WATT		11:00	11:30	:30						
19-10-47	LOCAL	R. HILDE		12:00	12:30	:30.						
19-10-47	LOCAL	SAUTER		1245	13:25	:40.						
19-10-47	LOCAL	SAUTER		1330	1400	:30						
19-10-47	LOCAL	J. WATT		14:15	15:15	1:00						
21-10-47	LOCAL	J. WATT		13:00	13:45	:45						
27-10-47	LOCAL	B. HILDE		11:30	11:45	:15						
27-10-47	LOCAL	R. HILDE		12:00	12:15	:15						
27-10-47	LOCAL	J. MURRAY		12:30	12:45	:15						
27-10-47	LOCAL	THOMPSON		1255	1325	:30						
27-10-47	LOCAL	B. HILDE		1330	1345	:15						
27-10-47	LOCAL	THOMPSON		1400	1730	3:00						
29-10-47	LOCAL	THOMPSON		6:15	625	1:10						
30-10-47	LOCAL	J. WATT		3:00	5:00	2:00						
		Carried forward				237.55						

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
		Hatt
		Hatt
		Hatt

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				237:55						
1-11-47	LOCAL	THOMPSON		1330	1400	:30						
1-11-47	LOCAL	MURRAY		1600	1615	:15						
1-11-47	LOCAL	J. WATT		1615	1630	:15						
2-11-47	LOCAL	J. WATT		1000	1100	1:00						
2-11-47	LOCAL	THOMPSON		1230	1330	1:00						
2-11-47	LOCAL	VERNON		1230	1245	:15						
2-11-47	LOCAL	THOMPSON		1250	1310	:20						
2-11-47	LOCAL	McCALLUM		1315	1330	:15						
2-11-47	LOCAL	MURRAY		1415	1445	:30						
2-11-47	LOCAL	THOMPSON		1540	1620	40						
2-11-47	LOCAL	R. HILDE		1630	1645	15						
2-11-47	LOCAL	R. HILDE		1645	1715	30						
3-11-47	LOCAL	McCALLUM		930	1015	45						
3-11-47	LOCAL	J. WATT		1300	1415	1:15						
8-11-47												
9-11-47	LOCAL	B. HILDE		1200	1230	:30						
9-11-47	LOCAL	J. MURRAY		1300	1330	:30						
9-11-47	LOCAL	R. HILDE		1340	1410	:30						
9-11-47	LOCAL	J. WATT		1415	1500	:45						
9-11-47	LOCAL	THOMPSON		1500	1530	:30						
15-11-47												
		Carried forward				248:25						

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
25 hr check completed, main & tail wheels removed + cleaned aircraft Airworthy	J. Hatt	J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
Aircraft Checked Airworthy	J. Hatt	
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
Aircraft Checked Airworthy	J. Hatt	

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				248:25						
Nov. 16/47	LOCAL	B. HILDE		1105	1120	:15						
16/47	LOCAL	R. HILDE		1125	1140	:15						
16/47	LOCAL	J. MURRAY		1150	1205	:15						
16/47	LOCAL	G. VERNOM		1215	1300	:45						
16/47	LOCAL	THOMPSOM		1300	1315	:15						
18/47	LOCAL	J. WATT		1000	1130	1:30						
22/47												
23/47	LOCAL	B. HILDE		1100	1115	:15						
23/47	LOCAL	THOMPSON		1515	1545	30						
25/47	LOCAL	J. WATT		1400	1500	1:00						
27/47	LOCAL	J. WATT		1300	1430	1:30						
29/47	~~LOCAL~~											
30/47	LOCAL	G. VERNOM		1030	1130	100						
30/47	LOCAL	B. HILDE		1300	1330	30						
Dec 2/47	LOCAL	G. VERNOM		1300	1400	1:00						
2/47	LOCAL	G. VERNOM		1500	1600	1:00						
2/47	LOCAL	B. HILDE		1615	1630	:15						
2/47	LOCAL	J. WAIT		1630	1730	1:00						
6/47												
10/47	LOCAL	G. VERNOM		1100	1200	1:00						
10/47	LOCAL	R. HILDE		1300	1330	30						
10/47	LOCAL	G. MURRAY		1430	1500	30						
		Carried forward				262:40						

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
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
Aircraft checked airworthy	J. Hatt	
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
Aircraft checked airworthy	J. Hatt	
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
Aircraft Cleaned - 25-hr. check carried out - Aircraft Airworthy	J. Hatt	
		J. Hatt
		J. Hatt
		J. Hatt

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				262:40						
Dec 10/97	LOCAL	G. VERNON		1600	1630	:30						
12/97	LOCAL	J. WATT		1000	1130	1:30						
13/97	LOCAL	J. WATT		1000	1200	2:00						
20/97	LOCAL	VERNON		1200	1300	1:00						
20/97	LOCAL	B. HILDE		1315	1330	:15						
20/97	LOCAL	G. VERNON		1400	1500	1:00						
20/97	LOCAL	R. HILDE		1500	1515	:15						
22/97	LOCAL	J. WATT		900	1100	2:00						
27/97												
Jan 1/98	LOCAL	R. HILDE		1300	1315	:15						
1/98	LOCAL	J. WATT		1400	1500	1:00						
Jan 3/98												
5/98	LOCAL	J. WATT		1000	1045	:45						
7/98	LOCAL	R. HILDE		1300	1400	1:00						
7/98	LOCAL	J. MURRAY		1415	1445	:30						
7/98	LOCAL	G. VERNON		1500	1600	1:00						
10/98	LOCAL	J. WATT		1400	15:15	1:15						
12/98	LOCAL	J. WATT		1100	1200	1:00						
17/98												
18/98	LOCAL	J. MURRAY		1300	1330	:30						
18/98	LOCAL	G. VERNON		1400	1430	:30						
19/98	LOCAL	J. WATT		1000	11:00	1:00						
24/98												
		Carried forward				279:55						

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
		J. Hatt
		J. Hatt
Aircraft checked airworthy	J. Hatt	J. Hatt
Aircraft checked airworthy	J. Hatt	J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
Aircraft checked airworthy	J. Hatt	
		J. Hatt
		J. Hatt
Aircraft checked airworthy	J. Hatt	
		J. Hatt
		J. Hatt
		J. Hatt
		J. Hatt
Aircraft checked airworthy	J. Hatt	J. Hatt
Aircraft checked airworthy	J. Hatt	J. Hatt
		J. Hatt
		J. Hatt
Aircraft checked airworthy	J. Hatt	J. Hatt

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				279:55						
Feb 1/98	LOCAL	J. WATT		1100	1200	1:00						
Feb 2/98												
Feb 3/98	LOCAL	J. MURRAY		1400	1430	:30						
3/98	LOCAL	B. HILDE		1500	1515	:15						
3/98	LOCAL	R. HILDE		1545	1600	:15						
5/98	LOCAL	J. WATT		1300	1330	:30						
6/98	LOCAL	J. WATT		1000	1130	1:30						
Feb 9/98												
10/98	LOCAL	J MURRAY		1400	1415	:15						
10/98	LOCAL	R. HILDE		1430	1445	:15						
10/98	LOCAL	J. WATT		1500	1600	1:00						
12/98	LOCAL	J. WATT		9:30	1100	1:30						
17/98	LOCAL	J. WATT		1000	1145	1:45						
20/98	LOCAL	J. WATT		1400	1500	1:00						
22/98	LOCAL	THOMPSON		1600	1630	:30						
23/98	LOCAL	J. WATT		1100	1245	1:15						
24/98												
28/98	LOCAL	J WATT		1410	1500	1:00						
Mar 2 to Mar 27												
Mar 27												
		Carried forward				292:25						

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
		J. Katt
Aircraft checked Airworthy	J. Katt	J. Katt
		J. Katt
		J. Katt
		J. Katt
Aircraft checked Airworthy	J. Katt	J. Katt
		J. Katt
		J. Katt
Aircraft Checked Airworthy	J. Katt	J. Katt
		J. Katt
		J. Katt
Aircraft Checked Airworthy	J. Katt	J. Katt
		J. Katt
Aircraft given annual checkover and cleaning during March while engine was being overhauled		
Aircraft Airworthy	J. Katt	

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				292:25						
Mar 27/98	LOCAL	J. WATT		1000	1100	1:00						
Apr 2/98	LOCAL	THOMPSON		1230	1305	:35						
2/98	LOCAL	MURRAY		1400	1430	:30						
2/98	LOCAL	J. WATT		1500	16:10	1:10						
3/98												
5/98	LOCAL	THOMPSON		1230	1300	:30						
6/98	LOCAL	THOMPSON		1230	1300	:35						
6/98	LOCAL	R. HILDE		1500	1530	:30						
7/98	LOCAL	THOMPSON		1230	1300	:30						
7/98	LOCAL	J. WATT		1500	16:15	1:15						
8/98	LOCAL	THOMPSON		1230	1300	:30						
10/98	LOCAL	THOMPSON		1230	1300	:30						
12/98	LOCAL	THOMPSON		1235	1300	:25						
12/98	LOCAL	MURRAY		1400	1430	30						
13/98	LOCAL	THOMPSON		1230	1300	30						
13/98	LOCAL	J. WATT		1600	1645	:45						
14/98	LOCAL	THOMPSON		1230	1300	:30						
18/98	LOCAL	THOMPSON		1200	1300	1:00						
18/98	LOCAL	THOMPSON		1400	1430	30						
18/98	LOCAL	J. WATT		1630	1730	1:00						
24/98	LOCAL	J. WATT		1000	1130	1:30						
25/98												
27/98	LOCAL	THOMPSON		1230	1300	30						
		Carried forward				307:10						

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. Katt
		J. Katt
		J. Katt
		J. Katt
Aircraft checked airworthy	J. Katt.	
		J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt
Aircraft checked airworthy	J. Katt	J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt
Aircraft checked airworthy	J. Katt	J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt

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				307:10						
~~April 27~~ May 27/48	LOCAL	J. MURRAY		1500	1530	.30						
27/48	LOCAL	R. HILDE		1600	1630	:30						
30/48	LOCAL	THOMPSON		1205	1300	:55						
May 1/48	LOCAL	THOMPSON		1225	1310	45						
1/48	LOCAL	QUINN		1600	1700	1:00						
2/48	LOCAL	J. WATT		1000	1100	1:00						
2/48	LOCAL	THOMPSON		1230	1300	.30						
3/48	LOCAL	THOMPSON		1230	1300	30						
4/48	LOCAL	THOMPSON		1225	1300	:35						
5/48	LOCAL	MURRAY		1400	1430	30						
		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
		J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt
Aircraft Checked Serviceable	J. Katt	J. Katt
		J. Katt
		J. Katt
		J. Katt
		J. Katt

ENGINE LOG BOOK

ENGINE TYPE_____ No._____

EXHIBIT "J"

PRICE $1.75

ENGINE

Type CONTINENTAL Series or Mark A-65

Maker's Serial Number 4274668

Gear Reduction Ratio

Direction of Rotation of Airscrew CLOCK-WISE

	Normal	Maximum
R.P.M. Airscrew	2100	2300
B.H.P.	50	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

Address

OWNER

Name R. J. Corless

Address Box-393 - Timmins George Blo.

Nationality British

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
26/8/46			ENGINE INSPECTED- AIRWORTHY	H. Thomas
28/8/46	6	40	per R.F. Carless Jr	
29/8/46	1	00		
30/8/46	3	00		
1/9/46	2	10		
6/9/46			CHECKED - SERVICEABLE	J. Watt
6/9/46	6	40	per R.F. Carless Jr	
8/9/46	6	05		
9/9/46			25 HR. CHECK - SERVICEABLE	J. Watt
9/9/46		35	per R.F. Carless Jr	
13/9/46	2	20		
14/9/46	1	45		
17/9/46			ENGINE CLEANED - CHECKED SERVICEABLE	J. Watt
17/9/46		25	per R.F. Carless Jr	
21/9/46	1	15		
22/9/46		30		
26/9/46				J. Watt
26/9/46		30	per R.F. Carless Jr	
/10/46			ENGINE CHECKED AIRWORTHY	J. Watt
/10/46		30	per R.F. Carless Jr	
/46	1	25		
/46			CHECKED AIRWORTHY	J. Watt
			per R.F. Carless Jr	
		50		

	Hrs.	Mins.		Hrs.	Mins.		Hrs.	Mins.
Time since manufacture	34	50	Since cpte. overhaul			Since top overhaul		
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	34	50	TOTAL			TOTAL		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
1/11/46		45		
6/11/46	1	00		
6/11/46	1	00		
7/11/46		45		
8/11/46			CHECKED AIRWORTHY	J. Watt Pvt. R.A.F. Gorleston
10/11/46	1	00		
10/11/46	1	00		
11/11/46		50		
11/11/46		15		
12/11/46		55		
12/11/46			CHECKED AIRWORTHY	J. Watt
27/11/46			PROPELLOR TORNED	J. Watt
7/12/46			CHECKED AIRWORTHY	J. Watt
11/12/46	1	15	43:35	
14/12/46			AIRCRAFT+ENGINE CLEANED - OIL CHANGED	J. Watt.
1/1/47			PROP TURNED	J. Watt
28/1/47			Checked Airworthy	J. Watt
16/3/47			Checked Airworthy	J. Watt
23/3/47			Checked Airworthy	J. Watt
30/3/47			Checked Airworthy	J. Watt
7/4/47			Checked airworthy	J. Watt
15/4/47			Checked airworthy	J. Watt
15-4-47		30		C285 D Thompson
15/4/47		35		Thompson
15/4/47		30		Thomp
16/4/47		50		D Tho
16/4/47		35		D The
16-4-47	1	00		Thor

47:35.

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
16-4-47		40		Thompson G2859.
17-4-47		80		Thompson.
19-4-47		20		Thompson.
19-4-47		20		Thompson
19-4-47		35		Thompson
19-4-47		25		Thompson
19-4-47		20		Thompson.
20-4-47	1	00		Thompson
20-4-47	1	00		Thompson
20-4-47		30		Thompson
20-4-47		40		Thompson
20-4-47		15		Thompson
20-4-47		55		Thompson
20-4-47		15		Thompson
20-4-47		45		Thompson
20-4-47		30		Thompson.
20-4-47		30		Thompson
22-4-47			Engine checked airworthy	Watt
22-4-47		15	Oil changed - 60hr check.	Thompson
-4-47	1	00		Thompson
-4-47		30		Thompson.
	1	00		Thompson
	1	05		Thompson
		55		Thompson
		55		

	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary		34	50	Total from previous Summary			Total from previous Summary		
Total this Double Page		26	55	Total this Double Page			Total this Double Page		
TOTAL		61	45	TOTAL			TOTAL		

4

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
23-April-47		35.		D.P. Thompson. C-2859
24-4-47	1.	30		
25-4-47	1.	20		D.P. Thompson.
27-4-47	4.	45		D.P. Thompson
29-4-47			Engine checked airworthy	J. Hall
29-4-47		25		D.P. Thompson.
30-4-47	4	00		D.P. Thompson
2-5-47	1.	55		D.P. Thompson.
3-5-47	2.	10		D.P. Thompson.
4-5-47	6.	30		D.P. Thompson.
5-5-47	1.	10	25 hr. check completed	Thompson C-2859
6-5-47			Engine checked airworthy	J. Hall
6-5-47	2.	55		D.P. Thompson
7-5-47	1	55		D.P. Thompson.
11-5-47	3.	40		D.P. Thompson.
12-5-47	1.	00		D.P. Thompson
13-5-47			Engine checked airworthy	J. Hall
14-5-47	1	30		D.P. Thompson.
18-5-47	1	40		D.P. Thompson
21-5-47			Engine checked airworthy	J. Hall
21-5-47	2.	05		D.P. Thompson
22-5-47		35		D.P. Thompson
24-5-47	2	25		D.P. Thom
25-5-47	1.	30		D. Tho
27-5-47		45		D.P. Th
28-5-47		30	Engine checked airworthy J. Hall	D.P.

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
29 May 47		35		D P Thompson
30-5-47	1	10		D P Thompson.
31-6-47		30		D P Thompson
1.6-47	3	45		D P Thompson
3-6-47		20		D P Thompson
4-6-47		15	25 hr check completed oil changed	D P Thompson.
5-6-47			Engine checked Airworthy	E. Hall
5-6-47	1	55		D P Thompson
6-6-47	1	30		D P Thompson
8-6-47	2	45		D P Thompson
9-6-47	1	25		D P Thompson
10-6-47	1	00		D P Thompson
11-6-47	2	55		D P Thompson
11-6-47			Engine airworthy	E. Hall
12-6-47	1	30		D P Thompson
13-6-47		15		C-2 859.
15-6-47	3	50		D P Thompson
18-6-47			Engine airworthy	E. Hall
2.6-47	3	20		D P Thompson.
.6-47		30		D P Thompson
-47	1	25		D P Thompson.
47			Engine Airworthy 25-hr check completed	E. Hall
	3	05		D P Thompson
	3	05		D P Thompson

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary	61	45	Total from previous Summary			Total from previous Summary		
Total this Double Page	79	55	Total this Double Page			Total this Double Page		
TOTAL	141	40	TOTAL			TOTAL		

6

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
3-7-47			Engine airworthy	J Stott
6-7-47	3.	20		Del Thorpson C-2859.
9-7-47		30		
10-7-47				
11-7-47	1	50		DR Thorpson
13-7-47	2	40		DR Thorpson.
16-7-47	1	20		DR Thorpson
17-7-47			Engine Airworthy	J Stott
17-7-47		50		Del Thorpson
18-7-47	1	00		Del Thorpson
19-7-47	1	15		Paul Thorpson
20-7-47	3	00		Paul Thorpson
22-7-47	2	00		Paul Thorpson
24-7-47			Engine Airworthy	J Stott
26-7-47	1	20		Paul Thorpson
27-7-47	2	25		Del Thorpson
28-7-47	1	35	Oil changed-25 hr check complete	DR Thorpson
1-8-47			Engine Airworthy	J Stott
2-8-47	2	20		DR Thorpson
3-8-47	1	45		DR Thorpson
8-8-47			Engine Airworthy	J Stott
9-8-47	2	00		DR Thorp
10-8-47		30		DR Th
15-8-47			Engine airworthy	J S

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
16-8-47		30		Del Thompson pp JT
17-8-47	2	35		Del Thompson pp JT
18-8-47	3	30		Del Thompson pp JT
22-8-47	2	35	Engine airworthy	J. Hatt
23-8-47	2	25		Del Thompson pp JT
26-8-47	2	15		Del Thompson pp JT
29-8-47	1	35		Del Thompson pp JT
29-8-47			Engine airworthy	J. Hatt
30-8-47		30		Del Thompson pp JT
1-9-47		45		Del Thompson
			25 hr check completed, oil changed	
5-9-47	1		Engine airworthy	J. Hatt
6-9-47		40		Del Thompson pp JT
10-9-47	2	40		Del Thompson pp JT
12-9-47			Engine airworthy	J. Hatt
1			Engine cleaned	
12-9-47		40		Del Thompson pp JT
15-9-47	1	00		Del Thompson pp JT
			Plugs cleaned & checked	
19-9-47			Engine airworthy	J. Hatt
20-9-47	1	45		Del Thompson pp JT
21-9-47	1	00		J. Hatt
-9-47	3	40		J. Hatt
			Engine cleaned	
			Engine airworthy	J. Hatt

	Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary		141	40	Total from previous Summary			Total from previous Summary		
Total this Double Page		55	10	Total this Double Page			Total this Double Page		
TOTAL		196	50	TOTAL			TOTAL		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
25-9-47	3	00		Hatt
26-9-47	1	30		Hatt
27-9-47	3	35		Hatt
27-9-47		15	Ground run	Hatt
28-9-47	3	30		Hatt
29-9-47	1	10		Hatt
30-9-47			Engine Airworthy	Hatt
30-9-47	1.	00		Hatt
2-10-47		30		Hatt
4-10-47	3	30		Hatt
5-10-47	3	15		Hatt
7-10-47			Engine Airworthy	Hatt
7-10-47		30		Hatt
10-10-47	1	15		Hatt
11-10-47		30		Hatt
12-10-47		45		Hatt
13-10-47	1	15		Hatt
14-10-47			Engine Airworthy	Hatt
15-10-47	1	30		Hatt
16-10-47		30		Hatt
17-10-47	1	45		Hatt
18-10-47	3	00		Hatt
19-10-47	3	25		Hatt
21-10-47		45	Engine Cleaned & checked Airworthy	Hatt
27-10-47	4	30	Engine Checked Airworthy	Hatt
29-10-47		10		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
30-10-47	2	00		J. Hatt
1-11-47		30	25 hr. Check completed	
			oil changed & new plugs	
			installed	J. Hatt
1-11-47		30		J. Hatt
2-11-47	4	45		J. Hatt.
3-11-47	2	00		J. Hatt
5-11-47			Engine Checked Airworthy	J. Hatt
9-11-47	2	45		J. Hatt
15-11-47			Engine Airworthy	J. Hatt
16-11-47	1	45		J. Hatt
18-11-47	1	30		J. Hatt
23-11-47		45		J. Hatt
25-11-47	2	30		J. Hatt
29-11-47			Engine Airworthy	J. Hatt
30-11-47	1	30		J. Hatt
Dec 2/47	3	15		J. Hatt
6/47			25 hr. Check carried out on	—
			engine - oil changed - Airworthy	J. Hatt
10/47	2	30		J. Hatt
12/47	1	30		J. Hatt
47	2	00	Engine Airworthy	J. Hatt
	2	30	Engine Airworthy	J. Hatt
	2	00		J. Hatt

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary	196	50	Total from previous Summary			Total from previous Summary		
Total this Double Page	74	50	Total this Double Page			Total this Double Page		
TOTAL	271	40	TOTAL			TOTAL		

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
Jan 1/98	1	15	Engine Airworthy	J. Hatt
3/98		~~45~~	Engine Airworthy	J Hatt
5/98		45		J Hatt
7/98	2	30		J Hatt
10/98	1	15	Engine Airworthy	J Hatt
12/98	1	00		J Hatt
17/98			Engine Airworthy	J Hatt
18/98	1	00		J Hatt
19/98	1	00		J Hatt
24/98			Engine Airworthy	J Hatt
Feb 1/98	1	00		J Hatt
2/98			Engine Airworthy	J Hatt
3/98	1	00		J Hatt
5/98		30		J Hatt
6/98	1	30		J Hatt
9/98			Engine Airworthy	J Hatt
10/98	1	30		J Hatt
12/98	1	30		J Hatt
17/98	1	45	Engine Airworthy	J Hatt
20/98	1	00		J Hatt
22/98		30		J Hatt
23/98	1	15		J Hat
24/98			Engine Airworthy	J Ha
28/98	1	00		
Mar 2 to Mar 27			- Engine given top overhaul valves ground and reseated	

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
			Main bearings checked, connecting rods, piston pins, crankcase, pistons & cylinders inspected & found O.K. one oil ring replaced.	
Mar 27	4	00	Ground run Engine Unworthy	J. Hatt
Mar 27	1	00	Test flown.	J. Hatt
April 2	2	15		J. Hatt
3			Engine Unworthy	J. Hatt
5		30		J. Hatt
6	1	05		J. Hatt
7	1	45		J. Hatt
8		30		J. Hatt
10		30	Engine Unworthy	J. Hatt
12		55		J. Hatt
13	1	15		J. Hatt
14		30		J. Hatt
18	2	30	Engine Unworthy	J. Hatt
24	1	30		J. Hatt
25			Engine Unworthy	J. Hatt
27	1	30		J. Hatt
		55		J. Hatt
	1	45		J. Hatt

Time since manufacture	Hrs.	Mins.	Since cpte. overhaul	Hrs.	Mins.	Since top overhaul	Hrs.	Mins.
Total from previous Summary	271	40	Total from previous Summary			Total from previous Summary		
Total this Double Page	43	40	Total this Double Page			Total this Double Page		
TOTAL	314	80	TOTAL			TOTAL		

12

DATE	Time Run Hrs.	Time Run Mins.	DETAILS OF INSPECTIONS; TESTS; DEFECTS; REPAIRS; MODDS; ETC.	SIGNATURE AND APPOINTMENT
May 2	1	30	Engine unworthy	Hatt
3		30		Hatt
4		35		Hatt
5		30		Hatt

46

2
2-48

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

HWF/TH

OTTAWA, June 9th, 1948.

PLACE DATE

YOUR FILE | SUBJECT | OUR FILE

MEMO FOR FILE

1. Piper J3 aircraft CF-DRV was written off in an accident at Prince George, B. C., on May 6th, 1948.

2. The C. of R. and C. of A. are on 5002-175 pending completion of the Board of Enquiry.

H. W. Finkle
(H. W. Finkle)

MR. PATTERSON
To note pls.
H. J.

Miss Jones
for cancellation of
C of A & R/HWF

noted
es J 11.8.48

W+8

1.
3-46
K.P. 58825
D.L.L. Co.

FILE No. 5008 - D19 - 3

VOLUME No. 1

VOL. I

5008 - D19 - 3

DEPARTMENT OF TRANSPORT

FROM JUNE 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - DSC - PIPER J3C-65

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUN 25 1946	11012	S.A.R.		P.F.	
AUG - 2 1946		Treas		[illegible]	AUG 6 DEC 2 19
	10673	CAR		GJ	JUL 8 - 194
JUL 4 - 1947 FEB 6 - 48	35788	CAR		HJP	FEB 14 - 4
JUL 2 - 48 FEB 2 - 48	37927	CAR		GJ	
	15413	CAR		GJ	FEB 24 - 48 JUL 14 - 4
JUN 2 - 1950	9087	CAR		GJ	JUN 3 - 195
JUN 23 1950	12857	CAR		GJ	JUL 4 - 1950
		CAE		P.D.	JUL 4 - 1950
JUL 21 1950	14486	CAR		HJP	JUL 25 1950
AUG 1 1950	14541	CAR		HJP	AUG 1 1950
AUG 9 1950	16096	CAR		GJ	AUG 16 1950
		CAE		P.D.	AUG 16 1950
MAY 23 1951	10999	CAR		GJ	MAY 25 195
MAY 25 1951		CAE		[illegible]	MAY 25 1951
JUN 6 1951	13305	CAR		GJ	JUN 6 1951
DEC 26 1951	WV Gordon + 9847	CAR		WVG	DEC 27 1951
DEC 27 1951		CAI		[illegible]	JAN 3 1952
JUN 13 1952	15052	CAR		GJ	JUN 18 1952
JUN 18 1952	XXX	R2L		WM	JUN 18 1952

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2 9
8-45

TORONTO, June 24th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-3	Piper Cub CF-DSC	5008-D19-3

A11012

TRANSPORT-RECORDS
JUN 25 A.M.
File 5008-D19-3

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper Cub, CF-DSC, Seril No. 182C, recently purchased by the Doherty Air Service of Muskoka Ltd. from the Cub Aircraft Corporation:-

(a) Application form in duplicate.
(b) $10.00 fee (See page 161 in Cash Book, Receipt No. 28348).
(c) Bill of Sale, dated June 20th, 1946.
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

3698(R)
1235-(A)

2413
6-39

8

CF-DSC

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. Doherty Air Services of Muskoka Limited

Signature of Applicant.....
PER W H Doherty

Date of Application.....JUN 21 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
DOHERTY AIR SERVICE OF MUSKOKA LIMITED	Gravenhurst, 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.....Gravenhurst, Ontario

Date of manufacture or reconstruction.....June 20, 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 J-3 Maker's No. 182C

	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 697 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed(U.S.Gauge) Compass(pioneer) Altimeter(Pioneer) Tachometer(Stewart-Warner)
2. Gauges Oil pressure and temperature
3. Lights —
4. Signals —
5. Fire Extinguishers —
6. Parachutes —
7. Tools —
8. Other Equipment —

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A-65 #4342368			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65 h.p.			
Bore	3 7/8			
Stroke	3 3/8			

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 June 20,. 1946 . . . .

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW AL. 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 un to Doherty Air Service of Muskoka Limited, Gravenhurst, Ontario. heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane CF-DSC

Serial 182C

Engine Continental A65

Engine Serial No. 4342368

CUB AIRCRAFT CORPORATION LIMITED

Signed . . J.F. Gibson . . . . .

AEROPLANE INSPECTION RELEASE CERTIFICATE.

(For Aeroplanes Assembled With Imported Components)

Registration CF-DSC

Aeroplane Type Piper Cub Landplane / Seaplane / Skiplane Model J-3

Manufacturer Cub Aircraft Corporation Limited Serial No. 182C

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal
~~Acrobatic~~

~~Acrobatic~~
~~Special~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~f - Racing or record~~
(~~g - Research or experimental~~

PARTICULARS OF ENGINE(S)

	Left Side		Right Side	
Type	Continental			
Model	A65			
Serial No.	4342368			
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.	72CK44					
Blade Serial Nos.	H9756					
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 of	9	(1) In sump attached to	5/6
(2) fire wall		(2) lower rear section of	
(3)		(3) 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	U.S.Gauge		
Altimeter	Pioneer		
Compass	Pioneer		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Walton		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)			

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	697 lbs.	lbs.	lbs.
Disposable load	274 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 17.1/8.inches behind .....leading.edge.of.main.plane.....

used as a reference datum point with aeroplane in flying position.
(The C.G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.R. Wilson Chief Inspector Date JUN 20 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed S Henderson Air Engineer J.R. Wilson Chief Inspector

JUN 20 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J.R. Wilson Test Pilot Date JUN 20 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT.

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category Normal Subdivision a,b,c,d,e is recommended.

Signed H Bate
Resident Inspector, A.I.D.,
Department of Transport.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) 27.6.46

Signed
District Inspector, Civil Aviation.

AIR SERVICES
CIVIL AVIATION DIVISION

5008-D19-3

1 Montgomery Avenue, Toronto,
June 24th, 1946.

Doherty Air Service of Muskoka Ltd.,
GRAVENHURST, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper Cub, CF-DSC, Serial No. 182C, 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 June 20th, 1946.
(d) Aeroplane Inspection Release Certificate in duplicate.

Receipt No. 23848 for the $10.00 fee in the name of the Cub Aircraft Corporation, was mailed to that company to-day.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DSC as a commercial aircraft (landplane), on day contact flying, until July 24th, 1946. The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/AC

c.c. Headquarters
Cub Aircraft Corporation

2462A
8-41

12

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3698

NATIONALITY AND REGISTRATION MARKS CF-DSC

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ont.
3. Constructor's serial number	1820
4. Name of owner	Doherty Air Service of Muskoka Ltd.,
5. Address of owner	Gravenhurst, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Gravenhurst, 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 24th day of June, 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-DSC and is of Canadian nationality.

Given at Ottawa this 15th day of July, 1946.

L. P. Fraser.

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. 1235

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Doherty Air Service of Muskoka Ltd.
2. Christian name
3. Address Gravenhurst, Ontario.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DSC

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1820
8. Place and year of construction of aircraft Hamilton, Ontario, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land and Marine (22.6.50)
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed..... One
19. Makes..... Continental
20. Types..... A65
21. International power of the engine or engines at.....

(Take-off) 65 H.P. at 2300 revolutions per minute.
(M.E.T.O.) 50 H.P. at 2100 revolutions per minute.
(International number of revolutions)

(a) Sea Level
(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a)..... (b).....
23. Oil: (a)..... (b).....
24. Airscrews { Number fitted..... One ..... Types..... Sensenich ..... No.....
Pitch..... Diameter.....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane..... 697 lbs.
(b) Seaplane..... (22.6.50) 845 698 lbs. (3.2.48)
(c) Skiplane..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel..... 72 lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks..... One
(b) Capacity of tanks..... 10 Imp. gals.
27. Oil..... 9 lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks..... One
(b) Capacity of tanks..... 1 Imp. gals.
28. Weight allowed for crew..... 170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus..... lbs.
30. Weight of wireless apparatus..... lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full..... (Skiplane) and (L.P.) 272 lbs.
32. Maximum total weight authorized..... lbs.
Landplane..... 1220 lbs.
Seaplane..... lbs.
Skiplane..... 1220 lbs. (3.2.48)

(Deleted 22.6.50)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full).....
Landplane..... Twelve hundred & twenty pounds .....
Seaplane.....
Skiplane..... Twelve hundred & twenty pounds (3.2.48) .....
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.....inches and.....inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.
40. The indicated air speed must never exceed (a).....m.p.h and (b).....m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 24, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 15th day of July, 19 46.

C. Travers

Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant
Life preserver for each occupant when operating as a seaplane (8.8.50)

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

WEIGHT AND BALANCE REPORT
FORMS PART OF THIS CERTIFICATE
OF AIRWORTHINESS AND MUST BE
CARRIED IN THE AIRCRAFT DURING
FLIGHT. (22.6.50)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 24, 1947. 27/6/48 3/7/49 24/5/51.	

(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.

13

5008-D19-5

REGISTERED

Ottawa, July 29th , 1946.

Doherty Air Service of Muskoka Ltd.,
Gravenhurst, Ont.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3698 and Certificate of Airworthiness No. 1235 for your Piper J3-C65 aircraft CF-DSC , Serial No. 182C.

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.

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
			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 FILE NOS.5008-D19-3 ←
~~5008-D3-86~~
~~5008-D15-22~~
~~5008-D7-2~~

GTT/20

OTTAWA ONTARIO JULY 30th, 1946

DISTRICT INSPECTOR AIR REGULATIONS
1 MONTGOMERY AVENUE
POSTAL STATION "K"
TORONTO 12, ONTARIO

ARSO RETELS 558 and 559 EXTENSION TEMPORARY AUTHORITIES OPERATION AIRCRAFT

MAY BE GRANTED

CIVIL AVIATION

File Copy

Ottawa
L. L. #5

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6122

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER
TORONTO

1946 JUL 30 AM 10 59 (58)

RA135 43 GB=EG TORONTO ONT 30 1003A

CONTROLLER OF CIVIL AVIATION=

O184 :DEPT OF TRANSPORT OTTAWA=

A15953 14

:T.358: DOHERTY AIR SERVICES, MUSKOKA REQUEST EXTENSION TEMPORARY AUTHORITY TO OPERATE PIPER CUB CHARLIE FOX DASH DOG SUGAR CHARLIE AND CHARLIE FOX DASH DOG CHARLIE ZEBRA AND CESSNA CHARLIE FOX DASH DOG OCEAN VICTORY PLEASE ADVISE IF IN ORDER TO GRANT THESE EXTENSIONS=

:CIVIL AVIATION.

CAR 30/7

ENTERED ON CARDS

5008-D19-3

A16070

1 Montgomery Avenue, Toronto,
July 31st, 1946.

TRANSPORT-RECORDS
AUG 1 A.M.
File 5008-D19-3

Doherty Air Service of Muskoka Ltd.,
GRAVENHURST, Ontario.

Dear Sirs:

With further reference our letter to you of June 24th, this will be an extension of the temporary authority granted you to operate Piper Cub, CF-DSC, as a commercial aircraft, until August 23rd, 1946.

Yours truly,

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

RG/AC

c.c. Headquarters

/JS

17

5008-D19-3

REGISTERED

OTTAWA, Ontario.
November 22 , 1946.

Doherty Air Service of Muskoka, Ltd.,
Gravenhurst,
Ont.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- DSC.

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.

Encl.
cc DIAR TORONTO

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

18 2 8-45

Toronto, Ontario July 2, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-3	PIPER J3 Aircraft CF-DSC	5008-D19-3

A10673

TRANSPORT-RECORDS
JUL 3 A.M.
File 5008-D19-3

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario

1. Piper J3 C65 Aircraft CF-DSC, owned by Doherty Air Services, was recently inspected for renewal of Certificate of Airworthiness.

3. Proper entries were made in the Log Books to the effect that the Aircraft was airworthy as of June 27, 1947. These entries were signed by Messr. Stick and Boucher as Air Engineers, and S.H. Rowe as test Pilot.

3. The Certificate of Registration No. 3698 and Certificate of Airworthiness No. 1235 were renewed valid until June 27, 1948.

D.G. Joy,
District Inspector, Air Regulations
Toronto

DGJ/MM

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

19

2
6-46

Toronto, February 3rd, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3 - CF-DSC	5008-D19-3

A35788

TRANSPORT-RECORDS
FEB 6
File 5008 D19-3

Controller of Civil Aviation,
Department of Transport,
Ottawa, Ontario.

1. Certificate of Airworthiness No. 1235 in favour of the subject aircraft was this day amended to include operation on skis.

2. The following amendments were made:

Item 25: (c) 698 lbs. ✓

Item 32: Skiplane 1220 lbs. ✓

Item 33: Twelve hundred and twenty pounds. ✓

(for) D. G. Joy,
District Inspector, Air Regulations,
Toronto.

L. Knight/ES

Miss Jones
to & return
HLP 9-2-48
Noted
[illegible]

Item 31 ?

HTP/HMC

20

OTTAWA ONTARIO FEBRUARY 12 1948

5008-D21-10;
5008-D14-11;
5008-E4-24;
5008-B21-13;
5008-D8-17;
5008-D19-3;
5008-E6-2;

CF-DUJ, CF-DNK, CF-EDX, CF-BUM, CF-DHQ, CF-DSC, CF-EFB

District Inspector, Air Regulations,
I Montgomery Avenue,
Postal Station K,
TORONTO 12, Ontario

5008-D21-10;
~~5008-D14-11;~~
~~5008-E4-24;~~
~~5008-B21-13;~~
~~5008-D8-17;~~
5008-D19-3;
~~5008-E6-2;~~

1. May the Certificates of Airworthiness for the following aircraft be amended as follows:-

a. Aeronca, CF-DUJ, Certificate of Airworthiness No. 1820, Item 31. should read, "landplane and skiplane - 145 lbs."

b. Aeronca, CF-DNK, Certificate of Airworthiness No. 1493, Item 31, "landplane and skiplane 193 lbs."

c. Piper J3C-65, CF-EDX, Certificate of Airworthiness No. 1763, Item 31. "landplane and skiplane 258 lbs."

d. D.H. 82C, CF-BUM, Certificate of Airworthiness No. 713, Item 31. "skiplane 204 lbs."

e. D.H. 82C, CF-DHQ, Certificate of Airworthiness No. 1150, Item 31. Skiplane 187 lbs.
Item 32. Skiplane (Acrobatic) 1770 lbs.
Normal 1825 lbs.

f. Piper J3C-65, CF-DSC, Certificate of Airworthiness No. 1235, Item 31. "Landplane and skiplane - 272 lbs."

g. Piper PA-12, CF-EFB, Certificate of Airworthiness No. 1456, Item 31. "skiplane 346 lbs."

2. When an aircraft has been equipped as a skiplane, may this office be advised as to the type of ski installed and the Installation Drawing Number.

(S. Graham),
Superintendent, Air Regulations

SM

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21 2 6-46

TORONTO, February 20th, 1948
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-3	Piper J.3. C F/D S C	

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

TRANSPORT-RECORDS
FEB 21 A.M.
File 5008-D19-3

A37927

1. Please be advised that Certificate of Airworthiness No. 1235 has been amended as follows:

Item 31: Landplane and skiplane - 272 lbs. ✓

2. The following are the ski installation details:

Type: Federal.
Model: 1500 - A.
Serial No. 4792.
Drawing No: Installed to Manufacturer's Drawings (numbers not available)

(for D.G. Joy)
District Inspector, Air Regulations,
Toronto.

L.Knight/KC

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2V 2 6-47

1 Montgomery Avenue, Toronto, July 8th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-3	Renewal of Certificates of Registration and Airworthiness - aircraft CF-DSC	5008-D19-3

A15413

TRANSPORT-RECORDS
JUL 12 A.M.
File 5008-D-19-3

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

1. Piper J3-C65 aircraft, C F - D S C, Serial No. 182C, owned by Doherty Air Service of Muskoka Limited, has recently been reconditioned by them at Gravenhurst, Ontario.

2. Proper entries have been made in the Log Books of this aircraft that it was airworthy on July 3rd, 1948. ✓

3. These entries have been signed by Messrs. Harry L. Stirk and W.R. Boucher as Air Engineers and W.R. Doherty as Test Pilot.

4. Certificate of Registration No. 3698 and Certificate of Airworthiness No. 1235 have been renewed valid until July 3rd, 1949. ✓

Noted
GLS

S.T. Grant

C.A. Brethour,
A/DIAR.,
Toronto.

CAB:alb

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

DATE	CHECK	RECEIVERS NO.	TIME FILED	CHARGE TO DEPT OR ADDRESS
	LETTER			

TRANSPORT - RECORDS
5008-D19-3
JUN 2 A.M.
West. May 31/50
File

Send the following message, subject to the terms on back hereof, which are hereby agreed to

TORONTO. 260 Richmond St. West. May 31/50

DOHERTY AIR SERVICES
% ORILLIA AIR SERVICES
ORILLIA ONTARIO

D 9087

ART367 THIS WIRE CONSTITUTES AUTHORITY FERRY FLIGHT CHARLIE FOX DASH DOG SUGAR CHARLIE FROM GRAVENHURST TO NORTH BAY BY QUALIFIED COMMERCIAL PILOT CREW ONLY DAY VFR PROVIDED AIRCRAFT FIT FOR FLIGHT.

DISTRICT SUPT. AIR REGULATIONS

CAB/ke

c.c. File 5008-D19-3
Accounts - A.R.
D.A.S. / OTTAWA / ATT'N: CAR

CHARGE: DOMINION GOVERNMENT AIR SERVICES.
6th Floor. 260 Richmond St. West, Toronto.

NOTED

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

24

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q:5008-D19-3 12857 TOR: 5008-D19-3

Toronto, Ontario.
June 22nd, 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 23 P.M.
5008-D19-3
File

Registration Markings C.F.-D.S.C.....

Aircraft Type .....Piper J3-C65.....

Owner .....Doherty Air Service of Muskoka Ltd.....

Place of Inspection ...Orillia, Ontario.....

Date of Inspection ...May 24th, 1950 ✓.....

Satisfactory inspection report has been received from Air Engineers .....H.L. Stirk and D.J. Bullied..... and Test Pilot .....R.R. Callender.....

C. of R. No. ...3698..... and C. of A. No. ...1235.....

were renewed on ..June 22nd, 1950.. valid until .....May 24th, 1951. ✓

Remarks C. of A. amended as follows:
Item 9. and Marine. ✓ ✓
Item 25. Seaplane - 845 lbs. ✓
Items 26 to 32 inclusive have been deleted. ✓
Endorsed on page 3. to read: "The Weight and Balance Report forms part of the Certificate of Airworthiness and must be carried in the aircraft during flight." ✓

attach.

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

DETERMINATION OF EMPTY WEIGHT CENTER OF GRAVITY LOCATION

FLOAT INSTALLATION

Type of aircraft: Cub model J3 Registration: CF-DSC

Type of Floats: Edo model 60-1320 Serial no.) net weight change 130 lbs.
Serial no.)

Type of propellor: McCauley 1A90CF net weight change 18 lbs.

Item	weight	arm	Moment ins. lbs.
Aircraft empty	697 lbs.	11.83"	8245.5
Floats	130 lbs.	17.0"	2210
Propellor	18 lbs.	-51.0"	-918
Totals	845 lbs.	(11.3)	9537.5

Empty weight center of gravity location aft of datum line .....11.3"

June 12th. 1950
Computations carried out by:

J.C.Leggat
LEGGAT AIRCRAFT

Accepted
WRH
17 June 50

JCF/IF

25

Ottawa, Ontario, July 3rd, 1950.

5008-D19-3 Piper J3-C65 CF-DSC 5008-D19-3

District Controller of Air Services,
260 Richmond Street West,
Toronto, Ontario.

Attention: District Superintendent, Air Regulations.

1. Please refer to your 5008-D19-3 dated June 22nd, 1950, covering the renewal of Certificates of Registration No. 3698 and Airworthiness No. 1235 for Piper J3-C65 aircraft CF-DSC.

2. We note that Item 9 of the Certificate of Airworthiness has been amended to "and Marine" which requires a further endorsement on page III "D" as follows, "Life Preserver for each occupant when operating as a seaplane."

3. In order to complete our documents we require Form No. 2444 Application for Renewal of Certificate of Airworthiness and refer you to Inspection Instructions Chapter II, Paras. 2.5.1 and 2.5.2.

(C.H. Travers).
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
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

Toronto.
10.7.50.

15320

LAKELAND AIRWAYS LTD.
BOX J.
TELAGAMI, ONTARIO.

HEADQUARTERS' COPY

TRANSPORT - RECORDS
JUL 11 A.M.
5008-D 19-3
File

ART 490 OPERATING CERTIFICATE BEING ENDORSED FOR PIPER J3 CHARLIE FOX DASH DOG JIG CHARLIE.

A

DISTRICT SUPERINTENDENT, AIR REGULATIONS.

STC/jk:

2.50 p.m.

cc: File No.
cc: Accounts.
cc: Telegram.

COPY ON 5260-653

CHARGE: DOMINION GOVERNMENT AIR SERVICES,
6th Floor, 260 Richmond St.W.,
Toronto.

8/7/50

R MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

HTP/VA

Ottawa, Ontario, July 12, 1950.

5008-D16-5
5260-653

Fox Moth CF-DJC

District Controller of Air Services,
260 Richmond Street West,
Toronto, Ontario.

ATTENTION: District Superintendent, Air Regulations

1. We make reference to your telegram of July 10th to Lakeland Airways Limited, Temagami, granting authority to use a Piper J3 bearing Canadian registration Charlie Fox-Dog Jim Charlie in their files.

2. Aircraft bearing registration CF-DJC is an DH83Fox Moth which was owned by Miners Air Services Limited, and was destroyed by fire in 1949. Possibly the aircraft to which you are referring is a Piper J3 bearing Canadian registration mark CF-DJA. Please clarify.

(E. T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

78

TORONTO. 260 Richmond St. West. 19.7.50
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D10-3	FOX MOTH C F/D J C. (Wire to Lakeland Airways -(Temagami Air Services)	5258-72 5008-D10-3

14486

TRANSPORT - RECORDS
JUL 20 1950
File 5008-D19-3

Director of Air Services,
Department of Transport,
OTTAWA, Ontario.

ATTENTION: SUPT. OF AIR REGULATIONS

1. Receipt is acknowledged of your memo of July 12th, referring to our wire, dated July 10th, to Lakeland Airways Ltd., granting authority to use Piper J.3. C F/D J C.

2. It is sincerely regretted that this wire was in error. The purpose of the telegram was to advise Temagami Air Services that their Operating Certificate No. 653 was being endorsed for Piper J.3; the aircraft in question was C F/D S C.

3. Operating Certificate No. 653 was being retained in this office pending a forthcoming change of name of this Company.

S. Grant
District Superintendent, Air Regulations,
(for) District Controller, Air Services,
Toronto.

COPY ON
5260-653

1 copy
AA 26/7/50

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29 2 6-47

TORONTO Ontario July 19, 1950
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-3	Piper J3-C65 CF-DSC	5008-D19-3

14541

TRANSPORT - RECORDS
JUL 21 1950
File 5008-D19-3

Director of Air Services,
Department of Transport,
Ottawa.

Attention C.A.R.

1. Reference is made to your letter of July 3rd.

2. It is considered that Form 2444 does not apply to this particular renewal, and you are referred to para. 5 of the "Foreword" to the new Inspection Instructions and para. 1 of Information Circular No. T/2/50.

3. Para. 2 of your letter has been noted, concerning a further endorsement on page 111 "D", and action will be taken accordingly.

(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2 6-47

Toronto, (PLACE) Ontario, August 8th, 1950. (DATE)

YOUR FILE	SUBJECT	OUR FILE
5008-D19-3	Piper J3-C65 aircraft CF-DSC	5008-D19-3

16096

TRANSPORT - RECORDS
AUG 9 1950
File 5008-D19-3

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. With reference to your letter dated July 3rd, 1950, please be advised that the Certificate of Airworthiness No. 1235 relating to Piper J3-C65 aircraft, CF-DSC, has been endorsed this date as follows:

Page III - Paragraph "D":

"Life preserver for each occupant when operating as a seaplane." ✓

J. St Grant

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

noted B7E

NOTED

CANADA

DEPARTMENT OF TRANSPORT

31 2444 4-50

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF—DSC SERIAL NO. I82C

1. C. of A. No. I235 Expires May 24 I95I C. of R. No. 3698 Expires May 24 I95I

AIRCRAFT DATA—Manufacturer Piper Aircraft Corp. Model J3-C65

Hours flown—Since New 683:20 Since Overhaul 287:35

ENGINE DATA—Manufacturer Continental Motors Corp. Model A65-8

	Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1)	~~XXXXXX~~	~~XXXXX~~	~~XXXX~~
(2)	T-023655	~~XXXX~~ 97:05	~~XXXX~~ 20:05
(3)			
(4)			

Signature of Applicant Dominion Air Services Ltd per R.E. Simmons

Date May 13 I95I

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] ~~XXX~~ ENGINEER

Date May 13 I95I

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.E. Simmons TEST PILOT

Date May 13 I95I

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. 3698 and C. of A. No. I235, pending the return to the owner of the formal documents.

FOR DEPARTMENTAL USE ONLY

6. Details noted on this form have been checked, the log books have been examined, the aircraft has been inspected, and all documents found in order. Renewal of certificate is recommended.

Signed [signature] DISTRICT AIRCRAFT INSPECTOR

Date May 15/51

DEPARTMENT OF TRANSPORT A.I. ENGINEERING CANADA

7. C. of A. and C. of R. renewed, not valid after (Date) May 24th 1952

Permissible Gross Weights— Wheels - 1220 lbs.
Skis - 1220 lbs.
Floats - 1220 lbs.

Signed A R Pinder DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date May 18th 1951

Other Action:—

8. H.Q. Action— C.A.R.

C.A.E.

32

TRANSPORT - RECORDS
MAY 23 A.M. 1951
File 5008-D19-3

10999

DEPARTMENT OF TRANSPORT

TORONTO, 260 Richmond St. W....May.18th.1951..

Your File 5008-D19-3

SUBJECT Renewal of Certificates of Registration and Airworthiness

Our File 5008-D19-3

CF-DSC

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 CF DSC

A R Pinder

for (D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

Attach.

COPY 13305

TRANSPORT CANADA
33
JUN 5 P.M. 1951
File 5008-A19-3

ORIGINAL ON FILE 5008-F16-7

COPY FOR FILE 5008-D19-3

LEJG.

CANADIAN PACIFIC
TELEGRAPHS
WORLD WIDE COMMUNICATIONS

June 2 1951
Toronto

LAKELAND AIRWAYS
TEMAGAMI ONTARIO

ART253 PENDING CHECKING WEIGHT AND BALANCE THIS WIRE AUTHORITY OPERATE CHARLIE FOX D/

DASH FOX PETER GEORGE UNDER CONDITIONS STATED IN COFA2739 NOT VALID AFTER JULY

SECOND NEXT DOES NOT INCLUDE PERMISSION OPERATION RADIO APPARATUS (STOP) CERTIFICAT/

ES CHARLIE FOX DASH DOG SUGAR CHARLIE RENEWED NA D RETURNED TO DOHERTY AIR SERVICE

MAY EIGHTEENTH

District Superintendent

Air Regulations

CHARGE: DOMINION GOVERNMENT
Air Services
260 Richmond St W Toronto
cc: 5008-F16-7
cc:5008-D19-3
cc: Accounts - Air Regs.
cc: Telegram File
cc: Headquarters

CAB/alb

8
10-50

2b

File: 5001-13
5008-D19-3
5802-8012

AIRCRAFT ACCIDENT REPORT (TORONTO DISTRICT)

Toronto, Ontario
December 13, 1951.
(Date)

SUBJECT: CF-DSC (Aircraft Registration) Lakeland Airways Ltd. (Owner)

1. As required under Information Circular No. 0/36/50, which concerns the reporting of aircraft accidents in accordance with The Air Regulations, Part VIII, Paragraph 20, sub-paragraph (2), the accident involving the m/n aircraft has been investigated and the following information obtained, action taken and/or recommended:

1. Date of Accident: October 26/51

2. (a) Place: Yorkston Lake (b) Weather: Deteriorated During Flight

3. Type of Aircraft: Piper J-3 C. of A. and C. of R. Valid .....Yes... (Yes or No)

4. (a) Pilot's name: B. Vannier (b) Passengers: NIL

   Licence No. YZP-2751 Valid .Yes. (Yes,No)

5. Number of people injured, (if any): Nil

6. Extent of injuries, (if applicable): Nil

7. Extent of damage to:

   (a) Aircraft
   One wing and 3 struts severely damaged. Windshield damaged

   (b) Engine/s
   Was under water. No damage

8. Type of flying, (Private, Commercial, etc.): Private

9. Summary of events immediately prior to and including the accident: Pilot encountered bad weather during flight and became lost. Carbouretter iced up and a safe forced landing was made on Yorkston Lake. Pilot unable to take off owing to bad weather and during a severe wind storm on Wed. Oct. 31 the aircraft was overturned.

10. Opinion as to the cause of the accident: Pilot encountered deteriorating weather conditions during flight necessitating a forced landing.

11. Infractions of The Air Regulations:

    Nil

12. Disciplinary Action: Nil

13. (a) Pilot's report, copy attached ..No..... (Yes, No) (b) Owner's report, copy attached ..Yes.... (Yes, No)

14. General Comments:
    Search and rescue located pilot after 5 days.

D W Saunders

(D. W. Saunders),
District Superintendent, Air Regulations.

COPY # 25640

Original on File 5258-72
Copy for File 5008-F17-5
-D19-3
-D11-3

Temagami, Nov. 9, 1951.

Department of Transport,
Civil Aviation Division,
260 Richmond St. W.,
Toronto, Ont.

Gentlemen:

This is to advise that on Oct. 15, Stinson aircraft CF-FQE was destroyed by fire at our Temagami base. After the day's flying, the engineer installed an oil seal, and after completion of this work at approximately 9 o'clock at night, the motor was started to check for further leaks. The engine back-fired and fire broke out in the carburator. By the use of a pyrene fire extinguisher the flames disappeared, but a few moments later reappeared worse than ever. A total of five extinguishers were used on it but the aircraft was destroyed. The floats were salvaged and were undamaged.

On Friday, Oct. 26, Piper aircraft CF-DSC was rented tp private pilot Bruno Vannier for a flight northwest of North Bay. He failed to return and a search was completed with his discovery of Nov. 1st. The pilot was weak, but survived the mishap without any harm. From him we learned that he ran into bad weather after taking off, and became hazy as to his exact location. His carburator iced up and he executed a good landing on Yorkston Lake, 35 miles west of Temagami. Due to bad weather he was unable to take off, and during a severe wind storm about three a.m. Wed. Oct. 31, the aircraft was overturned by the wind. We have managed to get the aircraft righted and pulled up on an island, but freeze-up prevents further salvage at this time. Mr. H. Stirk of Orillia viewed the aircraft and advised that one wing and three struts were severely damaged and that the motor was under water. The windshields and coils were also damaged, and from his point of view, I doubt if salvage would amount to a great deal, particularly in view of its location.

Sunday evening Republic Seabee, CF-DKC was moored at our Tamagami dock, It was checked at approximately 9 o'clock and everything was in order. During the night a coating of ice formed on the bay and apparently opened a seam in the main hull. Monday morning the aircraft has overturned, and only the starboard wing was above water. Within three hours we had hoisted the aircraft and pumped the hull. There was very little damage incurred in the lifting of the aircraft, but the tail section was slightly damaged in the capsizing, as well as the windows. Mr. Stirk dismantled the aircraft and transported it to his Orillia shop the following day.

After freeze-up we will examine CF-DSC more thoroughly and advise if it is to be repaired.

Yours very truly,

R.G. Simms, President,
LAKELAND AIRWAYS LIMITED.

49847

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

DEC 22 A.M. 1951
File 5008-D19-3

TORONTO Ontario December 18, 1951
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Minor Accident - CF-DSC Yorkston Lake, 35 miles west of Temagami, October 26, 1951	5001-13 5008-D19-3 5802-8012

In Reply
Refer to File

Director of Air Services,
Department of Transport,
Ottawa.

Attention C.A.R.

1. With reference to the m/n accident, enclosed please find our report, in duplicate, which is self-explanatory.

2. It is not considered that further investigation is necessary or required, please.

D W Saunders

(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

Encl.

Note: Not an aircraft accident within the terms of the definition.

COPY ON 5802-26630

27/12 W.V.S.

R

TRANSPORT - TORONTO
2462A 8-41
AVIATION
JAN 31 1948
File.....

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3698

NATIONALITY AND REGISTRATION MARKS CF-DSC

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ont.
3. Constructor's serial number	182C
4. Name of owner	Doherty Air Service of Muskoka Ltd.,
5. Address of owner	Gravenhurst, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Gravenhurst, 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 24th day of June, 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-DSC and is of Canadian nationality.

Given at Ottawa this 15th day of July, 1946.

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 27, 1947 Renewed valid June 19, 1948

July 8th, 1948 Renewed valid until July 3rd, 1949 - ST. Grant

June 22nd, 1950 - Renewed valid until May 24th, 1951 - ST Grant

May 18th 1951 - Renewed valid until May 24th 1952 - 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.

VALID FOR DAY FLYING ONLY

41

2462
T-45
TRANSPORT TORONTO
AVIATION
JAN 31 1948
File

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1235

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Doherty Air Service of Muskoka Ltd.
2. Christian name
3. Address Gravenhurst, Ontario.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DSC

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 182C
8. Place and year of construction of aircraft Hamilton, Ontario, 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land and marine
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65

21. International power of the engine or engines at

(Take-off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....; Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane 697 lbs. (b) Seaplane 845 lbs. (c) Skiplane 698 lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon) 72 lbs.
(a) Number of tanks: One
(b) Capacity of tanks: 10 Imp. gals.

27. Oil (at 9·0 lbs. per gallon) 9 lbs.
(a) Number of tanks: One
(b) Capacity of tanks: 1 Imp. gals.

28. Weight allowed for crew: 1 170 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: a.p. 272 lbs. 272 lbs.

32. Maximum total weight authorized: ..... lbs.
Landplane: 1220 lbs.
Seaplane: ..... lbs.
Skiplane: 1220 lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred & twenty pounds
Seaplane: Twelve hundred & twenty pounds
Skiplane: Twelve hundred & twenty pounds

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated June 24, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 15th day of July, 19 46.

for C. P. Edwards

Superintendent, Air Regulations.

TRANSPORT TORONTO
AVIATION
JAN 31 1948
File.....

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.

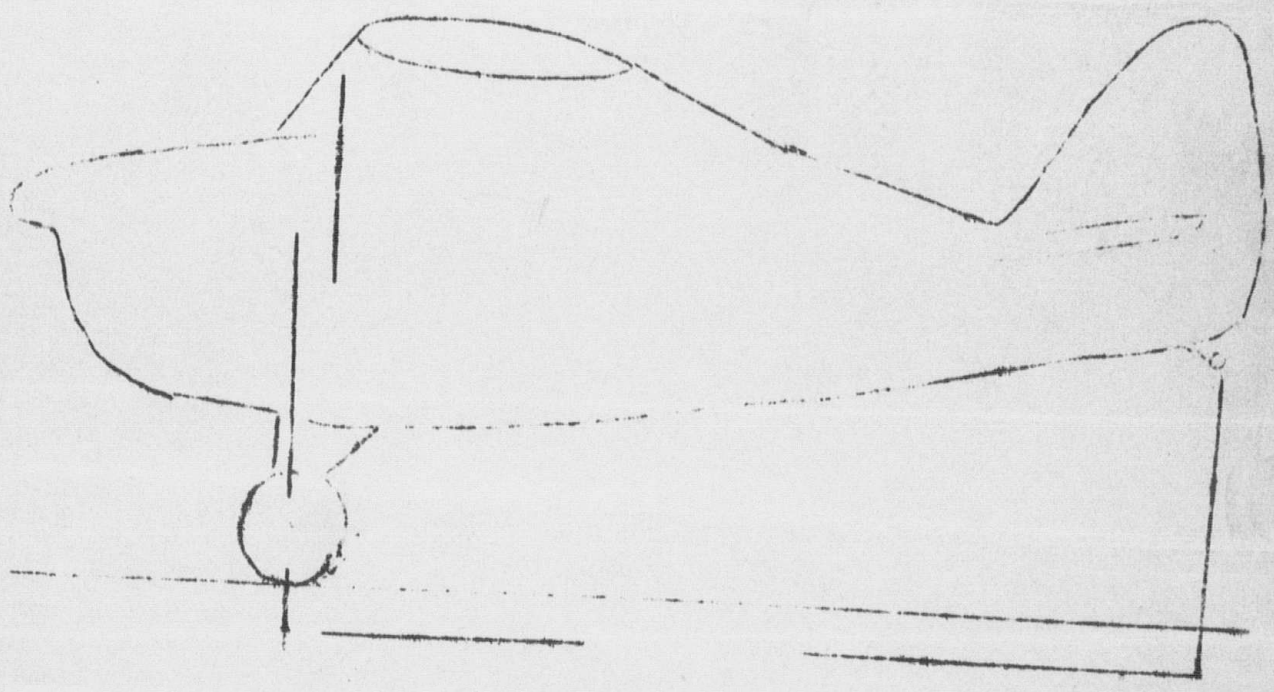
Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

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.

39

WEIGHT STATEMENT

Cub J-3
Registration CF-DSC
Serial No. 182C



	SCALE HEADING	NET WEIGHT
RIGHT WHEEL	331	
LEFT WHEEL	318	
TAIL WHEEL	48	
TOTAL		697

C.G. AFT OF WHEEL CENTERLINE $\frac{(48)(199)}{(697)} = 13.70$ IN.

C.G. AFT WING LEADING EDGE (13.70) - 1.87 = 11.83 IN.

38

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. (8-8-50) SHG

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 27/6/50 S H 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.

(K.P. 3981)

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		June 24, 1947.	
Gravenhurst 27/6/47	Airworthy	June 19/48	
July 3rd 1948 Gravenhurst, Ont.	Airworthy	July 3rd 1949	S.T. Grant.
Orillia, Ont. May 24 1950	Airworthy	May 24 1951	S.T. Grant
May 13th 1951 Gravenhurst.Ont.	Airworthy	May 24th 1952	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.

43

LAKELAND AIRWAYS

Limited

P.O.Box J
Temagami, Ontario.
Phone 47

P.O. Box 402
North Bay, Ontario.
Phone 1933-J

REGISTERED

Department of Transport,
260 Richmond St. W.,
Toronto, Ont.

Gentlemen:

Please find enclosed Certificate of Registration No. 3698 and Certificate of Airworthiness No. 1235 covering aircraft CF-DSC. This Piper Cub was damaged by wind, and due to its location we are not considering repairing it.

Yours very truly,

LAKELAND AIRWAYS LIMITED

(Signed) R. G. Simms,

R. G. Simms, President.

COPY

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2
C-50

44

Toronto, Ontario, June 10th, 1952.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3 CF-DSC	5008-D19-3 5001-13 5802-8012

TRANSPORT - RECORDS
JUN 12 P.M. 1952
File 5008-D19-3

15052

Director of Air Services,
Department of Transport,
OTTAWA, Ont.

Attention: Superintendent, Air Regulations.

1. Please find enclosed Certificate of Airworthiness No. 1235 and Certificate of Registration No. 3698 of the marginally noted aircraft together with a copy of a letter from the owner.

2. It is recommended that this registration be cancelled.

(D. W. Saunders)
District Superintendent, Air Regulations,
Toronto.

Enclosures.

1.
3-46
K.P. 58825
D.L.L. Co.

FILE No. 5008 - D19 - 8

VOLUME No. 1

VOL. 1

5008 - D19 - 8

DEPARTMENT OF TRANSPORT

FROM JULY 1946
TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION
SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION
FILE TITLE CF - DSH PIPER 03C-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
JUL 16 1946	13949	S.A.R.		[illegible]	AUG 21 19
AUG 21 1946		Treas.		[illegible]	AUG 27 1946
NOV 2 [illegible]	Requested	SAR		GJ	NOV 2 [illegible]
MAR 6 1947	73598	CAR		S.	
	—	CAE		N.	APR 16 1947
APR 15 1947		CAI (1)		[illegible]	
APR 16 1947		Treas		[illegible]	APR 17 194
JUN 2 - 1947	6985	CAR		GJ	JUN 5 - 1947
MAR 2 - 48	38916	CAR		GJ	MAR 3 - 48
APR 2 48	0192	CAR		GJ	APR 7 48
	—	CAE		N.	APR 7 48
OCT 4 48	26897	CAR		[illegible]	OCT 8
OCT 8 48		CAI (1)		[illegible]	OCT 9 48
OCT 9 48		CRI (2)		Wm	OCT 12 948
OCT 12 948		Treas Accounts (3)		[illegible]	JAN 22 194
MAR 28 1949	50070	CAR		[illegible]	MAR 29 1949
NOV 30 1949	35398.	CAR		GJ	NOV 30 1949
JAN 26 1950	43308.	CAR		[illegible]	FEB 3 195
	—	CAE		N.	FEB 2 1950
FEB 2 1950	XXX	RFL		Wm	FEB 3 195

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

1 Montgomery Avenue, Toronto,
July 15th, 1946.

Western Aircraft Supply Co., Ltd.,
386 Donald Street,
WINNIPEG, Manitoba.

Dear Sirs:

Receipt is acknowledged of your application for registration of Piper Cub J3, CF-DSH, Serial No. 1870, 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 July 5th, 1946.
(d) Aeroplane Inspection Release Certificate in duplicate.

Receipt No. 63213 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-DSH as a commercial aircraft (landplane), on day contact flying, until August 14th, 1946. The all-up weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

HB/AC

c.c. Headquarters
Cub Aircraft Corporation

6

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration **CF -DSH**

Aeroplane Type **Piper Cub** (Landplane / Seaplane / Skiplane) Model **J-3**

Manufacturer **Cub Aircraft Corporation Limited** Serial No. **187C**

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

~~Acrobatic~~

~~Special~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~f - Racing or record~~
(~~g - Research or experimental~~.

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	**Continental**	
Model	**A65**	
Serial No.	~~4642468~~	
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	72CK44				
Blade Serial Nos.	M9649				
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 lower rear sec-	
(3)		(3) tion 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	Stewart-Warner		
Altimeter	Pioneer		
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)			

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	693 lbs.	lbs.	lbs.
Disposable load	278 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 16.7/8.. inches behind

.....leading edge of main plane.....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.T. Wilson Chief Inspector Date JUL 8 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 A. Henderson Air Engineer J.T. Wilson Chief Inspector

JUL 8 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.T. Wilson Test Pilot Date JUL 8 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category Normal Subdivision a,b,c,d,e. is recommended.

Signed _____
Resident Inspector, A.I.D.,
Department of Transport.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) _____

Signed _____
District Inspector, Civil Aviation.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

8-45

TORONTO, July 15th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-8	Piper Cub CF-DSH	5008-D19-8

TRANSPORT-RECORDS
JUL 16 A.M.
File 5008

19-8

A13949

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper Cub, CF-DSH, Serial No. 187C, recently purchased by the Western Aircraft Supply Co., Ltd., from Cub Aircraft Corporation:-

(a) Application form in triplicate.
(b) $10.00 fee (See page 164 in Cash Book, Receipt No. 63213.
(c) Bill of Sale, dated July 5th, 1946.
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

H.B.

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

HB/AC

3728 (R)
1255 (A)

2413
9-39

CANADA

CF-DSH

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.....WESTERN AIRCRAFT SUPPLY CO. LTD.

Date of Application.....July 4, 1946

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Western Aircraft Supply Company Ltd.	386 Donald Street, Winnipeg, Manitoba.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
R. E. Grant	Director	Western Aircraft	Canadian
G. W. Grant	Director	Western Aircraft 386 Donald Street, Winnipeg, Manitoba.	Canadian

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
Commercial

Usual Station.....Winnipeg.

Date of manufacture or reconstruction.....July 5, 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. ..... **187C** .....

	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	693 lbs.	

Total weight authorized (fully loaded) in lbs. ..... **1220** ..... Air speed ..... **80** ..... miles per hour .....

EQUIPMENT—(Give number and type).

1. Instruments ..... **Airspeed (Stewart-Warner) Compass (Airpath) Altimeter (Pioneer) Tachometer (Stewart-Warner)**
2. Gauges ..... **Oil Pressure & Temperature**
3. Lights ..... —
4. Signals ..... —
5. Fire Extinguishers ..... **1 quart**
6. Parachutes ..... —
7. Tools ..... —
8. Other Equipment ..... —

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65 #4342468			
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

7

DATE . July 5, 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 un to **Western Aircraft Supply Co. Ltd., 386 Donald Street, Winnipeg, Man.** heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **CF-DSH**

Serial **187C**

Engine **Continental A65**

Engine Serial No. **4342468**

CUB AIRCRAFT CORPORATION LIMITED

Signed . J.F. Gibson . . . . . .

13

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3728

NATIONALITY AND REGISTRATION MARKS CF-DSH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd. Hamilton, Ont.
3. Constructor's serial number	187C
4. Name of owner	Western Aircraft Supply Co., Ltd.
5. Address of owner	386 Donald St., Winnipeg, Man.
6. Nationality of owner	British
7. Usual station of aircraft	Winnipeg, Man.
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 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-DSH and is of Canadian nationality.

Given at Ottawa this 31st day of July, 1946.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

TRANSPORT-RECORDS
AUG 16 A.M.
5008-D19-8
File

5008-D19-8

Dominion Public Bldg.,
Winnipeg, Man.

August 14, 1946.

Western Aircraft Supply Co., Ltd.,
386 Donald St.,
Winnipeg, Man.

A-3277

Gentlemen: Re: Piper Cub J3 CF-DSH

This letter hereby extends for a further period of thirty (30) days the temporary Certificate of Registration and Certificate of Airworthiness, issued by our Toronto office, for the operation of the above noted aircraft, under the same terms and conditions as shown thereon.

This authority is not valid after September 13th, 1946, unless extended or renewed.

Yours truly,

T.M.Shields,
District Inspector, Air Regulations.

TMS/MH

c.c. H.Q.

14

5008-D19-8

REGISTERED

Ottawa, August 17 , 1946.

Western Aircraft Supply Co. Ltd.,
386 Donald St.,
Winnipeg, Man.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3728 and Certificate of Airworthiness No. 1255 for your Piper J3-C65 aircraft CF- DSH , Serial No. 187-C.

The Engine and Journey and Aircraft Log Books will be forwarded as soon as they have been received from the King's Printer. In the meantime, a temporary log should be kept.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

8

5008-D19-8

REGISTERED

OTTAWA, Ontario.
November 20th 1946.

Western Aircraft Supply Co., Ltd.,
386 Donald Street,
WINNIPEG, Man.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- DSH

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.

/SH

D.I.A.R. Winnipeg, Man.

16

AIRCRAFT INSPECTION REPORT

Date of Inspection March 3. 1947. Owner R.G.Ferguson Reg.Markings CF-DSH

Type Piper Cub J3 Serial No. 187C Purpose Commercial

C. of A. old 1255 C. of R. old 3728 Date of Last Inspection 15th July, 1946.

Previous C. of R. & A. Expires 15/7/47 Temporary ~~Present~~ C. of A. & C. of R. Expires April 3,1947.

AIRFRAME

Crew One Passengers One No. of Fuel Tanks One

Capacity 10 Imp. gals. No. of Oil Tanks One Capacity 1 Imp. gal.

Total Hrs. Since Purchase 157:40 Since Overhaul N/A Since Reconditioned N/A

WEIGHTS

		Gross	Tare	Empty	Carrying Capacity
Landplane	Passenger	1220		693	276
	Freighter				
Seaplane	Passenger				
	Freighter				
Skiplane	Passenger	1220		705	264
	Freighter				

~~LEFT~~ ENGINE(S) RIGHT

~~LEFT~~	RIGHT
Make Continental Model A 65	Make Model
Serial No. 4342468 H.P. 65	Serial No. H.P.
Total Hrs. Since New 157:40	Total Hrs. Since New
Since Complete Overhaul Nil	Since Complete Overhaul

~~LEFT~~ PROPELLER(S) RIGHT

~~LEFT~~	RIGHT
Make Sensenich Model Wooden	Make Model
Diameter 72" Pitch 40"	Diameter Pitch
Blade Design 72C-40	Blade Design
Mfg. No. 1 2 3	Mfg. No. 1 2 3
Total Hrs. 1 2 3	Total Hrs. 1 2 3
Hub Design Mfg.No.	Hub Design Mfg.No.
Total Hours	Total Hours
Hrs. Since Last Overhaul	Hrs. Since Last Overhaul
Date of Last Overhaul	Date of Last Overhaul
Date of Last Ihspection	Date of Last Inspection
Date Purchased	Date Purchased

UNDERGEAR

Skis Federal A 1500 A	Pedestals Federal
Floats —	Chassis —
	Chassis Standard

T.M.Shields.

Chief Inspector

21

2
6-44

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

717 Dominion Public Bldg.,
Winnipeg, Man., March 4, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J3-C65 CF-DSH	5008-D19-8

73598

TRANSPORT - RECORDS
MAR 6 P.M.
File 5008-D19-8

Controller, Civil Aviation, Ottawa.

1. Enclosed are the following papers and documents in connection with the re-registration of the above noted aircraft:

1. Application (in duplicate) for re-registration of the aircraft in the name of R. G. Ferguson.
2. Bill of Sale between Western Aircraft Supply Co. Ltd. and Mr. R. G. Ferguson.
3. Certificate of Registration No. 3728 for cancellation.
4. Certificate of Airworthiness No. 1255 for re-issue in the name of R. G. Ferguson.
5. Copy of letter of temporary authority issued March 4 to the new owner.
6. Aircraft Inspection Report dated March 3, 1947.

2. Fee in the amount of $5.00 has been received, Receipt No. 71596 issued and the remittance shown in Cash Book Folio No. 22, March 1 to 15, 1947.

3. This application appears to be in order and it is recommended that Certificate of Registration and Certificate of Airworthiness might issue in the name of Mr. R. G. Ferguson.

Fredw Bone
for T.M.Shields,
District Inspector, Air Regulations.

FWB/MC
Encs.

Short letter
Log books Sent

20 2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration R.G. Ferguson $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant R.G. Ferguson

Date of Application 3-3-47

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Robert Glen Ferguson	Flin Flon Manitoba	Canadian

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) Commercial

Usual Station Flin Flon. Manitoba.

Date of manufacture or reconstruction June 24th-1946

Crew required pilot

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 Limited

Type Tandem GTrainer Maker's No. 187C

	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 680 Lbs

Total weight authorized (fully loaded) in lbs 1220 Air speed 83 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter, Compass, Air Speed Indicator
2. Gauges Oil Pressuer and Oil Temperature
3. Lights
4. Signals
5. Fire Extinguishers 1
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 Serial 4342468	1			
Pusher or Tractor	Tractor			
Right or Left Hand	R/H			
No. of Cylinders	4			
H.P.	65			
Bore	3-7/8"			
Stroke	3-5/8"			

REGISTRATION
(Not to be filled in by Applicant)

Aircraft inspected on 3 - 3 - 47

Particulars accurate as corrected Yes.

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions Carrying Capacity: 2 P. 276. Std. Plane: 264. For VFR conditions DAY FLYING. only.

Date 3 - 3 - 47 Signature Fred W Bone for T.M.Shields, District Inspector, Air Regulations.

Registration approved and Registration Mark C.F. DSH. allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

FORM No 210—BILL OF SALE—MAN.—r-11-45 THE WILLSON STATIONERY CO., FTD.—31763

This Indenture

made in duplicate the Twenty Sixth day of Febuary
in the year of our Lord one thousand nine hundred and forty Seven

Between

Western Aircraft Supply Co. Ltd. of the City of Winnipeg.

hereinafter called the Bargainor of the First Part

AND

Robert Glen Ferguson, of the City of Winnipeg

hereinafter called the Bargainee of the Second Part

Whereas the Bargainor is possessed of the goods and chattels hereinafter set forth, described and enumerated, and has contracted and agreed with the Bargainee for the absolute sale to the Bargainee of the same, for the sum of

Two Thousand Eight Hundred and Ninety Dollars ($2,890.00)

Dollars

Now This Indenture Witnesseth that, in pursuance of the said agreement, and in consideration of the sum of

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

All Those the said goods and chattels, hereinafter described, that is to say:

1- Piper Cub Special Tandem Trainer. Serial No 187-C equipped with Continental Engine Serial No. 4342468.; Federal All Metal Skis Model A-1500A Serial No. 4696.

all of which said goods and chattels are now in the possession of the Bargainor and are situate, lying and being in, on, upon or about

And all the right, title, interest, property claim and demand whatsoever of the Bargainor of, in, to out and of the same, and every part thereof:

To Have and to Hold the said hereinbefore assigned goods and chattels, and every one 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 hereby COVENANT, PROMISE and AGREE with the Bargainee in the 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 one of them, and every part thereof: AND that the Bargainor now has 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 encumbrances 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 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 and chattels unto the Bargainee, in manner aforesaid, and according to the true intent and meaning of these Presents as by the Bargainee or Counsel shall be reasonably advised or required.

The terms Bargainor and Bargainee in this Indenture shall include the Executors, Administrators, successors and assigns of each of them and that wherever the singular and masculine pronouns are used throughout this Indenture the same shall be construed as meaning the plural or feminine or neuter where the context or the parties hereto so require.

In Witness Whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

L. V. Woodward
Witness as to R. G. Ferguson

Western Aircraft Supply Co. Limited

President

R. G. Ferguson

Canada
Province of Manitoba
To Wit:

I, Robert Glen Ferguson
of the City of Winnipeg.
in the Province of Manitoba

Bargainee in the foregoing Bill of Sale named, make oath and say:—

That I am aware of the circumstances connected with the said Bill of Sale and have a personal knowledge of the facts deposed to.

That the said Bill of Sale was executed in good faith and for good consideration as set forth in the said Bill of Sale, and not for the mere purpose of protecting the chattels therein mentioned against the creditors of Western Aircraft Supply Co.Ltd. the Bargainor or for the purpose of preventing such creditors from recovering any claims which they have against WESTERN AIRCRAFT SUPPLY CO. LTD., the Bargainor.

Sworn before me at the City of Winnipeg in the Province of Manitoba this 3rd day of March A.D. 1947

R. G. Ferguson

L. V. Woodward
A BARRISTER-AT-LAW ENTITLED TO PRACTICE IN THE PROVINCE OF MANITOBA

A..... in and for the Province of Manitoba

Canada
Province of Manitoba
To Wit:

I, George William Grant. President. Western Aircraft Supply Co. Ltd.
of the City of Winnipeg.
in the Province of Manitoba

the within named Bargainor I 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 Manitoba
this day of
A.D. 19 .

Western Aircraft Supply Co. Ltd
G. W. Grant
President

A.....
in and for the Province of Manitoba

19

Dated A.D. 194

TO

Bill of Sale

THE WILLSON STATIONERY CO., LTD.

Canada
Province of Manitoba
To Wit:

I,
of the of
in the Province of Manitoba

make oath and say:

1. That I was personally present and did see the within instrument and duplicate thereof duly signed, sealed and delivered by the part thereto.
2. That I know the said part and am satisfied that of the full age of twenty-one years.
3. That the said instrument and duplicate thereof were executed by the said part at in the Province of Manitoba, on the day of A.D. 19
4. That I am a subscribing witness to the said instrument and duplicate.

Sworn before me at the
of
in the Province of Manitoba
this day of
A.D. 19

A.....
in and for the Province of Manitoba

2462A
8-41

18

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3728

NATIONALITY AND REGISTRATION MARKS CF-DSH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd. Hamilton, Ont.
3. Constructor's serial number	187C
4. Name of owner	Western Aircraft Supply Co., Ltd.
5. Address of owner	386 Donald St., Winnipeg, Man.
6. Nationality of owner	British
7. Usual station of aircraft	Winnipeg, Man.
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 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-DSH and is of Canadian nationality.

Given at Ottawa this 31st day of July, 1946.

D. Graham

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

17

5008-D19-8

717 Dominion Public Bldg.,
Winnipeg, Man.

March 4, 1947.

Noted Rm

R. G. Ferguson, Esq.,
Flin Flon, Manitoba.

Dear Sir:

Re: Piper Cub J3-C65 CF-DSH

Pending issue of the formal Certificate of Registration and Certificate of Airworthiness in your name, this letter constitutes your temporary authority to operate the above noted aircraft for commercial purposes under the following terms and conditions:

All-up weight authorized not to exceed -	Landplane	-1220 lbs.
	Skiplane	-1220 lbs.
Weight empty, without load, fuel or oil -	Landplane	- 693 lbs.
	Skiplane	- 705 lbs.
Fuel capacity, 10 Imp. gals. @ 7.2 lbs. per gal.		- 72 lbs.
Oil capacity, 1 Imp. gal. @ 9 lbs. per gal.		- 9 lbs.
Crew to be carried - pilot only		- 170 lbs.
Carrying capacity -	Landplane	- 276 lbs.
	Skiplane	- 264 lbs.

Number of passengers allowed - One.
Day Flying only, VFR conditions.

This authority is valid for a period of thirty (30) days and will expire on the 3rd day of April, 1947, unless extended or renewed.

This authority does not include permission for the use of radio apparatus.

Yours truly,

for T.M. Shields,
District Inspector, Air Regulations.

FWB/MC
c.c. H.Q.

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

COLLECT

Winnipeg, Man., March 28, 1947.

TRANSPORT - RECORDS
MAR 31 A.M

5018-D19-8

R.G.Ferguson,
Flin Flon, Manitoba.

78033

THIS TELEGRAM CONSTITUTES EXTENSION TEMPORARY AUTHORITY GRANTED MARCH FOURTH NINETEEN FORTY SEVEN TO OPERATE PIPERCUB CF-DSH FURTHER PERIOD THIRTY DAYS TO BE NOT VALID AFTER MAY THIRD NINETEEN FORTY SEVEN

5372(R)
1255(A)

Fred W Bone
District Inspector, Air Regulations.

C.C. H.Q.

Miss Jones

O.K for

re-issue

HWP

~~to date 3-3-47~~

and valid to 3-3-48

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5372

NATIONALITY AND REGISTRATION MARKS CF-DSH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ont.
3. Constructor's serial number	1870
4. Name of owner	Robert Glen Ferguson
5. Address of owner	Flin Flon, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Flin Flon, Man.
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 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-DSH and is of Canadian nationality.

Given at Ottawa this 10th day of April 19 47.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

5008-M19-8

27

REGISTERED

Ottawa, April 10th 1947.

Mr. Robert Glen Ferguson,
Flin Flon,
Manitoba.

Dear Sir:-

Enclosed please find Certificate of Registration No. 5372 and Certificate of Airworthiness No. 1255 for your Piper J3-C65 aircraft CF-DSH , Serial No. 1870.

The certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

Yours truly,

(S. Graham),
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Winnipeg, Man.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

29/2
6-40

717 Dominion Public Bldg.,
Winnipeg, Man., May 30, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 CF-DSH	5008-D19-8

TRANSPORT RECORDS
JUN 2 A.M.
File 5008 D19 -8

A 6985

Controller, Civil Aviation, Ottawa.

1. It is desired to advise that the Certificate of Airworthiness No. 1255 for the above noted aircraft has been amended as follows, dated May 29, 1947, and initialled "F.W.B.": -

Item 9 - "Land" deleted. "Convertible" inserted.

Note at foot of page 1 inserted:

"The number of passengers authorized cannot be carried unless a suitable reduction in the amount of fuel is made when operating this aircraft as a Seaplane."

Item 25 (b) Seaplane - "835" inserted. ✓
Skiplane - "705" inserted. ✓

Item 31 - "Ski.P.- 264 lbs." inserted. ✓
"S.P. - 114 lbs." inserted. ✓

Item 32 - Seaplane - "1200" inserted. ✓
Skiplane - "1220" inserted. ✓

Item 33 - Seaplane - "Twelve hundred pounds" inserted. ✓
Skiplane - "Twelve hundred and twenty pounds" inserted. ✓

Page 3, Item D Special Equipment - the following inserted:

"Life preservers must be carried on board, when operating ✓ as a Seaplane, for each person on board the aircraft."

Gordon Bone R

FWB/MC

for District Inspector, Air Regulations.

29

5008-D19-8

717 Dominion Public Bldg.,
Winnipeg, Man.,

February 27, 1948.

TRANSPORT-RECORDS
MAR 1 P.M.
5008-D19-8
File

R. G. Ferguson, Esq., A38916
Box 779,
Flin Flon, Man.

Dear Sir: Re: Piper Cub J3-C65 CF-DSH

Pending inspection of the above noted aircraft for renewal of formal Certificate of Registration and Certificate of Airworthiness, this letter constitutes an extension of the date of validity of the said certificates for a period of thirty (30) days, to be not valid after the 3rd of April, 1948.

Yours truly,

Department of Transport
Civil Aviation
Received

F. A. W. Bone,
District Inspector, Air Regulations.

RLB/MC
c.c. H.Q.

AIRCRAFT INSPECTION REPORT

30

Date of Inspection March 24, 1948 Owner R. G. Ferguson Registration Markings CF-1

Type Cub J-3 Serial No. 187C Purpose Commercial

C. of R. 5372 C. of A. 1255 Date of Last Inspection 3/3/47

Previous C. of R. & A. Expires March 3, 1948 Present C. of R. & C. of A. Expires 23/3/49

AIRFRAME

Crew One Passengers One No. of Fuel Tanks Two

Capacity 17½ Imp. gals. No. of Oil Tanks One Capacity One Imp. gal.

Total Hours Since New 821:10 Since Overhaul -- Since Reconditioned --

WEIGHTS

		Gross	Tare	Empty	Carrying Capacity
Landplane	Passenger	1220		693	276
	Freighter				
Seaplane	Passenger	1200		835	114
	Freighter				
Skiplane	Passenger	1220		705	264
	Freighter				

TRANSPORT-RECORDS
APR 2 A.M.
File 5008-019-8
A 0192

ENGINE(S)

	LEFT	RIGHT
Make	Continental	
Model	A65-8F	
Serial No.	5690768	
H.P.	65	
Total Hrs. Since New	193:25	
Since Complete Overhaul	--	

PROPELLER(S)

	LEFT	RIGHT
Make	Sensenich	
Model	--	
Diameter		
Pitch		
Blade Design		
Serial No.	M 4886	
Mfg. No. 1	2 3	
Total Hrs. 1	2 3	
Hub Design	WOODEN	
Mfg. No.		
Total Hours Since Last Overhaul		
Date of Last Overhaul		
Date of Last Inspection		
Date Purchased		

UNDERGEAR

Skis	Federal A 1500	Pedestals	Federal
Floats	Woolam	Chassis	Woolam
Wheels	Standard	Chassis	Standard

OVER

Air Services
Civil Aviation Division

Canada
DEPARTMENT OF TRANSPORT

Refer to File Number 31
5008-D19-8

717 Dominion Public Bldg.,
Winnipeg, Man.

September 30, 1948.

TRANSPORT-RECORDS
OCT 4 A.M.
FILE 5008-D19-8

Messrs. G.G.Grigg and C.V.Sullivan,
96 1st Ave.,
Flin Flon, Man.

Gentlemen: Re: Piper J3-C65 CF-DSH

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	(x)
Certificate of Airworthiness in the name of the former owner.	(x)

~~Attached hereto is~~ Official Receipt No. 66435 covering the fee of $5.00 was forwarded to you on September 24, 1948.

Pending receipt of the formal Certificates of Registration and Airworthiness in your name, this letter constitutes your temporary authority to operate the above noted aircraft for Private purposes, under the same terms and conditions as contained in the formal Certificate of Airworthiness.

This authority does not include permission for the operation of radio apparatus if installed.

If registered commercially, this aircraft may not be flown for hire or reward unless the operator is in possession of a Licence issued by the Air Transport Board and an Operating Certificate issued by this Department.

This authority is valid until October 29, 1948.

Yours truly,

F. W. Rowe,
District Inspector, Air Regulations.

FWB/MC

c.c. H.Q.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5372

NATIONALITY AND REGISTRATION MARKS CF-DSH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ont.
3. Constructor's serial number	1870
4. Name of owner	Robert Glen Ferguson
5. Address of owner	Flin Flon, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Flin Flon, Man.
8. Purpose	~~Commercial~~ PRIVATE JAC 29/9/48

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 4th 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-DSH and is of Canadian nationality.

Given at Ottawa this 10th 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

24-3-48 Certificate renewed not valid after March 23, 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.

FORM No. 210—BILL OF SALE—MAN.—i-5-48 THE WILLSON STATIONERY CO., LTD.—51240

This Indenture,

made in duplicate the 11th day of September
in the year of our Lord one thousand nine hundred and forty-eight

Between

ROBERT GLEN FERGUSON of the Town of Flin Flon in Manitoba, Air Pilot,

hereinafter called the Bargainor of the First Part

AND

GORDON GLENN GRIGG, Air Pilot, and CLARENCE VICTOR SULLIVAN, Company employee, both of the Town of Flin Flon in Manitoba, hereinafter called the Bargainee of the Second Part

Whereas the Bargainor is possessed of the goods and chattels hereinafter set forth, described and enumerated, and has contracted and agreed with the Bargainee for the absolute sale to the Bargainee of the same, for the sum of TWENTY-THREE HUNDRED ($2300.00)

Dollars

Now This Indenture Witnesseth that, in pursuance of the said agreement, and in consideration of the sum of TWENTY-THREE ($2300.00)

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

All Those the said goods and chattels, hereinafter described, that is to say,

Piper CUC Aircraft J3- C 65 Series 187 C

Certificate of Registration # 3728

all of which said goods and chattels are now in the possession of the Bargainor and are situate, lying and being in, on, upon or about

Channing Air base near Flin Flon in Manitoba

And all the right, title, interest, property claim and demand whatsoever of the Bargainor of, in, to out and of the same, and every part thereof:

To Have and to Hold the said hereinbefore assigned goods and chattels, and every one 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 hereby COVENANT, PROMISE and AGREE with the Bargainee in the 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 one of them, and every part thereof: AND that the Bargainor now has 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 encumbrances 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 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 and chattels unto the Bargainee, in manner aforesaid, and according to the true intent and meaning of these Presents as by the Bargainee or **their** Counsel shall be reasonably advised or required.

The terms Bargainor and Bargainee in this Indenture shall include the Executors, Administrators, successors and assigns of each of them and that wherever the singular and masculine pronouns are used throughout this Indenture the same shall be construed as meaning the plural or feminine or neuter where the context or the parties hereto so require.

In Witness Whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

R G Ferguson

Merchant

Canada
Province of Manitoba
To Wit:

GLEN GRIGG
of the **Town** of **Flin Flon**
in the Province of Manitoba **Air Pilot,** **one of the**
Bargainee in the foregoing Bill of Sale named, make oath and say:—

That I am aware of the circumstances connected with the said Bill of Sale and have a personal knowledge of the facts deposed to.

That the said Bill of Sale was executed in good faith and for good consideration as set forth in the said Bill of Sale, and not for the mere purpose of protecting the chattels therein mentioned against the creditors of **Robert Glen Ferguson** the Bargainor or for the purpose of preventing such creditors from recovering any claims which they have against **the said Robert Glen Ferguson** the Bargainor.

Sworn before me at the **Town**
of **Flin Flon**
in the Province of Manitoba
this **11th** day of **September**
A.D. 19**48**

Glenn Grigg

A Dora Lowdy
in and for the Province of Manitoba
A COMMISSIONER FOR OATHS
MY COMMISSION EXPIRES April 28/49

Canada
Province of Manitoba
To Wit:

I, ROBERT GLEN FERGUSON
of the Town of Flin Flon
in the Province of Manitoba
the within named Bargainor Air Pilot 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 Town
of Flin Flon
in the Province of Manitoba
this 11th day of September
A.D. 1948.

x R G Ferguson

A Vera Lovedy
in and for the Province of Manitoba
A COMMISSIONER FOR OATHS
MY COMMISSION EXPIRES April 28/49

Dated SEPTEMBER 11th A.D. 1948

ROBERT GLEN FERGUSON

TO

GORDON GLENN GRIME and
CLARENCE VICTOR SULLIVAN

Bill of Sale

THE WILLSON STATIONERY CO., LTD.

"I certify that the within Instrument was duly Entered and Registered in the Office of the County Court of Flin Flon in Book No. 1 at 10:22 o'clock A.M. on the 22 day of Sept A.D. 1948 No. 2075

[signature] Clerk

DONALD A. ROSS K.C.
BARRISTER ETC
FLIN FLON MANITOBA

Canada
Province of Manitoba
To Wit:

I, William F. Uhrich
of the Town of Flin Flon
in the Province of Manitoba Agent make oath and say:

1. That I was personally present and did see the within instrument and duplicate thereof duly signed, sealed and delivered by ROBER GLEN FERGUSON one of the parties thereto.
2. That I know the said party and am satisfied that he is of the full age of twenty-one years.
3. That the said instrument and duplicate thereof were executed by the said party at Flin Flon in the Province of Manitoba, on the 11th day of September A.D. 1948
4. That I am a subscribing witness to the said instrument and duplicate.

Sworn before me at the Town
of Flin Flon
in the Province of Manitoba
this 11th day of September
A.D. 1948

W Uhrich

A Vera Lovedy
in and for the Province of Manitoba
A COMMISSIONER FOR OATHS
MY COMMISSION EXPIRES April 28/49

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..... Glenn Grigg C.V. Sullivan

Date of Application..... Sept. 10, 1948.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
GORDON GLENN GRIGG	96 1st AVE. FLIN FLON MAN.	CANADIAN
CLARENCE VICTOR SULLIVAN	96 1st AVE. FLIN FLON MAN	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..... CHANNING MANITOBA.

Date and place of manufacture or reconstruction..... HAMILTON, ONT. 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.

RECEIVED
SEP 28 1948
D.I.A.R. Winnipeg

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air HEAVIER made by CUB AIRCRAFT CORP. LTD.

Type PIPER J3-C65 Maker's No. 18?C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35'2½"	
Length o/a in feet	22'5"	
Height o/a in feet	6'8"	
Cubic Capacity (of Airship or Balloon)		
Weight equipped, but without load, fuel, or oil	693 lbs.	Landplane
Total weight authorized (fully loaded) in lbs.	1220 lbs.	Air Speed ..... miles per hour 75

EQUIPMENT—(Give number and type).

1. Instruments Altimeter, Airspeed indicator, magnetic compass, tachometer
2. Gauges oil temperature oil pressure
3. Lights
4. Signals
5. Fire Extinguishers One
6. Parachutes
7. Tools
8. Other Equipment Safety belts, Life preserver for each occupant while operating as seaplane.

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 CYL.			
H.P.	65 H.P.			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on March 24, 1948. C. of A. #1255 valid until 23/3/49.

Particulars accurate as corrected Yes.

Modifications from type are indicated on annexed sheet

Registration recommended with the following special conditions VFR conditions, Day Flying only.

Carrying capacity - landplane-222 lbs. Seaplane -60 lbs. Skiplane- 210 lbs.

Date 29/9/48 Signature J.C. Slaten for- F.W. Bone District Inspector, Air Regulations.

Registration approved and Registration Mark C.F.-DSH allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

34

DEPARTMENT OF TRANSPORT

Intra-Departmental Correspondence

717 Dominion Public Building,
Winnipeg, Manitoba, September 30, 1948.

Your File	Subject	Our File
5008-D19-8	Piper J3-C65 CF-DSH A26897	5008-D19-8

Director of Air Services,
Department of Transport,
Ottawa, Canada.

Attention: Superintendent, Air Regulations.

TRANSPORT-RECORDS
OCT 4
File 5008-D19-8

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 G.G.Grigg and C.V.Sullivan (x)
2. Bill of Sale between R.G.Ferguson and Messrs. Grigg and Sullivan (x)
3. Certificate of Registration No. 5372 for cancellation. (x)
4. Certificate of Airworthiness No. 1255 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 Sept. 30, 1948. (x)

Issue Joy for Re-Reg
H.I.P.

2. Fee in the amount of $5.00 has been received, Receipt No. 66435 issued, and the remittance shown in Blotter Cash Book Folio No. 8398, September 1 to 30, 1948.

3. This application appears to be in order and, if approved, it is recommended that formal Certificates of Registration and Airworthiness might issue.

4. It is desired to advise that the Certificate of Airworthiness No.1255 has been amended under Item 14 by the deletion of "a, b, c and e", dated Sept.29,1948. Item 8 of the Certificate of Registration No. 5372 has also been amended to read "Private"instead of "Commercial", dated Sept. 29, 1948.

T460 (R)
1255 (A)

Fredk W Bone

for D. G. Joy,
District Controller of Air Services.

FWB/MC
Encs.

Issued

36

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7460

NATIONALITY AND REGISTRATION MARKS CF-DSH

1. Type and description	Piper J5-C65
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario.
3. Constructor's serial number	1870
4. Name of owner	Gordon Glenn Grigg, Clarence Victor Sullivan,
5. Address of owner	96 1st Ave., Flin Flon, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Channing, Man.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 30th day of September 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-DSH and is of Canadian nationality.

Given at Ottawa this 7th day of October 19 48.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after March 23rd, 1949, unless endorsed.

Valid for Day
flying only

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1255

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company (30.9.48) GRIGG and SULLIVAN, ~~(4-3-47) FERGUSON~~

1. Surname of owner (or name of Company) ~~Western Aircraft Supply Co., Ltd.~~
2. Christian name ~~Robert Glen~~ Gordon Glenn; Clarence Victor,
3. Address ~~386 Donald St. Winnipeg, Manitoba.~~ ~~Flin Flon, Man.~~ 96 1st Ave., Flin Flon, Man.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-DSH

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1870
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land Convertible (29.5.47)
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision ~~a, b, c, d & e~~
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

The number of passengers authorized cannot be carried unless a suitable reduction in the amount of fuel is made when operating this aircraft as a Seaplane (29.5.47)

ENGINES

18. Number installed ..... One .....

19. Makes ..... Continental .....

20. Types ..... A 65 .....

21. International power of the engine or engines at .....

(Take-off) (M.E.T.O.) (a) Sea Level ..... 65 / 50 ..... H.P. at ..... 2300 / 2100 ..... revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... one ..... Types ..... Sensenich ..... No. ..... ; Pitch ..... Diameter ..... }

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	695	lbs.
	(b) Seaplane	835	lbs. } 29.5.47
	(c) Skiplane	705	lbs. }

WEIGHT OF FUEL AND OIL (24.3.48) 126

26. Fuel	72	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks (24.3.48)	Two / One	
(b) Capacity of tanks	17½ / 10	Imp. gals.
27. Oil	9	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks	One	
(b) Capacity of tanks	1	Imp. gals.
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (Skiplane) ~~344~~ lbs; (S.P.) ~~444~~ lbs (L.P.) ~~276~~ 222 (24.3.48)		lbs.
32. Maximum total weight authorized ~~210~~ (24.3.48) (~~24.3.48~~) 60 (24.3.48)		lbs.
Landplane	1220	lbs.
Seaplane	1200	lbs. } 29.5.47
Skiplane	1220	lbs. }

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)

Landplane ..... Twelve hundred and twenty pounds .....

Seaplane ..... Twelve hundred pounds } (29.5.47)

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 ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ..... 2100 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2300 ..... r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... July 15, 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 ..... July 19 46

Superintendent, Air Regulations.

MIM/ZC/LEM

24

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 (14.547)

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
		July 15, 1947 March 3rd, 1948. 23/3/49	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

/RM

37

AC-5-60

5008-D19-8

REGISTERED

OTTAWA, October 8th, 1948.

Messrs. G.G. Grigg, and C.V. Sullivan,
96 1st Ave.,
Flin Flon, Man.

Dear Sir:

Enclosed please find Certificate of Registration No. 7460 and Certificate of Airworthiness No. 1255 for your Piper J3-C65 aircraft CF-DSH, Serial No. 187C.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until March 23rd, 1949.

Yours truly,

NOTED
OCT 13 1948
Revenue Audit
Dept. of Transport.

(S. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.C.A.S.,
Att: D.I.A.R. Winnipeg, Man.

Added
Pilot's Ad
9-10-48
R

5008-D19-8 38

717 Dominion Public Bldg.,
Winnipeg, Manitoba,

March 25, 1949.

TRANSPORT-RECORDS
MAR 28 A.M.
5008-D19-8
File

Messrs. G. G. Grigg, and C.V. Sullivan,
96 1st Ave.,
Flin Flon, Manitoba. 50070

Gentlemen:

Re: Piper Cub CF-DSH

Pending renewal of the formal Certificates of Registration and Airworthiness covering above noted aircraft, this letter constitutes an extension of the said certificates for a period of thirty (30) days valid until April 25, 1949.

Yours truly,

Department of Transport Civil Aviation Division

F. W. Nobbs,
District Inspector, Air Regulations.

FWB/LB

c.c. D.C.A.S.
HQ

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6107

CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG GENERAL MANAGER
TORONTO

CLASS OF SE...	
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
			39

TRANSPORT - RECORDS

NOV 25 1949

5008-D19-8

File

(COLLECT) WINNIPEG MANITOBA NOVEMBER 25 1949 P.M.

R G FERGUSON
SNOW LAKE MANITOBA.

35398

THIS TELEGRAM CONSTITUTES YOUR AUTHORITY FERRY PIPER CUB CF DASH DSH FROM CHANNING TO SNOW LAKE MANITOBA DAY FLYING ONLY VFR CONDITIONS NO PASSENGERS TO BE CARRIED PROVIDED AIRCRAFT CERTIFIED FIT FOR FLIGHT BY COMPETENT PERSON

BFB/AB

c.c. H.Q. ✓

for B H Burkridge
DISTRICT INSPECTOR AIR REGULATIONS

Noted

"IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENT

SENDER'S NAME AND ADDRESS (FOR REFERENCE ONLY)

SENDER'S TELEPHONE NUMBER

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

717 Dominion Public Bldg.,
Winnipeg, Man., Jan. 23, 1950 44
PLACE DATE

UR FILE	SUBJECT	OUR FILE
	PIPER CUB - CF - DSH	5008-D19-8

43308

TRANSPORT - RECORDS
JAN 26 P.M.
File 5008-D-19-8

Director of Air Services,
Department of Transport,
Ottawa, Ont.

Attention: Superintendent, Air Regulations

1. Attached hereto copy of letter received from Mr. C. V. Sullivan, owner of the above noted aircraft, which is self-explanatory.

2. Attached hereto is Certificate of Registration No. 7460 and Certificate of Airworthiness No. 1255 for cancellation and to be written off the registry.

Fredwo Bore
for D. G. Joy,
District Controller of Air Services.

FWB/LB

ENC.

noted
EJ

COPY

14385 AC, Sullivan C.V.,
C.J.A.T.C. R.C.A.F.,
Rivers, Man.

43

Dear Sir:

For your information aircraft CF-DSH formerly under my ownership has been dismantled and made unserviceable, it will no longer be used as an aircraft.

Hoping this information is of same use to your department
I remain

Yours sincerely,
(sgd) C. V. Sullivan.

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 7460

NATIONALITY AND REGISTRATION MARKS CF-DSH

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Limited, Hamilton, Ontario.
3. Constructor's serial number	187C
4. Name of owner	Gordon Glenn Grigg, Clarence Victor Sullivan,
5. Address of owner	96 1st Ave., Flin Flon, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Channing, Man.
8. Purpose	Private

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 30th day of September 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-DSH and is of Canadian nationality.

Given at Ottawa this 7th day of October 1948.

H. Gatty

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after March 23rd, 1949, unless endorsed.

Valid for Day flying only

1

2462
7445

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1255

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company (30.9.48) GRIGG and SULLIVAN. (4-3-47) ~~FERGUSON~~

1. Surname of owner (or name of Company) ~~Western Aircraft Supply Co., Ltd.~~
2. Christian name ~~Robert Glen~~ Gordon Glenn; Clarence Victor;
3. Address ~~386 Donald St., Winnipeg, Manitoba.~~ ~~Flin Flon, Man.~~ 96 1st Ave., Flin Flon, Man.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Limited

NATIONALITY AND REGISTRATION MARKS

6. CF-DSH

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 18?C
8. Place and year of construction of aircraft Hamilton, Ont., 1946

CLASS OF AIRCRAFT

9. Land and/or marine Convertible. ~~Land~~ WB 29/5/47
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 "D" ~~a, b, c, d & e~~ JKC 29/9/48
15. Maximum span (in flying position) 35' 2"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

NOTE:- The number of passengers authorized cannot be carried unless a suitable reduction in the amount of fuel is made when operating this aircraft as a Seaplane. WB 29/5/47

ENGINES

18. Number installed ..... One .....

19. Makes ..... Continental .....

20. Types ..... A 65 .....

21. International power of the engine or engines at .....

(Take-off) (M.E.T.O.)

(a) Sea Level ..... 65 / 50 ..... H.P. at ..... 2300 / 2100 ..... revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... one ..... Types ..... Sensenich ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	698 lbs.
	(b) Seaplane	835 FWB lbs. 29/5/47
	(c) Skiplane	705 FWB lbs. 29/5/47

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)		~~72~~ 126 lbs. 24-3-48 RWB
(a) Number of tanks	~~One~~ TWO	24-3-48 RWB
(b) Capacity of tanks	~~10~~ 17½ 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	Ski. P. 264 lbs. FWB 29-5-47. S. P. 442 lbs. FWB 29-5-47.	276 222 lbs. 24-3-48 RWB
32. Maximum total weight authorized		lbs.
Landplane		1220 lbs.
Seaplane		1200 FWB lbs. 29-5-47
Skiplane		1220 FWB lbs. 29-5-47

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane ..... Twelve hundred and twenty pounds .....
Seaplane ..... Twelve hundred pounds FWB 29/5/47 .....
Skiplane ..... Twelve hundred and twenty pounds. FWB. 29/5/47 .....

34. Minimum crew necessary ..... One .....

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ..... 2100 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 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 ..... July 15, 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 ..... July 19 46

E. Graham

Superintendent, Air Regulations.

MIM/ZC/LEM

10.

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 on board, when operating as a Seaplane, for each person on board the aircraft. GMB. 29/5/47

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
	B	July 15, 1947 March 3rd, 1948. March 23, 1949	Department of Transport Aviation

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

3-46
P. 58825
D.L.L. Co.

FILE No. 5008 - D19 - 11

VOLUME No. 1

VOL. 1

5008 - D19 - 11

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DSK - PIPER J3C-65.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUL 18 1946	14084	S.A.R.		[illegible]	
	16475	S.A.R.		[illegible]	OCT 21 1946
OCT 21 1946		Treas		D.	OCT 22 1946
NOV 19 1946	57209	S.A.R.		H. J.	
		CAI		[illegible]	NOV 28 1946
NOV 27 1946	58883	S.A.R.		[illegible]	JUN NOV 4 1949
JUN 25 1951	(5008-D19-17) 17571	CAR	~~1951~~	H.P.	JUN 29 1951

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-DSK

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model J-3

Manufacturer Cub Aircraft Corp. Ltd. Serial No. 190C

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.

~~Acrobatic~~
~~Special~~

(~~f - Racing~~
(~~g - Research or experimental~~

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65	
Serial No.	4293168	
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				
Type	fixed wood				
Blade Drawing No	72.CK.44				
Blade Serial Nos.	J-0507				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just	9	(1) In sump attached	5/6
(2) aft of fire wall		(2) to lower rear	
(3)		(3) section of crank case	
(4)		(4)	
(5)		(5)	
(6)		(6)	

4

RECORD OF BASIC INSTRUMENTS AND EQUIPMENT
(Essential for C. of A. for any class of operation)

DESCRIPTION	MAKER	MODEL	REMARKS
Airspeed Indicator	Stewart-Warner		
Altimeter	Pioneer		
Compass	Airpath		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Stewart-Warner		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)	One quart		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

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	693 lbs.	lbs.	lbs.
Disposable load	278 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 16.7/8 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. Gibson Chief Inspector Date JUL 11 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed S. Henderson Air Engineer J. F. Gibson Chief Inspector

JUL 11 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J. F. Gibson Test Pilot Date JUL 11 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. B. Addy
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) July 16/46.

Signed H. B. Addy
per District Inspector, Civil Aviation.

TOR:5008-D19-11

1 Montgomery Avenue, Toronto,
July 16th, 1946.

Kepler Aviation Limited,
Municipal Airport,
CALGARY Alberta.

Dear Sir: RE CF-DSK.

Receipt is acknowledged of your application for registration of Piper Cub J-3, CF-DSK, Mfgrs.Serial No. 190C recently purchased by you from Cub Aircraft Corporation Ltd.

Receipt is also acknowledged of the following papers:

(a) Application forms.
(b) $10.00 fee.
(c) Bill of Sale dated July 11th/46.
(d) Aeroplane Inspection Release Certificate

Receipt No. 63216 for the $10.00 fee in the name of Cub Aircraft Corporation Limited, was mailed that Company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DSK as a commercial aircraft (land-plane, ~~seaplane, skiplane~~), on day contact flying, until August 15th/46
The all-up-weight of the aircraft is not to exceed 1220 lbs.

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.
c.c. H.Q.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

9 2 8-45

TORONTO, July 16th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER CUB J-3 - CF-DSK Mfrgs.Serial No. 190C	5008-D19-11

A14034

TRANSPORT-RECORDS
JUL 17 A.M.
File 5008 D19-11

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper Cub J-3 CF-DSK Serial No. 190C recently purchased by Kepler Aviation Limited, from the Cub Aircraft Corporation Ltd.

(a) Application forms.
(b) $10.00 fee (See page 164 in Cash Book, Receipt No. 63216
(c) Bill of Sale, dated July 11th/46
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

H Bate
for D.G. Joy,
District Inspector, Air Regulations,
Toronto.

3776(R)
1296(A)

HB/HT.

2413
6-39

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS CF-DSK

(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.

KEPLER AVIATION LIMITED

Signature of Applicant..... By D. L. Kepler

Date of Application..... July 9, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Kepler Aviation Limited	Municipal Airport, Calgary, Alberta	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
D. L. Kepler	President	411A 8th Avenue W.,	British
R. Portfors	Sec. Treas	411A 8th Avenue W.,	"
L.C.Smith, H.L. Keefe	Directors	411A 8th Avenue W.,	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)..... Commercial

Usual Station..... Calgary, Alberta.

Date of manufacture or reconstruction..... July 11, 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 Corporat[illegible] Ltd.,

Type ..... Piper Cub J-5 ..... Maker's No. 1900

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	55' 2½"	
Length o/a in feet	22' 4½"	
Height o/a in feet	6' 6"	
Cubic Capacity (of Airship or Balloon)	———	
Weight equipped, but without load, fuel, or oil	693 lbs.	
Total weight authorized (fully loaded) in lbs.	1220	Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ... Airspeed (Stewart-Warner) Compass (Airpath) Tachometer (Stewart-Warner) Altimeter (Pioneer)
2. Gauges ... Oil Pressure & Temperature
3. Lights ... ———
4. Signals ... ———
5. Fire Extinguishers ... 1 quart
6. Parachutes ... ———
7. Tools ... ———
8. Other Equipment ... ———

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65 4295168			
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

DATE July 11, 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 un to **Kepler Aviation Limited, Municipal Airport, Calgary, Alta.** heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane	**CF-DSK**
Serial	**190C**
Engine	**Continental A65**
Engine Serial No.	**4293168**

CUB AIRCRAFT CORPORATION LIMITED

Signed . . J.A.V. Wilson . . .

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

13

2
8-45

Edmonton, Alberta, August 1, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J-3 CF-DSK	1-601

SAL

TRANSPORT-RECORDS
AUG 6 P.M.
File 5008-D19-1

A16475

Controller of Civil Aviation,
Ottawa.

1. Herewith, application in duplicate for re-registration of the subject aircraft commercially in the name ofMr. F. B. Myer of 132 - 38A Avenue S.W., Calgary, Alberta, together with:

(a) Bill of Sale (true copy of Receipt from Cub Aircraft Corporation Ltd. to Kepler Aviation Ltd.
(b) Bill of Sale (true copy of Receipt from Kepler Aviation Ltd. to Floyd B. Myer.
(c) Copy of our letter of temporary authority dated this instant to Mr. Myer which is self-explanatory.

2. Fee of $5.00 has been received and will be forwarded to Headquarters under Folio #4, Receipt No. 75011.

3. We recommend that formal Certificates of Registration and Airworthiness be issued this aircraft in the name of Mr. Myer and forwarded direct to him please.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Enc.

241.3
6-39

12

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in duplicate)

The Controller of Civil Aviation,
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration.....$5.00

Certificate of Airworthiness.....$5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant.....F. B. Myer.....

Date of Application.....July 31, 1946.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
Floyd Bonner Myer	132-38th Ave S.W. Calgary, Alta	Canadian.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....Commercial.....

Usual Station.....Calgary.....

Date of manufacture or reconstruction.....10-7-46.....

Crew required.....one.....

Accommodation for what number of passengers.....one.....

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

Fee of $5.00 rec'd
Folio #4 Rec. # 75011

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corp. Pitts.

Type Cub J3 Maker's No. 190-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	680	

Total weight authorized (fully loaded) in lbs. 1220 Air speed 75 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter, Air Speed, Compass
2. Gauges Oil Temp., Oil Press., R.P.M. Indicator.
3. Lights None
4. Signals None
5. Fire Extinguishers None
6. Parachutes None
7. Tools None
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			
Pusher or Tractor	Tractor			
Right or Left Hand	Left			
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 1. 8. 46

Signature .....

Registration approved and Registration Mark C.F. USK. allotted.

Registration { approved or / not approved for reasons annexed.

.....

Superintendent, Air Regulations

TRUE COPY

Invoice

CUB AIRCRAFT CORPORATION LIMITED A 15

Hamilton, Ont.

Charge to: Kepler Aviation Ltd.
Calgary, Alta.

Date: July 8, 1946.

1	J-3 Cub Special CF-DSK Serial No. 190-C Engine No. 4293168		$2890.00
		Discount	433.50
			$2456.50
		Registration	10.00
			$ 2466.50

Am't of Invoice	$2466.50
Deposit	100.00
Am't Owing	2366.50

TRUE COPY

KEPLER AVIATION LIMITED

411 A 8th Ave. W. - Calgary, Alta.

Airport Calgary

Date: July 31, 1946

Floyd Bonner Myer

132 38A Ave. Calgary, Alta.

1	Piper Cub J3 - 190C Standard Engine No. 4293168	3190.00
	Down Payment	

Thanking you

Received by F. Gordon Elves
Sales Mgr.

10

1-601

402 Bleway-Henry Bldg.,
Edmonton, Alberta,
August 1, 1946.

F. B. Myer, Esq.,
132 - 35A Ave. S.W.,
CALGARY, Alta.

Dear Sir:

You may accept this letter as your temporary Certificate of Registration and Certificate of Airworthiness for Piper Cub J-3 aircraft CF-DSK, pending issue of formal Certificates by our Headquarters.

The aircraft must be operated within the following conditions:

VFR
Day flying only
All-up-weight of the aircraft as a Landplane is not to exceed 1220 lbs.

This authority to be not valid after September 30, 1946.

Yours very truly,

K. F. Saunders,
A/District Inspector,
Air Regulations.

KFS/M
Ch

13 A

TRANSPORT - RECORDS
AUG 19 P.M. 1946
File

S.A.R.
C.A.C.

132 - 38A Avenue S.W.,
Calgary, Alberta,
15th August, 1946.

TRANSPORT-RECORDS
AUG 19 A.M.
File 5008-10/19-11

Controller of Civil Aviation,
Department of Transport,
Hunter Building,
OTTAWA, Ontario.

37085

Dear Sir:

This is to advise you that an accident occurred to aircraft Piper Cub J3 Special, Serial No. 4293168, Model 1946, Registration No. CF - DSK, presently registered in the name of Floyd B. Myer of 132-38A Avenue S.W., Calgary, Alberta.

The accident occurred on 8th August, 1946 at 1740 hours, M.S.T., 19 miles west of Pincher Creek, Alberta, position 49°30'N, 114°34'W.

The occupants were F.B. Myer, who was flying the aircraft and B.W. Chenier, both of whom have valid limited commercial air pilots certificates. Mr. Myer's license number is C - 3213. Neither of the occupants sustained injuries.

The accident was the result of motor failure while making a precautionary examination over a proposed landing strip. The reason for motor failure has not as yet been determined. The run over was made gliding in from approximately 500 feet at 65 m.p.h. While adjusting the power at about half way down the field the motor stopped, necessitating an immediate landing. The trees on the sides of the field prevented turning, therefore the aircraft was flown to the ground and brakes applied immediately. Due to high air speed and the short landing distance remaining, the aircraft skidded and crashed into the trees at the windward end of the field. The wind velocity at the time of the accident was zero.

ENTERED IN ACCIDENT RECORDS
22-8-46

The damage sustained by the aifcraft was great, apparently being a complete wash-out except for the motor and propeller, which were not damaged by the crash. The aircraft was moved to the Calgary Municipal Airport where it is being temporarily stored.

2 made 19/8/46

5802-12456
16553

Yours truly,

F B Myer

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3776

NATIONALITY AND REGISTRATION MARKS CF-DSK

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ont.
3. Constructor's serial number	1900
4. Name of owner	Floyd Bonner Myer
5. Address of owner	132-38A Ave. S.W., Calgary, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Calgary, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 1st day of August, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DSK and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

VALID FOR DAY FLYING ONLY 15

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1296

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Myer
2. Christian name Floyd Bonner
3. Address 132-38A-Ave., S.W., Calgary, Alta.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DSK

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1900
8. Place and year of construction of aircraft Hamilton, Ont., 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a, b, c, d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One

19. Makes: Continental

20. Types: A65

21. International power of the engine or engines at

(Take-off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators): (a) Landplane ..... 693 lbs.
(b) Seaplane ..... lbs.
(c) Skiplane ..... lbs.

WEIGHT OF FUEL AND OIL

26. Fuel ..... 72 lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks: One
(b) Capacity of tanks: 10 Imp. gals.

27. Oil ..... 9 lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks: One
(b) Capacity of tanks: 1 Imp. gals.

28. Weight allowed for crew ..... 170 lbs.

29. Weight allowed for equipment, excluding wireless apparatus ..... lbs.

30. Weight of wireless apparatus ..... lbs.

31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full ..... 276 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 ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 1st, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 19th day of August 19 46

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.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		July 16, 1947	

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

All modifications affecting airworthiness should be noted.

No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for that purpose by the Minister of Transport.

(K.P. 39811)

5008-D19-11

Ottawa, Oct.18th , 1946.

REGISTERED

F.B. Myer, Esq.,
132-38A Ave. S.W.,
Calgary, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3776 and Certificate of Airworthiness No. 1296 for your Piper J3-C65 aircraft CF- DSK , Serial No. TVOO.

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.

AIR SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

18

REFER TO FILE NUMBER
5008-D19-11

REGISTERED

Ottawa, Oct. 18th , 1946.

F.B. Myer, Esq.,
132-38A Ave. S.W.,
Calgary, Alta.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3776 and Certificate of Airworthiness No. 1296 for your Piper J3-C65 aircraft CF- DSK , Serial No. 1900.

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.

TGS/HMC

20

Ottawa, Ontario, November 12, 1946

Piper J3-C65 CF-DSK
F.B. Myer

5008-D19-11

REGISTERED

District Inspector, Air Regulations,
402 Blowey-Henry Building,
Edmonton, Alberta

1. Certificate of Registration No. 3776 and Certificate of Airworthiness No. 1296 were forwarded by Registered Mail to Mr. Myer on October 18, 1946, to the address stated in the application. These documents have been returned to Headquarters as apparently Mr. Myer is not known at that address.

2. The Certificates, together with the Journey and Aircraft and Engine Log Books are forwarded to you herewith with the request that they be delivered to Mr. Myer.

3. Please advise the new address, if known.

(S. Graham),
Superintendent, Air Regulations

Encls.

16

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

23

2
8-45

Edmonton, Alta. November 13, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-11	Piper Cub CF-DSK	1-601

TRANSPORT RECORDS
NOV ... A.M. 1946
5008-D19-11
File

Controller of Civil Aviation,
Ottawa.

1. Reference to our spare copy of your registered letter to Mr. F. B. Myer of 132-38A Ave. S.W. Calgary, Alberta, dated October 18, 1946, in which you forwarded the formal Certificates for Piper J3-C65 aircraft CF-DSK.

see our letter Gen D.I. 12-11-46 F/P

57209

2. We are informed by Mr. Myer that he never received these Certificates and that the Post Office advises him that the registered mail addressed to him at that time was returned to Ottawa as his residence was considered vacant by the Post Office.

noted ISA

3. As this aircraft has been written off as a result of an accident, it is requested please that the formal Certificates be now cancelled.

4. Attached hereto for your information and records, copy of accident report from Mr. Myer addressed to the CCA dated August 15, 1946 - also, letter from Mr. Myer dated November 4, 1946, both of which are self-explanatory.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Encls.

TGS
Affolio 20
21-11-46

action taken on folio 13A
21-11-46

noted
WS 1.11.46

COPY

F. B. Myer
132 38A Ave. S.W.
Calgary, Alta.
November 4, 1946.

A/D.I.A.R.
K. F. Saunders,

Dear Sir:

In reply to your letter, file #1-601 I wish to advise that aircraft CF-DSK has been damaged beyond repair and has been therefore, written off.

As I have never received the formal Certificates for that aircraft; I am unable to comply with your request to return them for cancellation.

Yours truly,

F. B. Myer

copy

21

132 38A Ave. S.W.,
Calgary, Alta.
15th August, 1946.

CCA
DOT
Hunter Bldg.,
Ottawa.

Dear Sir:

This is to advise you that an accident occurred to aircraft Piper Cub J3 Special, Serial No. 4293168, Model 1946, Registration No. CF-DSK, presently registered in the name of Floyd B. Myer of 132-38A Avenue S.W., Calgary, Alta.

The accident occurred on 8th August, 1946 at 1740 hours, M.S.T., 19 miles west of Pincher Creek, Alberta, position 49°30'N, 114°34'W.

The occupants were F. B. Myer, who was flying the aircraft and B. W. Chenier, both of whom have valid limited commercial air pilots certificates. My Myer's licence number if C-3213. Neither of the occupants sustained injuries.

The accident was the result of motor failure while making a precautionary examination over a proposed landing strip. The reason for motor failure has not as yet been determined. The run over was made gliding in from approximately 500 feet at 65 m.p.h. while adjusting the power at about half way down the field the motor stopped, necessitating an immediate landing. The trees on the sides of the field prevented turning, therefore the aircraft was flown to the ground and brakes applied immediately. Due to high air speed and the short landing distance remaining, the aircraft skidded and crashed into the trees at the windward end of the field. The wind velocity at the time of the accident was zero.

The damage sustained by the aircraft was great, apparently being a complete wash-out except for the motor and propeller, which were not damaged by the crash. The aircraft was moved to the Calgary Municipal Airport where it is being temporarily stored.

Yours truly,

F. B. Myer

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3776

NATIONALITY AND REGISTRATION MARKS CF-DSK

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ont.
3. Constructor's serial number	190C
4. Name of owner	Floyd Bonner Myer
5. Address of owner	132-38A Ave. S.W., Calgary, Alta.
6. Nationality of owner	British
7. Usual station of aircraft	Calgary, Alta.
8. Purpose	Commercial

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 1st day of August, 1946, in accordance with the Convention for the regulation of aerial navigation, dated 13th October, 1919, Annex A, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DSK and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946

D. Graham

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. 1296

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) Myer
2. Christian name Floyd Bonner
3. Address 132-38A Ave., S.W., Calgary, Alta.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DSK

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1906
8. Place and year of construction of aircraft Hamilton, Ont., 1946.

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed: One
19. Makes: Continental
20. Types: A65
21. International power of the engine or engines at
(Take-off) (M.E.T.O.) (a) Sea Level 65 / 50 H.P. at 2300 / 2100 revolutions per minute. (International number of revolutions)
(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....
23. Oil: (a) ..... (b) .....
24. Airscrews: Number fitted One Types Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	693 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel (at 7·2 lbs. per gallon)	72 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 10 Imp. gals.	
27. Oil (at 9·0 lbs. per gallon)	9 lbs.
(a) Number of tanks: One	
(b) Capacity of tanks: 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full	276 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 ..... inches and ..... inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated August 1st., 1946, ... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 19th day of August 1946

D. Graham
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.

" (b) " " " mails.

" (c) " " " goods.

" (d) Private purpose aircraft.

" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and

" (f) Record or racing aircraft.

" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		July 16, 1947	[signature] 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.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

23B

2
8-45

Edmonton, Alta. November 19, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-11 ✓	Piper Cub CF-DSK	1-601

TRANSPORT - RECORDS
NOV 23 A.M. 1946
5008-D 19-11
File

REGISTERED

Controller of Civil Aviation,
Ottawa.

1. Reference to your letter of the 12th instant (registered).

58301

2. We are returning herewith, Certificate of Registration No. 3776 and Certificate of Airworthiness No. 1296 for CF-DSK for cancellation as this aircraft has been written off due to an accident, as referred to in our letter of the 13th instant. The Journey Log and Engine Log are also being returned under separate cover.

3. For your information and records please, we wish to advise that Mr. Myer's mailing address is: 132 - 38th A Ave. S.W., Calgary, Alta.

K. F. Saunders,
A/D.I.A.R.

KFS/M
Encls.
cc: Mr. Myer

JOURNEY and AIRCRAFT
LOG BOOK

Price, $1.75

AIRCRAFT

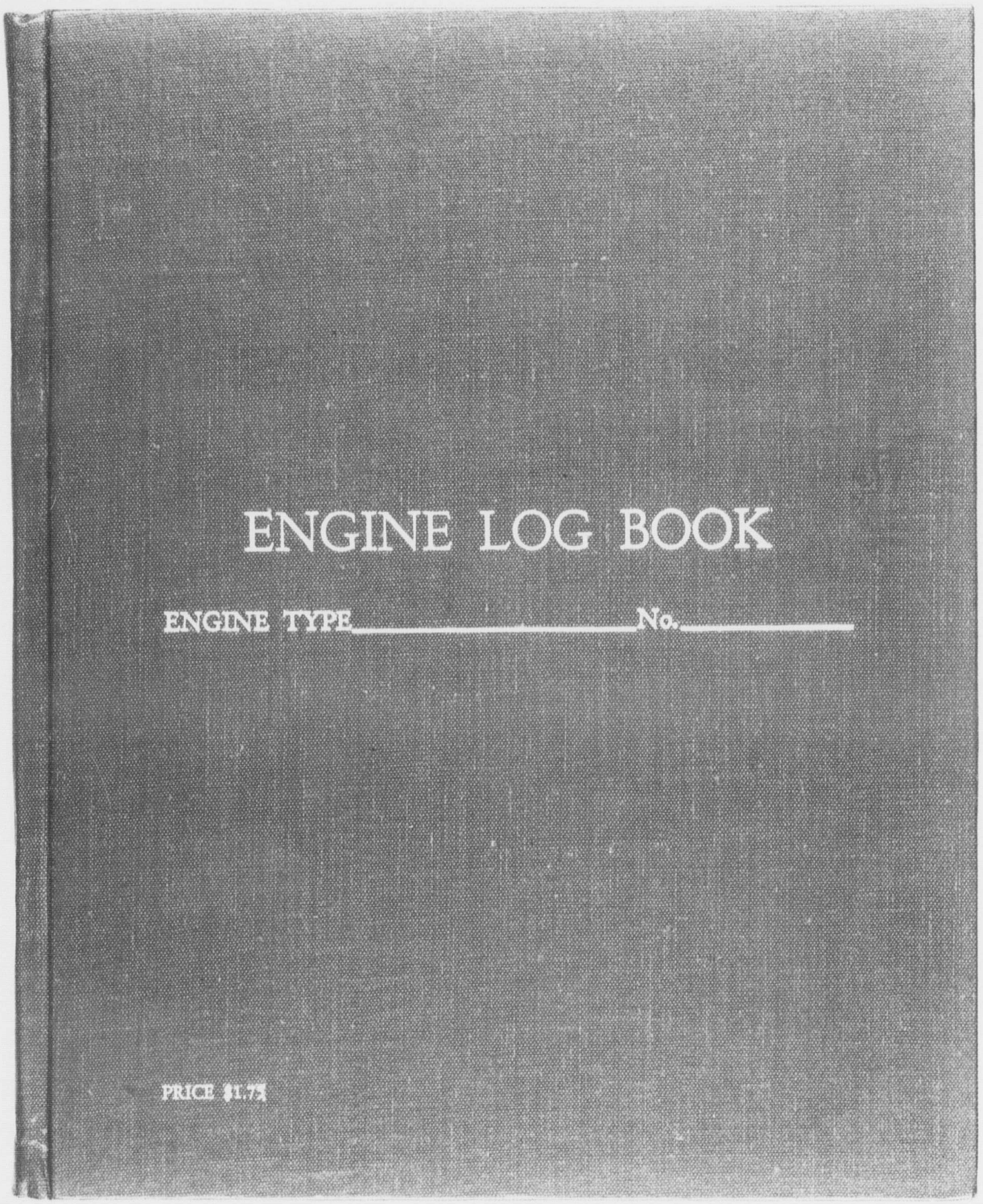
1. Nationality British 2. Registration marks CF-DSK
3. Certificate of Airworthiness No. 1296 dated Aug. 1, 1946.
4. Certificate of Registration No. 3776 dated Aug. 1, 1946.
5. Classification of Aircraft (Category, Subdivision) Commercial 6. Station Calgary, Alta.
7. Owner Floyd Bonner Myer, 8. Address 132-38A Ave., S.W. 9. Nationality British
Calgary, Alta.

DESCRIPTION OF THE AIRCRAFT

10. Builder Cub Aircraft Corp. Ltd., 11. Type of aircraft Piper J3-C65 12. Series No. 190 C
13. Maximum span (flying position) 35' 2½" 14. Maximum length (flying position) 22'5"
15. Total height 6'8" 15. Lifting surface —
17. Maximum total weight authorized — Landplane 1220 lbs.; Seaplane ..... lbs.; Skiplane ..... lbs.
18. Weight empty — Landplane 693 lbs.; Seaplane ..... lbs.; Skiplane ..... lbs.
19. Pay load (with crew and full tanks) — Landplane 276 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 10 gals. 24. Oil 1 gal.
25. Flying hours at normal power (— pts. per B.H.P. hour) —
26. Marks and types of engines Continental 165 27. Normal revolutions 2300/2100 28. Normal horse power 65/50 (Take-off) (M.E.T.O.)
29. Airscrews 1 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 7th day of November, 1946.

34. Superintendent Air Regulations


ENGINE LOG BOOK
ENGINE TYPE_____No._____
PRICE $1.75

CIVIL AVIATION
402 BLOWEY-HENRY BLDG.
EDMONTON, ALTA.



O.H.M.S.

74
8-42

TO

Controller of Civil Aviation
Dept. of Transport
Hunter Bldg.
Ottawa.

CAP

FROM

Records - Please file - SPR

DEPARTMENT OF TRANSPORT
CANADA

Journey and Aircraft Log Book

CF-DSK

TRANSPORT - RECORDS
NOV 27 A.M. 1946
5008 - II 19 - 11
File

58893

1.
3-46
K.P. 58825
O.L.L. Co.

FILE No. 5008 - D19 - 14

VOLUME No,

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

VOL. 1

5008 - D19 - 14

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DSN - PIPER J3C-65.

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
JUL 24 1946	15072	SAR		[illegible]	SEP 19 194[illegible]
SEP 19 1946		Treas		[illegible]	SEP 2[illegible] 1946
SEP 2[illegible] 1946	23957	SAR		GJ	SEP 29 1946
NOV 29 1946	59109	SAR	16 12 46	GJ	DEC 4 1946
DEC 10 1946	B7 16-12-46	SAR		GJ	DEC 30 1946
	65495	SAR		[illegible]	JAN 17 [illegible]
JAN 13 1947	—	CA-E		[illegible]	
AUG 1 - 1947	14090	CAR		[illegible]	AUG 7 - 1947
AUG 7 - 1947	—	CA-E		[illegible]	
		CaI		[illegible]	AUG [illegible] 1947
		Treas		[illegible]	AUG 14 1947
JAN 19 1948	33220	CAR		[illegible]	JAN 3[illegible] 1[illegible]
JAN 26 1948	33621	CAR		[illegible]	JAN 31 194[illegible]
		CAI ①		[illegible]	JAN 29 1948
JAN 29 1948		CRI ②		[illegible]	JAN 30 1948
JAN 30 1948		ASA ③		[illegible]	JAN 30 1948
JAN 30 1948	Revenue	Treasury		[illegible]	JAN 31 194[illegible]
JUN 26 48	13027	CAR		[illegible]	JUN 28 48
JUN 28 48	—	CaI		[illegible]	JUN 30 4[illegible]
	(5008-D17-14) 36124	DY		DY	[illegible]
	(5008-E17-14) 20884	CAR		[illegible]	AUG 24 194[illegible]
MAR 25 1950	(5008-H9-14) 51963	CAR		[illegible]	AUG 24 1948
JUL 27 1950	15002	CAR		[illegible]	MAR 27 195[illegible]
SEP 7 1950	Reg. Miss Jones	CAR		[illegible]	JUL 28 1950
					SEP 8 1950

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

TOR:5008-D19-14

1 Montgomery Avenue, Toronto,
July 23rd, 1946.

Western Aircraft Supply Company Ltd.,
386 Donald Street,
WINNIPEG, Manitoba.

Dear Sir: **Re CF-DSN**

Receipt is acknowledged of your application for registration of **Piper Cub J-3, CF-DSN Mfgrs. Serial No. 193C** recently purchased by you from **Cub Aircraft Corp. Ltd.,**

Receipt is also acknowledged of the following papers:

(a) Application forms.
(b) $10.00 fee.
(c) Bill of Sale **dated July 15th/46.**
(d) Aeroplane Inspection Release Certificate

Receipt No. **63230 for the $10.00 fee in the name of Cub Aircraft Corp. Ltd., was mailed that Company.**

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate **CF-DSN** as a commercial aircraft (land-plane, ~~seaplane~~, ~~skiplane~~), on day contact flying, until **August 22nd/46.**
The all-up-weight of the aircraft is not to exceed **1220 lbs.**

Yours truly,

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.
c.c. H.Q.

6

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF-DSN

Aeroplane Type Piper Cub Landplane Seaplane Skiplane Model J-3

Manufacturer Cub Aircraft Corporation Ltd. Serial No. 193C

Certificate of Airworthiness required for:
(Deletecategories and subdivisions - not required).

CATEGORY

Normal

~~[illegible]~~

~~[illegible]~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

~~[illegible]~~

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65	
Serial No.	4342768	
Take-off Power	65 h. p.	
Take-off R. P. M.	2350	
Take-off Manifold Pressure ...	—	
Take-off Octane Rating of Fuel	73 or better	
Maximum Power (Continuous operation)	50 h. p.	
Maximum Power R. P. M.	2350	
Maximum Power Manifold Pressure	—	
Maximum Power Octane Rating of Fuel	—	

PARTICULARS OF AIRSCREWS

Maker	Sensenich Brothers				
Type	fixed wood				
Blade Drawing No	72CK44				
Blade Serial Nos.	J-1903				
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 lower rear	
(3)		(3) section of crank	
(4)		(4) case	
(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	Stewart-Warner		
Altimeter	Pioneer		
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	697 lbs.	lbs.	lbs.
Disposable load	274 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight .16.7/8. inches behind

...leading.edge.of.main.plane.....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
—		—	

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.T. Gibson Chief Inspector Date JUL 16 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.T. Gibson Chief Inspector

JUL 16 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.T. Gibson Test Pilot Date JUL 16 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 W Bott
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) 23.7.46

Signed
District Inspector, Civil Aviation.

7

DATE . July. 15,. 1946. . .

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW AL , 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 un to **Western Aircraft Supply Co. Ltd., 386 Donald St.,Winnipeg, Man.** heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **CF-DSN**

Serial **193C**

Engine **Continental A-65**

Engine Serial No. **4342768**

CUB AIRCRAFT CORPORATION LIMITED

Signed . J. F. Gibson . . .

2413
8-39

CANADA

CF-DSN

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. WESTERN AIRCRAFT SUPPLY CO. LTD.

Signature of Applicant.....G. W. Grant.....

Date of Application.....July 13, 1946.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
WESTERN AIRCRAFT SUPPLY	386 Donald Street, Winnipeg,	
COMPANY LIMITED	Manitoba.	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
R. E. GRANT	Director	Western Aircraft Supply Co. Ltd	Canadian
G. W. GRANT	Director	"	Canadian
		(386 Donald Street, Winnipeg, Man.)	

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....
Commercial

Usual Station.....Winnipeg,

Date of manufacture or reconstruction.....July 15, 1946

Crew required.....1

Accommodation for what number of passengers.....1

NOTE.—The fee for original registration is $5.00. In the case of change of ownership, the fee for re-registration is $5.00. The fee for certificate of airworthiness, not required for a private aircraft, is $5.00, which certificate is re-issued on change of ownership without further fee.

DESCRIPTION OF AIRCRAFT

Heavier than, or Lighter than Air Heavier made by Cub Aircraft Corporation

Type Piper Cub J-3 Maker's No. 1930

	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 697 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type). Tachometer(Stewart-Warner)

1. Instruments Airspeed(Stewart-Warner) Compass(Airpath) Altimeter(Pioneer)
2. Gauges Oil pressure and Temperature
3. Lights
4. Signals
5. Fire Extinguishers one quart
6. Parachutes
7. Tools
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65 #4342768			
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

8-45

TORONTO, July 23rd, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub J-3 CF-DSN Serial No. 193C	5008-D19-14

9

TRANSPORT-RECORDS
JUL 24 A.M.
File 5008 D19-14

A15072

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to the registration of Piper Cub J-3 CF-DSN Serial No. 193C recently purchased by Western Aircraft Supply Company, from Cub Aircraft Corporation Limited.

(a) Application forms.
(b) $10.00 fee (See page 165 in Cash Book, Receipt No.63230)
(c) Bill of Sale, dated July 15th/46
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/HT.

3798(R)
1318(A)

12

Ottawa, July 27th, 1946.

CTT/26

Illegal Flight Piper Cub CF-DCN Cub Aircraft Corporation Limited, Hamilton, Ontario, Paquin, Roland — 5008-D19-14 ~~5202-9521~~

Eugene Limited Commercial Air Pilot and Western Aircraft Supply Company Ltd., Winnipeg, Man. — ~~5201-G2~~ ~~5201-W11~~

District Inspector, Air Regulations,
1 Montgomery Avenue,
Postal Station "K",
Toronto 12, Ontario.

1. A copy of a letter received from the District Inspector, Air Regulations, Winnipeg, is enclosed together with a copy of letter from Cub Aircraft Corporation Limited, Hamilton. It is requested that you will investigate this matter and forward a report to Ottawa at the earliest opportunity.

C.T.O.

(S. Graham).
Superintendent, Air Regulations.

Encl.

c.c. D.I.A.R. WINNIPEG

11

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., July 24, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Illegal Flight Piper Cub CF-DSN- Cub Aircraft Corporation Limited, Hamilton, Ontario, Paquin, Roland, Eugene, Limited Commercial Air Pilot and Western Aircraft Supply Company, Winnipeg, Man., Ltd.,	5008-D19-14 5802-109-8 5201-36 5201-[illegible]

A15409

TRANSPORT RECORDS
JUL 26 A.M.
File 5008-D19-14

AIR MAIL- SPECIAL DELIVERY

Controller, Civil Aviation, Ottawa.

1. Piper Cub aircraft displaying markings CF-DSN departed from Hamilton, Ontario for flight to Winnipeg, Manitoba, in charge of Roland Eugene Paquin, holder of Limited Commercial Air Pilot's Certificate No. C-2288, on the 20th July, 1946, via the U.S.A., and arrived at Stevenson Airport, Manitoba at 11:20 hours on the 24th July, 1946. This aircraft, it is understood, was sold by Cub Aircraft Corporation Limited, Hamilton, Ontario to Western Aircraft Supply Company, Limited.

2. On questioning the pilot for the authority for the operation of the aircraft, Mr. Paquin produced the attached letter which he states was handed to him by a Cub Aircraft Corporation official prior to his departure from Hamilton. This letter in no way releases the pilot for his failure to obtain a proper Certificate of Registration and Certificate of Airworthiness before taking delivery of the aircraft at Hamilton and at the same time strong objection must be taken to the Cub Aircraft Corporation Limited high handed action authorizing the flight in question.

3. We have no information as to whether or not application for issue of Certificate of Registration and Certificate of Airworthiness has been made by the manufacturers or Western Aircraft Supply Co., Limited and notwithstanding any action which may have been taken in this regard either by the manufacturers or owners, it is recommended that the matter be made the subject of a communication to the former with the request that they furnish an explanation for authorizing the flight in question. It is also recommended that Western Aircraft Supply Co., Limited be warned as to the requirements laid down concerning the operations of aircraft in Canada. Pilot Paquin should also be warned and his attention drawn to Air Regulations, 1938 Part II, paras. 1 (1), 7 (2), 10 (1), 11 (1), and Part VIII, paras. 9, 13 and 16 please.

Cab 25/7 8

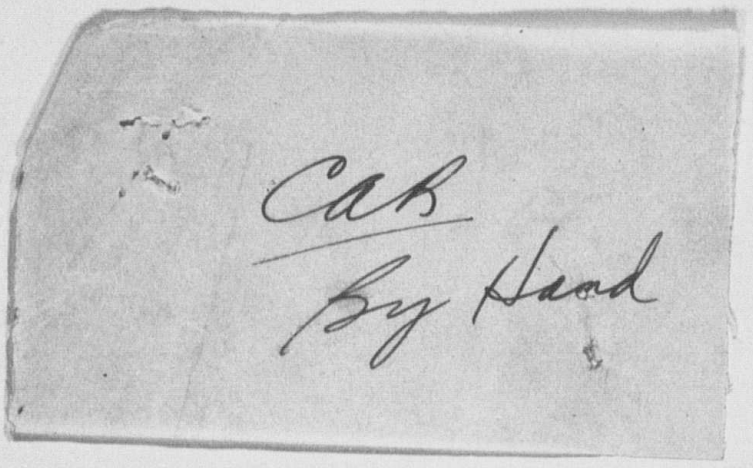
COPY ON 5802.95-21 5201-C2 W11

3 copies 23 [illegible]

Copy sent to D.I.A.R. Toronto
See letter 27/7/46 3C

T. M. Shields,
District Inspector, Air Regulations.

TMS/OA
Enc.


Cak
By Hand

CABLES — "CUB. HAMILTON"

10

Cub Aircraft Corporation Limited

Hamilton Ontario Canada

TELEPHONE
★ 5-1133

July 20, 1946.

To Whom It May Concern:

This is to certify that Mr. R.E. Paquin commercial pilot C-2288 is authorized to ferry aircraft CF-DSN from Hamilton, Ontario, to Winnipeg, Manitoba.

The aircraft belongs to Western Aircraft Supply Co.., Ltd., Winnipeg, Man., and the applications for licences are at present in the hands of the Department of Transport, Toronto, Ontario.

Yours truly,

Cub Aircraft Corp. Ltd.
Hamilton, Canada.

J.J. Gillin

13

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

TORONTO, July 31st, 1946.

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-14 5802-9521 5201-C2 5201-W11	Illegal Flight Piper Cub CF-DSN Cub Aircraft Corporation Ltd., Hamilton, Ontario	5008-D19-14

33406

TRANSPORT-RECORDS
AUG 1 A.M.
File 5008-D19-14

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Application for Registration of Piper Cub CF-DSN was received at this office on July 15th/46. Temporary authority pending the issue of the formal certificates of Registration and Airworthiness were forwarded the Weston Aircraft Supply Company Limited by this office on July 23rd/46.

2. It is noted that the aircraft took off from Hamilton three days before temporary authority was issued.

3. The Officials of Cub Aircraft, Hamilton will be interviewed at an early date in regards to the authority they issued to the pilot making the delivery flight.

(for D.G.Joy)
District Inspector, Air Regulations,
Toronto.

RWG/HT.
c.c. D.I.A.R.
Winnipeg.

COPY ON 5201-C2 W11 5802-9521

15

TOR: 5008-D19-14

A19267

1 Montgomery Avenue, Toronto.
August 20th, 1946.

TRANSPORT-RECORDS
AUG 22 A.M.
File 5008-D19-14

Mr. R.L. Gibson,
Cub Aircraft Corporation,
Hamilton Municipal Airport,
HAMILTON, Ontario.

Dear Sir:

Thanks for your letter of August 19th, regarding ferry flight of C F / D S N from Hamilton to Winnipeg. This report has been forwarded to the Headquarters of this Department for consideration.

Yours truly,

(D.G. JOY)
District Inspector, Air Regulations,
Toronto.

c.c. Headquarters

DGJ/KC

Ferry to 22.8.46

20/8/46

16

Also to: C.C.A. OTTAWA.

From: D.I.A.R. TORONTO

Subject: Illegal Flight Piper Cub CF / DSN Cub
A/C CORP. HAMILTON - Paquin, Roland.

Your file No: 5008-D19-14. 5802-9521. 5201-C2.
5201-W11.

Submitted for your information, please.

P.A.

CABLES — "CUB, HAMILTON"

Cub Aircraft Corporation Limited

Hamilton Canada

14

TELEPHONE
★ 5-1133

August 19, 1946.

Ref: 5008-D19-14

District Inspector,
Air Regulations,
Department of Transport,
1 Montgomery Ave.,
Toronto, Ont.

Dear Sir:

Regarding Cub aircraft CF-DSN which was flown from Hamilton to Stevenson Airport, Manitoba by Roland E. Paquin on July 20th via U.S.A., this aircraft was registered in the regular way, the applications for registration having been forwarded to the Department of Transport office, Toronto, and I presume the temporary authority was mailed direct to the purchaser, Western Aircraft Supply Co. Ltd., Winnipeg.

Concerning the letter written by Mr. J. J. Collins, this was intended to be used at the United States Customs, Detroit, for on occasion, aircraft have been held up in the past when the pilot did not have sufficient identification to fly the aircraft, so in order to facilitate deliveries, we have in the past followed this procedure, but not in the exact wording as outlined in Mr. Collins' letter. Usually our dealers forward us a letter to authorize us to turn the aircraft over to their pilot and Mr. Collins' letter was meant to infer this as it was not our intention to encroach upon the authority of the Department of Transport.

Trusting the above will clarify the situation, we remain,

Yours very truly,
CUB AIRCRAFT CORPORATION LIMITED

R. L. Gibson

Russell L. Gibson
President

RLG/J.

TRANSPORT - TORO
AVIATION
AUG. 20
File D19

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., August 26, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-DSN	5008-D19-14

TRANSPORT-RECORDS
AUG 28 A.M.
File 5008-D

19-14

Controller, Civil Aviation, Ottawa.

A19974

1. Please be advised that the temporary Certificate of Airworthiness for the above noted aircraft has been extended to be not valid after the 21st day of September, 1946.

T.M.Shields,
District Inspector, Air Regulations.

TMS/MH

2462A
8-41

20

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3798

NATIONALITY AND REGISTRATION MARKS CF-DSN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp.Ltd., Hamilton, Ont.
3. Constructor's serial number	1930
4. Name of owner	Western Aircraft Supply Co.Ltd.,
5. Address of owner	386 Donald St., Winnipeg, Man.
6. Nationality of owner	British
7. Usual station of aircraft	Winnipeg, Man.
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, 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-DSN and is of Canadian nationality.

Given at Ottawa this 19th day of August, 19 46.

C. Thauvette

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

21

5008-D19-14

REGISTERED

Ottawa, Sept. 18th, 1946.

Western Aircraft Supply Co.Ltd.,
386 Donald St.,
Winnipeg, Man.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3798 and Certificate of Airworthiness No. 1318 for your Piper J3-C65 aircraft CF- DSN , Serial No. 1936.

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.

22

5008-D19-14

TRANSPORT-RECORDS
SEP 23 P.M.
File 5008-D19-14

717 Dominion Public Bldg.,
Winnipeg, Man.

September 21, 1946.

A-3957

Western Aircraft Supply Company Ltd.,
386 Donald St.,
Winnipeg, Man.

Gentlemen: Re Piper J3-C65 CF-DSN

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter constitutes an extension of the temporary authority granted by this Department at Toronto, dated July 23, 1946, for a further period of thirty (30) days, to be not valid after the 21st of October, 1946.

Yours truly,

Department of Transport
Aviation
Division

T. E. Shields,
District Inspector of Air Regulations.

FWB/MC
c.c. H.Q.

M

23

5008-D19-14

REGISTERED

OTTAWA, Ontario.
Nov. 20th , 1946.

Western Aircraft Supply Co. Ltd.,
386 Donald Street,
Winnipeg, Manitoba.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- DSH.

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,

Enc.

DIAR WINNIPIG

(S. Graham),
Superintendent, Air Regulations.

24

24
2
6-44

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

717 Dominion Public Bldg.,
Winnipeg, Man., Nov. 26, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-14 ✓	Piper Cub - CF-DSN	5008-D19-14

TRANSPORT RECORDS
NOV 29 A.M. 1946
5008 D 19-14
File

Controller, Civil Aviation, Ottawa.

1. Please be advised that the following amendments were made to the Certificate of Airworthiness No. 1318, covering the above noted aircraft, dated November 25th, 1946:

Item 25 (c) - 705 inserted. ✓

Item 31 "Ski P. 264" inserted. ✓

Item 32 Skiplane 1220 inserted. ✓

59109

Noted
KOJ

T.M.Shields,
District Inspector, Air Regulations.

TMS/MH

2m

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

25

2
6-44

717 Dominion Public Bldg.,
Winnipeg, Man., January 9, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub CF-DSN Piper Cub CF-DSQ	5008-D19-14 5008-D19-17

TRANSPORT-RECORDS
JAN 11 A.M.
5008-D19-14
Files

Air Mail

Controller, Civil Aviation, Ottawa.

1. Could this office be provided with the empty weight, equipped without load, fuel or oil, of both the above noted aircraft as landplanes. 65495

2. The temporary certificates issued for these aircraft only give the all up weight authorized.

3. This information is required in order to compute the empty weight as seaplane and/or skiplane.

T.M. Shields,
District Inspector, Air Regulations.

TMS/MH

COPY made ON 14/1/47
5008 D19-17

CF-DSN- 697 lbs (L.P.) - (Release Cert.)
amended 705 lbs (Skiplane) (See folio 24)

TGS/HMC

26

Ottawa, Ontario, January 16, 1947

5008-D19-17
5008-D19-14

Piper Cub CF-DSN ✓
Piper Cub CF-DSQ

~~5008-D19-17~~
5008-D19-14 ✓

AIR MAIL

District Inspector, Air Regulations,
717 Dominion Public Building,
Winnipeg, Manitoba

1. Reference is made to your letter of January 9, 1947, concerning the subject aircraft.

2. CF-DSN --- the tare weight of this aircraft as determined and included in the Aeroplane Inspection Release Certificate prepared by Cub Aircraft Corporation, Ltd., July 16, 1946 -- landplane X697 pounds.

3. CF-DSQ--- the tare weight of this aircraft as determined and included in the Aeroplane Inspection Release Certificate prepared by Cub Aircraft Corporation, Ltd., July 19, 1946 ---- landplane X707 pounds.

(S. Graham)
Superintendent, Air Regulations

16

Date of Inspection 17/7/47 Owner R. E. Paquin Registration Markings CF-DSN

Type Piper J3-C65 Serial No. 1930 Purpose Commercial

C. of R. 3798 C. of A. 1318 Date of Last Inspection July 24, 1946.

Previous C. of R. & A. Expires July 23, 1947. Present C. of R. & C. of A. Expires Temporary issued expiring Sept. 16, 1947.

AIRFRAME

Crew One Passengers One No. of Fuel Tanks One

Capacity 10 Imp. gals. No. of Oil Tanks One Capacity 1 Imp. gal.

Total Hours Since New 260:25 Hours Since Overhaul -- Hours Since Reconditioned --

WEIGHTS

	Gross	Tare	Empty	Carrying Capacity
Landplane Passenger	1220		697	272
Landplane Freighter				
Seaplane Passenger				
Seaplane Freighter				
Skiplane Passenger				
Skiplane Freighter				

ENGINE(S)

LEFT	RIGHT
Make Continental Model A-65-8	Make Model
Serial No. 4342768 H.P. 65	Serial No. H.P.
Total Hrs. Since New 260:25	Total Hrs. Since New
Since Complete Overhaul —	Since Complete Overhaul

PROPELLER(S)

LEFT	RIGHT
Make Sensenich Model Wooden	Make Model
Diameter Pitch	Diameter Pitch
Blade Design	Blade Design
Mfg.No.1 2 3	Mfg. No.1 2 3
Total Hrs.1 2 3	Total Hrs.1 2 3
Hub Design Mfg. No.	Hub Design Mfg. No.
Total Hours Since Last Overhaul	Total Hours Since Last Overhaul
Date of Last Overhaul	Date of Last Overhaul
Date of Last Inspection	Date of Last Inspection
Date Purchased	Date Purchase

UNDERGEAR

Skis --	Pedestals
Floats --	Chassis
Wheels Standard	Chassis Standard

Inspected and considered satisfactory subject to installation of First Aid Kit.

Fred W. Done

for District Inspector, Air Regulations.

28

5008-D19-14

717 Dominion Public Bldg.,
Winnipeg, Man.

July 17, 1947.

R. E. Paquin, Esq.,
301 Dumoulin St.,
St. Boniface, Man.

Dear Sir: Re: Piper J3-C65 CF-DSN.

Pending issue of 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 following terms and conditions:

Maximum total weight authorized (landplane) - 1220 lbs.
Weight empty without load, fuel or oil (landplane)- 697 lbs.
Fuel capacity, 10 Imp. gals. @ 7.2 lbs. - 72 lbs.
Oil capacity, 1 Imp. gal. @ 9.0 lbs. - 9 lbs.
Minimum crew to be carried - pilot only - 170 lbs.
Carrying capacity, when fuel and oil tanks are full - 272 lbs.
Number of passengers authorized - One (1).
Day Flying only, VFR conditions.

This authority does not permit the operation of radio apparatus if installed.

This authority is valid for a period of sixty (60) days and will expire on the 16th day of September, 1947, unless extended or renewed.

Yours truly,

for District Inspector, Air Regulations.

FWB/MC
c.c. H.Q.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3798

NATIONALITY AND REGISTRATION MARKS CF-DSN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp.Ltd., Hamilton, Ont.
3. Constructor's serial number	193C
4. Name of owner	Western Aircraft Supply Co.Ltd.,
5. Address of owner	386 Donald St., Winnipeg, Man.
6. Nationality of owner	British
7. Usual station of aircraft	Winnipeg, Man.
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-DSN and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

C. F. Hawes.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

FORM No 210—BILL OF SALE—MAN.—7-11-45

30

THE WILLSON STATIONERY CO., FTD.—31763

This Indenture

made in duplicate the Eighth day of June
in the year of our Lord one thousand nine hundred and forty Seven.

Between

WESTERN AIRCRAFT UPPLY COMPANY LIMITED

hereinafter called the Bargainor of the First Part

AND

ROLAND EUGENE PAQUIN

hereinafter called the Bargainee of the Second Part

Whereas the Bargainor is possessed of the goods and chattels hereinafter set forth, described and enumerated, and has contracted and agreed with the Bargainee for the absolute sale to the Bargainee of the same, for the sum of Two Thousand Dollars ($2.000.00)

Dollars

Now This Indenture Witnesseth that, in pursuance of the said agreement, and in consideration of the sum of

Two Thousand Dollars ($2,000.00) 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

All Those the said goods and chattels, hereinafter described, that is to say:

1- Piper Cub J-3 C65 Tandem Aircraft. Registration CF/DSN Serial No. 193 C- Equipped with Continental Engine Serial 4342768. All other equipment standard factory equipment.

all of which said goods and chattels are now in [illegible]
being in, on, upon or about

And all the right, title, interest, property claim and demand whatsoever of the Bargainor of, in, to out and of the same, and every part thereof:

To Have and to Hold the said hereinbefore assigned goods and chattels, and every one 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 hereby COVENANT, PROMISE and AGREE with the Bargainee in the 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 one of them, and every part thereof: AND that the Bargainor now has 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 encumbrances 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 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 and chattels unto the Bargainee, in manner aforesaid, and according to the true intent and meaning of these Presents as by the Bargainee or · Counsel shall be reasonably advised or required.

The terms Bargainor and Bargainee in this Indenture shall include the Executors, Administrators, successors and assigns of each of them and that wherever the singular and masculine pronouns are used throughout this Indenture the same shall be construed as meaning the plural or feminine or neuter where the context or the parties hereto so require.

In Witness Whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

Signed, Sealed and Delivered
IN THE PRESENCE OF

Western Aircraft Supply Co. Limited

President

Roland Eugene Paquin

Canada
Province of Manitoba
To Wit:

I, Roland Eugene Paquin
of the ~~Roland Eugene Paquin~~ City
in the Province of Manitoba St Boniface.

Bargainee - in the foregoing Bill of Sale named, make oath and say:—

That I am aware of the circumstances connected with the said Bill of Sale and have a personal knowledge of the facts deposed to.

That the said Bill of Sale was executed in good faith and for good consideration as set forth in the said Bill of Sale, and not for the mere purpose of protecting the chattels therein mentioned against the creditors of Western Aircraft Supply Co Ltd the Bargainor or for the purpose of preventing such creditors from recovering any claims which they have against the Bargainor.

Sworn before me at the City
of Winnipeg
in the Province of Manitoba
this 8th day of July
A.D. 1947

~~Roland Eugene Paquin.~~
R. E. Paquin

A Notary Public in and for the Province of Manitoba

Canada
Province of Manitoba
To Wit:

I, George William Grant, President of Western Aircraft Supply Co. Ltd.
of the City of Winnipeg, Manitoba.
in the Province of Manitoba

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 Manitoba
this day of
A.D. 19 .

Western Aircraft Supply Co. Ltd.

President

A.....
in and for the Province of Manitoba

Dated A.D. 194

TO

Bill of Sale

THE WILLSON STATIONERY CO., LTD.

Canada
Province of Manitoba
To Wit:

I,
of the of
in the Province of Manitoba

make oath and say:

1. That I was personally present and did see the within instrument and duplicate thereof duly signed, sealed and delivered by
2. That I know the said part and am satisfied that the part thereto of the full age of twenty-one years.
3. That the said instrument and duplicate thereof were executed by the said part at in the Province of Manitoba, on the day of A.D. 19
4. That I am a subscribing witness to the said instrument and duplicate.

Sworn before me at the
of
in the Province of Manitoba
this day of
A.D. 19

A.....
in and for the Province of Manitoba

31 241.3

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 R.E. Paquin

Date of Application July 9, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
R.E. PAQUIN	301 DUMOULIN ST ST. BON.	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 WPG

Date of manufacture or reconstruction JULY 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 CUB AIRCRAFT CORP

Type J 3 Maker's No. 193 C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 ' 2 1/2 "	SAME
Length o/a in feet	22 ' 5 "	SAME
Height o/a in feet	6 ' 8 "	SAME

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 697

Total weight authorized (fully loaded) in lbs 1220 Air speed 73 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments ONE ALTIMETER ONE A.S.I. ONE COMPASS ONE T. & B.
2. Gauges ONE ~~FUEL~~ OIL PRESS ONE OIL TEMP ONE TACHOMETER
3. Lights —
4. Signals —
5. Fire Extinguishers ONE PYRENE
6. Parachutes —
7. Tools —
8. Other Equipment — First Aid Kit.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	CONT C65			
Pusher or Tractor	TRACTOR			
Right or Left Hand	RIGHT			
No. of Cylinders	4			
H.P.	65			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 17/7/47 C. of A. Expired 23/7/47.

Particulars accurate as corrected Yes.

Modifications from type are indicated on annexed sheet Modifications required incorporated.

Registration recommended with the following special conditions For Day Flying only, VFR conditions. Carrying capacity - 272 lbs. Certificate of Registration and Airworthiness to be forwarded to this office.

Date July 28, 1947.

Signature for District Inspector, Air Regulations.

Registration approved and Registration Mark C.F. - DSN allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

32 2
6-46

717 Dominion Public Bldg.,
Winnipeg, Man., July 28, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 CF-DSN	5008-D19-14

A14090

AIRCRAFT RECORDS
AUG 1 A.M.
File 5008-D19-14

Controller, Civil Aviation, Ottawa.

1. Enclosed are the following papers and documents in connection with the re-registration of the above noted aircraft:

1. Application for re-registration (in duplicate) submitted by R.E.Paquin.
2. Certificate of Registration No. 3798 for cancellation.
3. Certificate of Airworthiness No. 1318 for re-issue to the new owner.
4. Bill of Sale between Western Aircraft Supply Company Limited and R. E. Paquin.
5. Copy of letter of temporary authority issued July 17, 1947.
6. Aircraft Inspection Report dated July 17, 1947.

Illegible
for Re-Reg
Sent 9/ D.I.A.R.
Winnipeg

2. Fee in the amount of $5.00 has been received, Receipt No. 71686 issued and the remittance shown in Cash Book Folio No. 7, July 1 to 15, 1947.

3. This application appears to be in order and if approved it is recommended that formal Certificates of Registration and Airworthiness be issued in the name of Mr. R. E. Paquin. Please forward the Certificates to this office when issued.

Fredw Bone

for District Inspector, Air Regulations.

FWB/MC
Encs.

6000 (R)
1318 (A)

Logbooks
Sent

FM

33

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6000

NATIONALITY AND REGISTRATION MARKS CF-DSN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Ltd., Hamilton, Ontario.
3. Constructor's serial number	1930
4. Name of owner	R.E. Paquin,
5. Address of owner	301 Dumoulin St., St. Boniface, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Winnipeg, Man.
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 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-DSN and is of Canadian nationality.

Given at Ottawa this 5th day of August 1947.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 17th, 1948, unless endorsed.

/RM

34

Ottawa, Ontario. August 5th, 1947.

Piper J3-C65 CF-DSN 5008-D19-14

REGISTERED

District Inspector,
Air Regulations,
717 Dominion Public Bldg.,
Winnipeg, Man.

1. Enclosed please find Certificate of Registration No. 6000 and Certificate of Airworthiness No. 1318 for the above-mentioned aircraft, owned by Mr. R.E. Paquin.

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.

S

(S. Graham),
Superintendent, Air Regulations.

Encls.

Noted in Treasury 12/8/47 [illegible]

on
CAO

RM

35

5008-D19-14

A33220

717 Dominion Public Bldg.,
Winnipeg, Man.

January 15, 1948.

TRANSPORT-RECORDS
JAN 19 A.M.
File 5008-D19-14

Stephen G. Putnam, Esq.,
42 Claremont Ave.,
Norwood Grove, Man.

Dear Sir: Re: Piper J3-C65 CF-DSN.

Pending issue of formal Certificates of Registration and Airworthiness in your name, this letter constitutes your temporary authority to operate the above noted aircraft for Private Purposes only, under the following terms and conditions:

All-up weight authorized not to exceed	-	1220 lbs.
Empty weight without load, fuel or oil (landplane)	-	697 lbs.
Fuel capacity, 10 Imp. gals. @ 7.2 lbs.	-	72 lbs.
Oil capacity, 1 Imp. gal. @ 9 lbs.	-	9 lbs.
Crew to be carried - pilot only	-	170 lbs.
Carrying capacity when fuel and oil tanks are full (landplane)	-	272 lbs.

Day Flying only, VFR conditions.
Number of passengers allowed - One (1).

This authority does not include permission for the operation of radio apparatus if installed.

This authority is valid for a period of thirty (30) days and will expire on the 14th day of February, 1948, unless extended or renewed.

Yours truly,

Notated Miss Jones - to note & P.A. FWB 22-1-48

F. W. Bone,
District Inspector, Air Regulations.

FWB/MC

c.c. H.Q.

/RM

36 2462A 8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6000

NATIONALITY AND REGISTRATION MARKS CF-DSN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Ltd., Hamilton, Ontario.
3. Constructor's serial number	1930
4. Name of owner	R.E. Paquin,
5. Address of owner	301 Dumoulin St., St. Boniface, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Winnipeg, Man.
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 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-DSN and is of Canadian nationality.

Given at Ottawa this 5th day of August 1947.

T.P. Richards

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 17th, 1948, unless endorsed.

37

Bill of Sale

This is to certify that this date I have sold, assigned and transferred all right, title and interest in Piper Cub J3 C65 Aircraft registration CF-DSN Serial No. 193C Equipped with Continental Engine Serial No. 4342768. to Steve Putnam, 42 Claremont Ave. Norwood, for the sum of Two Thousand Dollars ($2000.00) receipt of which sum is hereby acknowledged. I* also certify that there is no lien or encumbrance against this machine.

Dated at Winnipeg this 15th day of January 1948

Thos N Lagrac
Witness

R E Paquin
Owner

* R E Paquin

38 2413

CANADA

APPLICATION FOR REGISTRATION OF AN AIRCRAFT

AIR REGULATIONS

(To be sent in ~~duplicate~~ triplicate)

The Controller of Civil Aviation.
Department of Transport,
Ottawa.

Application is hereby made for the registration under the Air Regulations (including Certificate of Airworthiness if required) of the aircraft described below.

Fees are enclosed as checked below:—

Registration ✓ $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... S. G. Putnam

Date of Application ..... Jan. 15, 1948.

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
PUTNAM, STEPHEN G.	42 Claremont Ave. Norwood Grove, Man.	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 ..... Graff's Flying Service, Winnipeg, Man.

Date of manufacture or reconstruction ..... July, 1946.

Crew required ..... 1 Pilot.

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.

Type Piper J-3 - C65. Maker's No. 193 C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2 1/2"	same
Length o/a in feet	22' 5"	"
Height o/a in feet	6' 8"	"

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil landplane 697 lb.

Total weight authorized (fully loaded) in lbs 1220 Air speed miles per hour

EQUIPMENT—(Give number and type).

1. Instruments one altimeter, one A.S.I. one compass one Turn+Bank
2. Gauges one oil press. one oil temp. one Tachometer.
3. Lights —
4. Signals —
5. Fire Extinguishers one pyrene
6. Parachutes —
7. Tools —
8. Other Equipment First aid kit.

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Cont. C65			
Pusher or Tractor	tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65			
Bore				
Stroke				

REGISTRATION

(Not to be filled in by Applicant)

Aircraft inspected on 14/7/47 C. of A. No. 1318 valid to 17/7/48.

Particulars accurate as corrected Yes

Modifications from type are indicated on annexed sheet Modifications required incorporated.

Registration recommended with the following special conditions For Day Flying only, VFR conditions. Carrying capacity - landplane - 272 lbs.

Date January 19, 1948.

Signature F.W. Bone, District Inspector, Air Regulations.

Registration approved and Registration Mark C.F. - DSN allotted.

Registration { approved or / not approved for reasons annexed.

Superintendent, Air Regulations

Re Please
CAR

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

39

2
6-47

717 Dominion Public Bldg.,
Winnipeg, Man., January 19, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3-C65 CF-DSN	5008-D19-14

TRANSPORT-RECORDS
JAN 22 A.M.
File 5008-D19-14

Controller, Civil Aviation, Ottawa.

A33621

1. Enclosed are the following papers in connection with the re-registration of the above noted aircraft:

1. Application (in duplicate) for re-registration in the name of Mr. Stephen G. Putnam.
2. Bill of Sale between R. E. Paquin and Steve Putnam.
3. Certificate of Registration No. 6000 for cancellation.
4. Certificate of Airworthiness No. 1318 for re-issue in the name of the new owner.

Miss Jones
for Re-Reg
HSP 26-1-48

2. Fee in the amount of $5.00 has been received, Receipt No. 27190 issued and the remittance shown in Cash Book Folio No. 19, January 1 to 15, 1948.

3. This application appears to be in order and if approved it is recommended that formal Certificate of Registration and Certificate of Airworthiness might issue in the name of Mr. S. G. Putnam, for private purposes.

Fred W Bone
F. W. Bone,
District Inspector, Air Regulations.

FWB/MC
Encs.

6697 (R)
1318 (A)
Logs sent

/RM

41

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6697

NATIONALITY AND REGISTRATION MARKS CF-DSN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Ltd., Hamilton, Ontario.
3. Constructor's serial number	1930
4. Name of owner	Stephen G. Putnam,
5. Address of owner	42 Claremont Ave., Norwood Grove, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Winnipeg, Man.
8. Purpose	Private,

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 15th day of January 19 48, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DSN and is of Canadian nationality.

Given at Ottawa this 27th day of January 19 48.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 17th, 1948, unless endorsed.

Valid for day
flying only.

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1318

(Heavier than air)

FIRST PART (15.1.48) PUINAM,

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~(17.7.47) PAQUIN, Western Aircraft Supply Co. Ltd.~~
2. Christian name ~~R.E.,~~ Stephen G.,
3. Address ~~386 Donald St., WINNIPEG, Man.~~ ~~301 Dumoulin St., St. Boniface, Man.~~ 42 Claremont Ave., Norwood Grove, Man.
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Ltd.,

NATIONALITY AND REGISTRATION MARKS

6. CF-DSN

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1930
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~~ PP
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed ..... One .....

19. Makes ..... Continental .....

20. Types ..... A 65 .....

21. International power of the engine or engines at .....

(Take-off) (M.E.T.O.)

(a) Sea Level ..... 65 / 50 ..... H.P. at ..... 2300 / 2100 ..... revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... One ..... Types ..... Sensenich ..... No. .....
{ Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators): (a) Landplane	697	lbs.
(b) Seaplane		lbs.
(c) Skiplane	705 (25.11.46)	lbs.

WEIGHT OF FUEL AND OIL

26. Fuel	72	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks ..... One		
(b) Capacity of tanks ..... 10 ..... Imp. gals.		
27. Oil	9	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks ..... One		
(b) Capacity of tanks ..... 1 ..... Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (Skiplane) 264 lbs. (25.11.46) (L.P.)	272	lbs.
32. Maximum total weight authorized (25.11.46)		lbs.
Landplane	1220	lbs.
Seaplane		lbs.
Skiplane	1220 (25.11.46)	lbs.

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane ..... Twelve hundred and twenty pounds .....
Seaplane .....
Skiplane ..... Twelve hundred & twenty pounds (25.11.46)

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 ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed ..... 2100 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2300 ..... r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... July 23, 1946 ..... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this ..... 19th ..... day of ..... August 19 46

C. Thavis.
Superintendent, Air Regulations.

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass
Altimeter
Airspeed Indicator
Engine Revolution Counter
Oil Pressure Gauge
Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		July 23, 1947 July 17th, 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.

(K.P. 39811)

/RM

AC-5-60

42

5008-M19-14

REGISTERED

OTTAWA, January 27th, ~~1947~~ 1948.

Mr. Stephen G. Putnam,
42 Claremont Ave.,
Norwood Grove, Man.

Dear Sir:

Enclosed please find Certificate of Registration No. 6697 and Certificate of Airworthiness No. 1318 for your Piper J3-C65 aircraft CF-DSN , Serial No. 1930.

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 17th, 1948.

Yours truly,

NOTED
JAN 31 1948
Revenue Audit
Dept. of Transport.

(S. Graham)
Superintendent, Air Regulations.

Encls.

cc. D.I.A.R. Winnipeg, Man.

Issued (PAS) 9 Feb 48

W

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

44 2 6-47

Edmonton, Alta., June 22, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-14	Piper J3, CF-DSN	1-1070

TRANSPORT-RECORDS
JUN 26 A.M.
5008-D19-14
File

A13027

Controller of Civil Aviation,
Ottawa, Ont.

1. Attached hereto for your information and records, copy of accident report re the subject aircraft, submitted by the owner, Mr. Stephen Graham Putnam.

R. K. F. Saunders,
D.I.A.R.

GVP*LC
C*DIAR Winnipeg.

Noted 30-6-48

Noted

43

42 Claremont Ave.,
Norwood Grove, Man.,
June 21, 1948.

D.I.A.R.
Edmonton, Alta.

Dear Sir:

I wish to report a ground accident with Piper Cub J3, CF-DSN of private registration, which took place on June 1st, 1948, at 2 p.m. (M.S.T.) at Yellowgrass, Sask.

The accident occurred while I was pushing the aircraft into the Wallenburg farm yard for protection from a wind and dust storm. The wind hit with sudden full force while I held a wing tip - lifting the aircraft and myself into the air and dashing the aircraft upside down into the ground a distance of two hundred feet away, causing extensive damage to wings, fuselage and engine mount.

The only person receiving injuries was myself - owner and pilot of the aircraft. I have a broken right wrist, a sprained left wrist and four fractured ribs. These were attended to by Dr. J. E. McGillivray in Weyburn General Hospital.

There was no property damage. The aircraft was dismantled on June 13 and removed by truck for storage in Hangar 3 of Weyburn airport.

I have already notified in person, DOT officials in Winnipeg. I sincerely regret delay in reporting to your office.

Respectfully yours,

S. G. Putnam.

COPY

Noted AD 30.6.48

/SBK

45

June 27th, 1950.

Lapsed Certificate 5008-D19-14

District Controller of Air Services.
611 Power Building,
WINNIPEG, Manitoba.

Attention: District Superintendent, Air Regulations.

1. Aircraft CF- DSN Type Piper J3-C-65 Serial No. 1930 Registration No. 6697 according to our records, lapsed during the year 1948.

2. The last known address of the owner is

Stephen G. Putnam,
42 Claremont Avenue,
Norwood Grove, Manitoba.

3. Please investigate the disposal of this aircraft and the owner's intention re:

(a) is the aircraft to be used again,
(b) if not, the Certificates should be forwarded for cancellation,
(c) if the Certificates are not available, a statement from the owner as to their loss.

4. This information is necessary to complete the records of this aircraft.

(C.T. Mayers),
Superintendent, Air Regulations.

AC-5-96
11-49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

50 2 9-49

717 Dominion Public Bldg.,
Winnipeg, Manitoba. July 24th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper Cub - CF-DSN	5008-D19-14

TRANSPORT - RECORDS
JUL 27 1950
File 5008-D19-14

15002

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations.

1. Attached hereto please find copy of letter received from S. G. Putnam, owner of the above noted aircraft.

2. In view of the information contained therein we are submitting herewith Certificates of Registration and Airworthiness for cancellation.

Fred W Bone
District Controller of Air Services.

FWB/AB
Encls.

Cancel. See folio below. JCF.
Noted B4E

NOTED
JH

49

COPY

42 Claremont Ave.,
Norwood Grove, Man.

July 15th, 1950.

Mr. F. W. Bone,
717 Dominion Public Bldg.,
Winnipeg, Manitoba.

Dear Sir:

Please consider my Piper Cub J-3 aircraft, CF-DSN, as a total write-off (A/C Serial No. 193-C).

The C. of R. and C. of A. have been forwarded to your office.

Yours truly,

S.G. Putnam

/RM

4/8

2462A
5-47

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 6697

NATIONALITY AND REGISTRATION MARKS CF-DSN

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp. Ltd., Hamilton, Ontario.
3. Constructor's serial number	1930
4. Name of owner	Stephen G. Putnam,
5. Address of owner	42 Claremont Ave., Norwood Grove, Man.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Winnipeg, Man.
8. Purpose	Private,

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the register of Canada on the 15th day of January 19 48, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Air Regulations, 1938, and has been allocated the nationality and registration marks CF-DSN and is of Canadian nationality.

Given at Ottawa this 27th day of January 19 48.

H. L. Sellers

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after July 17th, 1948, unless endorsed.

Valid for day flying only.

47

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1318

(Heavier than air)

FIRST PART

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~(17.7.47) PAQUIN,- Western Aircraft Supply Ser. Ltd.,-~~ (15.1.48) PUTNAM,
2. Christian name ~~R.E.,~~ Stephen G.,
3. Address ~~386 Donald St.,- WINNIPEG, Man.~~ ~~301 Dumoulin St., St. Boniface, Man.~~ 42 Claremont Ave., Norwood Grove, Man.
4. Nationality ~~British~~

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corp. Ltd.,

NATIONALITY AND REGISTRATION MARKS

6. CF-DSN

DESCRIPTION OF AIRCRAFT,

7. Type Piper Series J3-C65 Constructor's No. 193C
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~~ a 15-1-48
15. Maximum span (in flying position) 35' 2$\frac{1}{8}$"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

Engines

18. Number installed: One

19. Makes: Continental

20. Types: A 65

21. International power of the engine or engines at 2300

(Take-off) 65

(M.E.T.O.) 50 H.P. at 2100 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews — Number fitted: One Types: Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (including water in the radiators):	(a) Landplane	697	lbs.
	(b) Seaplane		lbs.
	(c) Skiplane N/A	705	lbs. 25/11/46

Weight of Fuel and Oil

26. Fuel	72	lbs.
(at 7·2 lbs. per gallon)		
(a) Number of tanks: One		
(b) Capacity of tanks: 10 Imp. gals.		
27. Oil	9	lbs.
(at 9·0 lbs. per gallon)		
(a) Number of tanks: One		
(b) Capacity of tanks: 1 Imp. gals.		
28. Weight allowed for crew	170	lbs.
29. Weight allowed for equipment, excluding wireless apparatus		lbs.
30. Weight of wireless apparatus		lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full Ski. P. 264 N/A 25/11/46	272	lbs.
		lbs.
32. Maximum total weight authorized		
Landplane	1220	lbs.
Seaplane		lbs.
Skiplane N/A	1220	lbs. 25/11/46

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full)
Landplane: Twelve hundred and twenty pounds
Seaplane .....
Skiplane .....

34. Minimum crew necessary: One

35. Inspections and overhauls: *See* Air Regulations.

36. Stowage. *See* Air Regulations.

37. Distribution of the load: The aircraft must always be so loaded that the centre of gravity position must fall within the limits of ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated July 23, 1946 in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 19th day of August 1946

for C. P. Edwards
Superintendent, Air Regulations.

46

MIM/ZC/LEM

CLASSIFICATION OF AIRCRAFT BY EMPLOYMENT

Certificates of Airworthiness issued by the Department of Transport, will be valid in one or more of the following categories and subdivisions. (See Sections 13 and 14, Page 1.)

Normal Category

Subdivision (a) Public transport for passengers.
" (b) " " " mails.
" (c) " " " goods.
" (d) Private purpose aircraft.
" (e) Aerial work, other than (a), (b) and (c).

Acrobatic Category

Subdivision (a), (b), (c), (d) and (e) as for normal, and
" (f) Record or racing aircraft.
" (g) Research or experimental aircraft.

Aircraft in normal category are precluded from evolutions causing abrupt changes in attitude and are limited in air speed to 50 per cent in excess of steady horizontal speed at normal r.p.m. Acrobatic category aircraft are not so restricted.

Operators and pilots should take note of the classification given in the certificate, especially of alternative empty weights in various subdivisions and operate the aircraft accordingly.

June 20, 1939.

SECOND PART

PRECAUTIONS TO BE TAKEN FOR SAFETY IN NAVIGATION

A.—Description and position of instruments and material with which the aircraft must be equipped and which must be in perfect working order:

Magnetic Compass	Engine Revolution Counter
Altimeter	Oil Pressure Gauge
Airspeed Indicator	Oil Temperature Gauge

B.—Equipment essential for preventing or dealing with fire whilst in flight:

Fire Extinguisher

C.—Equipment essential for rendering first aid in case of accident:

D.—Special equipment:

Safety belt for each occupant

Certificates of Airworthiness for landplanes are valid only for flights over land or within gliding distance of land in the event of engine failure or, in the case of multi-motored landplanes, the failure of any one engine.

For the purpose of this certificate infants in arms under three years of age are not counted as passengers.

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		July 23, 1947	P. Frawns
		July 17th, 1948.	R. L. Boldwin

(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 - D19 - 15

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

5008 - D19 - 15 VOL. 1

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION & OPERATION

FILE TITLE CF - DSO - PIPER J3C-65.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) SERVICES DATE LEFT OFFICE	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
NOV 24 1951	H6033	CAR		J.G.T.	NOV 24 1951
JAN 9 1952	Leg. Miss McCarse	CAR		Wvls	JAN 10 1952

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER SECTION

I
4-51

1.
3-46
P. 58825
.L.L. Co.

FILE No. 5008 - D19 - 15

VOLUME No. 1

VOL. 1

5008 - D19 - 15

DEPARTMENT OF TRANSPORT

FROM JULY 1946

TO

CROSS REFERENCES

SUBJECT AIRCRAFT INSPECTION AND REGISTRATION

SUB-SUBJECT REGISTRATION, INSPECTION AND OPERATION

FILE TITLE CF - DSO 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
JUL 24 1946	14975	CAR		CJ	SEP 17 1946
SEP 17 1946		Treas		Sabey	SEP 19 19[illegible]
JUL 24 1947	13211	CAR		GJ	JUL 26 1947
OCT 27 OCT 27 47	Requested	Car		HJP	NOV 10 47
NOV 12 47	25591	CAR		HJP	NOV 17 47
FEB 21 48	37926	Car		GJ	FEB 24 4[illegible]
JUL 21 48	16728	CAR		GJ	JUL 23 48
JUL 27 1948	16946	CAR		GJ	JUL 29 48
AUG 23 48	20658	CAR		GJ	AUG 24 4[illegible]
	Requested	Car	~~20.4.49~~	RSW	APR 6 - 194[illegible]
[illegible] 19 1949	BF 20/4/49	CAR	ac ~~20.4.49~~	RSW	APR 20 194[illegible]
APR 25 1949	BF 26/4/49	CAR		RSW	MAY 17 1949
NOV 2 - 1949	31107	CAR		GJ	NOV 3 - 1949
JUN 8 - 1950	10190	CAR	~~20.6.50~~	GJ	JUN 14 1950
	—	CAE	—	[illegible]	JUN 14 1950
JUN 14 1950		Car		[illegible]	JUN 14 1950
JUN 14 1950		CRI		[illegible]	JUN 14 1951
JUN 14 1950		Treas. A.		[illegible]	JUN 17 1950
JUN 19 1950	BF 20/6/50	Car		GJ	JUN 20 1950
JUL 6 - 1950	Mr Lintle 14492	CAR		[illegible]	AUG 10 1950
AUG 10 1951	—	CAI		[illegible]	AUG 14 19[illegible]
MAY 2 1951	6051	CAR		GJ	MAY 3 - 1951
MAY 3 - 1951	—	CAE	—	[illegible]	MAY 4 195[illegible]
NOV 13 1951	42962	CAR.		HJP	NOV 16 1951
NOV 19 1951	See 1026 - 46 Re page 46	Records		CR	
NOV 16 1951	—	CAE		[illegible]	NOV 17 1951
NOV 17 1951	—	CAI		[illegible]	NOV 19 1951

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

4

2
8-45

TORONTO, July 19th, 1946.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-15	Piper Cub CF-DSO	5008-D19-15

TRANSPORT-RECORDS
JUL 28 A.M.
File 5008-D19-15

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

A14975

1. Attached hereto are the following papers relating to the registration of Piper Cub aircraft, CF-DSO, Serial No. 194C recently purchased by Len Tripp Flying School from the Cub Aircraft Corporation:-

(a) Application forms.
(b) $10.00 fee (See page 165 in Cash Book, Receipt No. 63224
(c) Bill of Sale, dated July 17th, 1946.
(d) Aeroplane Inspection Release Certificate.
(e) Copy of letter of temporary authority.

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

CAB/AC

3795 (R)
1315 (A)

8

2413
6-39

CANADA

CF-DSO

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. Tripp Flying Services Ltd

Signature of Applicant.....Wyatt D. Nelson.....

Date of Application.....June 14 1946.....

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
TRIPP FLYING SERVICES LTD.	BARKER FIELD	BRITISH.

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
M. MILSON	PRES	BARKERFIELD	BRITISH
D. Mc LAREN	SEC. TREASURER	" "	"
H. THOMSON	VICE PRES	" "	"

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private).....

.....Commercial.....

Usual Station.....Toronto, Ontario.....

Date of manufacture or reconstruction.....July 17, 1946.....

Crew required.....1.....

Accommodation for what number of passengers.....x 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 J3 Maker's No. 194C

	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 698 lbs.

Total weight authorized (fully loaded) in lbs. 1220 Air speed 80 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Airspeed(Stewart-Warner) Tachometer(Stewart-Warner) Compass(Airpath) Altimeter(Pioneer)
2. Gauges Oil pressure & Temperature
3. Lights —
4. Signals —
5. Fire Extinguishers One quart
6. Parachutes —
7. Tools —
8. Other Equipment

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65 #4200068			
Pusher or Tractor	Tractor			
Right or Left Hand	Right			
No. of Cylinders	4			
H.P.	65h.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 .July.17,.1946.....

BILL OF SALE

PROVINCE OF ONTARIO, CANADA

KNOW ALL MEN BY THESE PRESENTS: That in consideration of one Dollar and other consideration, the receipt of which is hereby acknowledged, we do grant, sell, transfer and deliver unto **Tripp Flying Services, Barker Field, Toronto, Ont.** heirs, executors, administrators and assigns, all right, title and interest in and to the following goods and chattels via;

Airplane **CF-DSO**

Serial **194C**

Engine **Continental A65**

Engine No. 4200068

CUB AIRCRAFT CORPORATION LIMITED

Signed..J.T. Thor.....

6

COPY
/RB

AI-2

AEROPLANE INSPECTION RELEASE CERTIFICATE.
(For Aeroplanes Assembled With Imported Components)

Registration CF- DSO

Aeroplane Type Piper Cub (Landplane / Seaplane / Skiplane) Model Piper Cub J3

Manufacturer Cub Aircraft Corp. Ltd. Serial No. 194C

Certificate of Airworthiness required for:
(Delete categories and subdivisions - not required).

CATEGORY

Normal

~~Acrobatic~~

~~Special~~

(a - Public transport passenger
(b - " " mails
(c - " " goods
(d - Private
(e - Aerial work.

(~~f - Testing~~
(~~g - Research and experimental~~

PARTICULARS OF ENGINE(S)

	Left Side	Right Side
Type	Continental	
Model	A65	
Serial No.	4200068	
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.	J-4714				
Hub Drawing No.					
Hub Serial No.					
Blade Settings					
Diameter	72"				

PARTICULARS OF ALIGHTING GEAR

WHEELS Make Hayes Model 84 Tire 800 x 4

FLOATS Installation Assembly Drawing No. _____

SKIIS Installation Assembly Drawing No. _____

Tail Ski _____

POSITION AND CAPACITY OF FUEL AND OIL TANKS

FUEL Position	Capacity Imp. Gals.	OIL Position	Capacity Imp. Gals.
(1) In fuselage just	9	(1) In sump attached	5/6
(2) aft of fire wall		(2) to lower rear	
(3)		(3) section of crank	
(4)		(4) case	
(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	Stewart-Warner		
Altimeter	Pioneer		
Compass	Airpath		
Engine Speed Indicator	Stewart-Warner		
Oil Pressure Gauge	Stewart-Warner		
Liquid Thermometer (for liquid cooled engines only)			
Safety Belt(s)	Air Associates		
Fire Extinguisher(s)	One quart		

RECORD OF OTHER FIXED INSTRUMENTS AND EQUIPMENT
(Make extra sheets as required using following pro forma and classification)

	MAKER	MODEL	REMARKS
AIRCRAFT INSTRUMENTS			
Flying and Navigation, e.g. Bank and Turn Indicator, etc.			
Aircraft Operating e.g., Cabin Temperature Outside " Flap Indicators, etc.			
POWER PLANT INSTRUMENTS			
ELECTRICAL EQUIPMENT other than signalling			
SIGNALLING EQUIPMENT			
SAFETY AND EMERGENCY EQUIPMENT			
AMENITIES			

RECORD OF WEIGHT AND C. G. POSITION
(See Information Circulars M/8/37 and M/1/38)

	Landplane	Skiplane	Seaplane
MAXIMUM PERMISSIBLE GROSS WEIGHT	1220 lbs.	lbs.	lbs.
Tare weight as determined	698 lbs. ✓	lbs.	lbs.
Disposable load	273 lbs.	lbs.	lbs.

Centre of gravity of aeroplane at above tare weight 16.7/8 inches behind ~~in front of~~

.....leading edge of main plane.....

used as a reference datum point with aeroplane in flying position.
(The C. G. position may be calculated from the approved loading diagram of the Type Aeroplane).

LIST OF STANDARD OR ALTERNATIVE EQUIPMENT INCLUDED IN EMPTY WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
———		———	

LIST OF MOVEABLE EQUIPMENT INCLUDED IN ABOVE TARE WEIGHT.

DESCRIPTION	LBS.	DESCRIPTION	LBS.
———		———	

2

CERTIFICATES OF CHIEF FACTORY INSPECTOR.

I hereby certify that the aeroplane described herein has been assembled under my supervisory inspection with imported components whose approved design and construction is evidenced by documentary proof issued by the authorities of the country of origin; that all construction done at this factory conforms to approved type drawings and the workmanship is sound and in accordance with accepted aircraft practice.

Signed J.F. Wilson Chief Inspector Date JUL 17 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

(The following certificate to be executed on the day of test flight).

I hereby certify that the completely assembled aeroplane described herein has been inspected by me, that the complete control system has also been inspected by another licensed Air Engineer and that the aeroplane is airworthy and an entry in the log book to this effect has been made.

Signed D. Henderson Air Engineer J.F. Wilson Chief Inspector

JUL 17 1946 Date

CERTIFICATE OF FACTORY TEST PILOT

I hereby certify that I have flown the aeroplane described herein and that its performance, flying qualities and functioning of controls, power plant, and landing gear are up to the standard of the Type Aeroplane.

Signed J.F. Wilson Test Pilot Date JUL 17 1946

CUB AIRCRAFT CORPORATION LTD. Co. Ltd.

RECOMMENDATION OF RESIDENT INSPECTOR, A.I.D., DEPT. TRANSPORT

I have seen the documents proving the airworthiness of the imported components and find them satisfactory. The aeroplane has been properly assembled, weighed, and tested, and the issue of a Certificate of Airworthiness in Category normal Subdivision a,b,c,d,e is recommended.

Signed H Bate
Resident Inspector, A.I.D.,
Department of Transport.

CONCURRENCE OF DISTRICT INSPECTOR, CIVIL AVIATION.

I concur in the recommendation for issue of a Certificate of Airworthiness for one year as from (date) _____

Signed _____
District Inspector, Civil Aviation.

AIR SERVICES
CIVIL AVIATION DIVISION

5008-D19-15

1 Montgomery Avenue, Toronto,
July 17th, 1946.

Len Tripp Flying Services, Ltd.,
BARKER FIELD, Toronto.

Dear Sir:

Receipt is acknowledged of your application for registration of Piper Cub aircraft, CF-DSO, Serial No. 1940 recently purchased by you from the Cub AircraftCorporation:-

Receipt is also acknowledged of the following papers:

(a) Application forms.
(b) $10.00 fee.
(c) Bill of Sale, dated July 17th, 1946.
(d) Aeroplane Inspection Release Certificate

Receipt No. 63224 for the $10.00 fee in the name of the Cub Aircraft Corporation, was mailed to that company.

Pending the issue of the formal Certificates of Registration and Airworthiness, this letter will be your authority to operate CF-DSO as a commercial aircraft (land-plane, [redacted], [redacted]), on day contact flying, until August 16th, 1946
The all-up-weight of the aircraft is not to exceed 1,220 lbs.

Yours truly,

for D.G. Joy,
District Inspector, Air Regulations,
Toronto.

CAB/AC

5008-D19-15

A13584

1 Montgomery Avenue, Toronto,
August 16th, 1946.

TRANSPORT-RECORDS
AUG 19 A.M.
File 5008 D 19-15

Len Tripp Flying Services, Ltd.,
Barker Airport,
TORONTO, Ontario.

Dear Sirs:-

With reference our letter to you of July 17th, this will be an extension of the temporary authority granted you to operate Piper Cub, CF-DSO, Serial No. 1940, as a commercial aircraft (landplane), on day contact flying, until September 15th, 1946.

The all-up-weight of the aircraft is not to exceed 1,220 pounds.

Yours truly,

for (D.G. Joy),
District Inspector, Air Regulations,
Toronto.

CAB/AC

c.c. Headquarters

12

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 5795

NATIONALITY AND REGISTRATION MARKS CF-DSO

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp.Ltd., Hamilton, Ont.
3. Constructor's serial number	1940
4. Name of owner	Tripp Flying Services Ltd.,
5. Address of owner	Barker Field, Toronto, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Toronto, 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 17th 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-DSO and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

C. F. Hamm.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

5008-D19-15

REGISTERED

Ottawa, Sept.12th, 1946.

Tripp Flying Services Ltd.,
Barker Field,
Toronto, Ont.

Dear Sir:-

Enclosed please find Certificate of Registration No. 3795 and Certificate of Airworthiness No. 1315 for your Piper J3-C65 aircraft CF- DSO, Serial No. 1940.

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.

TOR:5008-D19-15 14

1 Montgomery Avenue, Toronto.
September 16th, 1946.

TRANSPORT-RECORDS
SEP 17 A.M.
File 5008-D 19-15

Len Tripp Flying Services Ltd.,
Barker Airport,
TORONTO, Ontario.

A23061

Dear Sir:

This letter will be a further extension of the temporary authority granted you in our letter of August 16th/46 to operate Piper Cub CF-DSO, Serial No. 194C as a commercial aircraft (landplane) on day visual flying, until November 16th/46.

The all-up weight of the aircraft is not to exceed 1220 pounds.

Yours truly,

(for D.G.Joy)
District Inspector, Air Regulations,
Toronto.

CAB/HT.

Permit issued

5006-D19-15

REGISTERED

OTTAWA, Ontario.
Nov. 20th, 1946.

Tripp Flying Services, Ltd.,
Barker Field,
Toronto, Ontario.

Dear Sirs:-

Enclosed are Engine and Journey and Aircraft Log Books for your aircraft, CF- DSO.

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,

Enc.

DIAR TORONTO

(S. Graham),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

16

2
8-45

1 Montgomery Avenue, Toronto, July 21st, 1947
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-15	Renewal of Certificates of Registration and Airworthiness-Aircraft CF-DSO	5008-D19-15

A13211

TRANSPORT-RECORDS
JUL 24 A.M.
File 5008-D19-15

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Piper J3-C65 CF-DSO Serial No. 194C, owned by Tripp Flying Services, Ltd. has recently been reconditioned by them at Barker Field.

2. Proper entries have been made in the log books of this aircraft that it was airworthy on July 19th, 1947.

3. These entries were signed by Messrs. J.C. Leggat and D.McLaren as Air Engineers and D.McLaren as Test Pilot.

4. Certificate of Registration No. 3795 and Certificate of Airworthiness No. 1315 have been renewed until July 18th, 1948 and returned to Tripp Flying Services, Ltd.

Mrs Jones to note/..

for (D.G.Joy),
District Inspector, Air Regulations,
Toronto.

RWG/alb

Noted
MJ

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

21

2
8-45

TORONTO, November 8th, 1947.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	PIPER J-3 CF-DSO Serial No. 194C	5008-D19-15

TRANSPORT-RECORDS
NOV 12 A.M.
File 580 F-D19-15
A25591

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

1. Attached hereto are the following papers relating to re-registration of Piper J-3 CF-DSO, Serial No. 194C recently purchased by Tripp Flying Services, Ltd., from the former Tripp Flying Services Limited.

(a) Application forms.
(b) Fee of $5.00 (See page 3088 Cash Book, Receipt No. 16871)
(c) Bill of Sale
(d) Copy of letter to Tripp Flying Services, Limited.

2. Certificate of Registration No. 3795 and Certificate of Airworthiness No. 1315 were returned to Tripp Flying Services, Limited.

3 Due to a clerical error, these papers were held in this office when they should have been forwarded up to Headquarters for registration.

(for) D.G.Joy,
District Inspector, Air Regulations,
Toronto.

CAB/HT

20

241.1

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.....Arnold F Martindale

Date of Application.....Sept. 19, 1947

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
TRIPP FLYING SERVICES, LTD.	Barker Airport	

IF OWNER IS A COMPANY, NAMES OF DIRECTORS, ETC.

Name in full (IN BLOCK CAPITALS)	State whether President, Chairman or Director	Address	Nationality
A.F. MARTINDALE	PRESIDENT	11 Wardrope Ave. Stoney Creek	Can.
M.L. MARTINDALE	SECRETARY	"	Can
D.D. McLAREN	DIRECTOR	Meaford, Ont.	Can.
M.D. MILSON	"	"	

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private)
Commercial

Usual Station.....Barker Airport

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 Corp.

Type Piper J3-C-65 Maker's No. 194 C

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35' 2½"	
Length o/a in feet	22' 5"	
Height o/a in feet	6' 8"	

Cubic Capacity (of Airship or Balloon)

Weight equipped, but without load, fuel, or oil 698 lbs.

Total weight authorized (fully loaded) in lbs 1220 lbs Air speed 75 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Compass, altimeter, airspeed indicator, revolution counter
2. Gauges oil pressure gauge, oil temperature gauge.
3. Lights
4. Signals
5. Fire Extinguishers 1
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.	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

Tripp Flying Services Limited

BARKER AIRPORT, TORONTO

19

Telephone:
~~MElrose 1305~~
OR. 4300

Box 16 Fairbank,
TORONTO 10

~~Sept~~ 20th - 47.

Bill of Sale.

This is to certify that we have this date sold, assigned and transfered all right, title, and interest in CF-DSO to Tripp Flying Services Ltd. for the sum of One (1.00) and other valuable consideration. Receipt of which is hereby acknowledged.

We also certify that there is no lien or encumberance against this Machine.

Dated at Toronto September 20th 1947.

Whyte Wilson

D. D. McLaren.

D19-15

18

TOR:5008-D19-15

1 Montgomery Avenue, Toronto.
November 8th, 1947.

Tripp Flying Services, Ltd.,
Barker Airport,
TORONTO, Ontario.

Dear Sirs:

Receipt is acknowledged of your application for re-registration of Piper J-3 CF-DSO, Serial No. 1940, which you recently purchased from the former Tripp Flying Services, Ltd., together with the following papers:-

(a) Application forms.
(b) Fee of $5.00 (Receipt No. 16871 Attached hereto)
(c) Bill of Sale
(d) Old Certificate of Registration No. 3795
(e) " " " Airworthiness No. 1315

Enclosed are Certificates of Registration No. 3795 and Airworthiness No. 1315.

Yours truly,

(for) D.G.Joy,
District Inspector, Air Regulations,
Toronto.

CAB/HT

17

Ottawa, Ontario, November 6th, 1947.

HTP/EM

5008-D19-15 — Re-registration Aireraft Tripp Flying Services Ltd. — 5008-D19-15 ~~5008-B19-15~~

District Inspector, Air Regulations,
1 Montgomery Ave.,
Postal Station "K",
Toronto 12, Ont.

1. In your letter of September 30 to the Controller of Civil Aviation with respect to the re-registration of aireraft in the name of Tripp Flying Services Ltd. you refer to CF-BSO.

2. Our records at Headquarters indicate that CF-BSO refers to aireraft DHS2C Brant-Norfolk Aero Club.

3. It rather appears that instead of reading CF-BSO this should read CF-DSO as this aireraft is a Piper J5 - C65 registered under the name of Tripp Flying Services Ltd.

4. Submitted for your information please.

(S. Graham).
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

22

2
6-46

TORONTO, February 20th, 1948

PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-15	PIPER CUB C F/D S O	

TRANSPORT-RECORDS
FEB 21 AM
File 5008-D19-15

Controller of Civil Aviation,
Department of Transport,
OTTAWA.

A37926

1. Please be advised that Certificate of Airworthiness No. 1315 has been amended as follows:

Item 25 (c) skiplane - 702 lbs.
31 " - 267 "
32 " - 1220 lbs.
33 " - twelve hundred and twenty pounds.

2. The following are the ski installation details:

Type of ski - Federal.
Model - SC 1
Serial No. - 1057 L.H. & R. H.
Drawing No. - installed as per Manufacturer's Drawing (no numbers available)

Miss Jones to P.A. HLP 23/2/48

(for D.G. Joy).
District Inspector, Air Regulations,
Toronto.

L.Knight/KC

Noted

23

COPY

TOR:5008-D19-15

ORIGINAL ON FILE.....

COPY FOR FILE.....

1 Montgomery Avenue, Toronto,
July 20th, 1948.

TRANSPORT-RECORDS
JUL 21 A.M.
File 5008-D19-15

Tripp Flying Services Ltd.,
Barker Field,
TORONTO, Ontario.

A16728

Dear Sirs:

This letter will constitute an extension of the Certificate of Airworthiness No. 1315 to operate PIPER J3-C65 aircraft, C F - D S O as a commercial aircraft (landplane) on day visual flying only under the conditions of issue as given in the Certificate of Airworthiness No. 1315. This authority is valid until August 20th, 1948.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

C.A. Brethour,
A/D.I.A.R.,
Toronto.

Miss Jones
to note / HIP

CAB:alb
CC:H.Q.

Noted
[illegible]

8
11-47

Call
File Please

TRANSPORT-RECORDS
JUL 22 P.M.
File 5508-D19-15

24 JUL 26 1948

TOR:5008-D19-15

1 Montgomery Avenue, Toronto,
July 20th, 1948.

A16946

Tripp Flying Services Ltd.,
Barker Field,
TORONTO, Ontario.

Dear Sirs:

This letter will constitute an extension of the Certificate of Airworthiness No. 1315 to operate PIPER J3-C65 aircraft, C F - D S O as a commercial aircraft (landplane) on day visual flying only under the conditions of issue as given in the Certificate of Airworthiness No. 1315. This authority is valid until August 20th, 1948.

This authority does not include permission for the operation of radio apparatus.

Yours truly,

C.A. Brethour,
A/D.I.A.R.,
Toronto.

CAB:alb
CC:H.Q.

Miss Jones
to note /HHP

Noted
MSJ

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

25

2
6-47

1 Montgomery Avenue, Toronto, August 20th, 1948.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-15	Renewal of Certificates of Registration and Airworthiness - aircraft CF-DSO	5008-D19-15

A20658

TRANSPORT-RECORDS
AUG 23 A.M.
File 5008-D19-15

Director of Air Services,
Department of Transport,
OTTAWA.

1. PIPER J-3 aircraft, C F - D S O, Serial No. 194C, owned by Tripp Flying Services Limited, has recently been reconditioned by Leggat Aircraft Barker Airport, Toronto.

2. Proper entries have been made in the Log Books of this aircraft that it was airworthy on August 20th, 1948. These entries have been signed by Messrs. J.E. Leggat as Air Engineer and A.F. Martindale as Test Pilot.

3. Certificate of Registration No. 3795 and Certificate of Airworthiness No. 1315 have been renewed valid until August 20th, 1949.

Miss Jones
to note & P.H.
Noted
G.I.

C.A. Brethou

A/D.I.A.R.,
for (J.R. Robertson),
D.C.A.S., Toronto.

C.A.Brethou/alb

W

EXCLUSIVE CONNECTION WITH WESTERN UNION CABLE SERVICE

FORM 6109

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
			26

Send the following message, subject to the terms on back hereof, which are hereby agreed to

File 5008-D19-15

COLLECT

260 RICHMOND ST WEST TORONTO 1 10.49

TRANSPORT RECORDS
NOV 2 A.M.
File 5008-D 19-15

LEAVENS BROS. AIR SERVICES
BARKER AIRPORT
TORONTO ONTARIO

31107

PROVIDED AIRCRAFT IS SIGNED OUT FIT FOR FLIGHT BY QUALIFIED AIR ENGINEER THIS WIRE CONSTITUTES YOUR AUTHORITY TO HAVE PIPER CUB AIRCRAFT CHARLIE FOX-DOG SUGAR OBOE FLOWN BY A QUALIFIED PILOT ON A FERRY FLIGHT FROM TORONTO TO LONDON ONTARIO UNDER DAY VFR CONDITIONS WITH CREW ONLY(.) THIS AUTHORITY MUST BE CARRIED ON AIRCRAFT AT TIME OF FLIGHT AND DOES NOR INCLUDE PERMISSION OPERATION RADIO APPARATUS

DISTRICT INSPECTOR AIR REGULATIONS

CC: HQ., ✓

Noted
1/21

IS YOUR MESSAGE COMPLETE? EXTRA WORDS COST ONLY A FEW CENTS.

27

TOR:5008-D19-15

REGISTERED

260 Richmond St. W., Toronto,
June 7th, 1950.

Leavens Bros. Air Services Ltd.,
Barker Airport,
Toronto, Ontario.

Gentlemen:

Pending issue of the formal Certificates of Registration and Airworthiness, this letter will be your temporary authority to operate Piper J3 CF-DSO as a commercial aircraft (landplane) on day visual flying only under the conditions of issue as stated in the Certificate of Airworthiness No. 1315 and valid until September 7th, 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.

The Journey and Aircraft and Engine Log Books are herewith enclosed.

Yours truly,

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

encls.(2)
/alb

24

DEPARTMENT OF TRANSPORT
Civil Aviation Division

H.Q: 5008-D19-15 TOR: 5008-D19-15

Toronto, Ontario.
June 6th, 1950.

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 - D S O

Aircraft Type Piper J3-C65

New Owner Leavens Bros. Air Services Ltd.

Place of Inspection Barker Airport, Toronto, Ont.

Date of Inspection May 20th, 1950

Satisfactory inspection report has been received from Air Engineers J.T. Cairns, T. Parry a and Test Pilot P.B. Apperley

C. of R. No. ---- and C. of A. No. 1315

~~was~~ ~~were~~ renewed on June 6th, 1950 valid until May 20th, 1951.

Remarks Certificate of Airworthiness amended as follows:

Item 25. Landplane 793 lbs.

Items 26 to 32 inclusive deleted.

Certificate of Airworthiness endorsed to read "The Weight and Balance Report forms part of the Certificate of Airworthiness and must be carried in the aircraft during flight."

(D.W. Saunders),
District Inspector, Air Regulations,
for (District Controller, Air Services),
Toronto.

2462A
8-41

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 3795

NATIONALITY AND REGISTRATION MARKS CF-DSO

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corp.Ltd., Hamilton, Ont.
3. Constructor's serial number	194C
4. Name of owner	Tripp Flying Services Ltd.,
5. Address of owner	Barker Field, Toronto, Ont.
6. Nationality of owner	British
7. Usual station of aircraft	Toronto, 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 17th 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-DSO and is of Canadian nationality.

Given at Ottawa this 19th day of August, 1946.

C. P. Ottawa.

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

July 19th, 1947 - Renewed valid until July 18th, 1948 -

August 20th, 1948 - Renewed valid until August 20th, 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.

LEAVENS BROS. AIR SERVICES LTD.

BARKER AIRPORT
TORONTO ONTARIO.

51

Type of Aircraft: Piper Cub J3, Serial No. 194C Registration: CF-DSO

Type of Engine: Continental C85-12F, Serial No. 23325-6-12

Type of Propeller: McCauley CF7142, Serial No. 17600

Type of Work: Inspection and repair for renewal of Certificate of Airworthiness.

Work Carried Out: All cowling, fairing and inspection covers removed.

FUSELAGE

Fabric removed from bottom of fuselage.
All structural members and attachments inspected for condition, damage and signs of corrosion.
Fuselage tubing cleaned, primed with zinc chromate and given coat of lionoil and aluminum.
New fabric bottom cover fitted to bottom of fuselage and doped to colour.
All controls, pulleys and cables inspected for condition, wear and signs of fraying.
C.A.A. 50-5-1 - All nicopress sleeves checked for dimensions on control cable.
New trim indicator wire installed.
C.A.A. 47-50-3 - Canvas seat covers inspected.
C.A.A. 48-46-1 - Forked clevis ends on wing lift struts inspected.
C.A.A. 49-14-1 - Elevator connector tube inspected.
Floors, seats and windows inspected for condition and security.
New pilots safety belt installed.
Serviceable fire extinguisher bracket installed.
Fire extinguisher checked.
Airspeed indicator checked for calibration.
Serviceable tachometer installed.
Pest control sign painted on sides of fuselage.
Registration letters painted on fin.
Dust equipment installed in accordance with Leavens Bros. Drawing No. 46

Mainplanes and Ailerons

Structural members and attachments inspected for condition, wear and signs of deterioration.
Six new hinge pins installed in aileron hinges.
Four new clevis bolts installed to aileron controls.
Fabric covers inspected, patched where necessary and doped to colour.

TAIL SURFACES

All components inspected for condition and damage.
New bushings and hinge pins installed in elevator and rudder hinges.
Stabilizer attachment bolts renewed.
Left upper stabilizer brace rod clevis renewed.
Bushings and bolts renewed where necessary to control cable attachments.
Fabric covers inspected, patched where necessary and doped to colour.

UNDERCARRIAGE

All units inspected for condition, wear and damage.
Right shock strut renewed.
Two shock strut bungee rings renewed.
Bolts renewed in undercarriage where necessary.
Wheels, tires, brakes and bearings inspected.

LEAVENS BROS. AIR SERVICES LTD.
BARKER AIRPORT
TORONTO ONTARIO

30

UNDERCARRIAGE (Cont'd)

Bearings repacked with grease.
Tailwheel assembly inspected.
New tailwheel assembly installed and bearings greased.
One AN6-15 bolt and nut installed to tail spring.

GENERAL

Engine installation inspected.
Port side heater installed to carburetor heat control box.
New McCauley propellerCF7142, Serial No. 17600 installed.
Quick drain filter bowl and gasket installed.
Cowlings repaired where necessary and installed.
Aircraft completely lubricated.
Aircraft weighed and Weight and Balance Report prepared.
Compass swung and deviation card installed.

MAY 28th, 1950

I hereby certify that the work listed has been done with certified materials and according to accepted practice, that all manufacturer's service bulletins affecting safety have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

J. T. Cairns

MAY 28th, 1950

I hereby certify that I have inspected all flight controls for correct action and locking devices.

A. Harry
J. T. Cairns

MAY 28th, 1950

I hereby certify that I have flown aircraft, Registration CF-DSO, and that it flies in a satisfactory and airworthy manner.

R. B. Appleby

33

BILL OF SALE

This is to certify that I have this date, sold, assigned and transferred all right, title, and interest in

Cub J3, Registration CF-DSO

to Leavens Bros. Air Services Ltd., Barker Airport, Toronto, Ontario, for the sum of One ($1.00) Dollar and other valuable consideration, receipt of which is hereby acknowledged. I also certify that there is no lien or encumbrance against this machine.

Dated at TORONTO, Ont. this 15th day of October, 1949

W. C. Eppenley
.....
(Witness)

Donald D. McLaren
.....
(Owner)

WEIGHT AND BALANCE REPORT

Piper Cub J3C Serial No. 1946 Registration CF-DSO

32

Aircraft was weighed with following equipment: Continental C85-12F engine, McCauley CF7142 metal propeller, pilot's cushions, agricultural dust equipment, hand fire extinguisher, full fuel tank and one gallon of oil in oil tank.

Item	Weight	H.Arm	Moment
Left front wheel	414	+ 3	1,242
Right front wheel	410	+ 3	1,230
Tailwheel	50	+197	9,850
Fuel - 10 gals. Imp.	- 72	- 18	+ 1,296
Oil - 1 gal. Imp.	- 9	- 29	+ 261
	793		13,879

Empty weight C.G. is aft of datum $\frac{13,879}{793}$ = 17.50 ins.

MOST FORWARD C.G. POSITION

Item	Weight	H.Arm	Moment
Empty weight	793	17.50	13,879
Fuel - 10 gals. Imp.	72	- 18	- 1,296
Oil - 1 gal. Imp.	9	- 29	- 261
Pilot - Front Seat	170	+ 9	+ 1,530
	1044		13,852

C.G. is aft of datum $\frac{13,852}{1044}$ = 13.27 ins.

MOST REARWARD C.G. POSITION

Item	Weight	H.Arm	Moment
Empty weight	793	17.50	13,879
Fuel - gals. 5 min.	36	- 18	- 648
Oil - 1 gal.	9	- 29	- 261
Pilot - Front Seat	170	+ 9	+ 1,530
Agricultural Dust Equipment	242	+ 34	+ 8,228
	1250		22,728

Passed Factory
6 June 50

C.G. is aft of datum $\frac{22,728}{1250}$ = 18.18 ins.

C.G. range for Piper J3C equipped with Continental C85 engine (+10.6") to (+19.0").

C.A.A. Aircraft Specification No. A-681, dated March 16, 1949.

Note 6 refers: Maximum take-off weight of 1250 lbs., and maneuvering speed at maximum weight not to exceed 78 m.p.h.

LEAVENS BROS. AIR SERVICES LTD.

J. T. Cairns

May 24th, 1950

J.T. Cairns.

TELEPHONES
ELGIN 4413-4414

WHITE & CO.
BAILIFFS AUCTIONEERS

SUITE 102
331 BAY STREET
TORONTO 1,
ONTARIO

34

October 13th,
19 49.

Department of Transport,
Civil Aviation Branch,
TORONTO.

Dear Sirs: Re; Arnold F. Martindale
-and-
Donald D. McClaren.

This is to advise you that we have seized by virtue of chattel mortgage one Piper Cub High Wing Monoplane J 3 Number C. F. - D.S.O., from one Arnold F. Martindale, and under the terms of the chattel mortgage we have handed the plane over to Donald D. McLaren, who is now the owner, and is now living in Barrie, Ontario, at 35 Essa Road.

We would appreciate your having the license duly transfered to the name of Mr. Donald D. McLaren, the present owner.

Thanking you for your kind co-operation, we are

Yours very truly,

WHITE & CIMPANY,

Per: L. Murphy.

LM

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:—

Re-Registration ..... X $5.00

Certificate of Airworthiness $5.00
(See note below)

The particulars given below are true in every respect.

Signature of Applicant ..... C.R. Leavens

Date of Application ..... October 18th, 1949

OWNER, OR OWNERS OF AIRCRAFT

Name in full (IN BLOCK CAPITALS)	Permanent Address	Nationality
LEAVENS BROS. AIR SERVICES LTD.,	BARKER AIRPORT, TORONTO, 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
W.T. LEAVENS	PRESIDENT	ELGIN AVE., WESTON	CANADIAN
C.R. LEAVENS	SEC.TREAS.& GEN.MGR	5 RIVERLEA RD., WESTON	CANADIAN
H.F. LEAVENS	DIRECTOR	AS ABOVE	CANADIAN

Purpose for which aircraft is to be used (State, Commercial, Passenger, Freight or Private) ..... Commercial

Usual Station ..... Barker Airport, Toronto, Ontario

Date and place of manufacture or reconstruction ..... 1946, Hamilton, Ontario, Canada.

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 Corporation Ltd.

Type Piper J3-C65 Maker's No. 1940

	In Flight	Reduced or Folded for Storage
Span or breadth o/a in feet	35 ft. 2½ in.	
Length o/a in feet	22 ft. 5 in.	
Height o/a in feet	6 ft. 8 in.	
Cubic Capacity (of Airship or Balloon)		

Weight equipped, but without load, fuel, or oil 698 lbs.

Total weight authorized (fully loaded) in lbs 1220 lbs. Air Speed 85 miles per hour

EQUIPMENT—(Give number and type).

1. Instruments Altimeter, Airspeed, Compass
2. Gauges Oil pressure, Oil temperature, R.P.M. Indicator
3. Lights Nil
4. Signals Nil
5. Fire Extinguishers One
6. Parachutes Nil
7. Tools Nil
8. Other Equipment Safety belt for each occupant

ENGINES—	Engine No. 1	Engine No. 2	Engine No. 3	Engine No. 4
Name of Type	Continental A65			
Pusher or Tractor	Tractor			
Right or Left Hand	Left			
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

2
6-47

36

Toronto, Ontario, June 7th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
5008-D19-15	Re-Registration of aircraft CF-DSO	5008-D19-15

10190

TRANSPORT - RECORDS
JUN 8 P.M.
5008-D19-15
File

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: C.A.R.

1. Herewith the following documents relating to re-registration of Piper J3 aircraft, C F - D S O Serial No. 194C, in the name of Leavens Bros. Air Services Limited:-

(a) Application form in duplicate.
(b) $5.00 fee (see page 8897 in cash book, receipt no. 101791).
(c) Letter dated October 13th, 1949, from White and Co., Bailiffs, Auctioneers, re ownership.
(d) Bill of Sale - D.D. McLaren to Leavens Bros.
(e) Copy of the Weight and Balance Report.
(f) Copy of the Inspection Report of Overhaul.
(g) Old Certificate of Registration No. 3795.
(h) Old Certificate of Airworthiness No. 1315.
(i) Report on Renewal of Certificate of Airworthiness.
(j) Copy of letter of temporary authority.

D W Saunders

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

attach.(10)

To owners
3761(R)
1315(A)

/RM

36

2462A

CANADA

DEPARTMENT OF TRANSPORT

AIR SERVICES BRANCH

CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8761

NATIONALITY AND REGISTRATION MARKS CF-DSO

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ontario.
3. Constructor's serial number	1940
4. Name of owner	Leavens Bros. Air Services Ltd.,
5. Address of owner	Barker Airport, Toronto, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Barker Airport, Toronto, 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 7th day of June 19 50, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-DSO and is of Canadian nationality.

Given at Ottawa this 12th day of June 19 50.

Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 20th, 1951, unless endorsed.

VALID FOR DAY FLYING ONLY

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1315

(Heavier than air)

FIRST PART

(7.6.50) LEAVENS BROS. AIR SERVICES LTD.,

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Tripp Flying Services Ltd.~~
2. Christian name Barker Airport, Toronto, Ontario.
3. Address ~~Barker Field, Toronto, Ont.~~
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DSO

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1940
8. Place and year of construction of aircraft Hamilton, Ontario. 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

ENGINES

18. Number installed ..... One

19. Makes ..... Continental

20. Types A65

21. International power of the engine or engines at .....

(Take-off) 65 H.P. at 2300 revolutions per minute.
(M.E.T.O.) 50 H.P. at 2100 revolutions per minute.
(International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute.
(International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine.

22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted One Types Sensenich No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators):	(a) Landplane	793 698 lbs.
	(b) Seaplane	lbs.
	(c) Skiplane	702 lbs. (20.2.48)

WEIGHT OF FUEL AND OIL

26. Fuel	72 lbs.
(at 7·2 lbs. per gallon)	
(a) Number of tanks One	
(b) Capacity of tanks 10 Imp. gals.	
27. Oil	9 lbs.
(at 9·0 lbs. per gallon)	
(a) Number of tanks One	
(b) Capacity of tanks 1 Imp. gals.	
28. Weight allowed for crew	170 lbs.
29. Weight allowed for equipment, excluding wireless apparatus	lbs.
30. Weight of wireless apparatus	lbs.
31. Maximum commercial load (passengers, goods) authorized when the fuel and oil tanks are full (Skiplane) 267 (20.2.48)	271 lbs.
32. Maximum total weight authorized	lbs.
Landplane	1220 lbs.
Seaplane	lbs.
Skiplane	1220 lbs. (20.2.48)

(Dilted 6.6.50)

COMPULSORY CONDITIONS

33. Maximum total weight authorized (write in full) .....
Landplane Twelve hundred and twenty pounds
Seaplane .....
Skiplane Twelve hundred and twenty pounds (20.2.48)

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 ..... inches and ..... inches behind the prescribed datum.

38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.

39. Except in emergency the speed of the engine must not exceed 2100 r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed 2300 r.p.m.

40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated July 17, 1946, in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this 19th day of August 19 46.

for C. F. Hamilton

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.

WEIGHT AND BALANCE REPORT
FORMS PART OF THIS CERTIFICATE
OF AIRWORTHINESS AND MUST BE
CARRIED IN THE AIRCRAFT DURING
FLIGHT. (6.6.50)

Note: This certificate is subject to Air Regulations, 1938, and will be voided by any unauthorized change in the design or equipment of the aircraft, or by any breach of the conditions herein expressed.

PERIODIC OVERHAULS

Date and Place of Overhaul	Result of Overhaul (1)	Certificate Valid until	Signature of Inspector
		July 17, 1947. 19/11/48 20/8/49 20.5.51.	

(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.

/RM

34

5008-D19-15

OTTAWA, Ontario.
June 12th, 1950.

Leavens Bros. Air Services Ltd.,
Barker Airport,
Toronto, Ontario.

Dear Sir/s:-

Enclosed are Certificate of Registration No. 8761 and Certificate of Airworthiness No. 1315 for your Piper J3-C65 aircraft, CF- DSO , Serial No. 1940.

The Certificates must be carried with the Journey and Aircraft Log Book on board the aircraft on all flights.

The Certificate of Airworthiness is valid until May 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.

NOTED
16 1950
Revenue Audit
Dept. of Transport.

Yours truly,

(C.T. Travers),
Superintendent, Air Regulations.

P.S. Propeller Log Book (s) enclosed. Yes ☐ No ☒

REGISTERED

AC-5-60

cc. D.S.A.R. Toronto, Ont.

Noted B76

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

42 2
6-47

TORONTO, June 30th, 1950.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3 Aircraft, CF-DSO Accident: June 20th, 1950.	5008-D19-15 5802-95-104

TRANSPORT - RECORDS
JUL 6 A.M.
File 5008-D19-15

14492

Director of Air Services,
Department of Transport,
OTTAWA, Ontario.

Attention: C.A.R.

1. Herewith copy of the pilot's report on the accident involving Piper J3 aircraft, CF-DSO, which occurred on June 20, 1950.

2. This aircraft is owned by Leavens Bros. Air Services Limited, Barker Airport, Toronto, and the pilot, while engaged in crop dusting, allowed his aircraft to come too low to the crop, resulting in the aeroplane being pulled downward. As the aircraft came to a stop, it turned and came to rest on its back.

3. Since this accident is the first offence by this pilot, no further action is considered necessary, however, please find enclosed copy of a letter of warning.

S. I. Grant
for District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

14/8/6-0

Entered on Accident Cards

COPY ON
5802 - 16707

Copy of letter of warning removed & placed on pilot's file 7/7/50

COPY

303 Mortimer Ave., 41
Toronto, Ont.,
June 24, 1950.

Pilot's Report on accident involving Piper Cub CF-DSO on the morning of June 20, 1950.

Pilot - Duncan S.A.R.F. MacLean, Commercial Pilot's Licence C-5379.

At, or about, 0700 hours on June 20, 1950, I took off from a hard surfaced field of young beans, in dusting machine CF-DSO belonging to Leavens Bros. Air Services Ltd., with 150 lbs. of dust in the hopper, to dust a six acre field of wheat belonging to Mr. Cox of Valetta, Ontario. This field lay several hundred yards away from my take-off point.

The sky was clear and there was no wind. The sun lay immediately above the horizon, but it was not yet full daylight.

This was my first experience of actual dusting and I trimmed the aircraft for level flight and flew around the field which I was to dust to have a good look at it and made one run up the centre of the field towards the sun at a height of about 30 feet. The field was of oblong rectangular shape, being about 200 feet across and possibly 200 yards long. The greater length of the field lay east and west. There was a road along the north side with hydro wires and several trees, trees bordering the north-east corner of the field, and one tree about 25 feet in height on the east border of the field about 70 feet in from the north side. Both the south and west sides of the field were free from any obstructions over 10 feet in height.

I made one dusting run three feet above the crop out of sun from east to west along the north border of the field. I then made a 180 degree turn well west of the field, noticing that my hopper was leaking dust slightly, and started into a dusting run from west to east parallel to my first run.

I was flying directly into the sun, an experience which was new to me at very low altitude, and the crop appeared blurred. I judged my height to be three feet above the crop leval and noted my airspeed to be 70 m.p.h. As soon as I was settled on my dusting run I glanced ahead to check my relative position to the tree at the

east end of the field.

At this point I felt the wheat tangling in my undercarriage and pulling the nose of the aircraft down. I pulled the stick back hard and opened the throttle wide to gain height but the nose continued to sink. When the nose was at about a 45 degree angle to the ground and the propeller was commencing to hit I closed the throttle and grasped the forward strut inside the windshield on the left side, with my left hand. The aircraft was decelerating evenly with its nose on the ground as I continued to hold back on the stick, and as it came to a stop it turned tail over nose on to its back.

I had hit my head slightly on the instrument panel, but the shock was cushioned by my left arm. I unfastened my safety belt and got out of the aircraft and then reached inside and turned off the switches.

The apparent damage sustained by the aircraft was a severely bent propeller, a buckled engine cowling, a bent carburetor air intake screen, damaged carburetor heater pipes, two bent external wing struts on the right wing, and a badly buckled fin and rudder.

After leaving the aircraft I found the wheat to be from $2\frac{1}{2}$ to 3 feet high. I paced off the distance from where it was first apparent that the wheels of the aircraft had been touching the wheat to the upturned aircraft and found it to be 150 feet. I estimated that the distance between the aircraft and where I first noticed the effect of the wheat striking the undercarriage to be slightly over 100 feet. The whole accident had taken place within the first third of the field. It was apparent that as soon as I had crossed the fence at the west end of the field I had commenced to fly too low and had rapidly got within inches of the crop.

I attribute the direct cause of the accident to be error in judging my height above the ground. The contributory cause I consider to be complete lack of experience in flying into the sun at very low altitudes. I could have avoided the accident if I had made all my dusting runs out of the sun. However, I understood flying into the sun to be normal procedure.

Duncan MacLean.

43

2444
4-50

CANADA

DEPARTMENT OF TRANSPORT

Application for Renewal of Certificate of Airworthiness

REGISTRATION—CF—DSO SERIAL No. 194C

1. C. of A. No. 1315 Expires May 20/51 C. of R. No. 8761 Expires May 20/51.

AIRCRAFT DATA—Manufacturer Cub A/C Corp. Hamilton Ont Model J3-C85

Hours flown—Since New 1178:55 hrs. Since Overhaul N/A

ENGINE DATA—Manufacturer Continental Motors Corp. Model C85-12

Serial Numbers	Hours Run Since New	Hours Since Overhaul
(1) 23325-6-12	765:57 hrs.	132:71 hrs.
(2)		
(3)		
(4)		

Signature of Applicant for Louis F. Chamberlin Leavens Bros. Air Services Ltd.

Date April 28, 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 Louis F. Chamberlin
"B" ENGINEER

Date April 28, 1951

3. I hereby certify that I have flown this aircraft and that its performance, flying qualities and functioning of controls, power plant, landing gear, etc., are equivalent to the standards of the type.

Signed Anthony K. Beak
TEST PILOT

Date April 28, 1951.

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 [signature]
DISTRICT AIRCRAFT INSPECTOR

Date May 4, 1951

7. C. of A. and C. of R. renewed, not valid after (Date) May 20th, 1952.

Permissible Gross Weights— Wheels 1,220 pounds.
Skis 1,220 pounds.
Floats

Signed [signature]
DISTRICT SUPERINTENDENT, AIR REGULATIONS

Date ~~April~~ May 1st, 1951.

Other Action:—

8. H.Q. Action— C.A.R.

C.A.E.

47

April 28,1951.

I hereby certify that all the work listed has been done with certified materials and according to accepted practice, that Manufacturer's Bulletins affecting safety have been complied with to date, that no unapproved modifications have been incor and that the aircraft is airworthy.

Louis F Shainline 2164 B.

I hereby certify that I have inspected all flight controls for correct action and locking devices.

Guy LaRocque

I hereby certify that I have flown aircraft, Registration CF-DSO and that it flies in a satisfactory and airworthy manner.

Anthony K. Beak

45

TYPE OF AIRCRAFT: Piper Cub J3, Serial No. 194C Registration: CF-DSO

TYPE OF ENGINE: Continental C85-12F, Serial No. 23325-6-12

TYPE OF PROPELLOR: McCauley CF7142 Serial No. 17592

TYPE OF WORK: Inspection and repair for renewal of Certificate of Airworthiness.

WORK CARRIED OUT: All inspection covers and fairings removed.

FUSELAGE: All controls inspected for wear and condition. All tubing inspected for rust and distortion. Fuselage bottom fabric removed and all traces of rust removed and zinc chromate applied- new fabric doped in position and doped to colour. All control cable attachment bolts replaced new. Dust equipment removed, checked, cleaned and replaced. Fabric checked for condition and repaired where required.

WINGS: Inspected for condition where possible internally. Aileron control cable attachment bolts replaced new. Aileron hinge pins replace new. Wing lift strut attachment bolts replaced new. Forked ends inspect for condition. Fabric covering inspected for serviceability.

EMPENNAGE: All surfaces removed and tubing inner walls checked for rust. All traces of rust removed and Lionoil injected to inner walls. All surfaces replaced using new attachment bolts. Fabric covering inspected for tears, ringworms etc. New elevator and rudder hinge pins installed..

UNDERCARRIAGE: Both legs removed and new shock cords installed. Legs replaced using new attachment bolts. Wheels removed and bearings cleaned and regreased. Hubs checked for cracks and tires inspected for wear and condition.Tailwheel assy. removed, cleaned,greased, replaced.

GENERAL: Fire extinguisher tested and refilled. Compass swung and deviation card corrected. All fairings and inspection covers replaced.

06051

TRANSPORT - RECORDS
MAY 2 P.M. 1951
File 5008-D19-15

DEPARTMENT OF TRANSPORT

TORONTO, 260 Richmond St. W. May 1st, 1951.

Your File 5008-D19-15 — SUBJECT Renewal of Certificates of Registration and Airworthiness CF-DSO. — Our File 5008-D19-15

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 J3-C65 aircraft, CF-DSO.

(D.W. Saunders),
District Superintendent, Air Regulations,
for (District Controller, Air Services),
Toronto.

Attach.

49

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
9-50

TORONTO Ontario November 9, 1951
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	CF - DSO	5008-D19-15

TRANSPORT - RECORDS
NOV 12 1951
File 5008-D19-15

In Reply
Refer to File

42962

Director of Air Services,
Department of Transport,
Ottawa.

Attention C.A.R.

1. Please refer to our letter of the 5th instant, file 5002-67/5008-D19-15 (your file 5002-293 CAR).

2. Attached hereto is copy of a letter dated November 8, 1951 from Leavens Brothers Air Services Limited, to the effect that aircraft CF-DSO was damaged beyond economical repair.

3. Therefore, the Certificates of Registration and Airworthiness for the subject aircraft, forwarded with the Board of Inquiry under cover of our above-referred letter, should be cancelled.

D W Saunders

(D. W. Saunders),
District Superintendent, Air Regulations,
for District Controller of Air Services,
Toronto.

Attach.

48

LEAVENS BROS.
AIR SERVICES LTD.

Barker Airport, Toronto.

November 8, 1951.

District Supt. Air Regulations,
Department of Transport,
260 Richmond St. W.,
Toronto, Ont.

Attention - Mr. D. Saunders

Dear Sir:

Further to our telephone conversation, we wish to confirm that the airframe of aircraft CF-DSO was damaged beyond repair. We removed a few parts which we considered could be made serviceable and the balance was burned.

We would appreciate receiving the log books for this aircraft when your Department is through with them.

Sincerely yours,

LEAVENS BROS. AIR SERVICES LTD.

Signed: C. R. Leavens
Manager.

CRL/sg

(COPY)

DM

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

49A

3
5-51

WVG/ZG

Ottawa, November 14th, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Piper J3 Aircraft, CF-DSO.	~~5008-295(C.A.R.)~~ 5008-D19-25

45063

MEMORANDUM TO: 1. C.A.R. (Aircraft Licensing)
~~2. C.A.I.~~

1. 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.

56

SERVICES
CIVIL AVIATION DIVISION

CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER
TOR:5008-D19-15

In Reply
Refer to File

REGISTERED

260 Richmond St. W., Toronto,
May 1st, 1951.

Leavens Bros. Air Services, Ltd.,
London City Airport,
LONDON, Ontario.

Gentlemen:

Enclosed please find Certificate of Registration No. 8761 and Certificate of Airworthiness No. 1315 for your Piper J3-C65 aircraft, CF-DSO.

These Certificates have been renewed valid until May 20th, 1952.

The Weight and Balance Report is enclosed with the Certificate of Airworthiness.

Yours truly,

(D.W. Saunders),
District Superintendent, Air Regulations,
Toronto.

Encls.

② Miss. Mick
Please cancel
C of R and C of A. Aircraft
destroyed on Aug. 6/1951
Ref. 5002-293.
JLF

Noted
Pm

Cancelled
15.11.51

/RM

55

2462A

CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH
CIVIL AVIATION DIVISION

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 8761

NATIONALITY AND REGISTRATION MARKS CF-DSO

1. Type and description	Piper J3-C65
2. Name and address of constructor	Cub Aircraft Corporation Ltd., Hamilton, Ontario.
3. Constructor's serial number	194C
4. Name of owner	Leavens Bros. Air Services Ltd.,
5. Address of owner	Barker Airport, Toronto, Ontario.
6. Nationality of owner	Canadian
7. Usual station of aircraft	Barker Airport, Toronto, 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 7th day of June 1950, in accordance with the Convention on International Civil Aviation dated December 7, 1944 and with Air Regulations, 1938, as amended, and has been allocated the nationality and registration marks CF-DSO and is of Canadian nationality.

Given at Ottawa this 12th day of June 1950.

R S Mallace
Superintendent, Air Regulations.

Attention is drawn to the extracts from Air Regulations, 1938, overleaf.

Not valid after May 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

May 1st, 1951 - Renewed valid until May 20th, 1952 - A.A. Williams

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

54

2462
7-45

CANADA

DEPARTMENT OF TRANSPORT

CIVIL AVIATION

PHOTO

CERTIFICATE OF AIRWORTHINESS No. 1315

(Heavier than air)

FIRST PART

(7.6.50) LEAVENS BROS. AIR SERVICES LTD.,

Full Name, Address and Nationality of Owner or of Owning Company

1. Surname of owner (or name of Company) ~~Tripp Flying Services Ltd.~~
2. Christian name Barker Airport, Toronto, Ontario.
3. Address ~~Barker Field, Toronto, Ont.~~
4. Nationality British

NAME OF CONSTRUCTOR

5. Name Cub Aircraft Corporation Ltd.

NATIONALITY AND REGISTRATION MARKS

6. CF-DSO

DESCRIPTION OF AIRCRAFT

7. Type Piper Series J3-C65 Constructor's No. 1940
8. Place and year of construction of aircraft Hamilton, Ontario. 1946

CLASS OF AIRCRAFT

9. Land and/or marine Land
10. Number of planes One
11. Number of engines One
12. Maximum number of persons to be carried (including crew) Two

CLASSIFICATION OF AIRCRAFT

13. Category Normal
14. Subdivision a,b,c,d & e
15. Maximum span (in flying position) 35' 2½"
16. Maximum length (in flying position) 22' 5"
17. Total height (with and without trolley in case of seaplanes) 6' 8"

Engines

18. Number installed ..... One
19. Makes ..... Continental
20. Types A65
21. International power of the engine or engines at .....

(Take-off) (M.E.T.O.) (a) Sea Level ..... 65 / 50 ..... H.P. at ..... 2300 / 2100 ..... revolutions per minute. (International number of revolutions)

(b) Rated Altitude ..... H.P. at ..... revolutions per minute. (International number of revolutions)

Hourly consumption at mean sea level at above-mentioned power per engine. 22. Fuel: (a) ..... (b) .....

23. Oil: (a) ..... (b) .....

24. Airscrews { Number fitted ..... One ..... Types ..... Sensenich ..... No. .....
Pitch ..... Diameter .....

25. Weight of aircraft empty (ncluding water in the radiators): (a) Landplane ..... 793 ..... 698 lbs.
(b) Seaplane ..... lbs.
(c) Skiplane ..... 702 lbs.

Weight of Fuel and Oil

26. Fuel ..... 72 lbs.
(at 7·2 lbs. per gallon)
(a) Number of tanks ..... One
(b) Capacity of tanks ..... 10 ..... Imp. gals.

27. Oil ..... 9 lbs.
(at 9·0 lbs. per gallon)
(a) Number of tanks ..... One
(b) Capacity of tanks ..... 1 ..... Imp. gals.

(June 6th, 1950)

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 ..... 271 lbs.
32. Maximum total weight authorized ..... lbs.
Landplane ..... 1220 lbs.
Seaplane ..... lbs.
Skiplane ..... 1220 lbs.

Compulsory Conditions

33. Maximum total weight authorized (write in full) .....
Landplane ..... Twelve hundred and twenty pounds
Seaplane .....
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 ..... inches and ..... inches behind the prescribed datum.
38. The number of passengers carried must not, in any circumstances, exceed the number for which seating accommodation is provided.
39. Except in emergency the speed of the engine must not exceed ..... 2100 ..... r.p.m. for a total of more than one minute in each flight or, if the flight exceeds one hour, in each hour of flight; it must never exceed ..... 2300 ..... r.p.m.
40. The indicated air speed must never exceed (a) ..... m.p.h and (b) ..... m.p.h.

The Minister of Transport having regard to the reports furnished to him issues the present Certificate of Airworthiness dated ..... July 17, 1946, ... in respect of the above-mentioned aircraft, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex B, and with Air Regulations, 1938.

This Certificate is only valid, subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at Ottawa this ..... 19th ..... day of ..... August ..... 19 46.

C. Thavers
Superintendent, Air Regulations.

WEIGHT AND BALANCE REPORT

Piper Cub J3C Serial No. 194C Registration CF-DSO

53

Aircraft was weighed with following equipment: Continental C85-12F engine, McCauley CF7142 metal propeller, pilot's cushions, agricultural dust equipment, hand fire extinguisher, full fuel tank and one gallon of oil in oil tank.

Item	Weight	H.Arm	Moment
Left front wheel	414	+ 3	1,242
Right front wheel	410	+ 3	1,230
Tailwheel	50	+197	9,850
Fuel - 10 gals. Imp.	- 72	- 18	+ 1,296
Oil - 1 gal. Imp.	- 9	- 29	+ 261
	793		13,879

Empty weight C.G. is aft of datum $\frac{13,879}{793}$ = 17.50 ins.

MOST FORWARD C.G. POSITION

Item	Weight	H.Arm	Moment
Empty weight	793	17.50	13,879
Fuel - 10 gals. Imp.	72	- 18	- 1,296
Oil - 1 gal. Imp.	9	- 29	- 261
Pilot - Front Seat	170	+ 9	+ 1,530
	1044		13,852

C.G. is aft of datum $\frac{13,852}{1044}$ = 13.27 ins.

MOST REARWARD C.G. POSITION

Item	Weight	H.Arm	Moment
Empty weight	793	17.50	13,879
Fuel - gals. 5 min.	36	- 18	- 648
Oil - 1 gal.	9	- 29	- 261
Pilot - Front Seat	170	+ 9	+ 1,530
Agricultural Dust [redacted]	242	+ 34	+ 8,228
	[illegible]		22,728

32

C.G. is aft of datum $\frac{22,728}{1250}$ = 18.18 ins.

C.G. range for Piper J3C equipped with Continental C85 engine (+10.6") to (+19.0").

C.A.A. Aircraft Specification No. A-691, dated March 16, 1949.

Note 6 refers: Maximum take-off weight of 1250 lbs., and maneuvering speed at maximum weight not to exceed 78 m.p.h.

LEAVENS BROS. AIR SERVICES LTD.

J. T. Cairns

May 24th, 1950

J.T. Cairns.

MIM/ZC/LEM

57

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.

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

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 6/6/50 ..... S.F. 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
		July 17, 1947.	C. Travers.
Toronto July 19th, 1947	Airworthy	July 18th, 1948	
August 20 1948 Leggat Aircraft	Airworthy	August 20 1949	
May 20th, 1950 Leavens Bros.	Airworthy	May 20th, 1951	S S Grant.
April 28 1951 Leavens Bros.	Airworthy	May 20th 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.

54

JF/HMC OTTAWA ONTARIO NOVEMBER 16th, 1951

5008-D19-15; Piper J3-C65 - CF-DSO 5008-D19-15;
~~5002-293;~~

REGISTERED

District Controller of 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 J3-C65 aircraft CF-DSO, owned by Leavens Brothers Air Services Limited, which was destroyed in an accident on August 6th, 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.

HP

(C.T. Travers),
Superintendent, Air Regulations.

ENCLS.

1

4

5008-D19-15

260 Richmond St. W.,
Toronto, Ontario
November 21, 1951

46033

TRANSPORT - RECORDS
NOV 23 P.M.] 1951
5008-D19-15
File

Leavens Bros. Air Services Limited,
Barker Airport,
Fairbank P.O.,
Toronto 12, Ontario.

Gentlemen: Piper J3-C65 aircraft, CF-DSO

Returned herewith are the Journey and Aircraft and Engine log books for the above noted aircraft.

In this regard, your attention is drawn to Paragraph 8.2.4.1 of The Air Regulations.

Yours truly,

(D. W. Saunders),
District Superintendent, Air Regulations.

Encl.
DWS/mh
cc:HQ/ ref. file 5008-D19-15; 5002-293;

BY HAND

25X

DATE: 22-1-85

FILMED by: F.S.

CANCELLED AIRCRAFT REGISTRY FILES

SERIES 5008

TRANSPORT CANADA

REGIONAL OFFICES

ROLL

149

END
OF
ROLL