



US Department of Transportation  
Federal Aviation Administration

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

OMB No. 2120-0020  
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <b>N22371</b>	Serial No. <b>C3709</b>	
	Make <b>Aeronca</b>	Model <b>50C</b>	Series <b>NA</b>
2. Owner	Name (As shown on registration certificate) <b>Brandt, Terry W</b>		Address (As shown on registration certificate)
			Address <b>11423 W Citrus Grove</b>
			City <b>Avondale</b> State <b>AZ</b>
			Zip <b>8539-3905</b> Country <b>Mirracopa</b>

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>Aeronca</u>	<i>(As described in Item 1 above)</i>	<u>C3709</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	<u>Alberto Marin</u>	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic		
Address	<u>1453 E Todd Drive</u>	<input type="checkbox"/>	Foreign Certificated Mechanic		
City	<u>Tempe</u> State <u>AZ</u>	<input type="checkbox"/>	Certificated Repair Station		
Zip	<u>85283</u> Country <u>USA</u>	<input type="checkbox"/>	Certificated Maintenance Organization	<u>AIP 3670711</u>	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Alberto Marin</u> <u>6-16-16</u>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>3670711 FA</u>	Signature/Date of Authorized Individual <u>Alberto Marin</u> <u>6-16-16</u>
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N22371

14 June 2016

Nationality and Registration Mark

Date

Installed improved fuel gascolater assembly in accordance with Supplemental Type Certificate SA0102656 dated December 10, 2001.///

Additional Sheets Are Attached



U.S Department of  
Transportation  
Federal Aviation  
Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020  
11/30/2007

Electronic Tracking Number

For FAA Use Only

**INSTRUCTIONS:** Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

<b>1. Aircraft</b>	Nationality and Registration Mark N22371	Serial No. C3709	
	Make AERONCA	Model 50-C	Series N/A
<b>2. Owner</b>	Name (As shown on registration certificate) BRANDT, TERRY, W	Address (As shown on registration certificate) Address 11423 WEST CITRUS GROVE City AVONDALE State AZ Zip 85323 Country MARICOPA	

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name JERRY L. COATES		<input checked="" type="checkbox"/> U.S. Certified Mechanic	<input type="checkbox"/> Manufacturer
Address 2716 S. 159th AVE		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City GOODYEAR State AZ		<input type="checkbox"/> Certified Repair Station	1265518
Zip 85338 Country MARICOPA		<input type="checkbox"/> Certified Maintenance Organization	

**D.** I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>J. Coates 5 SEPT 2015</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Maintenance Organization	<input type="checkbox"/> Person Approved by Canadian Department of Transport
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. 1265518	Signature/Date of Authorized Individual
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**NOTICE**

*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

**8. Description of Work Accomplished**

*(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

N22371

24 AUG 2015

Nationality and Registration Mark

Date

REPAIRED LOWER COWLING I.A.W.  
AC43.13-1B, CHAPTER 4. CONTOURED DOUBLERS TO MATCH COWLING CONTOUR BOTH INTERNAL AND EXTERNAL  
USING TRIPLERS TO TIE REPAIR DOUBLERS AT ANY POTENTIAL HARD POINT.

END



JERRY COATES A/P 1265518 I.A



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)					
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 for subsequent revision thereof for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Aeronca		MODEL	50 C 2PCLM
	SERIAL NO.	C 3709		NATIONALITY AND REGISTRATION MARK	N22371
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Terry W. Brandt			PO Box 3300 Ft. Leavenworth, KS 66027	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	As described in item 1 above			X	X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Richard E. Anderson R#1 Box 239IA Platte City, MO 64079		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		465-78-9117	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
5 Sep 89		Richard E. Anderson			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
5 Sep 89		465-78-9117	Richard E. Anderson		

### NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N 22371

Aircraft totally disassembled.

Fuselage metal stripped, inspected, primed with zinc chromate, and painted with dope proof enamel. All wood replaced with marine plywood and varnished with urethane varnish. All hardware inspected or replaced. All rudder and elevator control cables replaced. All new interior and baggage container installed. ELT installed.

Wing metal stripped, inspected, primed with epoxy primer. Spars cleaned, inspected and repaired per Chapter 1 AC 43-13-1A, and varnished with epoxy varnish. Wood ribs and wings rebuilt per Aeronca wing frame assembly drawing 7-31 using all new hardware, new bows, and new stainless steel aileron control cables. Leading edge aluminum replaced with .016 2024T3

Ailerons repaired, cleaned, inspected, and primed.

Aircraft covered with Ceconite 102 per approved procedures manual and Chapter 3 AC 43-13-1A and per STC SA2666WE.

Lexan sheet used to replace center top section of cabin fabric. Secured to airframe with machine screws and nut plates.

New fairings between the wing and fuselage fabricated from .016 2024T3 primed and painted.

Aircraft rigged per original Aeronca instructions.

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END  
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ADDITIONAL SHEETS ARE ATTACHED

UNITED STATES OF AMERICA  
 DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

**STANDARD AIRWORTHINESS CERTIFICATE**

1 NATIONALITY AND REGISTRATION MARKS <b>N22371</b>	2 MANUFACTURER AND MODEL <b>Aeronca 50-C</b>	3 AIRCRAFT SERIAL NUMBER <b>C3709</b>	4 CATEGORY <b>Normal</b>
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5 AUTHORITY AND BASIS FOR ISSUANCE  
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein.

Exceptions  
**None**

6 TERMS AND CONDITIONS  
 Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF EXPIRATION <b>Replacement 7/10/50</b>	FAA REPRESENTATIVE <i>Jerry V. Garrison</i> <b>Jerry V. Garrison</b>	DESIGNATION NUMBER <b>ACE-FSDO-05</b>
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 DATE: 10-25-98

[Redacted]



*any*



RECEIVED  
28 1989

FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliances)	Form Approved Design Bureau No. 04-R060.1 <b>FOR FAA USE ONLY</b> OFFICE IDENTIFICATION AGL-FSDO-61
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INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43.9-Appendix 2, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

<b>1. AIRCRAFT</b>	MAKE <b>Piper</b>	MODEL <b>PA44-180</b>
	SERIAL NO. <b>66-799516</b>	NATIONALITY AND REGISTRATION MARK <b>N2221F</b>
<b>2. OWNER</b>	NAME (As shown on registration certificate) <b>Mitchell Aeronautical</b>	
	ADDRESS (As shown on registration certificate) <b>923 E Layton Ave Milwaukee WI 53207</b>	

**3. FOR FAA USE ONLY**

USE	DESCRIPTION	SERIAL NO.	5. TYPE	
			REPAIR	ALTERATION
AIRFRAME				X
POWERPLANT				
PROPELLER				
APPLIANCE				

<b>A. AGENCY'S NAME AND ADDRESS</b>	<b>B. KIND OF AGENCY</b>	<b>C. CERTIFICATE NO.</b>
<b>Van Dusen Airport Service 923 E Layton Ave Milwaukee WI 53207</b>	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	<b>VDAR155K</b>
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE <b>July 19, 1989</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Walter P. Brueckner</i>
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**7. APPROVAL FOR RETURN TO SERVICE**

Permit to the authority given herein specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is:  APPROVED  REJECTED

<b>BY</b>	FAA FLT. STANDARDS INSPECTOR	<input type="checkbox"/> SIGNATURE	INSPECTION AUTHORIZATION	OTHER SIGNATURE
	FAA ENGINEER	<input checked="" type="checkbox"/> SIGNATURE	CAPTIONED DEPARTMENT OF THROUGH INSPECTOR OR AIRCRAFT	
DATE OF APPROVAL OR REJECTION <b>7/19/89</b>		CERTIFICATE OR DESIGNATION NO. <b>VDAR155K</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Walter P. Brueckner</i>

KT

**NOTICE**

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

3. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Bob Fields Aerocessories Electric Inflatable Door seal Kit in accordance with supplemental type certificate Number SA4235WE - FAA scaled Aerocessories Drawing NO 3920, dated July 2, 1980.

END

01D

FORM ACA-305 (3-7-46) DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION  
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT  
BUDGET BUREAU NO. 41-R041.2  
ANNUAL EXPIRES FEBRUARY 15, 1947  
INSTRUCTIONS  
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check)  
 AIRWORTHINESS CERTIFICATE  
 ANNUAL INSPECTION  
CAA IDENTIFICATION  
 NC  NX  NR  OTHER (Specify)

AIRCRAFT  
MAKE Acronca MODEL 50-C  
REGISTRATION NO. NC22371 MANUFACTURER'S SERIAL NO. C-3709 DATE MANUFACTURED 5-10-39

ENGINE  
MAKE Continental MODEL A-50-5 RATED H.P. 50  
(Check whether)  
 NEW  USED  OVERHAULED  
IF OVERHAULED, STATE BY WHOM \_\_\_\_\_ DATE OF OVERHAUL \_\_\_\_\_

AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION  APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED  
OWNER'S NAME David Schoenrock Irwin Kreis PERMANENT ADDRESS (Street and No., City, Zone, State) Rt. 3 Fairbury, Nebr  
Richard Schoenrock

ATTACHMENTS (Check which)  
 ACA-319  WEIGHT AND BALANCE REPORT  
 ACA-337  SPECIAL APPROVALS  
 ACA-805  DATA, DRAWINGS, ETC.  
 ACA-317  UNAPPROVED DEVIATION DATA  
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE  
7-9-50 DATE  
W.D. Darby OWNER OR AUTHORIZED AGENT

FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT  
(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

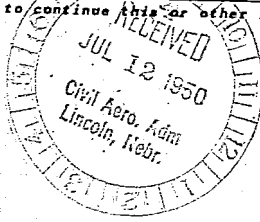
LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
		<u>A-675-2</u>		<u>AD-675-2</u>	<u>AD 50 THRU 50-26</u>

OTHER (Describe) \_\_\_\_\_ EXCEPTIONS, IF ANY (If additional space is required, use reverse)  
 FORM ACA-319 APPROVED BY W.D. DARBY MECH. CERTIF. AND RATING NO. ME 1148748 DATED 7-10-50  
(Return to owner)  
 FORM ACA-1362 CERTIFICATE VALID TO (Specify date) \_\_\_\_\_ ISSUED

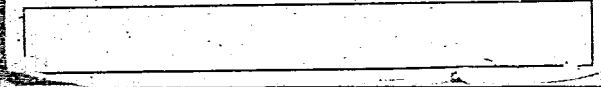
AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED

FINDINGS  
 AIRWORTHY  UNAIRWORTHY  
DESIGNEE'S SIGNATURE AND NO. Glen S. Carstensen 759 DATE 7-10-50  
CAA INSPECTOR'S SIGNATURE W.D. Darby  ACCEPTED  REINSPECTED 7-12-50

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item  Yes  No)



8-25-50  
NWX



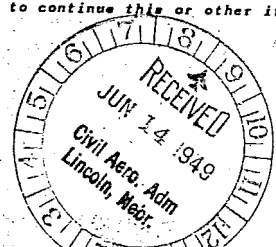
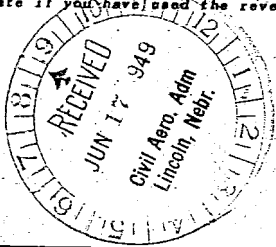
A large rectangular area containing a grid of horizontal lines, typical of a document template for recording data or observations. The lines are evenly spaced and run across the width of the page. There are some faint, illegible markings and a small stamp at the top center of this area.

DEPT OF COMMERCE  
CIVIL AERONAUTICS ADM.  
AUG 11 11 38 AM '50  
MAIL ROOM-2  
WASHINGTON



675

FORM ACA-305 (3-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-R041.2 ANNUAL EXPIRES FEBRUARY 15, 1947	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative.	
APPLICATION (Check) <input type="checkbox"/> AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		CAA IDENTIFICATION <input checked="" type="checkbox"/> NC <input type="checkbox"/> NX <input type="checkbox"/> NR <input type="checkbox"/> OTHER (Specify)			
MAKE Aeronca		MODEL 50-C			
REGISTRATION NO. N 2371	MANUFACTURER'S SERIAL NO. G-3709	DATE MANUFACTURED May 1939			
MAKE Continental		MODEL A-50-3	RATED H.P. 50		
(Check whether) <input type="checkbox"/> NEW <input checked="" type="checkbox"/> USED <input type="checkbox"/> OVERHAULED		IF OVERHAULED, STATE BY WHOM		DATE OF OVERHAUL	
(Check which) <input type="checkbox"/> AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION <input checked="" type="checkbox"/> APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED					
OWNER'S NAME Alvin Schoenrock Richard Schoenrock Irwin Kreisel			PERMANENT ADDRESS (Street and No., City, Zone, State) Fairbury, Nebraska		
ATTACHMENTS (Check which) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> SPECIAL APPROVALS <input type="checkbox"/> ACA-805 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE  Robert S. Smith OWNER OR AUTHORIZED AGENT agent DATE: 6-10-49			
FORM ACA-305a (FORMERLY ACA-307)		AIRCRAFT INSPECTION REPORT (To be completed by a CAA inspector or a designated inspector or representative)			
IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING					
LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO. A-675	EFFECTIVE NOTES ALL APPLICABLE	NO.	EFFECTIVE NOTES AD <sup>s</sup> THRU 49-22
OTHER (Describe)			EXCEPTIONS, IF ANY (If additional space is required, use reverse)		
<input checked="" type="checkbox"/> FORM ACA-319 (Return to owner)	APPROVED BY ROBERT S. SMITH	MECH. CERTIF. AND RATING NO. 17-C-1024566	DATED 6-11-49		
<input checked="" type="checkbox"/> FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date) <del>6-11-49</del>				
<input type="checkbox"/> AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED					
FINDINGS					
<input checked="" type="checkbox"/> AIRWORTHY	DESIGNER'S SIGNATURE AND NO. Alvin T. Karstner 759		DATE 6-11-49		
<input type="checkbox"/> UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE Alvin T. Karstner		<input checked="" type="checkbox"/> ACCEPTED	DATE 6-20-49	
			<input type="checkbox"/> REINSPECTED		
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No)					



Rev  
7-1-49  
Neb.

JEG

FAA AIRCRAFT REGISTRY  
CAMERA NO. 5 N DATE: 5-16-83

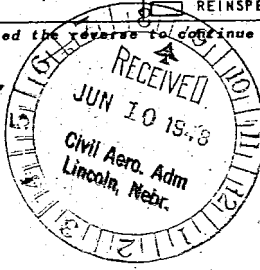
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JUN 22 10 32 AM '49

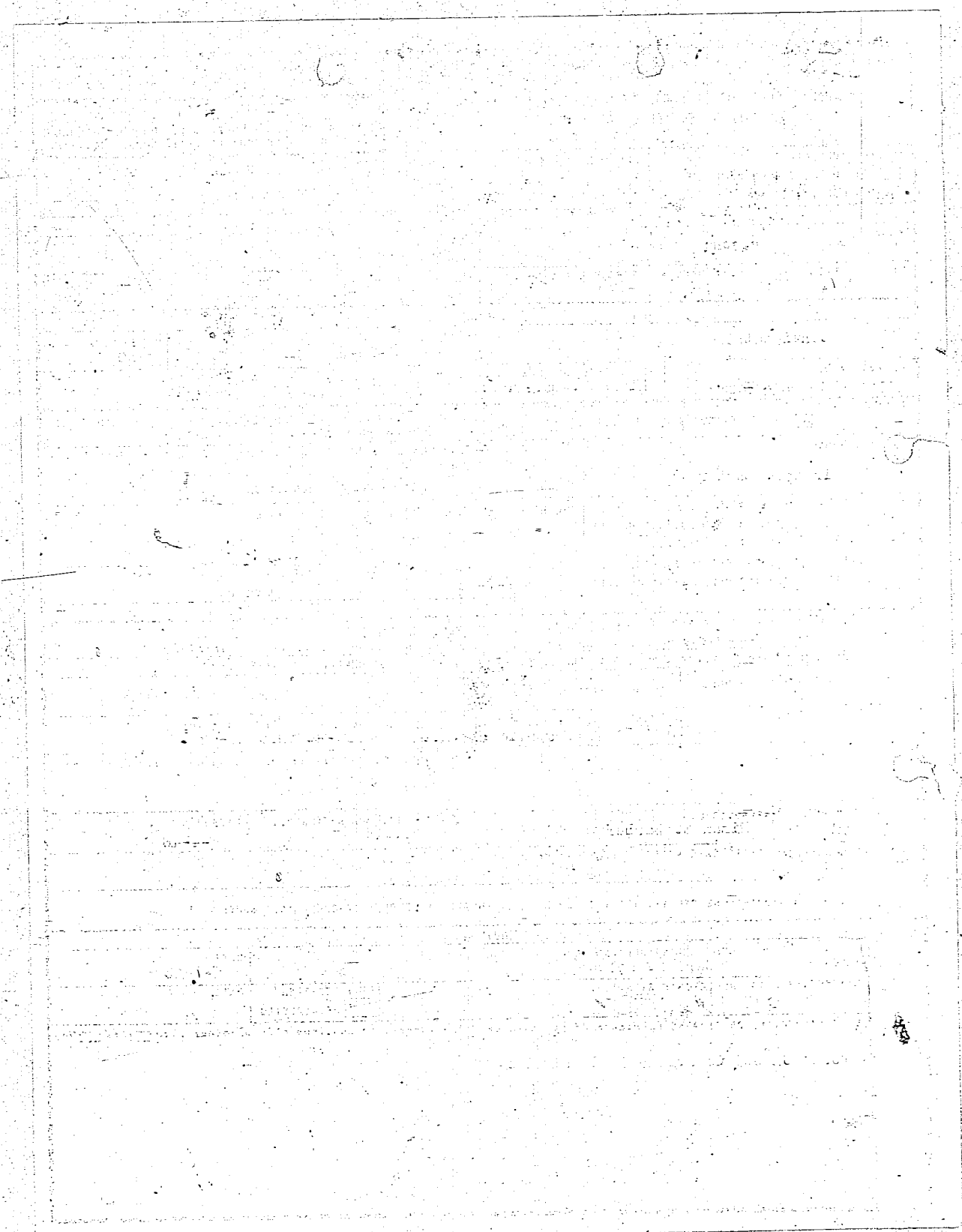
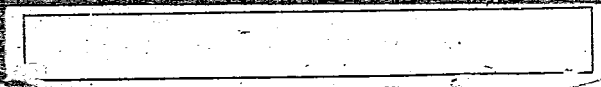
RECEIVED

DEPT. OF COMMERCE  
CIVIL AERONAUTICS ADMIN.  
JUN 28 11 52 AM '49  
MAIL ROOM - 2  
WASHINGTON

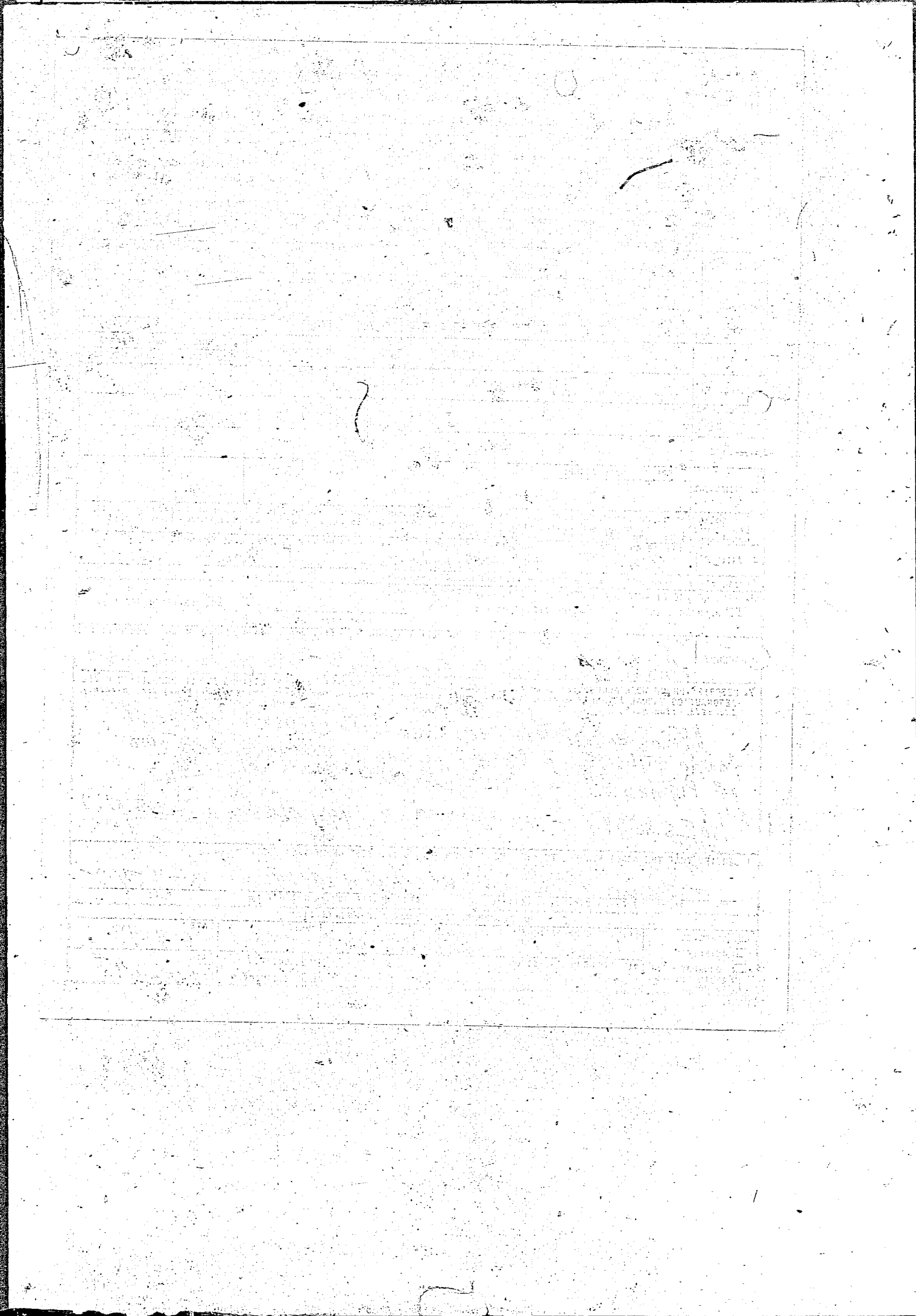
FORM <b>ACA-305</b> (3-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-R041.2 APPROVAL EXPIRES FEBRUARY 15, 1947	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative.	
APPLICATION (Check) <input type="checkbox"/> AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		CAA IDENTIFICATION <input checked="" type="checkbox"/> NC <input type="checkbox"/> NX <input type="checkbox"/> NR <input type="checkbox"/> OTHER (Specify)			
<b>AIRCRAFT</b>					
MAKE <b>Aeronca</b>			MODEL <b>50-C</b>		
REGISTRATION NO. <b>22371</b>		MANUFACTURER'S SERIAL NO. <b>C-3709</b>		DATE MANUFACTURED <b>5-39</b>	
<b>ENGINE</b>					
MAKE <b>Continental</b>			MODEL <b>A-50-5</b>		RATED H.P. <b>50</b>
(Check whether) <input type="checkbox"/> NEW <input type="checkbox"/> USED <input checked="" type="checkbox"/> OVERHAULED		IF OVERHAULED, STATE BY WHOM <b>Hiram E. Barber</b>		DATE OF OVERHAUL <b>9-27-44</b>	
(Check which) <input checked="" type="checkbox"/> AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION				<input type="checkbox"/> APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED	
OWNER'S NAME <b>Hiram E. Barber</b>			PERMANENT ADDRESS (Street and No., City, Zone, State) <b>Beaver City, Nebraska</b>		
ATTACHMENTS (Check which) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input checked="" type="checkbox"/> ACA-337 <input type="checkbox"/> SPECIAL APPROVALS <input type="checkbox"/> ACA-805 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE  <i>Hiram E. Barber</i> OWNER OR AUTHORIZED AGENT <b>Owner</b> DATE <b>6-7-48</b> TITLE			
FORM <b>ACA-305a</b> (FORMERLY ACA-307) <b>AIRCRAFT INSPECTION REPORT</b> (To be completed by a CAA inspector or a designated inspector or representative)					
IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING					
LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO. <b>A 575-2</b>	EFFECTIVE NOTES <b>All applicable notes</b>	NO. <b>ADS-48 thru 48-22</b>	EFFECTIVE NOTES
OTHER (Describe)			EXCEPTIONS, IF ANY (If additional space is required, use reverse)		
<input checked="" type="checkbox"/> FORM ACA-319 (Return to owner)	APPROVED BY <b>Hiram E. Barber</b>		MECH. CERTIF. AND RATING NO. <b>A &amp; E 149169</b>	DATED <b>6-4-48</b>	
<input checked="" type="checkbox"/> FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date)				
<input type="checkbox"/> AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED					
<b>FINDINGS</b>					
<input checked="" type="checkbox"/> AIRWORTHY	DESIGNED BY <i>Carl H. Nelson</i> <b>Carl H. Nelson</b>		<b>522</b>	DATE <b>6-7-48</b>	
<input type="checkbox"/> UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE <i>Hester</i>		<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE <b>6-11-48</b>	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No)					
<b>Form ACA 309 is available in aircraft.</b>					



*6-30-48  
5-16-49  
per [unclear]*



FORM ACA-337 (11-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-R052.1 APPROVAL EXPIRES DECEMBER 31, 1948	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
<p><b>INSTRUCTIONS</b> - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:</p> <p>(A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.</p> <p>(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.</p> <p>(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.</p>					
1. AIRCRAFT	MAKE <i>Aerovox - C-50</i>	MODEL <i>C-50</i>	SERIAL NO. <i>C-3709</i>	CAA IDENTIFICATION MARK <i>NC 22371</i>	
2. OWNER	NAME (First, middle, last) ADDRESS (Street and number, city, zone, and state) <i>Hiram E Barber 944 Forest Ave - Crete Nebr.</i>				
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	<i>Aerovox C-50 described in item 1 above</i>			<input checked="" type="checkbox"/>	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.					
4. AIRCRAFT	EMPTY WEIGHT (Pounds)* <i>714</i>	EMPTY CENTER OF GRAVITY (Inches from datum)* <i>Not Available</i>	USEFUL LOAD (Pounds)* <i>436#</i>		
*AFTER the repairs and/or alterations described below were made.					
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (SPECIFY) <input checked="" type="checkbox"/> CERTIFIED MECHANIC					
AGENCY	NAME	ADDRESS (Street and number, city, zone, and state)		DATE WORK ACCOMPLISHED	
	<i>Hiram E Barber</i>	<i>944 Forest Ave - Crete Nebr.</i>		<i>6-4-48</i>	
7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)					
<p><i>Things completely recovered with super intermediate fabric with 10 coats dope - 4 clear &amp; aluminum and two of pigmented. -- All 32 control cables replaced. --</i></p> <p><i>Notes ADS48 - 43-18-1 and 43-49-1 checked and complied with</i></p>					
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.					
SIGNATURE OF SUPERVISING MECHANIC <i>Hiram E Barber</i>		CERTIFICATE NUMBER AND RATING <i>AOB 149169</i>		DATE <i>6-4-48</i>	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	SIGNATURE OF DESIGNER <i>Carl H. Nelson</i>	NUMBER <i>522</i>	DATE <i>6-7-48</i>		
<input type="checkbox"/> REJECTED	SIGNATURE OF INSPECTOR <i>Nelson Kirk</i>	<input checked="" type="checkbox"/> ACCEPTED	DATE <i>6-11-48</i>		
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL		<input type="checkbox"/> REINSPECTED			





FORM ACA-305 (3-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-RC41.2 APPROVAL EXPIRES FEBRUARY 15, 1947	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative	
APPLICATION (Check) <input type="checkbox"/> AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		CAA IDENTIFICATION <input checked="" type="checkbox"/> HC <input type="checkbox"/> NX <input type="checkbox"/> NR <input type="checkbox"/> OTHER (Specify) _____			
AIRCRAFT					
MAKE Aeronca			MODEL 50-C		
REGISTRATION NO. 22371		MANUFACTURER'S SERIAL NO. C-3709		DATE MANUFACTURED 5-39	
ENGINE					
MAKE Continental			MODEL A-50-5		RATED H.P. 50
(Check whether) <input type="checkbox"/> NEW <input type="checkbox"/> USED <input checked="" type="checkbox"/> OVERHAULED		IF OVERHAULED, STATE BY WHOM Hiram E. Barber		DATE OF OVERHAUL 9-27-44	
(Check which) <input checked="" type="checkbox"/> AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION <input type="checkbox"/> APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED					
OWNER'S NAME Hiram E. Barber			PERMANENT ADDRESS (Street and No., City, Zone, State) 944 Forest Ave., Crete, Nebraska		
ATTACHMENTS (Check which) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> SPECIAL APPROVALS <input type="checkbox"/> ACA-805 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE  <i>Hiram E. Barber</i> OWNER OR AUTHORIZED AGENT Owner DATE: 5-19-47 TITLE: _____			
FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT (To be completed by a CAA inspector or a designated inspector or representative)					
IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING					
LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
		A-675-2	All applicable notes	AD-675-1	All applicable notes
OTHER (Describe)			EXCEPTIONS, IF ANY (If additional space is required, use reverse)		
<input checked="" type="checkbox"/> FORM ACA-319 (Return to owner)		APPROVED BY Hiram E. Barber		MECH. CERTIF. AND RATING NO. A & E 149169	
<input checked="" type="checkbox"/> FORM ACA-1362 ISSUED		CERTIFICATE VALID TO (Specify date)			
<input type="checkbox"/> AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED.					
FINDINGS					
<input checked="" type="checkbox"/> AIRWORTHY		DESIGNEE'S SIGNATURE AND NO. <i>Carl G. Nelson</i>		DATE 5-19-47	
<input type="checkbox"/> UNAIRWORTHY		CAA INSPECTOR'S SIGNATURE <i>Heater Rich</i>		<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	
				DATE 5/29/47	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No) Form ACA 309 is available in aircraft.					

FAA AIRCRAFT REGISTRY  
CAMERA NO. 5 N DATE: 5-16-83

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
JUN 6 1 27 PM '87  
MAIL ROOM - 3  
WASHINGTON



Form ACA 307  
(Rev. 11-1-41)UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

## AIRCRAFT INSPECTION REPORT

Hiram Ezra Barber

(Owner's name)

Beaver City, Colorado

(Address)

Assura

(Make)

50 C

(Model)

C 5709

(Serial number)

EJ 22371

(Identification mark)

Designation: 2-201A

Aircraft Specification No. 675

ISSUANCE: ~~PERIODIC INSPECTION~~ (REPAIR) (ALTERATION) SPECIAL EXPORT

Is Registration Certificate properly displayed in the aircraft? Yes

Are Airworthiness Certificate and Operation Record Form in the aircraft? Yes

Are aircraft and engine log books available and in proper condition? Yes

Periodic aircraft inspection report dated 5-31-83 by H. Barber, AAE 144162 submitted.

1. Aircraft was inspected and determined to have complied with the following, except as noted—\*

(a) Listing in inspector's handbook, chapter XVIII

(b) Aircraft specifications Serial No. A- 675-2 and AD-296

(c) Special inspection request—dated

(d) Notes Nos.

(e) Special Notes Nos. 1, 2, 3, 4

\*Exceptions, if any, noted

Satisfactory? Yes (X). No ( ).

2. Aircraft was thoroughly inspected and determined to be in an airworthy condition for the operations authorized and for the type of certificate issued, except as noted.

\*Exceptions, if any, of which the owner or his representative was advised

Satisfactory? Yes (X). No ( ).

3. Alterations and/or major repairs described in the attached Repair and Alteration Form were thoroughly inspected and determined to be satisfactory, and to comply with the provisions of the Civil Air Regulations pertaining to repair and alteration, except as noted.

\*Exceptions, if any, of which the owner or his representative was advised

Satisfactory? Yes (X). No ( ).

4. All required placards, instructions, warnings, and markings pertaining to the use and operation of the controls, fuel valves, instruments and gages, safety devices, fuel, oil and baggage capacities, and the like, are correctly executed and properly displayed, except as noted.

\*Exceptions, if any, of which the owner or his representative was advised

Satisfactory? Yes (X). No ( ).

5. Based on the results of the above inspection, Aircraft Airworthiness Certificate with Operation Record Form attached, was issued ( ). Endorsed ( ) for a period of on date of

DISAPPROVED\*

Date

Inspector

APPROVED

Date

Inspector

[OVER]

16-11531-1



Form 337 (ACAS-1)  
(Rev. 6-1-41)

CLASSIFICATION	NATURE OF WORK PERFORMED	
	Major repair	Major alteration
AIRCRAFT		
ENGINE		
PROPELLER		
INSTRUMENT		

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

(To be filled in by inspector)

AFTER ACCIDENT OF \_\_\_\_\_ (Date)

APPROVED

DISAPPROVED

Forwarded for engineering approval  
(Submit complete details)

Date 6/18/46

Inspector Reator Hark

**REPAIR AND ALTERATION FORM**  
AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. K. C. 22371

Owner's name Hiram Evan Barber

Owner's address 944 Forest Ave., Crete, Nebr.

Aircraft manufacturer and model Aeronca C-50 Serial No. C-3709

Engine manufacturer and model\* \_\_\_\_\_ Serial No. \_\_\_\_\_

Propeller manufacturer and model\* \_\_\_\_\_ Serial No. \_\_\_\_\_

Propeller blade model\* \_\_\_\_\_ Serial No. \_\_\_\_\_

Propeller hub model\* \_\_\_\_\_ Serial No. \_\_\_\_\_

\*To be filled in only for unit repaired or altered.

**REPAIR OR ALTERATION AGENCY**

Manufacturer \_\_\_\_\_ Approved repair station No. \_\_\_\_\_  Certified mechanic

Agency's name Hiram E. Barber

Address 944 Forest Ave., Crete, Nebr. Date of repair or alteration 6/17/1946

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

[If blank space is insufficient for clear presentation, attach separate pages (8" x 10 1/2" or multiples thereof) bearing aircraft identification mark.]

Fuselage, Fin, Stabilizers all recovered with Grade "AR" Fabric "Flightex" from Supply Division Inc.  
Eleven coats of dope.

Fuselage fairing, tubing, controls, control fairleads, pulleys and all hidden parts thoroughly inspected.

Fabric was applied exactly as the original fabric was applied at the factory.

Inspection notes 1-3-4-5-7, Special Notes 1-2-3-4, Inspection notes April 6, 39--March 29, 40-- Special Note 1/2/41 3/4/41, All checked and O.K. or complied with.

*Removed Shinn 6-C wheels & tires and installed Shinn 6-C-4B wheels & tires with brakes 5th net increase*

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE



[Faint, mostly illegible text in the main body of the document, possibly bleed-through from the reverse side.]

**SUPERVISING MECHANIC'S CERTIFICATE**

Hiram E. Barber

certifies that the foregoing statements are true of his own knowledge.

6/17/46

*Hiram E. Barber*  
(Mechanic's Signature)

Mechanic's Certificate No. 149159

(Rating)

Form ACA 305  
 (Rev. 12-1-41)

BUDGET BUREAU No. 41-R041-42  
 Approval expires 12-31-43

UNITED STATES OF AMERICA  
 DEPARTMENT OF COMMERCE  
 CIVIL AERONAUTICS ADMINISTRATION  
 WASHINGTON

*Annual Inspection of*  
 APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR  
 AN AIRCRAFT

9-236

IDENTIFICATION MARK <b>NC 22371</b>
DATE <b>6/18/46</b>
APPROVED <i>Hester</i> (Inspector's signature)
DISAPPROVED  (Inspector's signature)

TO THE CIVIL AERONAUTICS ADMINISTRATION:

Application is made for an Airworthiness Certificate for:

1. Make Aeronea 2. Model C-50  
 3. Type Certificate No. 675 4. Manufacturer's Serial No. C-3709  
 5. Engines

MANUFACTURER	MODEL	SERIAL No.	SPEC. No.	H. P.
<u>Continental Motors</u>	<u>A-50-5</u>	<u>106795</u>		<u>50</u>

6. Check type of aircraft: Airplane , glider , dirigible , balloon , open cockpit , cabin , convertible , amphibian , seaplane , landplane , biplane , monoplane , unconventional and other (describe): \_\_\_\_\_

7. Number seats with safety belts provided for passengers and crew Two  
 8. Applicant's name Hiram Evan Barber  
(Print or type FULL NAME)  
 9. Permanent mailing address 944 Forest Ave Crete Nebr  
(Street) (City) (State)  
 10. Describe any special purposes for which aircraft will be used Private Use

The aircraft is now registered with the Administration } in the name of the applicant.  
 Application for registration is attached hereto. }  
(Strike out words not applicable)

I CERTIFY that the above statements are true.

Hiram Evan Barber  
(Name of applicant)  
 By Hiram E Barber  
(Signature)  
Owner  
(Title)

Date 5-31-46

FAA AIRCRAFT REGISTRY

CAMERA NO. 5 N DATE: 5-16-83

WASHINGTON  
MAIL ROOM  
JUN 11 1 50 PM '83  
DEPARTMENT OF COMMERCE  
BUREAU OF AIRCRAFT REGISTRY



Form 265 (CAA 61-3)  
(9-1-39)  
Page 1

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.

*Bert H. Briney*  
Bert H. Briney  
(Inspector's signature)

Page 1 of 5 pages

Date May 7, 1941

AIRCRAFT OPERATION RECORD  
(Non Air Carrier)

Aeronautical Corp. of America      Aerona 50-C      C-3709      NC22371  
(Manufacturer)      (Model)      (Serial number)      (CAA identification mark)  
2-PCLM      5-39      675  
(Designation)      (Date manufactured)      (Aircraft specification number)  
NOT AVAILABLE  
(Incidence)      (Dihedral)      (Stagger)      (M. A. C.)      (Datum to I. E. of M. A. C.)

Datum used Wing Leading Edge  
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Incidence of No. 2 wing rib is (-1 1/2°) when aircraft is level

SEATING ARRANGEMENT

Number      Location or arm      Number      Location or arm      Number      Location or arm

1      Plus 21

Pilot seat      Plus 21

BAGGAGE COMPARTMENTS

Capacity      Location or arm      Capacity      Location or arm

40 lbs.      Plus 45

FUEL TANKS

12 gals.      Minus 10

OIL TANKS

1 gal.      Minus 21

OPERATIONS AUTHORIZED

Visual contact day flying (unlimited distance)

(OVER)

16-11617

NOTES

If Operation Record form, or any part thereof, is lost or destroyed, a duplicate may be obtained from the Civil Aeronautics Authority, Washington, D. C., at the rate of \$1 per page. (Cash or post office money order must accompany request, made payable to the U. S. Treasurer.)

When, following examination and inspection of the aircraft to which this form is issued, endorsement of the Aircraft Airworthiness Certificate is refused, a copy of the "disapproved" Aircraft Inspection Report will be attached hereto, and will remain herewith until removed by an inspector of the Authority following a satisfactory inspection of the aircraft.

To execute those portions of this form pertaining to, "Datum Used," "C. G. Limits," and "Leveling Means," use the figures indicated in the pertinent aircraft specifications, where such information is given; otherwise, when established, describe.

Before adding, removing or relocating any item of equipment on the aircraft to which this form is issued, or making any repair or alteration, consult Part 18 of the Civil Air Regulations, or an inspector of the Authority.

When additional space is required for the listing of "Equipment" and "Major Repairs," as provided for on pages 3 and 5, respectively, of this form, additional sheets similar to those to which reference is made, will be inserted and made a part of this form by an inspector of the Authority.

Sheets issued as a part of this form shall not be added to, removed from, or altered in any manner, except by an inspector of the Authority.

WASHINGTON  
FEDERAL BUREAU OF INVESTIGATION  
MAY 11 1983  
DEPARTMENT OF COMMERCE



Form 309 (CAA 01-3)  
(9-1-83)  
Page 1

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.

*Bert H. Briney*  
**Bert H. Briney**  
(Inspector's signature)

Page 1 of 5 pages

Date **May 7, 1941**

**AIRCRAFT OPERATION RECORD**

(Non Air Carrier)

*Aerona Aircraft Corp*  
**Aerona Aircraft Corp. of America** **Aerona 50-C** **C-3709** **HC22571**  
(Manufacturer) (Model) (Serial number) (CAA identification mark)  
**2-POLM** **3-33** **67B**  
(Designation) (Date manufactured) (Aircraft specification number)  
**NOT AVAILABLE**  
(Incidence) (Dihedral) (Stagger) (M. A. C.) (Datum to L. E. of M. A. C.)

Datum used **Wing Leading Edge**

(Obtain from pertinent aircraft specifications or give complete description)

Leveling means **Incidence of No. 2 wing rib is (-13°) when aircraft is level**

**SEATING ARRANGEMENT**

Number	Location or arm	Number	Location or arm	Number	Location or arm
<b>1</b>	<b>Plus 21</b>				
<b>Pilot at</b>	<b>Plus 21</b>				

**BAGGAGE COMPARTMENTS**

Capacity	Location or arm	Capacity	Location or arm
<b>40 lbs.</b>	<b>Plus 45</b>		

**FUEL TANKS**

**12 gals.** **Minus 10**

**OIL TANKS**

**1 gal.** **Minus 21**

**OPERATIONS AUTHORIZED**

**Visual contact day flying (unlimited distance)**

(OVER)

16-11617

**NOTES**

If Operation Record form, or any part thereof, is lost or destroyed, a duplicate may be obtained from the Civil Aeronautics Authority, Washington, D. C., at the rate of \$1 per page. (Cash or post office money order must accompany request, made payable to the U. S. Treasurer.)

When, following examination and inspection of the aircraft to which this form is issued, endorsement of the Aircraft Airworthiness Certificate is refused, a copy of the "disapproved" Aircraft Inspection Report will be attached hereto, and will remain herewith until removed by an inspector of the Authority following a satisfactory inspection of the aircraft.

To execute those portions of this form pertaining to, "Datum Used," "C. G. Limits," and "Leveling Means," use the figures indicated in the pertinent aircraft specifications, where such information is given; otherwise, when established, describe.

Before adding, removing or relocating any item of equipment on the aircraft to which this form is issued, or making any repair or alteration, consult Part 18 of the Civil Air Regulations, or an inspector of the Authority.

When additional space is required for the listing of "Equipment" and "Major Repairs," as provided for on pages 3 and 5, respectively, of this form, additional sheets similar to those to which reference is made, will be inserted and made a part of this form by an inspector of the Authority.

Sheets issued as a part of this form shall not be added to, removed from, or altered in any manner, except by an inspector of the Authority.

Form 309 (CAA 01-3)  
 (9-1-39)

Page 2

22371

(Identification mark)

*Bert H. Briney*  
 Bert H. Briney  
 (Inspector's signature)

Date May 7, 1941

**OPERATION LIMITATIONS**

**1. AIRSPEEDS—NEVER TO BE EXCEEDED**

NOTE.—These airspeed limitations are based on values for which the structure has been designed or tested, and are maximum values which shall not be exceeded. **THEY ARE NOT RECOMMENDED OPERATION AIRSPEEDS.**

Level flight or climb . . . 100 m. p. h. indicated.  
 Glide or dive . . . . . 135 m. p. h. indicated.  
 Flaps extended . . . . . Nons m. p. h. indicated.

**2. ENGINE**

**TAKE-OFF (1 MINUTE)**

At any altitude: \_\_\_\_\_ in. hg. 1900 r. p. m. ( 50 hp.)

**MAXIMUM, EXCEPT TAKE-OFF**

At sea level \_\_\_\_\_ in. hg. 1900 r. p. m. ( 50 hp.)

At any feet altitude \_\_\_\_\_ in. hg. 1900 r. p. m. ( 50 hp.)

(For additional limitations see opposite side of this sheet)

NOTE.—Manifold pressure limit varies linearly between sea level and altitude designated.

These limits apply only with the power plant described below:

Engine manufacturer	Model	Number installed
Continental Motors Corp.	Cont. A-50-5	1

Propeller manufacturer	Hubs	Blades	Number installed
Floatorp Propeller Co. -36			1

**3. WEIGHT**

The maximum certificated weight of this aircraft which shall not be exceeded, is:

1150  
 (Land, with wheels) (Land, with skis) (Water type)

**4. BALANCE**

This aircraft shall be so loaded at all times that the center of gravity falls within the following limits:

Center of gravity limits—Land type (Plus 13.4) (23.1% MAC) and (Plus 20.7) (36.1% MAC)

Center of gravity limits—Water type \_\_\_\_\_  
 (OVER)

ADDITIONAL OPERATION LIMITATIONS

Blank lined area for recording additional operation limitations.

REMARKS

Blank lined area for recording remarks.

NOTE.—Following any modification to the aircraft to which this form is issued or to the pertinent aircraft specifications which necessitates a change in the information contained on this sheet, a superseding sheet will be issued by an inspector of the Authority, and made a part hereof. The superseded sheet with a copy of the superseding sheet will be forwarded with the pertinent file.

Form 309 (CAA 01-8)  
(9-1-39)

Page 2

22371

(Identification mark)

*Bert H. Brinney*  
Bert H. Brinney  
(Inspector's signature)

Date May 7, 1941

OPERATION LIMITATIONS

1. AIRSPEEDS—NEVER TO BE EXCEEDED

Level flight or climb . . . 100 m. p. h. indicated.  
Glide or dive . . . . . 150 m. p. h. indicated.  
Flaps extended . . . . . None m. p. h. indicated.

NOTE.—These airspeed limitations are based on values for which the structure has been designed or tested, and are maximum values which shall not be exceeded. THEY ARE NOT RECOMMENDED OPERATION AIRSPEEDS.

2. ENGINE

TAKE-OFF (1 MINUTE)

At any altitude . . . . . in. hg. 1900 r. p. m. (50 hp.)

MAXIMUM, EXCEPT TAKE-OFF

At sea level . . . . . in. hg. 1900 r. p. m. (50 hp.)

At any feet altitude . . . . . in. hg. 1900 r. p. m. (50 hp.)

(For additional limitations see opposite side of this sheet)

NOTE.—Manifold pressure limit varies linearly between sea level and altitude designated.

These limits apply only with the power plant described below:

Engine manufacturer	Model	Number installed
<u>Continental Motors Corp.</u>	<u>Cont. A-50-S</u>	<u>1</u>

Propeller manufacturer	Hubs	Blades	Number installed
<u>Flettner Propeller Co.</u>	<u>36</u>	<u>max dia 81"</u>	<u>1</u>

3. WEIGHT

The maximum certificated weight of this aircraft which shall not be exceeded, is:

1150

(Land, with wheels)

(Land, with floats)

(Water type)

4. BALANCE

This aircraft shall be so loaded at all times that the center of gravity falls within the following limits:

Center of gravity limits—Land type (Plus 13.4) (23.1% MAC) and (Plus 20.7) (33.1% MAC)

Center of gravity limits—Water type \_\_\_\_\_  
(OVER)





Form 305 (CAA 01-5)  
(9-1-39)

Page 3

22371

(Identification mark)

*Bert H. Briney*  
Bert H. Briney  
(Inspector's signature)

Date May 7, 1941

EQUIPMENT

Item No. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101 ✓	1	6.00 wheels & tires (Shinn 6C4)	- 1	21
303 (c) ✓	3 Req.	6 x 2.00 Tail Wheel steerable	+ 179	3 *
103 ✓	1	Propeller (fixed wood)	- 44	11
104 ✓	1	Carburetor air heater	- 28	4
105 ✓	1	Wheel type control column (Dwg. 7-35)	-	-
305 ✓	3	Cabin heater	- 25	2
306 ✓	3	Carpet	+ 1	2
307 (a) ✓	3 Req.	Engine (Continental A-50-5)	- 23	16 *
308 ✓	3	Dual magnetos (Bendix)	- 23	10 *
311 ✓	3	Extra door	+ 21	2
-	-	Compass	-	2
-	-	Fire extinguisher	-	-
-	-	First aid kit	-	-
* Net increase				

*Bert H. Briney*  
Bert H. Briney

*6 C4 HB wheels & tires  
(Accessories) + 5 lbs - 1*

See notes on reverse of this sheet for explanation of column numbers.

**NOTES**

*Column (1).*—Use item number listed on pertinent aircraft specification. If old specifications and no number is listed, leave this space blank. If item is not included on pertinent aircraft specification, mark "Special."

*Column (2).*—Designate whether Class I, II, or III. Class I denotes equipment which must be installed unless replaced by Class II or III equivalent items, or unless designated for "balance" only. Equivalent Class II or III items should then be marked "Required" (as, II Req." or "III Req."). Class II denotes items which may be installed or removed "subject to inspection and check of balance." Class III denotes equipment which may be installed or removed subject to inspection only, except when some item of Class II equipment is installed, in which case check of balance is also required. Reference above to Class III equipment does not apply to those aircraft on which specifications require weight and balance report for original certification, and following any change in equipment thereafter.

*Column (3).*—Include name of manufacturer, type, and/or model when necessary to complete identification of item.

*Column (4).*—Use Arm listed on Pertinent Aircraft Specification. If no Arm or Datum is listed on pertinent specifications, specify datum used, when arm is established.

For those aircraft previously certificated, on which equipment has not been classified (as Classes I, II, and III), Columns (1), (2), and (4) may be left blank. The location of equipment subsequently added, removed or relocated, will be clearly described in that portion of this form dealing with "Weights and Alterations," and included on the Repair and Alteration Form covering the alteration, which is submitted.

When any equipment is added, removed, or relocated, the sheet thus affected will be superseded by new "Equipment" sheet, and the old sheet together with a copy of the superseding sheet will be forwarded with the pertinent file.

Inspectors signature will appear immediately below last item of equipment listed, which was installed at the time inspected and approved by him, if equipment listed has not previously been approved and endorsed by an inspector of the Authority.

RECEIVED  
MAY 16 1983  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE



Form 309 (CAA 01-3)  
(9-1-39)

Page 3

22371

(Identification mark)

*Bert H. Brinney*  
Bert H. Brinney  
(Inspector's signature)

Date May 7, 1941

EQUIPMENT

Item No. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101	1	6.00 wheels & tires (Shim 6C4)	- 1	21
303 (c)	3 Req.	6 x 2.00 Tail Wheel steerable	+ 179	3 *
103	1	Propeller (fixed wood)	- 44	11
104	1	Carburetor air heater	- 28	4
105	1	Wheel type control column (Dwg. 7-35)	-	-
305	3	Cabin heater	- 25	2
306	3	Carpet	+ 1	2
307 (a)	3 Req.	Engine (Continental A-50-B)	+ 25	16 *
308	3	Dual magnetos (Sandix)	- 23	10 *
311	3	Extra door	+ 21	2
-	-	Compass	-	2
-	-	Fire extinguisher	-	-
-	-	First aid kit	-	-
* Not increase				

*Bert H. Brinney*  
Bert H. Brinney

*ah*

See notes on reverse of this sheet for explanation of column numbers.

10-11617

## NOTES

*Column (1).*—Use item number listed on pertinent aircraft specification. If old specifications and no number is listed, leave this space blank. If item is not included on pertinent aircraft specification, mark "Special."

*Column (2).*—Designate whether Class I, II, or III. Class I denotes equipment which must be installed unless replaced by Class II or III equivalent items, or unless designated for "balance" only. Equivalent Class II or III items should then be marked "Required" (as, II Req." or "III Req."). Class II denotes items which may be installed or removed "subject to inspection and check of balance." Class III denotes equipment which may be installed or removed subject to inspection only, except when some item of Class II equipment is installed, in which case check of balance is also required. Reference above to Class III equipment does not apply to those aircraft on which specifications require weight and balance report for original certification, and following any change in equipment thereafter.

*Column (3).*—Include name of manufacturer, type, and/or model when necessary to complete identification of item.

*Column (4).*—Use Arm listed on Pertinent Aircraft Specification. If no Arm or Datum is listed on pertinent specifications, specify datum used, when arm is established.

For those aircraft previously certificated, on which equipment has not been classified (as Classes I, II, and III), Columns (1), (2), and (4) may be left blank. The location of equipment subsequently added, removed or relocated, will be clearly described in that portion of this form dealing with "Weights and Alterations," and included on the Repair and Alteration Form covering the alteration, which is submitted.

When any equipment is added, removed, or relocated, the sheet thus affected will be superseded by new "Equipment" sheet, and the old sheet together with a copy of the superseding sheet will be forwarded with the pertinent file.

Inspectors signature will appear immediately below last item of equipment listed, which was installed at the time inspected and approved by him, if equipment listed has not previously been approved and endorsed by an inspector of the Authority.

Form 309 (CAA 01-2)  
(9-1-39)

Page 2  
22371

(Identification mark)

*Bert H. Briney*  
Bert H. Briney  
(Inspector's signature)

Date May 7, 1941

**WEIGHTS AND ALTERATIONS**

WEIGHTS	Land	Water	Ski
Empty (previous)	709 lbs.	- lbs.	- lbs.
Useful*	441 lbs.	- lbs.	- lbs.
Gross*	1150 lbs.	- lbs.	- lbs.

See Loading Schedule dated \_\_\_\_\_, where such is required, and any revision thereto, which is made a part hereof.  
Empty center of gravity is - inches forward ( ) aft ( ) of -

**ALTERATION**

Alteration of \_\_\_\_\_ checked by \_\_\_\_\_  
(Date) (Inspector)

described as follows: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

accomplished by \_\_\_\_\_  
(Name and number)

for which copy of Repair and Alteration Form dated \_\_\_\_\_ was submitted.  
The following special notes listed on the pertinent aircraft specifications have been complied with on the dates shown:

Special note	Date	Special note	Date	Special note	Date
A- 1154					
No. 8	May 7, 1941	No. 21-25-26	5/28/42	No. _____	_____
9	"				
No. 11	"	No. _____	_____	No. _____	_____
12	"				
No. 16	"	No. _____	_____	No. _____	_____
17	"				
No. 18	"	No. _____	_____	No. _____	_____

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

This page superseded \_\_\_\_\_ (Date) \_\_\_\_\_ (Inspector's signature)

\*Weights which are not to be exceeded.  
(See notes on reverse side of this sheet, pertaining to information provided for.)

**NOTES**

*The following values shall be used when computing useful loads:*

Fuel at 6 pounds per gallon, lubricating oil 7.5 pounds.

All occupants, baggage, and other useful load items at actual weight.

The information provided for hereon will be maintained in a current condition.

Following any alteration affecting any information contained hereon, a superseding sheet will be issued by an inspector of the Authority, and made a part hereof. The duplicate copy of the superseding sheet will be forwarded with the pertinent file.

All sheets pertaining to repairs and alterations, which have been superseded, will be retained as a part of this form for record purposes.

Form 309 (CAA 91-3)  
 (9-1-39)

Page 4  
**28871**

(Identification mark)

*Bert H. Briney*  
**Bert H. Briney**  
 (Inspector's signature)

Date **May 7, 1941**

**WEIGHTS AND ALTERATIONS**

WEIGHTS	Land	Water	Ski
Empty ( <u>previous</u> )	<b>709</b> lbs.	• lbs.	• lbs.
Useful *	<b>441</b> lbs.	• lbs.	• lbs.
Gross *	<b>1150</b> lbs.	• lbs.	• lbs.

See Loading Schedule dated \_\_\_\_\_, where such is required, and any revision thereto, which is made a part hereof.

Empty center of gravity is \_\_\_\_\_ inches—forward ( ) aft ( )—of \_\_\_\_\_

**ALTERATION**

Alteration of \_\_\_\_\_ checked by \_\_\_\_\_  
 (Date) (Inspector)

described as follows: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

accomplished by \_\_\_\_\_  
 (Name and number)

for which copy of Repair and Alteration Form dated \_\_\_\_\_ was submitted. The following special notes listed on the pertinent aircraft specifications have been complied with on the dates shown:

Special note	Date	Special note	Date	Special note	Date
A-1158					
No. <b>8</b> ✓	<b>May 7, 1941</b>	No. _____	_____	No. _____	_____
No. <b>9</b> ✓	•	No. _____	_____	No. _____	_____
No. <b>11</b> ✓	•	No. _____	_____	No. _____	_____
No. <b>12</b> ✓	•	No. _____	_____	No. _____	_____
No. <b>16</b> ✓	•	No. _____	_____	No. _____	_____
No. <b>17</b> ✓	• <i>does not apply</i>	No. _____	_____	No. _____	_____
No. <b>18</b> ✓	•	No. _____	_____	No. _____	_____

**REMARKS:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

This page superseded \_\_\_\_\_ (Date) \_\_\_\_\_ (Inspector's signature)

\* Weights which are not to be exceeded.

(See notes on reverse side of this sheet, pertaining to information provided for.)

**NOTES**

*The following values shall be used when computing useful loads:*

Fuel at 6 pounds per gallon, lubricating oil 7.5 pounds.

All occupants, baggage, and other useful load items at actual weight.

The information provided for hereon will be maintained in a current condition.

Following any alteration affecting any information contained hereon, a superseding sheet will be issued by an inspector of the Authority, and made a part hereof. The duplicate copy of the superseding sheet will be forwarded with the pertinent file.

All sheets pertaining to repairs and alterations, which have been superseded, will be retained as a part of this form for record purposes.



A-254-276  
Conley

Form ACA 414  
(Rev. 7-1-77)

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

SUBMIT IN  
TRIPLICATE

INSPECTOR'S REPORT OF NON-AIR CARRIER ACCIDENT

To: CHIEF, GENERAL INSPECTION SECTION.  
Through: SENIOR AERONAUTICAL INSPECTOR Fifth Region, Kansas City, Mo.

1. Location and date of accident Beaver City Nebraska 6-4-84 4:30 PM  
(City) (State) (Date) (Hour)

2. Pilot Hiram E. Barber, 344 Forest Ave., Crete, Mo. Private 95408 ASEL C-80 HP  
(Full name) (Address) (Certificate number, class, and ratings)

3. Aircraft Aerona C-50 C-3709 EC22571  
(Manufacturer and model) (Manufacturer's serial number) (Identification mark)

4. Registered owner of aircraft Hiram E. Barber, 344 Forest Ave., Crete, Mo.  
(Name) (Address)

5. Personnel involved:  
Name Address State whether passenger, crew, or other Extent of injuries, if any

Hiram E. Barber Crete, Mo. pilot None

6. Does this accident involve any violation of the C. A. R.? No  Yes

Is Form ACA 430 attached? Yes  No  (If not, give reasons under Remarks.)

7. Is power-plant failure involved? No  Yes  (If so, attach Form ACA 455.)

8. Is structural failure or defect involved? No  Yes  (If so, attach Form ACA 456.)

9. Damage to aircraft: (List parts and give sufficient detail to provide guide for future inspection of repairs.) Right axle snapped off at brake collar.

10. Remarks

11. Description of accident: (If structural failure include events prior to failure and if other than factory-built parts describe same. Complete details, including sketches, photographs, etc., properly marked to show location of failure should be provided. In case of fitting failure forward part, if possible, tagged with identification mark and owner's desire as to whether or not part should be returned to him. Give weather conditions, condition of maintenance of aircraft, and/or any other pertinent data which might be useful in examination. In event of collision with another aircraft include identification mark of other aircraft.)

After landing the axle snapped off at brake collar. There was no jar, and the aircraft rolled about fifteen feet.

If pilot was still under instruction at time of accident give name of Flight Instructor \_\_\_\_\_

If pilot is connected with or is a recent graduate of a Flying School, state which and give name and location of the school: \_\_\_\_\_

Above report based on:  Personal investigation by Inspector  
 Safety Bureau Investigator's Report (Check pertinent box)  
 Owner or pilot's report

12. Inspector's confidential recommendations, comments, and details of action taken:  
The portion of the old axle which was broken was thoroughly examined and found to have an old crack across the bottom about 3/4" long.

Pilot had landed at this location in connection with business carried on for the war effort, for which he has authority.

13. Date and location where aircraft will be available for inspection following repairs: \_\_\_\_\_

Crete, Nebraska.

14. Attachments: \_\_\_\_\_

Form CAB 453  
Form ACA 456

JUNE 15 1944

6-16-44

(If file forwarded)

*William E. Burt*  
Chief of Bureau

*R. K. King*  
Acty. Chief  
General Aeronautical Inspector.

FAA Form ACA 307  
(Rev. 1-2-41)

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

AIRCRAFT INSPECTION REPORT

HIRAM EVAN BARBER  
(Owner's name)

P O BOX 698 OAK LAWN ILL  
(Address)

AERONCA  
(Make)

50-C  
(Model)

C-7709  
(Serial number)

NC-22371  
(Identification mark)

Designation 2-PCLM Aircraft Specification No. 675

ISSUANCE PERIODIC ENDORSEMENT REPAIR ALTERATION SPECIAL. (Circle which)

Is Registration Certificate properly displayed in the aircraft? YES

Are Airworthiness Certificate and Operation Record Form in the aircraft? YES

Are aircraft and engine log books available and in proper condition? YES

Periodic aircraft inspection report dated 5/22/42 by H. BARBER A & E #1192169 submitted.

1. Aircraft was inspected and determined to have complied with the following, except as noted—\*

(a) Listing in inspector's handbook, chapter XVIII

(b) Aircraft specifications Serial No. A-1259

(c) Special inspection request—dated

(d) Notes Nos. 1 2 3

(e) Special Notes Nos. 8-9-11-12-16-17-18-21-24-25-26

\* Exceptions, if any, noted \_\_\_\_\_ Satisfactory? Yes () No ( ).

2. Aircraft was thoroughly inspected and determined to be in an airworthy condition for the operations authorized and for the type of certificate issued, except as noted.

\* Exceptions, if any, of which the owner or his representative was advised \_\_\_\_\_ Satisfactory? Yes () No ( ).

3. Alterations and/or major repairs described in the attached Repair and Alteration Form were thoroughly inspected and determined to be satisfactory, and to comply with the provisions of the Civil Air Regulations pertaining to repair and alteration, except as noted.

\* Exceptions, if any, of which the owner or his representative was advised \_\_\_\_\_ Satisfactory? Yes ( ). No ( ).

4. All required placards, instructions, warnings, and markings pertaining to the use and operation of the controls, fuel valves, instruments and gages, safety devices, fuel, oil and baggage capacities, and the like, are correctly executed and properly displayed, except as noted.

\* Exceptions, if any, of which the owner or his representative was advised \_\_\_\_\_ Satisfactory? Yes () No ( ).

5. Based on the results of the above inspection, Aircraft Airworthiness Certificate with Operation Record Form attached, was issued ( ). Endorsed (X) for a period of ONE YEAR

on date of MAY 28 1942

Date \_\_\_\_\_  
Inspector \_\_\_\_\_

DISAPPROVED\*  
APPROVED  
Date MAY 28 1942  
Inspector R.W. WEAVER

[OVER]

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES

PROPELLERS

REPAIRS

After accident of

ALTERATIONS

Forms and documents submitted (indicate by form number or nature of content) which are attached

308A-305-311

with the following to be checked by

the Aircraft Airworthiness Section

and returned

when checked ( ). Forwarded through channels if satisfactory ( ).

REMARKS

NOTE.—This form to be executed and submitted in single copy following any inspection which results in the issuance or endorsement of an Aircraft Airworthiness Certificate, as: (1) Original issuance, (2) periodic endorsement, or (3) following major repair, alteration, or special inspection, except that in case of disapproval, a duplicate copy of the "Disapproved" Inspection Report will be attached to the Aircraft Operation Record, and will only be removed by an inspector of the Administration, following a satisfactory inspection of the aircraft. 10-11831 U. S. GOVERNMENT PRINTING OFFICE



Form ACA 311  
(Rev. 10-1-40)

55690

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

APPLICATION FOR PERIODIC ENDORSEMENT OF  
AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

CERTIFICATE NUMBER No 22371
DATE 5/28/42
ENDORSED R. W. Deane
INSPECTOR'S SIGNATURE R. W. Deane
ENDORSEMENT REFUSED *
INSPECTOR'S SIGNATURE

\* Explain on attached report.

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is made for periodic endorsement of aircraft airworthiness certificate No. 22371

Model Aerona C-50 Serial No. C-3709

1. Owner's name Hiram Eran Barber  
(Print or type) (First name) (Middle name) (Last name)

2. Permanent mailing address 6200-95th St Oakton Ill.  
(Street) (City) (State)

3. Aircraft hours:  
(a) Total 860 hrs (b) Since last periodic endorsement 204 hrs  
(c) Date of last periodic endorsement May-7-1941

4. Estimate flying time for each category for which aircraft has been used since last periodic endorsement:

	Percent		Percent
Pleasure (personal use)	<u>100%</u>	Commercial:	<u>STAT</u>
Business (not for hire)		Charter and sightseeing	
Air carrier (scheduled)		Flying instruction	
		Rental without pilot	
		Other (specify)	

5. Describe any special purpose for which the aircraft will be used Pleasure - or C.A.P. Use

6. Have there been any major alterations, major repairs, or changes in equipment since the aircraft was last inspected by a Civil Aeronautics Inspector? No

If so, is repair and alteration form properly executed in accordance with the provisions of Part 18 of the Civil Air Regulations, and are any other data which may be required, prepared and being submitted with this application?

7. Is aircraft registered with the Civil Aeronautics Administration in the name of present owner? Yes

8. If this application is signed by an agent of the owner, state agent's:  
(a) Name \_\_\_\_\_  
(b) Address \_\_\_\_\_

I certify that the above statements are true  
Signature of owner Hiram E Barber  
or  
Agent \_\_\_\_\_

Date May-22-1942 Title Owner

**INSTRUCTIONS**

This form is to be presented to the local inspector of the Civil Aeronautics Administration at the time the aircraft is presented for examination and inspection.

When presented for inspection, the aircraft, including the engine compartments, shall be thoroughly cleaned, inspection openings opened in a manner which will permit a satisfactory examination of the interior structure and vital points, and in a location and condition in which the power plant can be observed while operating throughout its range of operation.

The aircraft and the aircraft engine log books shall be available for examination and shall be current and in a proper condition, including properly attested entries pertaining to periodic inspections, operating history, record of all alterations and repairs, and any other information pertinent to the proper maintenance, operation, and upkeep of the aircraft.

There shall be submitted with this application a properly executed periodic aircraft inspection report on a form furnished by the Civil Aeronautics Administration prepared by a person holding a currently effective and appropriate mechanic certificate, which form shall indicate that this inspection was made within a reasonable time prior to the date the aircraft is presented for inspection for periodic endorsement.

INSPECTORS' MONTHLY SCHEDULES ARE POSTED AT ALL THE PRINCIPAL AIRPORTS.

U. S. GOVERNMENT PRINTING OFFICE 16-12412



Form 305 (CAA-01-0)  
Rev. 1-1-40

RECEIVED  
MAY 22 1942  
CIVIL AERONAUTICS  
AUTHORITY

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.

IDENTIFICATION MARK
<u>KC 22371</u>
DATE
<u>5/28/42</u>
APPROVED
<u>[Signature]</u>
(Inspector's signature)
DISAPPROVED
(Inspector's signature)

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS AUTHORITY:

Application is made for an Airworthiness Certificate for:

1. Make Aeronea
2. Model C-50
3. Type Certificate No. 675
4. Manufacturer's Serial No. C-3709
5. Applicant's name Hiram Evan Barber  
(Print or type FULL NAME)
6. Permanent mailing address P.O. Box - 698 - Oak Lawn Ill.  
(Street) (City) (State)
7. Describe any special purposes for which aircraft will be used Pleasure  
and C.A.P.

The aircraft is now registered with the Authority: } in the name of the applicant.  
~~Application for registration is attached hereto.~~

I CERTIFY that the above statements are true.

Hiram Barber  
(Name of applicant)

By Hiram Barber  
(Signature)

(Title)

DATE May - 22 - 1942



Form 307  
(Rev. 9-15-39)

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.

**AIRCRAFT INSPECTION REPORT**

Hiram Evan Barber (Owner's name) Beaver City, Nebraska (Address)  
Boeing (Make) 50-C (Model) C-3709 (Serial number) NL22371 (Identification mark)

Designation 2-PCLM Aircraft Specification No. 675

ISSUANCE—PERIODIC ENDORSEMENT—REPAIR—ALTERATION—SPECIAL. (Circle which)

Is Registration Certificate properly displayed in the aircraft? yes

Are Airworthiness Certificate and Operation Record Form in the aircraft? yes

Are aircraft and engine log books available and in proper condition? yes

Periodic aircraft inspection report dated 5-6-41 by Francis Melchior submitted. PIE 75496

1. Aircraft was inspected and determined to have complied with the following, except as noted—\*

(a) Listing in inspector's handbook, chapter XVIII

(b) Aircraft specifications Serial No. A- 1154 ~~XXXXXXXXXX~~

(c) Special inspection request—dated \_\_\_\_\_

(d) Notes Nos. \_\_\_\_\_

(e) Special Notes Nos. 8-9-11-12-16-17-18

\* Exceptions, if any, noted none

Satisfactory? Yes (X). No ( ).

2. Aircraft was thoroughly inspected and determined to be in an airworthy condition for the operations authorized and for the type of certificate issued, except as noted.

\* Exceptions, if any, of which the owner or his representative was advised Anchor release

fair leads, replace antenna cable pulleys, free rudder cable pulleys, replace stay light. Satisfactory? Yes ( ). No ( ).

3. Alterations and/or major repairs described in the attached Repair and Alteration Form were thoroughly inspected and determined to be satisfactory, and to comply with the provisions of the Civil Air Regulations pertaining to repair and alteration, except as noted.

\* Exceptions, if any, of which the owner or his representative was advised none

Satisfactory? Yes (X). No ( ).

4. All required placards, instructions, warnings, and markings pertaining to the use and operation of the controls, fuel valves, instruments and gages, safety devices, fuel, oil and baggage capacities, and the like, are correctly executed and properly displayed, except as noted.

\* Exceptions, if any, of which the owner or his representative was advised none

Satisfactory? Yes (X). No ( ).

5. Based on the results of the above inspection, Aircraft Airworthiness Certificate with Operation Record Form attached, was issued (X). Endorsed ( ) for a period of 12 months on date of \_\_\_\_\_

DISAPPROVED \* APPROVED [Signature]

Date \_\_\_\_\_ Date 5-7-41

Inspector \_\_\_\_\_ Inspector Best H. Boney

REMARKS PERTAINING TO—

AIRCRAFT 18-1 attached section of fuselage  
on under side recovered.

ENGINES

none.

PROPELLERS

New Propeller of same type installed

REPAIRS

18-1 attached repairs to landing gear  
and right wing leading edge and ribs.

After accident of 4-18-41

ALTERATIONS

Forms and documents submitted (indicate by form number or nature of content) which are attached 18-1 dated May 5, 1941

with the following to be checked by the Aircraft Airworthiness Section

and returned when checked ( ). Forwarded through channels if satisfactory ( ).

REMARKS

NOTE.—This form to be executed and submitted in single copy following any inspection which results in the issuance or endorsement of an Aircraft Airworthiness Certificate, as: (1) Original issuance, (2) periodic endorsement, or (3) following major repair, alteration, or special inspection, except that in case of disapproval, a duplicate copy of the "Disapproved" Inspection Report will be attached to the Aircraft Operation Record, and will only be removed by an inspector of the Authority, following a satisfactory inspection of the aircraft. U. S. GOVERNMENT PRINTING OFFICE 16-11531

Form 337 (CAA 15-1)  
(Rev. 1-15-39)

CLASSIFICATION	NATURE OF WORK PERFORMED	
	Major repair	Major alteration
AIRCRAFT	X	
ENGINE		
PROPELLER	X	
APPLIANCE		

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.

(To be filled in by inspector)

AFTER ACCIDENT OF 4/12/41  
(Date)

APPROVED

DISAPPROVED

APPROVED subject to final engineering approval. (Comment on questionable points.)

Forwarded for engineering approval. (Submit complete details.)

Date 5-7-41

Inspector *Beck H. Bremer*

**REPAIR AND ALTERATION FORM**  
AIRCRAFT—ENGINES—PROPELLERS

Aircraft Identification Mark No. *NR. NR. 22371*

Owner's name *Hiram Evan Barber*

Owner's address *Beaver City, Neb.*

Aircraft manufacturer and model *Aeronautical Corp. 150-2*

Engine manufacturer and model\* *Continental Motors A-50-5*

Propeller manufacturer and model\* *Floborp*

Propeller blade model\* \_\_\_\_\_

Propeller hub model\* \_\_\_\_\_

Serial No. *C 3709*

Serial No. *106793*

Serial No. *17446*

Serial No. \_\_\_\_\_

Serial No. \_\_\_\_\_

\* To be filled in only for unit repaired or altered.

**REPAIR OR ALTERATION AGENCY**

Manufacturer \_\_\_\_\_ Approved repair station No. \_\_\_\_\_  Other agency.

Agency's name and address *Francis Melchin York, Neb.* Date of repair or alteration *5-5-41*

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAAM 18.)

(If blank space is insufficient for clear presentation, attach separate pages 8" x 10 1/2" or multiples thereof bearing aircraft identification mark.)

*Periodic endorsement appd. also on same date*

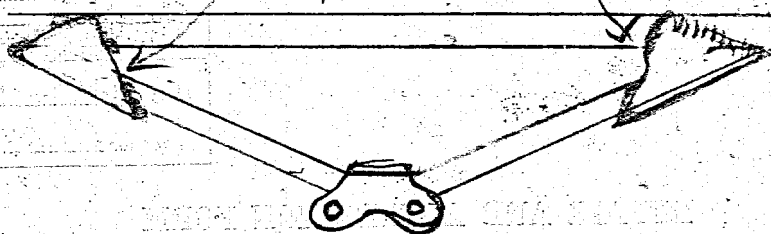
*Tube replaced by Chrome Moly tubing purchased by Hiram Barber, Beaver City, Neb. 5/5/41*

*Front landing gear fittings repaired with Chrome Moly 14130X plate 1/4" wider than original as approved by manufacturer as per (1) letter attached.*

*Accomplish Certificate on Opposite Side*

(2)

Chrome Mo 1/4 4130X reinforcement  
applied here



Rear Center landing gear  
fitting replaced with one from  
factory.

Recovered 5' 6" of right wing tip  
with light airplane fabric purchased  
from Air Associates. Also under  
forward half of fuselage with same.  
New leading edge installed between 2nd &  
3rd Ribs on right wing.

REPLACED PROPELLER SAME AS ORIGINAL  
FLOTTORP - 36

**SUPERVISING MECHANIC'S CERTIFICATE**

certifies that the foregoing statements are true of his own knowledge.

5/5/41  
(Date)

Francis Melchior  
(Mechanic's signature)

Mechanic's Certificate No. 096 2476496-41  
(Rating)



Form No. 414 (9-1-39) CIVIL AERONAUTICS AUTHORITY WASHINGTON, D. C. SUBMIT IN TRIPPLICATE  
INSPECTOR'S REPORT OF NON-AIP CARRIER ACCIDENT  
TO - CHIEF, GENERAL INSPECTION SECTION, 5th Region, Kansas City, Missouri  
THROUGH - SENIOR AERONAUTICAL INSPECTOR

1. LOCATION AND DATE OF ACCIDENT Beaver City Nebraska 4-18-41 1:00 PM  
CITY STATE DATE HOUR  
2. PILOT Hiram Evan Barber Beaver City, Nebr. 05406 1-land  
FULL NAME ADDRESS CERTIFICATE No. & RATINGS  
3. AIRCRAFT Aeronca Chief EDA 105795 C-3709 NC22571  
MANUFACTURER & MODEL MFG. SERIAL No. IDENT. MARK  
4. REGISTERED OWNER OF AIRCRAFT Hiram Evan Barber Beaver City, Nebr.  
NAME ADDRESS  
5. PERSONNEL INVOLVED:  
NAME ADDRESS STATE WHETHER PASSENGER, CREW OR OTHER EXTENT OF INJURIES IF ANY  
Hiram Evan Barber Beaver City, Nebr. Pilot None

6. DOES THIS ACCIDENT INVOLVE ANY VIOLATION OF THE C.A.R.? No  Yes \_\_\_\_\_  
FORM 430, FORMERLY 95-1, ATTACHED? Yes \_\_\_\_\_ No \_\_\_\_\_ (IF NOT, GIVE REASONS UNDER REMARKS.)  
7. IS POWER PLANT FAILURE INVOLVED? No  Yes \_\_\_\_\_ (IF SO ATTACH FORM 455, FORMERLY 91-5).  
8. IS STRUCTURAL FAILURE OR DEFECT INVOLVED? No  Yes \_\_\_\_\_ (IF SO ATTACH FORM 456, FORMERLY 91-4).  
9. DAMAGE TO AIRCRAFT - (LIST PARTS AND GIVE SUFFICIENT DETAIL TO PROVIDE GUIDE FOR FUTURE INSPECTION OF REPAIRS) Damaged landing gear and wing tips. Also damaged propeller.

Suspension Lifted  
Approved Inspection Dated 5/7/41 Received all  
10. REMARKS  
[Handwritten notes]

11. DESCRIPTION OF ACCIDENT (IF STRUCTURAL FAILURE INCLUDE EVENTS PRIOR TO FAILURE AND IF OTHER THAN FACTORY-BUILT PARTS DESCRIBE SAME. COMPLETE DETAILS, INCLUDING SKETCHES, PHOTOGRAPHS, ETC., PROPERLY MARKED TO SHOW LOCATION OF FAILURE SHOULD BE PROVIDED. IN CASE OF FITTING FAILURE FORWARD PART, IF POSSIBLE, TAGGED WITH IDENTIFICATION MARK AND OWNER'S DESIRE AS TO WHETHER OR NOT PART SHOULD BE RETURNED TO HIM. GIVE WEATHER CONDITIONS, CONDITION OF MAINTENANCE OF AIRCRAFT AND/OR ANY OTHER PERTINENT DATA WHICH MIGHT BE USEFUL IN EXAMINATION. IN EVENT OF COLLISION WITH ANOTHER AIRCRAFT INCLUDE IDENTIFICATION MARK OF OTHER AIRCRAFT.)

Pilot struck small ditch, breaking landing gear and swerving plane so that the wing struck barbed wire causing slight wing damage.

12. INSPECTOR'S CONFIDENTIAL RECOMMENDATIONS, COMMENTS AND DETAILS OF ACTION TAKEN.

13. DATE AND LOCATION WHERE AIRCRAFT WILL BE AVAILABLE FOR INSPECTION FOLLOWING REPAIRS.

Not known

14. ATTACHMENTS.

Form ASB 453

4-29-41

DATE OF REPORT

George W. Ireland

SIGNATURE OF INSPECTOR

4/30/51

DATE FORWARDED

Senior Aeronautical Inspector

2454

(REV)

Form 311 (CAA 01-8)  
Rev. 1-1-40

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.

APPLICATION FOR PERIODIC ENDORSEMENT OF  
AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

CERTIFICATE NUMBER <i>W.C. 22371</i>
DATE <i>5-7-41</i>
ENDORSED <i>Best H. B. Sweeney</i> Inspector's signature
ENDORSEMENT REFUSED *
Inspector's signature

\* Explain on attached report.

To the CIVIL AERONAUTICS AUTHORITY:

Application is made for periodic endorsement of aircraft airworthiness certificate No. *W.C. 22371*

Model *Aeronea 50C* Serial No. *C 3709*

1. Owner's name *Hiram Evan Barber*  
(Print or type) (First name) (Middle name) (Last name)

2. Permanent mailing address *Peaver City Nebr*  
(Street) (City) (State)

3. Aircraft hours: (a) Total *656 hrs 25 min* (b) Since last periodic endorsement *345 hrs*  
(c) Date of last periodic endorsement *Dec 14 - 1940*

4. Estimate flying time for each category for which aircraft has been used since last periodic endorsement.  
*June 15 1946*

	Percent		Percent
Pleasure (personal use)	<i>100%</i>	Commercial:	
Business (not for hire)		Charter and sightseeing	
Air carrier (scheduled)		Flying instruction	
		Rental without pilot	
		Other (specify)	

5. Describe any special purpose for which the aircraft will be used  
*Pleasure*

6. Have there been any major alterations, major repairs, or changes in equipment since the aircraft was last inspected by an Inspector for the Authority? *yes*

If so, is repair and alteration form properly executed in accordance with the provisions of Part 18 of the Civil Air Regulations, and are any other data which may be required, prepared and being submitted with this application? *yes*

7. Is aircraft registered with the Authority in the name of present owner? *yes*

8. If this application is signed by an agent of the owner, state agent's:

(a) Name \_\_\_\_\_  
(Print or type) (First name) (Middle name) (Last name)

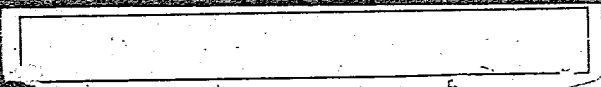
(b) Address \_\_\_\_\_

I certify that the above statements are true

Signature of owner *Hiram E Barber*  
or  
Agent \_\_\_\_\_

Date *5/7/41* \_\_\_\_\_ Title *Owner*

[OVER]



**INSTRUCTIONS**

This form is to be presented to the local inspector of the Civil Aeronautics Authority at the time the aircraft is presented for examination and inspection.

When presented for inspection, the aircraft, including the engine compartments, shall be thoroughly cleaned, inspection openings opened in a manner which will permit a satisfactory examination of the interior structure and vital points, and in a location and condition in which the power plant can be observed while operating throughout its range of operation.

The aircraft and the aircraft engine log books shall be available for examination and shall be current and in a proper condition, including properly attested entries pertaining to periodic inspections, operating history, record of all alterations and repairs, and any other information pertinent to the proper maintenance, operation, and upkeep of the aircraft.

There shall be submitted with this application a properly executed periodic aircraft inspection report on a form furnished by the Authority prepared by a person holding a currently effective and appropriate mechanic certificate, which form shall indicate that this inspection was made within a reasonable time prior to the date the aircraft is presented for inspection for periodic endorsement.

**INSPECTORS' MONTHLY SCHEDULES ARE POSTED AT ALL THE PRINCIPAL AIRPORTS.**

Form 305 (CAA-01-0)  
Rev. 1-1-40

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.

IDENTIFICATION MARK <i>NC 22371</i>
DATE <i>5-7-41</i>
APPROVED <i>[Signature]</i> (Inspector's signature)
DISAPPROVED _____ (Inspector's signature)

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS AUTHORITY:

Application is made for an Airworthiness Certificate for: *NC 22371*

- 1. Make *Aeroneer* 2. Model *C-50*
- 3. Type Certificate No. *675* 4. Manufacturer's Serial No. *C-3709*
- 5. Applicant's name *Hiram Evan Barber*  
(Print in full name)
- 6. Permanent mailing address *Beaver City Ohio*  
(Street) (City) (State)
- 7. Describe any special purposes for which aircraft will be used

*None except pleasure*

The aircraft is now registered with the Authority: } in the name of the applicant.  
Application for registration is attached hereto: }

I CERTIFY that the above statements are true.

*Hiram Evan Barber*  
(Name of applicant)

By *Hiram E Barber*  
(Signature)

*Owner*  
(Title)

DATE *5/7/41*



A small rectangular box containing faint, illegible text, possibly a registration or identification number.

Main body of the document containing several paragraphs of extremely faint, illegible text. The text appears to be organized into sections, possibly describing aircraft specifications or registration details.

Lower section of the document containing additional paragraphs of illegible text, possibly concluding remarks or administrative notes.



Form 80  
Revised 10-30-35

DEPARTMENT OF COMMERCE  
BUREAU OF AIR COMMERCE

COMMERCE No. NC 22371

SERIAL No. 6-3104

DATE 6-15-40

Approved  Disapproved  Reinspect

AIRCRAFT INSPECTION REPORT

*[Signature]*  
Inspector

OWNER George Williams

ADDRESS Fairbury, Nebraska

Original license 7 Renewal 7 Export 7 Alteration (submit drawings) 7 Special 7 After accident of 7 (Date)

Manufacturer Quinca 2 RLLM Model 50-C Specification No. 675 (Date)

Open/cabin 7 Amphibian 7 Landplane 7 Seaplane 7 Flying boat 7 Biplane 7 Monoplane 7 Autogiro 7 Glider 7 (Circle which)

ENGINES

MANUFACTURER	LOCATION	MODEL	SPEC. NO.	SERIAL NO.	H. P.
<u>Continental</u>	<u>C</u>	<u>A-50-5</u>	<u>190</u>	<u>106795</u>	<u>50</u>

PROPELLER

PROPELLER			HUBS—SPEC. No. <u>671</u>		BLADES—SPEC. No.	
MANUFACTURER	LOCATION	MATERIAL	Model	Serial No.	Model	Serial No.
<u>Flottweg</u>	<u>C</u>	<u>Wood</u>	<u>36-50</u>	<u>17747</u>		

Number of fuel tanks one Envelope Location and capacity of each 12 gal Total oil capacity 1 gal

Passenger seats actually provided one Crew one Are dual controls installed? yes Removable? yes

Weight empty as equipped—Actual 709 Computed 709 pounds. Gross weight 1150 pounds. (Circle which)

Maximum pay load 210 pounds with fuel of 2 gallons.

Maximum pay load 191 pounds with full fuel tanks of 1 1/2 gallons.

Cargo space—Location and capacity of each Per. of seat 40# Payload includes 2 passengers 40#

Are compartments placarded for loads as shown? yes

Restrictions None

ALL EQUIPMENT AND WEIGHTS thereof included in empty weight MUST BE SHOWN.

Engine ring cowl \_\_\_\_\_ lb. Flares and holders \_\_\_\_\_ lb. Fire extinguisher X lb.

Starter (type?) \_\_\_\_\_ lb. Location \_\_\_\_\_ Heater Cat. 2 lb.

Generator \_\_\_\_\_ lb. Radio \_\_\_\_\_ lb. Toilet equipment \_\_\_\_\_ lb.

\* Wheel streamlines X lb. Location \_\_\_\_\_ \* Wood prop. 10 lb.

Battery 2 nos. 15 lbs. Radio bonding \_\_\_\_\_ lb. \* 6 x 200 amp. wheel X lb.

Location \_\_\_\_\_ Radio shielding \_\_\_\_\_ lb. Cabin heater 2 lb.

Landing lights \_\_\_\_\_ lb. Water container \_\_\_\_\_ lb. Dual magnet. 11# 4 lb.

If inspection after accident, underscore classification which applies:

1. Major repair (see Aero. Bulletin 7-H—Current Issue). Attach Form 466.

2. Minor repair (see Aero. Bulletin 7-H—Current Issue).

IMPORTANT.—All questions must be fully answered. O. K. or check marks will not be accepted. Disapprovals must show specific defects.

PILOR'S COCKPIT.—Are airspeed indicator, manifold pressure gauge, and tachometer marked to agree with placarded aircraft operation limits as listed on pertinent aircraft specifications? Yes  No  (If not, see that they are properly marked at once. ~~Cross out items not required to be marked~~) Approved safety belt installed each seat?

PASSENGER'S COMPARTMENT.—Approved safety belt installed each seat?

STABILIZER, ELEVATORS, AND RUDDER.—Approved position light?

LANDING GEAR WHEELS (Manufacturer, model, and size) *Shinn 6C4HB 6" with brake*  
Tires (size and ply) *Firestone 6.00-6 2 ply*  
Shock struts (manufacturer and model) *Agnes oil & spring*  
Tail wheel (manufacturer, model, and size) *Agnes 6x2.00 underwing* Tail skid   
Skis (manufacturer, model, and weight) \_\_\_\_\_  
Floats (manufacturer and model) \_\_\_\_\_

CENTER SECTION AND FUSELAGE

*Replace trim cable pulley right side*  
*Remove plug from landing gear valve.*

WINGS

~~Left lower~~ ~~Right lower~~  
Left upper   
Approved position lights?   
Right upper   
Approved position lights?

POWER PLANT AND INSTALLATION

Total aircraft flight time *271:55* Flight time since overhaul *271:55*  
Total engine time *285:15* Flight time since engine change or overhaul *82:00*  
Total propeller time *1:15:00* Flight time since propeller disassembly and inspection *1:15:00*

REMARKS:  
*Special notes 2, 9 & 11 of A-947 checked & found satisfactory.*

NOTE.—If space provided is insufficient for full statement of result of inspection, additional data may be shown on extra sheet.

RECEIVED  
CERTIFICATE SECTION  
MAY 17 1983  
FAA

FORM 311 (CAA-31-8)  
Temp. 1-25-39

APPLICATION FOR RENEWAL OF AIRCRAFT BUSINESS CERTIFICATE

38903

To be submitted to the local Civil Aeronautics Authority Inspector  
at the time the aircraft is presented for inspection.

To the SECRETARY:

Application is hereby made for the renewal of Commercial  
(Commercial-restricted-experi-  
mental)

aircraft certificate No. NC22371

1. Name George T. Webleme  
(Owner-Print or type full name)

2. Permanent address ~~1234~~ Fairbury Nebr  
(Street) (City) (State)

3. State whether individual, partnership, or corporation Individual

(a) If individual, is he or she a bona fide citizen of the U. S.? yes

(b) If partnership, give complete names and citizenship of each partner

(c) If corporation, organized under laws of what State? \_\_\_\_\_ Date \_\_\_\_\_

(d) Give names and citizenship of president and two-thirds or more of  
directors or other managing officers

(e) Give percent of voting interest in corporation which is held by citi-  
zens of the United States

(f) Is aircraft registered under the laws of any foreign country? no

4. Has the aircraft been altered or repaired or had equipment installed since  
last inspected? No. If so, repair and alteration Form CAA 18-1 must be executed  
in accordance with Part 18 CAR, and be submitted with this application to the  
local aeronautical inspector.

5. If aircraft has been sold, give name and address of purchaser and date of sale  
and return this form to the Civil Aeronautics Authority, Washington, D. C.

I hereby certify that the foregoing statements are true of my own knowledge.

That I am the OWNER of the above named corporation, and by the  
authority of its Board of Directors make this application on its behalf.\*

George T. Webleme  
(Signature of owner of aircraft)

\*To be filled out if applicant is a corporation

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 5-16-83

RECEIVED  
CIVIL AERONAUTICS  
AUTHORITY

1980 JUN 27 PM 3 184

CERTIFICATE SECTION

Form 80  
Revised 10-30-35

DEPARTMENT OF COMMERCE  
BUREAU OF AIR COMMERCE

C-3709  
COMMERCE No. NYC 22371  
SERIAL No. 106795  
DATE 3-23-70  
Approved—Disapproved—Reinspect:  
[Signature]  
Inspector.

AIRCRAFT INSPECTION REPORT

OWNER George Williams  
ADDRESS 1012 H. St. Fairbury, Nebraska  
Original license—Renewal—Export—Alteration (submit drawings) Special After accident of \_\_\_\_\_  
(Circle which) (Date)  
Manufacturer Aerona 2 PCLM Model 50C Specification No. 675  
Open cabin—Amphibian—Landplane—Seaplane—Flying boat—Biplane—Monoplane—Autogiro—Glider.  
(Circle which)

ENGINES

MANUFACTURER	LOCATION	MODEL	SPEC. No.	SERIAL No.	H. P.

PROPELLER

PROPELLER			HUBS—SPEC. No.		BLADES—SPEC. No.	
MANUFACTURER	LOCATION	MATERIAL	Model	Serial No.	Model	Serial No.

Number of fuel tanks \_\_\_\_\_ Location and capacity of each \_\_\_\_\_ Total oil capacity \_\_\_\_\_  
Passenger seats actually provided \_\_\_\_\_ Crew \_\_\_\_\_ Are dual controls installed? \_\_\_\_\_ Removable? \_\_\_\_\_  
Weight empty as equipped—Actual—Computed \_\_\_\_\_ pounds. Gross weight \_\_\_\_\_ pounds.  
(Circle which)  
Maximum pay load \_\_\_\_\_ pounds with fuel of \_\_\_\_\_ gallons.  
Maximum pay load \_\_\_\_\_ pounds with full fuel tanks of \_\_\_\_\_ gallons.  
Cargo space—Location and capacity of each \_\_\_\_\_  
Are compartments placarded for loads as shown? \_\_\_\_\_  
Restrictions \_\_\_\_\_

ALL EQUIPMENT AND WEIGHTS thereof included in empty weight MUST BE SHOWN.

Engine ring cowling \_\_\_\_\_ lb. Flares and holders \_\_\_\_\_ lb. Fire extinguisher \_\_\_\_\_ lb.  
Starter (type?) \_\_\_\_\_ lb. Location \_\_\_\_\_ Heater \_\_\_\_\_ lb.  
Generator \_\_\_\_\_ lb. Radio \_\_\_\_\_ lb. Toilet equipment \_\_\_\_\_ lb.  
Wheel streamlines \_\_\_\_\_ lb. Location \_\_\_\_\_ lb.  
Battery \_\_\_\_\_ lb. Radio bonding \_\_\_\_\_ lb. \_\_\_\_\_ lb.  
Location \_\_\_\_\_ Radio shielding \_\_\_\_\_ lb. \_\_\_\_\_ lb.  
Landing lights \_\_\_\_\_ lb. Water container \_\_\_\_\_ lb. \_\_\_\_\_ lb.

If inspection after accident, underscore classification which applies:  
1. Major repair (see Aero. Bulletin 7-H—Current Issue). Attach Form 466.  
2. Minor repair (see Aero. Bulletin 7-H—Current Issue).

IMPORTANT.—All questions must be fully answered. O. K. or check marks will not be accepted. Disapprovals must show specific defects

~~PILOT'S COCKPIT.—Are airspeed indicator, manifold pressure gauge, and tachometer marked to agree with placarded aircraft operation limits as listed on pertinent aircraft specifications? Yes \_\_\_\_\_ No \_\_\_\_\_ (If not, see that they are properly marked at once. *Cross out* items not required to be marked.) Approved safety belt installed each seat? \_\_\_\_\_~~

~~PASSENGER'S COMPARTMENT.—Approved safety belt installed each seat? \_\_\_\_\_~~

~~STABILIZER, ELEVATORS, AND RUDDER.—Approved position light? \_\_\_\_\_~~

*Repair to instrument: inspected & O.K.*

~~LANDING GEAR WHEELS (Manufacturer, model, and size) \_\_\_\_\_~~

~~Tires (size and ply) \_\_\_\_\_~~

~~Shock struts (manufacturer and model) \_\_\_\_\_~~

~~Tail wheel (manufacturer, model, and size) \_\_\_\_\_~~

Tail skid

~~Skis (manufacturer, model, and weight) \_\_\_\_\_~~

~~Floats (manufacturer and model) \_\_\_\_\_~~

~~CENTER SECTION AND FUSELAGE~~

WINGS

~~Left lower~~

~~Left upper~~

~~Right lower~~

~~Approved position lights?~~

~~Right upper~~

~~Approved position lights?~~

~~POWER PLANT AND INSTALLATION~~

~~Total aircraft flight time \_\_\_\_\_~~

~~Flight time since overhaul \_\_\_\_\_~~

~~Total engine time \_\_\_\_\_~~

~~Flight time since engine change or overhaul \_\_\_\_\_~~

~~Total propeller time \_\_\_\_\_~~

~~Flight time since propeller disassembly and inspection \_\_\_\_\_~~

~~REMARKS: \_\_\_\_\_~~

NOTE.—If space provided is insufficient for full statement of result of inspection, additional data may be shown on extra sheet.



Form ACA 308-A  
(Rev. 10-15-40)

NN

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

THIS CERTIFICATE MUST BE CARRIED IN  
THE AIRCRAFT AT ALL TIMES

AIRCRAFT AIRWORTHINESS CERTIFICATE NO. 22371

This Certifies that AERONCA 50-C

manufacturer's serial No. C-3709 has been inspected and this day found to be in condition for safe operation when operated and maintained in accordance with the regulations and practices prescribed by the Civil Aeronautics Board.

The aircraft for which this certificate is issued (a) shall not be operated unless there is attached hereto the currently effective Aircraft Operation Record issued by the Administrator of Civil Aeronautics for the aircraft, and (b) shall not be operated in flight unless a pilot possessed of a currently effective and appropriate pilot certificate is in command.

This certificate is of 60 days' duration and, unless the holder hereof is otherwise notified within such period, shall continue in effect indefinitely thereafter, unless suspended, revoked, or cancelled by the Civil Aeronautics Board, except that it shall immediately expire (1) at the end of ONE YEAR

after the date of issuance of this certificate or after the date of last endorsement hereof, whichever is later, if within such period this aircraft is not examined or inspected by an authorized Civil Aeronautics inspector, or (2) at any time an authorized Civil Aeronautics inspector shall refuse to endorse this certificate after examination or inspection.

By direction of the Administrator of Civil Aeronautics:

Refusal to endorse: \_\_\_\_\_  
Civil Aeronautics Inspector

R. V. BEAVE  
Civil Aeronautics Inspector

Date: \_\_\_\_\_  
MAY 28 1983  
Date of Issuance

STAMP

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding three years, or both. (over)

5-39 MN



Form 308 A  
1-1-40UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.THIS CERTIFICATE MUST BE CARRIED IN  
THE AIRCRAFT AT ALL TIMES

AIRCRAFT AIRWORTHINESS CERTIFICATE NO. NC22371

This Certifies that AERONCA 50-C

manufacturer's serial No. C-3709 ; has been inspected and this day found to be in condition for safe operation when operated and maintained in accordance with the regulations and practices prescribed by the Authority.

The aircraft for which this certificate is issued (a) shall not be operated unless there is attached hereto the currently effective Aircraft Operation Record issued by the Authority for the aircraft, and (b) shall not be operated in flight unless a pilot possessed of a currently effective and appropriate pilot certificate issued by the Authority, is in command.

This certificate is of 60 days' duration and, unless the holder hereof is otherwise notified by the Authority within such period, shall continue in effect indefinitely thereafter, unless suspended, revoked, or cancelled by the Authority, except that it shall immediately expire (1) at the end of **TWELVE MONTHS** after the date of issuance of this certificate or after the date of last endorsement hereof, whichever is later, if within such period this aircraft is not examined or inspected by an authorized inspector for the Authority, or (2) at any time an authorized inspector of the Authority shall refuse to endorse this certificate after examination or inspection.

By direction of the Authority:

*Bert H. Briney*  
Bert H. BrineyRefusal to endorse: \_\_\_\_\_  
Inspector of the Authority

Inspector, Civil Aeronautics Authority

Date \_\_\_\_\_

MAY 7, 1941

Date of issuance

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding three years, or both. (over)

Inspector's Endorsement	Date

If this certificate is lost or destroyed, a duplicate may be obtained from the Civil Aeronautic Authority, Washington, D. C., for \$1.00 per page. (Money orders or checks should be made payable to the Treasurer of the United States.)

FORM 481  
REV. 5-2-39

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY

AIRCRAFT  
CERTIFICATE NO. NC22371

**OPERATION LIMITS**

(This placard must be displayed in full view of the pilot.)

**AIRCRAFT**

MAXIMUM PERMISSIBLE CRUISING AIR SPEED.....	m. p. h. (ind.)*
MAXIMUM PERMISSIBLE AIR SPEED WITH FLAPS EXTENDED.....	m. p. h. (ind.)
NEVER EXCEED.....	m. p. h. (ind.)
Level Flight or Climb - - - - -	100 m.p.h. "
Glide or Dive - - - - -	135 m.p.h. "

\*Air speed indicator error must not exceed minus 5 m.p.h.

**ENGINE\*\***

MAXIMUM, EXCEPT TAKE-OFF..... in. Hg. 1900 r.p.m. ( 50 h.p.)

TAKE-OFF (1 MINUTE)..... in. Hg. 1900 r.p.m. ( 50 h.p.)

BY DIRECTION OF THE AUTHORITY

\*\*WITH PROPELLER Flottorp 36

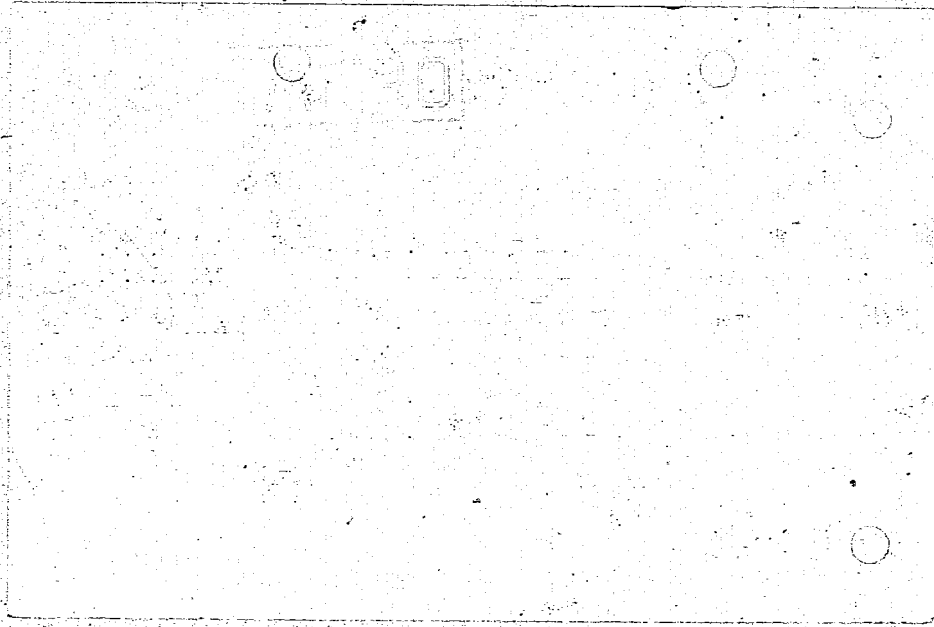
Date May 12, 1939

ROBERT R. REINING,  
CHIEF, RECORDS DIVISION.

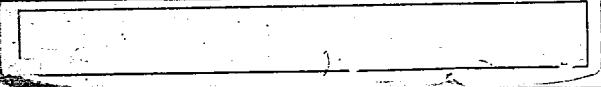
NOTE. Before changing propeller, contact a Civil Aeronautics Authority inspector.

FAA AIRCRAFT REGISTRY

CAMERA NO. 5 N DATE: 5-16-83







FORM 481  
REV. 5-2-39

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY

JUN 15 1939

RAFT  
CERTIFICATE NO. NC22372

**OPERATION LIMITS**

(This placard must be displayed in full view of the pilot.)

**AIRCRAFT**

MAXIMUM PERMISSIBLE CRUISING AIR SPEED \_\_\_\_\_

m. p. h. (ind.)\*

MAXIMUM PERMISSIBLE AIR SPEED WITH FLAPS EXTENDED \_\_\_\_\_

m. p. h. (ind.)

NEVER EXCEED \_\_\_\_\_

m. p. h. (ind.)

Level Flight or Climb - - - - -

100 m.p.h. "

Glide or Dive - - - - -

135 m.p.h. "

\*Air speed indicator error must not exceed minus 5 m.p.h.

**ENGINE\*\***

MAXIMUM, EXCEPT TAKE-OFF - - - - - in. Hg. 1900

r.p.m. ( 50 h.p.)

TAKE-OFF (1 MINUTE) - - - - - in. Hg. 1900

r.p.m. ( 50 h.p.)

BY DIRECTION OF THE AUTHORITY

\*\*WITH PROPELLER Flottorp 36

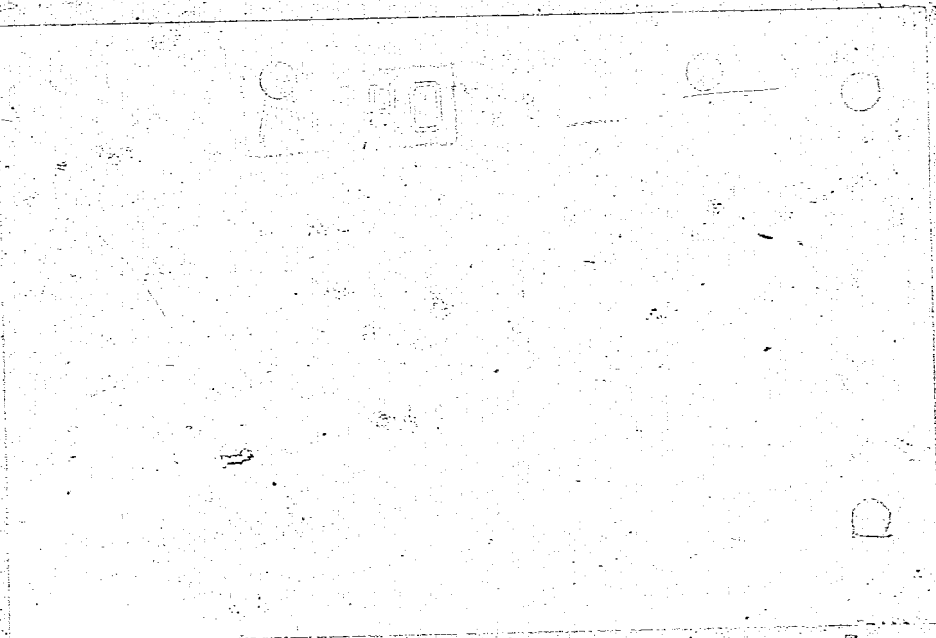
*Robert R. Reining*  
ROBERT R. REINING,  
CHIEF, RECORDS DIVISION.

Date May 12, 1939

NOTE. Before changing propeller, contact a Civil Aeronautics Authority inspector.

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 5-16-83



Form 482

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
BUREAU OF AIR COMMERCE

license **NC22371**

**TEMPORARY OPERATION LIMITS**  
(This placard must be displayed in full view of the pilot.)  
**AIRCRAFT**

MAXIMUM PERMISSIBLE CRUISING AIR SPEED		<b>50</b>	m. p. h. (ind.)*
MAXIMUM PERMISSIBLE AIR SPEED WITH FLAPS EXTENDED			m. p. h. (ind.)
NEVER EXCEED		<b>135</b>	m. p. h. (ind.)
*Air speed indicator error must not exceed minus 5 m.p.h.			
<b>ENGINE**</b>			
MAXIMUM, EXCEPT TAKE-OFF	in. Hg.	<b>1900</b>	r.p.m. ( <b>50</b> h.p.)
TAKE-OFF (1 MINUTE)	in. Hg.	<b>1900</b>	r.p.m. ( <b>50</b> h.p.)

\*\*WITH PROPELLER **FIOTPROP DESIGN 36**

Date: **MAY 12, 1939**

*Theo. A. Campbell.*

(Department of Commerce Inspector)

NOTE. Before changing propeller, contact a Department of Commerce Inspector.

FAA AIRCRAFT REGISTRY

CAMERA NO. 5 N DATE: 5-16-83

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CERTIFICATE SECTION

Form AC 18-1  
11-3-57

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
BUREAU OF AIR COMMERCE  
WASHINGTON, D. C.

REPAIR AND ALTERATION FORM  
AIRCRAFT—ENGINES—PROPELLERS

Bureau of Air Commerce Aircraft Identification Mark No. NC22371

Owner's name George Heblenol

Owner's address 1018 K. St. Fairbury, Nebraska

Aircraft manufacturer and model Cessna 530 Serial No. 106795

Engine manufacturer and model Continental Serial No. 3709

Propeller manufacturer and model \* \_\_\_\_\_ Serial No. \_\_\_\_\_

Propeller blade model \* \_\_\_\_\_ Serial No. \_\_\_\_\_

Propeller hub model \* \_\_\_\_\_ Serial No. \_\_\_\_\_

REPAIR OR ALTERATION AGENCY

NATURE OF WORK PERFORMED

\_\_\_\_\_ Manufacturer. \_\_\_\_\_ Aircraft alteration.

\_\_\_\_\_ Approved Repair Station No. \_\_\_\_\_ X Aircraft major repair.

X \_\_\_\_\_ Other agency. \_\_\_\_\_ Engine alteration.

\_\_\_\_\_ Propeller alteration.

\_\_\_\_\_ Propeller repair.

After aircraft accident of March 19, 1940

(Date)

Date of repair or alteration March 19-20, 1940

Agency's name Alva N. White

Agency's address Arrow Airport Lincoln, Nebr

\* To be filled in only for unit repaired or altered.

Inspector's recommendation:

- Approved.
- Disapproved.
- Approved subject to final approval of Aircraft Airworthiness Section.

(Check which)

3-23-40

(Date)

(Signature) William B. Barnes

Bureau of Air Commerce Inspector.

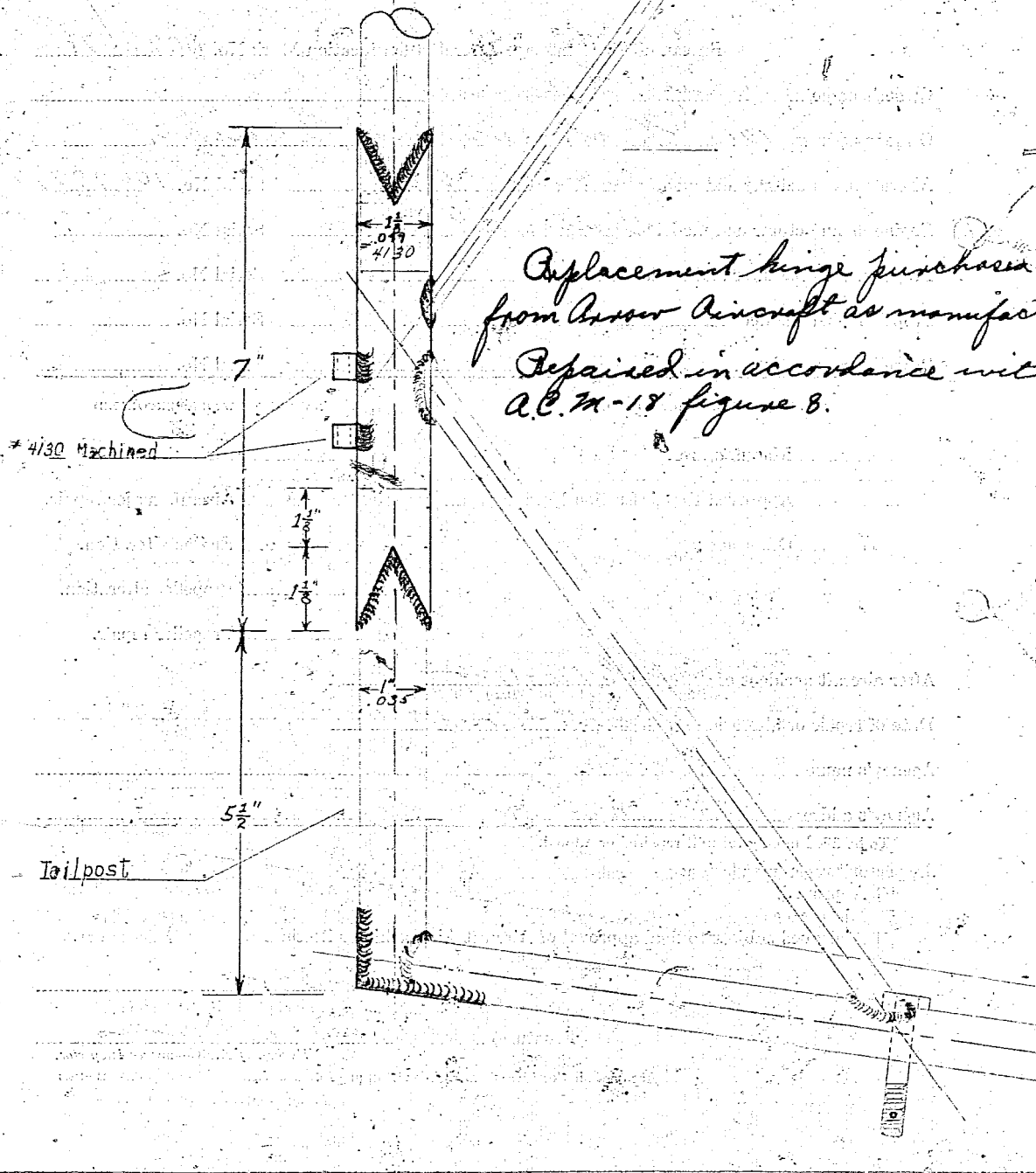
Accomplish Certificate and Affidavit on page 4

11-11531

The following *Rudder hinge & tailpost* <sup>(Repair Alterations)</sup> have been made in accordance with chapter 18, Civil Air Regulations. (For recommended practice refer to ACM 18.)

Technical data as follows are appended herewith:

11-1131





*tuned*

*[Handwritten scribbles]*

106795  
JOC

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AUTHORITY  
APR 12 4 00  
CERTIFICATE SECTION

**SUPERVISING MECHANIC'S CERTIFICATE**

certifies that the foregoing statements are true of his own knowledge.

\_\_\_\_\_

*March 21 1940*

(Date)

*Alon White*

(Mechanic's signature)

Mechanic's Certificate No. *A.E. 18156*

(Rating)

**AFFIDAVIT OF REPAIR AGENCY**

STATE \_\_\_\_\_ }  
COUNTY OF \_\_\_\_\_ } ss:

\_\_\_\_\_, being first duly sworn, upon his oath deposes and says that the foregoing statements are true of his own knowledge.

\*That he is the \_\_\_\_\_ of the above-named corporation, and by the authority of its Board of Directors makes this application on its behalf.

(Signature)

Subscribed and sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_

My commission expires \_\_\_\_\_, 19\_\_\_\_

Notary Public.

\* To be filled out if applicant is a corporation.

Form 307 (CAA-01-1)  
Rev. 12-1-38

CIVIL AERONAUTICS AUTHORITY

IDENTIFICATION MARK NC 22371  
SERIAL No. 23789  
DATE 5-12-39  
Approved  Disapproved  Reinspect:   
J. G. Campbell  
Inspector

AIRCRAFT INSPECTION REPORT

OWNER George W. Hennen  
ADDRESS Fairbury, Neb.  
Original certificate—Renewal—Export—Alteration (submit drawings)—Special. After accident of \_\_\_\_\_  
(Circle which) (Date)  
Manufacturer Am. Exp. of Lincoln Model 50-C Specification No. 675  
Open  Cabin  Amphibian  Landplane  Seaplane  Flying boat  Biplane  Monoplane  Autogiro  Glider.  
(Circle which)

ENGINES

MANUFACTURER	LOCATION	MODEL	SPEC. No.	SERIAL No.	Horsepower
<u>Continental</u>	<u>C</u>	<u>A-50</u>	<u>190</u>	<u>16679</u>	<u>50</u>
		<u>-5</u>			

PROPELLER

PROPELLER			Hubs—SPEC. No.	BLADES—SPEC. No.
MANUFACTURER	LOCATION	MATERIAL	Model	Serial No.
<u>MacCaw</u>	<u>C</u>	<u>Wood</u>	<u>36</u>	<u>17510</u>

Number of fuel tanks 1 Fuel tank Location and capacity of each 12 Total oil capacity 18 gal  
Passenger seats actually provided 1 Crew 1 Are dual controls installed? yes Removable? yes  
Weight empty as equipped (Actual) 709 pounds. Gross weight 1150 pounds.  
(Circle which)  
Maximum pay load 215 pounds with fuel of 8 gallons.  
Maximum pay load 191 pounds with full fuel tanks of 12 gallons.  
Cargo space—Location and capacity of each 1—Rear of seat—40<sup>sq</sup> Max  
Are compartments placarded for loads as shown? yes  
Restrictions 2 Parachutes included w/ payload.

ALL EQUIPMENT AND WEIGHTS thereof included in empty weight MUST BE SHOWN.

Engine ring-owl \_\_\_\_\_ lb. Flares and holders \_\_\_\_\_ lb. Fire extinguisher  \_\_\_\_\_ lb.  
Starter (type?) \_\_\_\_\_ lb. Location \_\_\_\_\_ Heater Cabins  2 lb.  
Generator \_\_\_\_\_ lb. Radio \_\_\_\_\_ lb. Cool. Heater  \_\_\_\_\_ lb.  
Wheel streamlines \_\_\_\_\_ lb. Location \_\_\_\_\_ Toilet equipment  \_\_\_\_\_ lb.  
Battery 4 Paratts 15 lb. Radio bonding \_\_\_\_\_ lb. Dead legs  11 lb.  
Location Wing Baggage Comp Radio shielding \_\_\_\_\_ lb. Brake  5 lb.  
Landing lights \_\_\_\_\_ lb. Water container \_\_\_\_\_ lb. Circuit  2 lb.  
Electric Power  2 lb.

If inspection after accident, underscore classification which applies:

- Major repair (see Part 18, Civil Air Regulations). Attach Form 337 (CAA-18-1).
- Minor repair (see Part 18, Civil Air Regulations).

IMPORTANT.—All questions must be fully answered. O. K. or check marks will not be accepted. Disapprovals must show specific defects

PILOT'S COCKPIT.—Are airspeed indicator, manifold pressure gauge, and tachometer checked to agree with placarded aircraft operation limits as listed on pertinent aircraft specifications? Yes yes No \_\_\_\_\_ (If not, see that they are properly marked at once. Cross out items not required to be marked.) Approved safety belt installed each seat? yes

PASSENGER'S COMPARTMENT.—Approved safety belt installed each seat? yes

STABILIZER, ELEVATORS, AND RUDDER.—Approved position light? on dim

LANDING GEAR WHEELS (Manufacturer, model, and size) Muntz GC-7-B

Tires (size and ply) 6.00x6-2 ply

Shock struts (manufacturer and model) General

Tail wheel (manufacturer, model, and size) 6 X 2.00

Tail skid: \_\_\_\_\_

Skis (manufacturer, model, and weight) \_\_\_\_\_

Floats (manufacturer and model) \_\_\_\_\_

CENTER SECTION AND FUSELAGE \_\_\_\_\_

WINGS

Left lower \_\_\_\_\_

Left upper ✓

Right lower \_\_\_\_\_

Approved position lights? ✓

Right upper ✓

Approved position lights? J.P.W.

POWER PLANT AND INSTALLATION ✓

Total aircraft flight time Test only Flight time since overhaul 2

Total engine time " Flight time since engine change or overhaul 2

Total propeller time " Flight time since propeller disassembly and inspection 0

REMARKS: Trans 9, 61-14, Bill of Sale, 482+50 attached

Record Card to Washington.

NOTE.—If space provided is insufficient for full statement of result of inspection, additional data may be shown on extra sheet.

1989 MAY 23 AM 8 36  
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CERTIFICATE SECTION

AC 01-14  
11-1-37

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
BUREAU OF AIR COMMERCE  
WASHINGTON, D. C.

**AFFIDAVIT OF CONFORMITY**

I, James A. Weagle, Chief Engineer of the  
Aeronautical Corporation of America, being first duly sworn on oath, depose  
and say that the aircraft, Manufacturer's Serial No. 03709, has been  
manufactured in accordance with the latest technical data submitted to and approved by the  
Department of Commerce pertaining to our Model Aeronca 50-C  
with the exception of the  
following deviations:

Weight empty - - - - -709 lbs.

SEAL

Subscribed and sworn to before me this 12th day of May, 1939

ELIZABETH C. HATKE  
Notary Public, Hamilton County Ohio,  
My Commission Expires Oct. 15, 1940

U. S. GOVERNMENT PRINTING OFFICE 11-11970

Elizabeth C. Hatke  
Notary Public.

FAA AIRCRAFT REGISTRY

CAMERA NO. 5 N DATE: 5-16-83

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CIVIL AERONAUTICS  
AUTHORITY

1983 MAY 23 AM 8:35

CERTIFICATE SECTION



Form ACA-309—PAGE 1

ENGINE		OPERATION LIMITATIONS				CAA IDENT. NO.	
MAKE	MODEL	MAKE AND MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.	
Continental	A-50-5	Aeronca 50-C	6-39	C-3709	2-PCLE	675	
UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION							
ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED (ALL VALUES ARE MAXIMUM AND ARE NOT RECOMMENDED OPERATING LIMITS)							
ENGINE LIMITS				TRUE INDICATED AIR SPEED			
TAKE-OFF (MINUTES)	ALTITUDE	IN. HG.	R. P. M.	HP.	FUEL OCT.	M. P. H.	KNOTS
	Any	--	1900	50	75		
SEA LEVEL (TO ALTITUDE)	"	--	1900	50	"	CLIMB OR LEVEL FLIGHT	100
FROM (ALTITUDE)	"	--	1900	50	"	GLIDE OR DIVE (Smooth Air Only)	135
						FLAPS EXTENDED	--
*METO—MAXIMUM EXCEPT TAKE-OFF							
TAKE-OFF WEIGHT				LANDING WEIGHT			
LAND	SEA	LAND	SEA	LAND	SEA	LAND	SEA
		1150					
OPERATIONS AUTHORIZED							
Visual contact day							
INSPECTOR'S SIGNATURE				DATE			
<i>Preston Kirk</i>				June 18, 1946			

(COVER FOR ADDITIONAL OPERATIONS AUTHORIZED) (GPO) 16-45710-1  
**THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT**  
 (FOLD HERE)



UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		SPECIFICATION NUMBER		CAA FORM NO. 22371		
EQUIPMENT No. <b>A-675-2</b>			SPECIAL EQUIPMENT			
NUMBER	NUMBER	NUMBER	NUMBER	ITEM (DESCRIPTION)	WGT.	ARM.
307 (D)	301 (B)	303 (C)	103			
104	105	305	306			
311						
E. W. (Computed)		714				
Useful load		436				
E.C.G. not available						
C. G. LIMITS						
LAW <b>13.4° to 20.7°</b>			SEA			
DATUM						
Wing leading edge						
				INSPECTOR'S SIGNATURE <i>Preston Kirl</i> DATE <b>June 16, 1946</b>		

REPAIR AND ALTERATION RECORD

REPAIR AND ALTERATION FORM DATED <b>6-17-48</b>		BY (Agency Name and No.) <b>H. Barber, AEE 149169</b>	
LOCATION AND BRIEF DESCRIPTION OF REPAIR  <b>Fuselage, fin and stabilizer recovered AD-296 Special notes 1, 2, 3, 4 complied with</b>			
REPAIR AND ALTERATION FORM DATED		BY (Agency Name and No.)	
LOCATION AND BRIEF DESCRIPTION OF REPAIR  <b>MAIL ROOM WASHINGTON</b>			
REPAIR AND ALTERATION FORM DATED		BY (Agency Name and No.)	
LOCATION AND BRIEF DESCRIPTION OF REPAIR			
REPAIR AND ALTERATION FORM DATED		BY (Agency Name and No.)	
LOCATION AND BRIEF DESCRIPTION OF REPAIR			
SUPPLEMENTAL PAGE NO.	ISSUED (Date)	BY	TITLE