FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 3 - 14 - 91

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION WP09 DO

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.

1. AIRCRAFT	MAKE CULVER -	MODEL LCA
	SERIAL NO. 458	NATIONALITY AND REGISTRATION MARK N20U
2. OWNER	NAME (As shown on registration certificate) GLENN E. SNAVELY	ADDRESS (As shown on registration certificate) 3742 Loughlin Dr. Carlsbad, Ca. 92008.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	••••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••••			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CASIMIR BIEBERS 2138A PALOMAR AIRPT RD CARLSBAD, CA 92008	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1257853 AP

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
Nov 2. 1990	Casimir Bieber

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X INSPECTION AUTHORIZATION	
		FAA DESIGNEE		REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Nov 2, 1990	1257853	Casimir Bieber

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 3 - 14 - 91

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.)*

AIRCRAFT COMPLETELY RECOVERED
USING STITS POLY FIBER PROCESS
AND AC 43-13 AS APPROPRIATE

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1-14-

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N20U	Culver LCA-85	458	Normal

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 8 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.

Replacement 6/10/50	FAA REPRESENTATIVE Jeffrey M. Reynolds	DESIGNATION NUMBER WP09

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 Form 8100-2 (8-82)

GPO 773-933

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1-14-91

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Culver	LCA-85	458

d. ENGINE MAKE	e. ENGINE MODEL
Continental	C85-12F

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Charles E. Sarnoski and Douglas L. Chamberlin	81 Pearl Ave. Johnson City New York	N- 20U

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and complete appropriate item*)

I hereby certify that I am the **registered owner (or his agent) of the aircraft identified in Item 3 above which is registered*** with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Jan. 25, 1956
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)
☒ ACA-319
☒ ACA-337
☐ ACA-317
☒ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

Charles E. Sarnoski
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

June 16, 1956 (DATE) Agent (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. A-730 THROUGH SHEET REVISION NO. 2
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1955 (YEAR) THROUGH CARD NO. 56-12
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1217:20 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 21428-6-12 TOTAL HOURS 448
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

a. LAST AIRWORTHINESS INSPECTION CONDUCTED June 16, 1956 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. A & E 17931
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
JUN 29 4 11 PM '56
ADMIN. RECORDS BRANCH
AW-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED).
b. ☒ CURRENT OPERATION LIMITATIONS, [redacted] IS AVAILABLE IN AIRCRAFT Part 43.10-1-(c) complied with.
c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☐ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE June 16, 1957 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE March 11, 1955 (DATE)
BY Stephen A. Patka, Jr. (NAME OF ISSUING REPRESENTATIVE) 150 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

☐ AIRWORTHY
☐ UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT ☒ AIRWORTHY ☐ UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE
Stephen A. Patka, Jr.	150	June 16, 1956
AVIATION SAFETY AGENT'S SIGNATURE	**CAA DESIGNATION NO.**	**DATE**
R. D. Duyell	NY-257-17	6-25-56

☐ ATTACHMENT
☐ ACCEPTED
☐ REINSPECTED
☒ SPOT CHECKED

Reg. I NY
ASDO 17

U. S. GOVERNMENT PRINTING OFFICE 16—80327-2

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Culver	LCA-56	458	N 20U

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	Henry C. Von Ahn, Jr.	R.D.#1 Nineveh, New York

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)			X	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA
**AFTER the repairs and/or alterations described below were made.*

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	920	16.96" Aft Datum	386

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
William Herbert Cory Box 101 Maine, N.Y. Stephen A. Patka, Jr. Broome County Airport Binghamton, New York	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	1352232 A & E 17931

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

July 3, 1958
(Date repair and/or alteration completed)

Stephen A. Patka, Jr.
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft
☒ CAA Aviation Safety ~~Agency~~ ASDO ☐ Repair Station ☐ Other (*Specify*)

JUL 30 1958
(Date of approval or rejection)

H. Ladue NY257-17
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted _____ (Date) ☐ Reinspected JUL 30 1958 (Date) ☐ Spot Checked _____ (Date)

Reg. 1 NY
ASDO 17

_____
(CAA designation number)

_____
(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

4-22-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

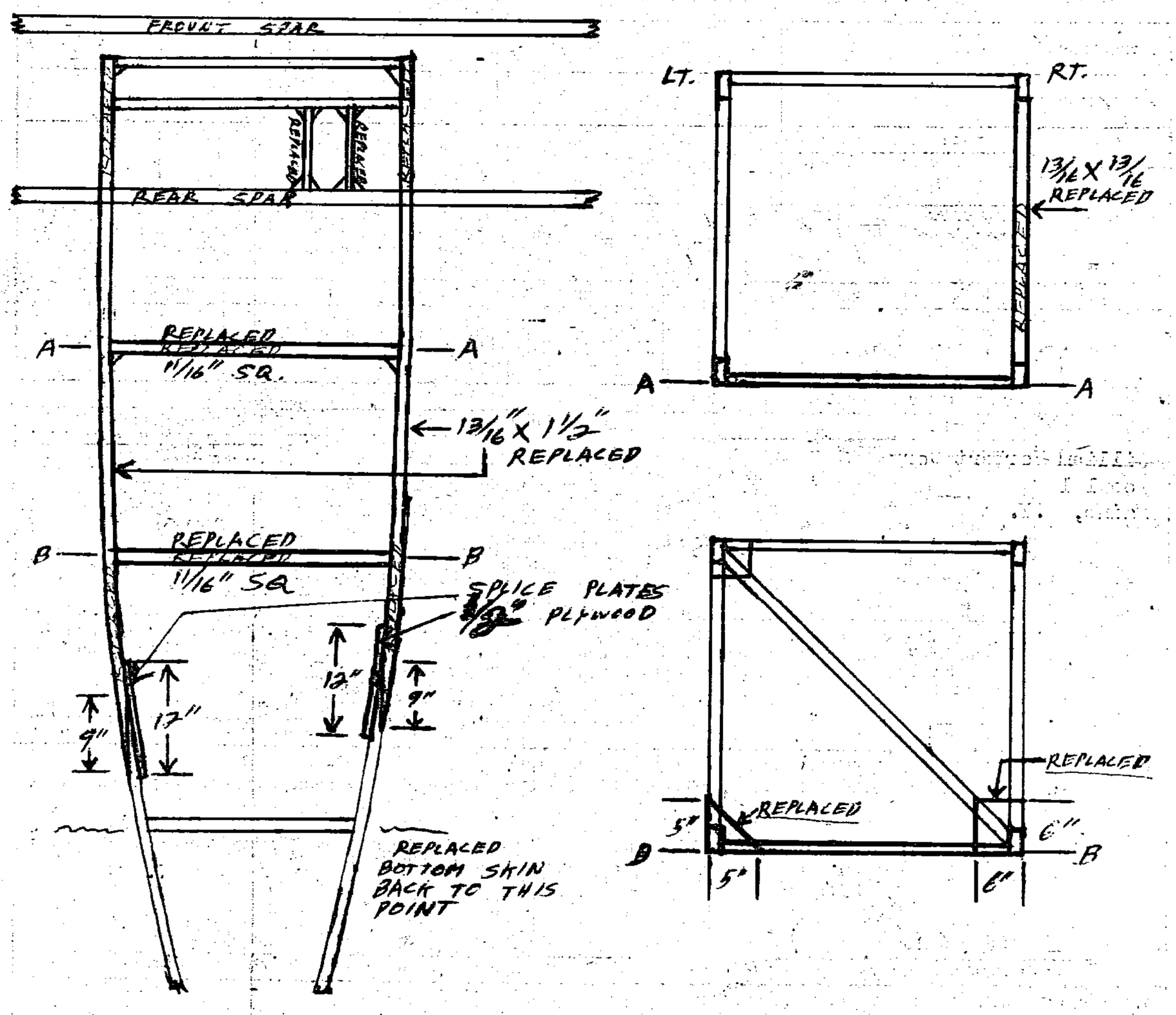
INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Repaired damage to bottom of fuselage using aircraft spruce (obtained from Piper spar stock, 3/32" aircraft plywood, and casine glue throughout. Checked engine crankshaft runout at propeller flange, .002".



*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Culver	LCA-86	458	NC90U

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	Harlee L. Sarnoski & Douglas L. Chamberlin	61 Pearl Ave., Johnson City, N.Y.

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

APPROVED BY ENGINEERING
BY Raymond Hagle DATE 5/28/56 CAA NO. NY-235B
FINAL APPROVAL SUBJECT TO INSPECTION

4. AIRCRAFT WEIGHT AND BALANCE DATA
**AFTER the repairs and/or alterations described below were made.*

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	920	16.95" Aft Datum	385 lbs.

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Flight Aviation School, Inc., P. O. Box 1201, Broome County Airport, Binghamton, New York.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A & E 17931.

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

February 6, 1956. — (Date repair and/or alteration completed)

Stephen A. Fatka, Jr. — (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ ☐ APPROVED ☐ REJECTED } BY { ☒ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

February 6, 1956. — (Date of approval or rejection)

Stephen A. Fatka, Jr. 150. — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☒ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted _____ (Date) ☐ Reinspected _____ (Date) ☒ Spot Checked 6-25-56 (Date)

NY-257-17 (CAA designation number) Reg. 1 NY ASDO 17

R. D. Deyell (Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52) MS

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Convert Culver LPA to LCA-65 Type Cert. 750, Mfd. Date 3-25-42.
Engine Installed.
Continental C65-12F #1428-6-12.
Prop Installed
Sensenich [illegible]-74CK-2 10643 Dia. 70".

Franklin Engine Model 4AC-176-B3 removed complete with Engine Mount. New Continental Engine Mount purchased from Valaire Company, Van Nuys, California, certified as identical mount used on C75 Continental Engine installation with exception that the tubing is of 4130 Steel and .049" wall thickness instead of .035" wall previously used. Approval for the mount is in the California Region. Engine mount installed and Continental Engine Model C65-12F installed in approved manner. Baffling constructed and imitated according to Continental installation on Culver Aircraft. Cowling reworked to fit and exhaust system same as previous. All accessories complete on Engine as removed from Sky Ranger Commonwealth Airplane.

Entire Aircraft recovered using Grade A Fabric and tape. Entire structure checked and varnished before recover. Finish as follows: 6 coats clear nitrate dope brushed, 2 coats silver nitrate dope brushed, 4 coats spray nitrate silver and 3 coats Stinson Green for finish. Aircraft placed in good Airworthy condition.

Weight & Balance and equipment list attached at actual Weigh in this date.

Issuance of Airworthiness Certificate withheld Pending Approval of this installation. A. Patton Jr.

Maximum static RPM 2100.

The airplane that this engine was previously installed in did not use an oil cooler. The oil cooler fitting is blocked off.

RECEIVED
APR 29 4 11 PM '55
FAA AIR RECORDS BRANCH
W-300

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Culver LCA-85 #458

N20U.

Performance and cooling tests as follows:

All Readings are uncorrected readings and temperature taken from Right rear cylinder as per Continental Factory instruction:

Maximum cylinder Head temperature on climb @ full throttle to 6000' 175°C
Maximum Oil Temperature 78°C

Climb Started at Full Throttle @ take-off and best rate of climb established 500' per minute to 6000' @ 85 M.P.H.

Maximum R.P.M. Level Flight 2510 @ 6000'

Cylinder Head Temperature Level Flight 6000' 145°C
Outside Air Temp. 58F

Oil Temp. Level Flight @ 6000' 89°C

Max. R.P.M. in Dive to 180 M.P.H. Power Off 2120 R.P.M.

Specs. on Cont. C-85-12F
Max. Cylinder Head Temp. 530F
Max. Oil Temp. 220F.

Items checked and corrected as per request of CAA Engineering.

1 -- Prop checked for diameter and is 70 inch therefore satisfactory.
2-- Engine mount is acceptable substantiated by stress analysis.
3 -- Carb. heat box is the same as came with the engine out of Commonwealth Model 185 and exhaust system & muffs copied same as Commonwealth 185.
4 -- Delco Generator Model 1101876
Delco Starter Model 1109656
5 -- Spinner same as used on Cessna 120 - 140 Piper J3 etc. small type.
6 -- Allowable Cylinder Head Temp. 540°F
Allowable oil temp. 225°F
7 -- Cylinder Head Temp. red lined @ 282°C

S. Patka, Jr. S. Patka, Jr.

Reg. 1 NY
ASDO 17

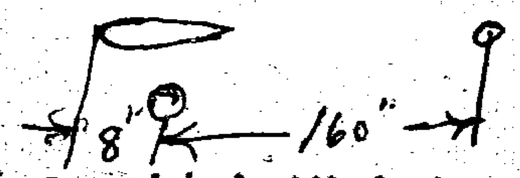
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

10 Culver LCA-85 #458

B200

Left wheel	462 lbs.
Right wheel	448 lbs.
Tail wheel	48 lbs.
Total	958 lbs.



C.G. as weighed with 4 qts. Oil and 5 gals. Gas.

$$C.G. = 8" + \frac{160 \times 48}{958} = 8 + \frac{7680}{958} = 8 + 8.01.$$

C.G. as weighed 16.01" Aft Datum.
Datum is wing leading edge.

Ship as weighed	958	16.01	15337.58
4 Qts. Oil	- 8	-23	184.
5 gals. Gas.	-30	-3	90.
	920		15611.58.

$$C.G. = \frac{15611.58}{920} = 16.96" \text{ Aft Datum.}$$

Limits 14.8" to 19.5" Max. Gross 1305 lbs.

(1) Loading Condition.

Ship Empty	920	16.96	15611.58.
4 Qts. Oil	8	-23	-184.
Full Gas 20 gals.	120	-3	-360.
1 Pilot	170	26	4420.
Max. Baggage	50	42	2100.
	1268		21587.58.

$$C.G. = \frac{21587.58}{1268} = 17.02" \text{ Aft Datum.}$$

(2) Loading Condition.

Ship Empty	920	16.96	15611.58.
4 Qts. Oil	8	-23	-184.
Full Gas 20 Gal.	120	- 3.	-360.
1 Pilot	170	26	4420.
	1218		19487.58

$$C.G. = \frac{19487.58}{1218} = 15.99" \text{ Aft Datum.}$$

(3) Loading Condition.

Ship Empty	920	16.96	15611.58
4 Qts. Oil	8	-23	-184.
Pilot	170	26	4420
Pass.	170	26	4420.
Minimum Gas Per F.P. 7.08 gals.	42.5	-3	-127.5.
	1310.5		24140.08

$$C.G. = \frac{24140.08}{1310.5} = 18.42" \text{ Aft Datum.}$$

Placard: note: "Due to maximum gross being exceeded by 5.5 lbs. with two normal occupants Aircraft must be operated as one place; or 2 place provided passenger is under 164.5 lbs. with minimum gas of 7.08 gal. and no Baggage".

Placard: "Intentional Acrobatics and Instrument Flight Prohibited".

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

RECEIVED
JUN 29 4 11 PM '56
ADMIN. & RECORDS BRANCH
AT-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

11 Culver LCA-85 - #458 N-20-V

N-20-V

Equipment in Aircraft at Weigh in 2/8/66.

Sensenich Prop 74CK-2 #10643.
Battery 12 Volt (Same as original)
Engine Primer
Carburetor Heat Muff & Control Box
Cabin Heat
Delco Generator Model 2816
Delco Starter Model 4561
Delco Regulator 12 volt 13-15 amp.
Grimes Retractable Landing light & Switch
Scott Tail Wheel 02900-12
500 x 4 Tires & Tubes (6Ply)
500 x 4 Wheels with Goodrich E.T. Brakes.
Gas Bowl & Baffle Plate
Prop Spinner
4" Venturi
Pioneer Turn & Bank
Kollsman Altimeter
General Electric Tachometer
B-16 Compass
C-2 Rate of Climb
Cylinder Head Temp. Indicator & Thermocouple.
Suction Gauge
Volt & Ammeter
Oil Temp. Gauge A-20
Oil Pressure Gauge
Manifold Pressure Gauge
Grimes Eyebrow Instrument Lights
Position Lights
Radio speaker
Marker Beacon Receiver
Narco VTA-2 xmitter and VRA-1 Rec. & Antenna.
Narco VOA-1 Omni Converter & Power Unit
Left and Right Indicator

Reg. 1 NY
ASDO 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

RECEIVED
JUN 29 4 11 PM '56
ADMIN. & RECORDS BRANCH
W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

17

N-2074

N 20U Culver
458 Serial 43.10-1-(C)

Engine Limits- All operations 2575 R.P.M. -- 85 H.P.
Airspeed limits
Level flight or climb 145M.P.H.
Glide or Dive 175 M.P.H.
Maximum weights
Take off 1305 lbs.
Landing 1305 lbs.
Empty Weight 920 lbs.
Useful Load 385 lbs.
Datum Wing Leading Edge
Center of Gravity Range 14.8 to 19.5"
Empty Center of Gravity 16.95" Aft.

Limitations "Instrument Flight and Intentional Acrobatics prohibited".

Note: " This Form shall be accessible to the pilot, legible and not easily erased or disfigured".

Reg. 1 NY
ASDO 17

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

RECEIVED
JUN 29 4 11 PM '56
AD'MIN. & RECORDS BRANCH
W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R011.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION *(Check which)*

a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION *(Check appropriate item(s))*
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION *(Complete all items)*

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Culver	LFA	458

d. ENGINE MAKE	e. ENGINE MODEL
Franklin	4AC-176-D3

4. AIRCRAFT REGISTRATION INFORMATION *(Complete all items)*

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Samuel T. Whatley	28 Hazel St. Binghamton, N. Y.	N– 41736

5. AIRCRAFT OWNER'S CERTIFICATION *(Check and complete appropriate item)*

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE April 17, 1953
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS *(Check which)*
☒ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

S. Patka, Jr. S. Patka Jr.
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

March 11, 1954 (DATE)
Agent (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. [X] AIRCRAFT SPECIFICATION NO. A- 730 THROUGH SHEET REVISION NO. 2
b. [ ] AIRCRAFT LISTING PAGE NO. _____
c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1953 (YEAR) THROUGH CARD NO. 54-5
d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS — Fabric test 68 lbs.

a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1217.20 HOURS
d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 125337 TOTAL HOURS 1173. SMOH 532.15
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

a. LAST AIRWORTHINESS INSPECTION CONDUCTED March 11, 1954 (DATE)
[ ] BY AIRCRAFT MANUFACTURER
[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
[X] BY MECHANIC, CERTIFICATE NO. A-E 17931
b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
MAR 25 3 24 PM '54
AERONAUTICAL RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. [X] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. [ ] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE March 11, 1955 (DATE)
g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE March 11, 1954 (DATE)
BY J. BudJinski (NAME OF ISSUING REPRESENTATIVE) 1605 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

[ ] AIRWORTHY
[ ] UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT [X] AIRWORTHY [ ] UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Stephen K. Petka, Jr.	150	March 11, 1954	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[X] ACCEPTED
Frank Borys	NY-257-17	MAR 23 1954	[ ] REINSPECTED
			[ ] SPOT CHECKED

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60837

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the **Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):**

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Culver	LFA	458

d. ENGINE MAKE	e. ENGINE MODEL
Franklin	4AC-176-D3

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Russell W. Parsons	72 Main St., Trucksville, Pa.	N-41736

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and complete appropriate item*)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE June 13, 1950
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)
☒ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

Russell W. Parsons
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

3/11/53 (DATE)

Owner (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. [X] AIRCRAFT SPECIFICATION NO. 730 THROUGH SHEET REVISION NO. 2
b. [ ] AIRCRAFT LISTING PAGE NO. _____
c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 53-5
d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1096:05 HOURS
d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 125337 TOTAL HOURS 1051:15
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

a. LAST AIRWORTHINESS INSPECTION CONDUCTED March 11, 1953 (DATE)
[ ] BY AIRCRAFT MANUFACTURER
[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
[X] BY MECHANIC, CERTIFICATE NO. 291903
b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
MAR 17 9 31 AM '53
ADMIN. & RECORDS BRANCH
W-100

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. [X] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. [ ] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE March 11, 1954 (DATE)
g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE Sept. 11, 1952 (DATE)
BY Joseph Budjinski (NAME OF ISSUING REPRESENTATIVE) 1605 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

[ ] AIRWORTHY
[ ] UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT [X] AIRWORTHY [ ] UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Joseph Budjinski	1605	March 11, 1953	[X] ACCEPTED
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[ ] REINSPECTED
	I-3797-5	3/13/53	[ ] SPOT CHECKED

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—68837-1

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA-305
(11-49)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved
Budget Bureau No. 41-R041.4

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative

1. APPLICATION (CHECK WHETHER)
- ☐ ORIGINAL AIRWORTHINESS CERTIFICATE
- ☒ ANNUAL INSPECTION

2. AIRWORTHINESS CLASSIFICATION
- ☒ STANDARD ☐ RESTRICTED
- ☐ EXPERIMENTAL ☐ LIMITED ☐ OTHER

AIRCRAFT

3. MAKE: CULVER

4. MODEL: LFA

5. NATIONALITY AND REGISTRATION MARK: N41736

6. MANUFACTURER'S SERIAL NO.: 458

ENGINE

7. MAKE: Franklin

8. MODEL: 4AC-176-D3

9. OWNER'S NAME: Russell W. Parsons

10. (GIVE ADDRESS ~~ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500~~)
72 Main St.,
Trucksville, Penna.

11. ATTACHMENTS (CHECK WHICH)
- ☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT
- ☒ ACA-337 ☐ DATA, DRAWINGS, ETC.
- ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

12. I CERTIFY that the above statements are true.
Joseph Budjinski
(OWNER OR AUTHORIZED AGENT)
9/11/51 (DATE) AGENT (TITLE)

Form ACA-305a
(11-49)

AIRCRAFT INSPECTION REPORT
(To be completed by CAA representatives)

13. It has been determined that the aircraft described in 305 above is in conformity with the following:
(CHECK AND COMPLETE APPLICABLE ITEMS)
- a. ☒ AIRCRAFT SPECIFICATION NO. 730 THROUGH SHEET REVISION NO. 1
- b. ☐ AIRCRAFT LISTING PAGE NO. _____
- c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1951 (YEAR) THROUGH CARD NO. 21
- d. ☐ OPERATIONS LIMITATIONS FORM ACA-309 ISSUED.
- e. ☒ OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT.
- f. ☐ CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT.
- g. ☒ ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH.
- h. ☒ CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED.

FINDINGS

14.
- ☒ AIRWORTHY
- ☐ UNAIRWORTHY

15. DESIGNEE'S SIGNATURE: Joseph Budjinski

16. DESIGNATION NO.: 1605

17. DATE: Sept. 11, 1951

18. AVIATION SAFETY AGENT'S SIGNATURE

19. ☒ ACCEPTED ☐ REINSPECTED

20. DATE: Sept 24 1951

21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) ☐ YES ☒ NO
Last date operated: 4-2-51

11-30-1

U. S. GOVERNMENT PRINTING OFFICE 16—60837-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

RECEIVED
CERTIFICATE SECTION
NOV 8 1 54 PM '51

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Culver	LFA	456	NA1736

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Russell N. Parsons	72 Main St., Trucksville, Penna.

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)			X	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

**AFTER the repairs and/or alterations described below were made.*

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
886	17.98	419

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☒ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Joseph Budjinski	2001 Wyoming Ave., Forty-Fort, Pa.	Sept. 11, 1951

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Vertical Stab. damaged, replaced plywood skin and top rib and 2nd rib from bottom as per drawing on reverse side. Replaced plywood immediately under Vert. Stab. per dimensions shown on reverse drawing. Replaced plywood from station 36 to 46 (as per drw'g) All plywood same as original, plywood and all wood parts protected with 2 coats of Linoil and then refabricated with Intermediate grade Fabric. Fabric given 5 coats of clear nitrate dope, 3 coats of Alum. pig. dope, and finished in Yellow (Pig. Nitrate dope* Rudder recovered with Grade A fabric and doping sequence in accordance with CAM 18. All work accomplished as per CAM 18 and pertinent CAR.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Joseph Budjinski (Signature of supervising mechanic) | A/E 291903 (Certificate number and rating) | 9/11/51 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED

DESIGNEE'S SIGNATURE: Joseph Budjinski
CAA AGENT SIGNATURE:

NO. 1605
☒ ACCEPTED ☐ REINSPECTED

DATE Sept. 11, 1951
DATE Sept 21, 1951

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

INSTRUCTIONS

1. 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.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA–309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.

   a. **For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.**

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

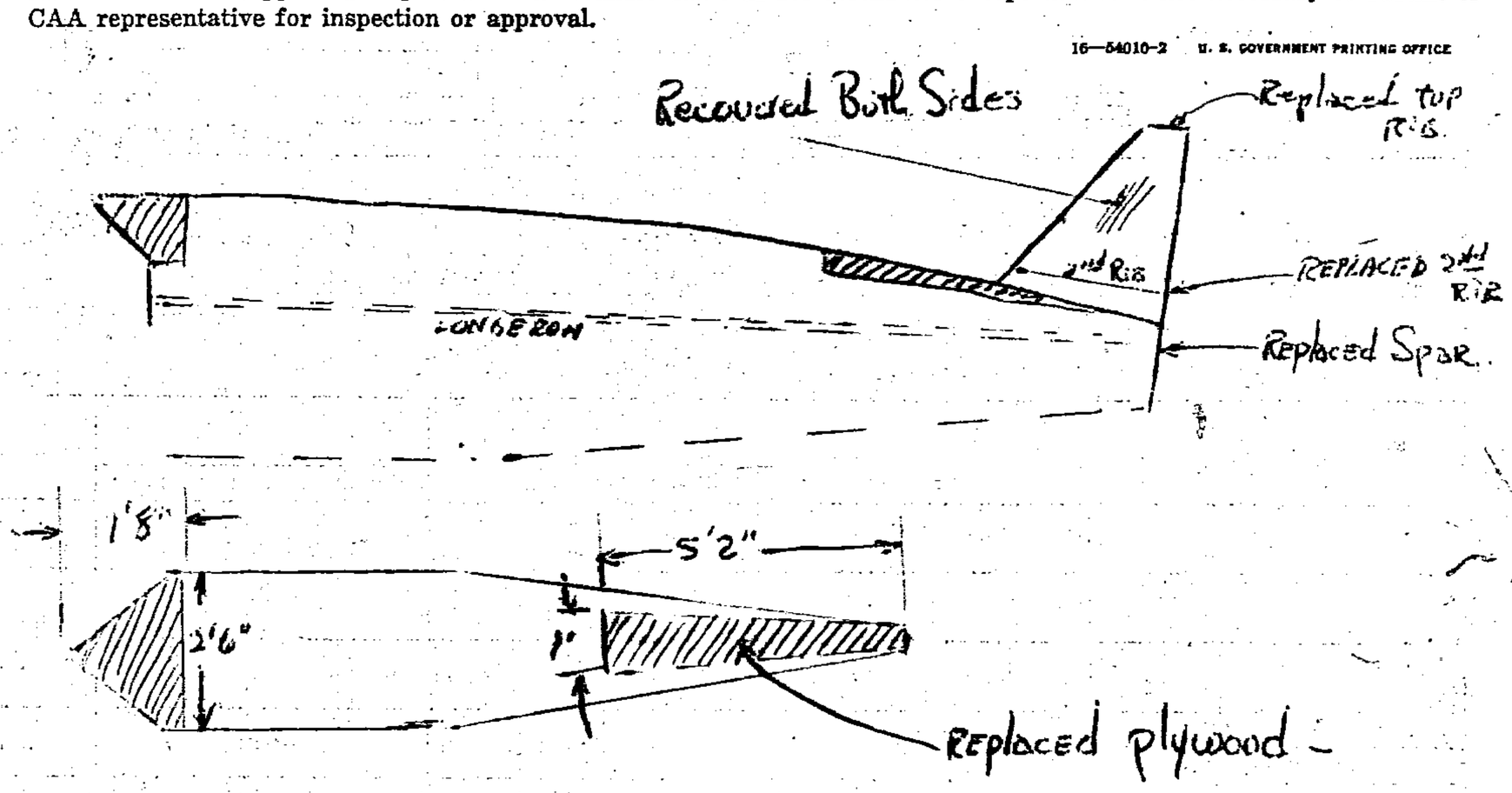
   b. **For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7.** Distribute copies as in *a* above.

   c. **For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.**

   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010–2 U. S. GOVERNMENT PRINTING OFFICE



Replaced plywood as per shaded areas. All plywood replaced same as original. Standard factory splice (scarf Joints.) Weldwood Glue.
Wood work done in accordance with Factory Specs. and CAM 18.
Spruce wood used for ribs and spar on Vertical Stab.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

1-583

Form ACA-305
(12-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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 whether*)
☐ ORIGINAL AIRWORTHINESS CERTIFICATE
☒ ANNUAL INSPECTION

AIRWORTHINESS CLASSIFICATION
☒ STANDARD ☐ RESTRICTED
☐ EXPERIMENTAL ☐ LIMITED ☐ OTHER

AIRCRAFT

MAKE	MODEL	TYPE CERTIFICATE NO.
Culver	LFA	730

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.
41736	458

ENGINE

MAKE	MODEL
Franklin	4AC-176-D3

OWNER'S NAME	PERMANENT ADDRESS (*Street and number, city, zone, and State*)
Russell W. Parsons	72 Main St., Trucksville, Penna.

ATTACHMENTS (*Check which*)
☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

I CERTIFY that the above statements are true.

Russell W. Parsons.
Russell W. Parsons
Owner or authorized agent.

June 9, 1950 (DATE) Owner (TITLE)

Form ACA-305a

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:

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

AIRCRAFT SPECIFICATION—AIRWORTHINESS DIRECTIVE NO(S). A- 730-1 A.D.'s thru 50-22 (*Specify*)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

(*Check whether*)
☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR ////// is available in the airdraft.
☐ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

☒ AIRWORTHY
☐ UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. Joseph Budjinski 1605
DATE June 9, 1950

CAA INSPECTOR'S SIGNATURE Robert E Baird
☒ ACCEPTED ☐ REINSPECTED
DATE 6-12-50

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

Last date operated: June 8, 1950

7-12-50
N W X

U. S. GOVERNMENT PRINTING OFFICE 16—54320-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

DEPT OF COMMERCE
NATL AERONAUTICS ADM
DEPT OF COMMERCE
CIVIL AERONAUTICS ADM
JUN 16 8 17 AM '50
MAIL ROOM 3
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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 whether)*
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☑ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☑ NC ☐ NR ☐ OTHER *(Specify)* _____
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Culver	LFA		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
41736	458	3-23-42	730

ENGINE

MAKE	MODEL
Franklin	4AC-176 D3

OWNER'S NAME	PERMANENT ADDRESS *(Street and number, City, Zone and State)*
Buell E. Kester	Star Route, Dallas, Pa.

ATTACHMENTS *(Check which)*
- ☑ ACA-319
- ☐ ACA-337
- ☐ ACA-805
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

6/7/49 — DATE

Buell Kester — OWNER OR AUTHORIZED AGENT

Owner — 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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☑ YES ☐ NO

(AIRCRAFT SPECIFICATION – AIRWORTHINESS DIRECTIVE, NO(S). A- 730 A.D.'s thru 49-22 (SPECIFY)

AUTHORITY FOR EXCEPTIONS *(If any)*

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

(Check whether)
- ☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- ☐ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

☒ AIRWORTHY ☐ UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Joseph Budzinski 1605		DATE June 7, 1949
	CAA INSPECTOR'S SIGNATURE Barton H. Heefner	☒ ACCEPTED ☐ REINSPECTED	DATE 6-9-49

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

Last date ope rated May 30, 1949.

6-21-49

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

DEPT OF COMMERCE
FAA AERONAUTICS CEN.
JUN 15 8 00 AM '49
MAIL ROOM 3
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA-309—PAGE 1 (12-45)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

NAT. MARK: NC-41736

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
Franklin	4AC-176-D3	Culver	LFA	3-23-42	458	Land	730

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS	MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.
TAKE-OFF	All operations			2650	80	80
METO* SEA LEVEL	X	TO				
METO* ALTITUDE	FROM					

TRUE INDICATED AIR SPEED	M. P. H. LAND	KNOTS SEA
CLIMB OR LEVEL FLIGHT	145	
GLIDE OR DIVE (Smooth Air Only)	175	
FLAPS EXTENDED	-	

*METO—MAXIMUM EXCEPT TAKE-OFF

TAKE-OFF WEIGHT LAND	TAKE-OFF WEIGHT SEA	LANDING WEIGHT LAND	LANDING WEIGHT SEA
1305		1305	

OPERATIONS AUTHORIZED

For loading information see Weight and Balance data section.

INSPECTOR'S SIGNATURE: B. F. Meyer B.F. Meyer
DATE: 7-30-48

ADDITIONAL OPERATIONS AUTHORIZED YES ☐ NO ☒ (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

(FOLD HERE)

16—45710-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

ADDITIONAL OPERATIONS AUTHORIZED

IF THIS FORM IS LOST OR DESTROYED, A DUPLICATE MAY BE OBTAINED FROM THE CERTIFICATION AND RECORDATION SECTION, AIRCRAFT AND COMPONENTS SERVICE, CIVIL AERONAUTICS ADMINISTRATION, WASHINGTON, D. C., FOR $2.00. (MONEY ORDER OR CHECK SHOULD MADE PAYABLE TO THE TREASURER OF E UNITED STATES.)

16—45710-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA-309—Page 2 (12

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

SPECIFICATION NO.
Page 50 of Chapter XVIII

CAA ID. NO.
41736

EQUIPMENT No.

SPECIAL EQUIPMENT

NUMBER	NUMBER	NUMBER	NUMBER	ITEM (DESCRIPTION)	WGT.	ARM.
101	102	104	105			
106	200	201	203			
204	301	302	305			
306						
E. W.	886					
E.C.G.	17.98					
Useful load 419.						

C. G. LIMITS

LAND	SEA
14.86 to 19.5 DATUM	
Wing leading edge at fuselage	INSPECTOR'S SIGNATURE B. F. Meyer B. F. Meyer DATE 7-30-48

16—45710-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

REPAIR AND ALTERATION RECORD

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	
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

16—45710 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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 whether)*
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NR ☐ OTHER *(Specify)* _____
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Culver	LFA		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
41736	458	3-23-42	730

ENGINE

MAKE	MODEL
Franklin	4AC-176-D3

OWNER'S NAME	PERMANENT ADDRESS *(Street and number, City, Zone and State)*
Buell E. Kester	Star Route, Dallas, Penna

ATTACHMENTS *(Check which)*
- ☒ ACA-319
- ☐ ACA-337
- ☐ ACA-805
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

- Buell E. Kester
OWNER OR AUTHORIZED AGENT

7-28-48
DATE

Owner
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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- Page 50 of Chapt. XVIII, ADs thru 48-30
(SPECIFY)

AUTHORITY FOR EXCEPTIONS *(If any)*

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

(Check whether)
☒ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.		DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE B. F. Meyer B F Meyer	☐ ACCEPTED ☐ REINSPECTED	DATE 7/30/48

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

1362 Current
309 issued to replace old form.
Weights and Balance data taken from latest 337

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.
AUG 17 2 08 PM '48
MAIL ROOM-2
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA 309
(Rev. 12-1-40)

Page 4
41736
(Identification mark)

J. D. Davis
(Inspector's signature)
Date Sept. 12, 1945

WEIGHTS AND ALTERATIONS

WEIGHTS		*Land*	*Water*	*Ski*
Empty (Actual)		869 917 lbs.	--- lbs.	--- lbs.
Useful *		436 388 lbs.	--- lbs.	--- lbs.
Gross *		1305 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 17.26 inches—forward ( ) aft (X)—of datum

ALTERATION

Alteration of September 12, 1945 (Date) checked by J. D. Davis (Inspector)

described as follows: Engine change and repairs to fuselage.

accomplished by E. W. Schroeder (E. W. Schroeder) ANF M-93560-41 (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*
No. AD-330		No.		No.	
No. All applicable		No.		No.	
No.	9-12-45	No.		No.	
No.		No.		No.	

REMARKS: _____

This page superseded _____ (Date)

* Weights which are not to be exceeded.

(Inspector's signature)

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

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

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 Administration, 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.

16—11517

AUG 17 2 08 PM '48
MAIL ROOM-2
WASHINGTON
DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.
AUG 17 2 08 PM '48
MAIL ROOM-2
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA 809
(Rev. 12-1-40)

Page 3

B.K. Pickering
B.K. Pickering
(Inspector's signature)

41736
(Identification mark)

Date March 23, 1942

EQUIPMENT

Item No. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101	I	Propeller-wood (fixed)	-41	9 lbs.
102	I	Carburetor air heater	-24	4 lbs.
104	I	5.00 x 4 wheels (Hayes 451M-E.T. brakes)	9	10 lbs.
105	I	6 ply tires and tubes	9	13 lbs.
106	I	Tail wheel assy. (Heath) 6x2 cushion tire	160	5 lbs.
~~1~~	~~I~~	~~1 qt. fire extinguisher~~	~~44~~	~~7 lbs.~~
201	II	Battery (Reading R24L)	40	24 lbs.
203	II	Generator (Auto-Lite)	-15	12 lbs.
204	II	Starter (Auto-Lite)	-16	15 lbs.
301	III	Engine primer	Neglect Weight	
302	III	Miscellaneous instruments		
		Compass	5	1 lb.
		Ammeter	5	.25 lb.
		Altimeter	5	.62 lb.
		Oil pressure gauge	5	.31 lb.
		Oil temperature gauge	5	.93 lb.
		Tachometer	5	.75 lb.
		Airspeed indicator	5	.65 lb.
		~~First aid kit~~	~~42~~	~~5 lbs.~~
200	II	Navigation lights	65	2 lbs.
305	III	Cabin heater	-16	2 lbs.
306	III	Cabin ventilators	Neglect Weight	
		Rate of climb	5	.50 lbs.

D. K. Pickering

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

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

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 Administration.

16—11617

MAIL ROOM-2
WASHINGTON
AUG 17 2 08 PM '48
DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA 309
(Rev. 12-1-40)

Page 2

41736
(Identification mark)

David Snyder
(Inspector's signature)

Date Sept. 18, 1945

OPERATION LIMITATIONS

1. AIRSPEEDS—NEVER TO BE EXCEEDED

Level flight or climb . . 145 m. p. h. indicated.

Glide or dive . . . . 175 m. p. h. indicated.

Flaps extended . . . . --- 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 Minimum 80 Octane Gasoline

TAKE-OFF (1 MINUTE)

At any altitude _____ _____ in. hg. 2650 r. p. m. (80 hp.)

MAXIMUM, EXCEPT TAKE-OFF

At sea level _____ _____ in. hg. 2650 r. p. m. (80 hp.)

At _____ feet altitude _____ in. hg. _____ r. p. m. (_____ hp.)

(For additional limitations see opposite side of this sheet)

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

These limits apply **only** with the power plant described below:

Engine manufacturer	*Model*	*Number installed*
Aircooled Motors Corp.	2AC-176-D2	1

Propeller manufacturer	*Hubs*	*Blades*	*Number installed*
Approved Wood. Max. Dia. 70" Min. Dia. 68"			
Static RPM Not more than 2240. Not less than 2240			

3. WEIGHT

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

1305		
(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 14.86 to 19.5

Center of gravity limits—Water type _____

(OVER)

16—11617

7

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

ADDITIONAL OPERATION LIMITATION

REMARKS

MAIL ROOM-2
WASHINGTON
AUG 17 2 08 PM '88

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 Administration, and made a part hereof. The superseded sheet with a copy of the superseding sheet will be forwarded with the pertinent file.

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form 308 (CAA 01-3)
(Rev. 5-1-40)

41736
(Identification mark)

REPAIRS AND ALTERATIONS

Record herein all major repairs and major alterations as well as those classed as minor when accomplished by a certificated repair station or the original manufacturer. (See "Maintenance, Repair and Alteration," C. A. A. Manual 18.)

Details of repairs or alterations shall be entered below by the agency making or supervising same, including the signature of such person in the appropriate space. Entries shall be with typewriter or in ink.

The original of the "Repair and Alteration Form" shall be attached hereto by the agency responsible for repairs or alterations, and will be picked up and forwarded by the inspector for the Authority when he approves the repairs or alterations.

The inspector endorsing an entry in item 3 of this sheet shall attach an additional sheet 5. All such sheets will become a permanent part of this Operation Record.

1. Repair and Alteration Form August 5, 1942 (Dated) covers repairs or alterations by Culver Aircraft Corporation (Agency name and number) and supervised or released by Verl McKenzie, A&E 72432-41 (Signature of official or mechanic. Title or rating and number) and described as follows: Installed new rear spar in stabilizer, rear spar in left wing, new left wing truss, new landing gears, and recovered both wings. Fuselage repaired in accordance with attached drawing. No weight increase.

Repairs were of damages incurred in accident of July 2, 1942 (Date), at Wichita, Kansas (Place)

Approved by J. D. Davis (Inspector's signature)

2. Repair and Alteration Form May 13, 1943 (Dated) covers repairs or alterations by Culver Aircraft Corporation (Agency name and number) and supervised or released by Verl McKenzie, A&E 72432-41 (Signature of official or mechanic. Title or rating and number) and described as follows: Replaced landing gear oleos and pitot head. Repaired wing in accordance with sketch.

Repairs were of damages incurred in accident of April 23, 1943 (Date), at Culver Field, (Place) Wichita, Kansas

Approved by J. D. Davis (Inspector's signature)

16—11617

not an acc - 337

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

3. Repair and Alteration Form July 31, 1943 (Dated)
covers repairs or alterations by Culver Aircraft Corporation (Agency name and number) and
supervised or released by W. A. Riedesel, A&E 17140 W. A. Riedesel (Signature of official or mechanic. Title or rating and number)
and described as follows: Partial glue joint separation of spar butt lamination on left spar repaired as shown on Form 337 dated 7-31-43. Right landing gear lower socket, oleo piston, and axle assembly replaced. Bulletin No. 19 complied with.

Repairs were of damages incurred in accident of None (Date), at (Place)

Approved by J. W. D. Davis (Inspector's signature)

4. Repair and Alteration Form February 1, 1944 (Dated)
covers repairs or alterations by Culver Aircraft Corporation (Agency name and number) and
supervised or released by Marcellus Sowers, A&E 151105 Marcellus Sowers (Signature of official or mechanic. Title or rating and number)
and described as follows: Installed new fin.

Repairs were of damages incurred in accident of None (Date), at (Place)

Approved by J. W. D. Davis (Inspector's signature)

5. Repair and Alteration Form September 12, 1945 (Dated)
covers repairs or alterations by Culver Aircraft Corporation (Agency name and number) and
supervised or released by E. W. Schroeder, A&E M-91560-41 (Signature of official or mechanic. Title or rating and number)
and described as follows: Engine change and repairs to fuselage as shown on Form 337 dated 9-12-45.

Repairs were of damages incurred in accident of None (Date), at (Place)

Approved by J. W. D. Davis (Inspector's signature)

U. S. GOVERNMENT PRINTING OFFICE 16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA 309
(Rev. 12-1-40)

Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

John H. Myers
(Inspector's signature)

Page 1 of 5 pages

Date October 7, 1946

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Culver Aircraft Corporation	LFA	458	NX 41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)

2 PCLM	3-23-42	730
(Designation)	(Date manufactured)	(Aircraft specification number)

1.5°	5°		57.4"	*2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

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

Leveling means Plum Line From Upper Rear Engine Mount Attaching Bolt to Reference Mark on Bottom Longeron.

SEATING ARRANGEMENT

Number	*Location or arm*	*Number*	*Location or arm*	*Number*	*Location or arm*
2	-26				

BAGGAGE COMPARTMENTS

Capacity	*Location or arm*	*Capacity*	*Location or arm*
41 Lbs.	-42		

FUEL TANKS

20 Gal.	-3.0

OIL TANKS

5 Qts.	-26

OPERATIONS AUTHORIZED

Visual Contact Day.

Intentional Acrobatics or Instrument Flight Prohibited.

To be used for Testing and Demonstrating the Sensenigh Controllable Propeller, with Hub Model C-OFBI, and various Blade Models. Only Personnel Essential to Purpose of Flight may be carried. Flights Limited to Continental Limits of the United States. Effective One Year from Date of Issuance.

(OVER)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

NOTES

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16—11617

MAIL ROOM-2
WASHINGTON
AUG 17 2 08 PM '48
DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA 337
(Rev. 6-1-44)

Budget Bureau No. 41-R052.
Form Approved.

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft	X	
Engine	X	
Propeller		X
Instrument		

Empty weight 886 Lbs.

Empty C.G. 17.98 in.

Useful load 419 Lbs.

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

Approved
Ray G. Seely
DAMI-165
Date 7/30/47

(To be filled in by inspector)	
✓	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)

Date _____

Inspector _____

REPAIR AND ALTERATION FORM
AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC -41736

Owner's name Sensenich Brothers
Owner's address Lancaster, Pennsylvania
Aircraft manufacturer and model Culver LFA — Serial No. 458
Engine manufacturer and model* Aircooled Franklin 4AC-176-B3 — Serial No. 125337
Propeller manufacturer and model* Sensenich — Serial No. F8614
Propeller blade model* — Serial No. "
Instrument name, manufacturer, and model* — Serial No.

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

REPAIR OR ALTERATION AGENCY

*_____ Manufacturer. *_____ Approved repair station No. _____ *X Certificated mechanic

Agency's name H.S. Rose A & E 5898-40
Address Lancaster Municipal Airport — Date of repair or alteration 7-29-47

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 10½" or multiples thereof) bearing aircraft identification mark]

New heavy type lower landing gear fittings.
Strut pistons chrome plated.
New packing in struts.
New landing gear locking pins.
Landing gear adjusted for alignment.
2-3/4" crack in left side of fuselage repaired according to CAR 18.
New Sensenich Model 70AF-52 fixed pitch propeller installed.
Engine majored replacing:
Factory reground crankshaft
New main and rod bearings
New timing gear
New exhaust valves
New piston rings

Date

*CHECK AGENCIES INVOLVED.

To be filled out in duplicate and completed on opposite side

The original to be forwarded through the appropriate Field Branch Office, the copy to be delivered to the owner of the aircraft.

16—8168-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

NOTE: Submitted herewith are technical data, drawings, Weight and Balance Report, etc., as listed below.

Authorized gross weight is 1305 lbs.
C.G. Limits are 14.86" to 19.50"

Wheelbase = 156 inches

Wheel centerline to datum = 9 inches

$\frac{49 \times 156}{895}$ = 8.54 inches

C.G. as weighes = 17.54 inches

Right wheel	417 lbs.
Left wheel	429 lbs.
Tail wheel	49 lbs.
Empty weight	895 lbs.

As weighed 895 lbs. x 17.54 in. = 15698
Less 5 qts. oil
-9 x -26 = 234

Empty weight 886 lbs.x 17.98 in. = 15932

Empty C.G. is 17.98 in. aft of datum.

MOST FORWARD C.G.

Empty weight	886	x	17.98	=	15932
Pilot	170	x	26.00	=	4420
Oil (5 qts)	9	x	-26.00	=	- 234
Gas (20 gals)	120	x	- 3.00	=	- 360
Total weight	1185 lbs	x	16.67 in.	=	19758

MOST REARWARD C.G.

Empty weight	886	x	17.98	=	15932
Pilot	170	x	26.00	=	4420
Passenger	170	x	26.00	=	4420
Oil (5 qts)	9	x	-26.00	=	- 234
Gas (7gals)	42	x	- 3.00	=	- 126
Baggage	21	x	-42.00	=	882
Total weight	1298 lbs	x	19.48 in.	=	25294

SUPERVISING MECHANIC'S CERTIFICATE

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

July 29, 1947
(Date)

H.S. Rose
(Mechanic)

Mechanic's Certificate No. A & E 3898-40
(Rating)

MAIL ROOM-2 WASHINGTON
SEP 5 9 42 AM '47
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMN.

U. S. GOVERNMENT PRINTING OFFICE 16—8168-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

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
APPROVAL 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) 41736

AIRCRAFT

MAKE	MODEL	
Culver	LFA	
REGISTRATION NO. NC. 41736	MANUFACTURER'S SERIAL NO. 458	DATE MANUFACTURED 3/23/42

ENGINE

MAKE	MODEL	RATED H.P.
Franklin	4AC-176-D3	80

(Check whether)	IF OVERHAULED, STATE BY WHOM	DATE OF OVERHAUL
☐ NEW ☐ USED ☒ OVERHAULED	H.S.Rose A & E 5898-40	7/29/47

(Check which)
- ☒ AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION
- ☐ APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED

OWNER'S NAME	PERMANENT ADDRESS (Street and No., City, Zone, State)
Sensenich Bros	Lancaster Pa.

ATTACHMENTS (Check which)
- ☒ ACA-319
- ☒ ACA-337
- ☐ ACA-805
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

Henry S Rose
OWNER OR AUTHORIZED AGENT

7/30/47 (DATE) — Authorized Agent (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. 50	T.C. NO. 730	SERIAL NO. A-	EFFECTIVE NOTES 2-3-4	NO. AD-730-1	EFFECTIVE NOTES Mand-1-2-3.

OTHER (Describe)

EXCEPTIONS, IF ANY (If additional space is required, use reverse)

☒ FORM ACA-319 (Return to owner)	APPROVED BY H.R.McElroy	MECH. CERTIF. AND RATING NO. A & E 142178	DATED 7/28/47
☒ FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date)		

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

FINDINGS

☒ AIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Roy K Geiz 165		DATE 7/30/47
☐ UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE

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

Form ACA 309 is in aircraft for inspection
Aircraft was last flown 7/29/47

21666

GPO—Com. 2—p. 1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMN.
SEP 5 9 42 AM '47
MAIL ROOM-2
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA 309
(Rev. 12-1-40)

Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

John H. Myers
(Inspector's signature)

Page 1 of 5 pages

Date October 7, 1946

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Culver Aircraft Corporation	LPA	458	NX 41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
2 PCLM	3-23-42	730	
(Designation)	(Date manufactured)	(Aircraft specification number)	

1.5°	5°	57.4"	+2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing Leading Edge at Fuselage
(Obtain from pertinent Aircraft specifications or give complete description)

Leveling means Plum Line From Upper Rear Engine Mount Attaching Bolt to Reference Mark on Bottom Longeron.

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	126				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm
41 Lbs.	142		
20 Gal.	23.0		

OIL TANKS

5 Qts.	-26				

OPERATIONS AUTHORIZED

Visual Contact Day.

Intentional Aerobatics or Instrument Flight Prohibited.

To be used for Testing and Demonstrating the Sensenigh Controllable Propeller, with Hub Model C-OFBI, and various Blade Models. Only Personnel Essential to Purpose of Flight may be carried. Flights Limited to Continental Limits of the United States. Effective One Year from Date of Issuance.

(OVER)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

NOTES

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16—11017

(OVER)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

Form ACA 309
(Rev. 12-1-40)

Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

JOHN H MYERS
(Inspector's signature)

Page 1 of 5 pages

Date DECEMBER 12,1945

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

CULVER AIRCRAFT CORPORATION	LFA	858	NX 41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
2PCLM	3-23-42	730	
(Designation)	(Date manufactured)	(Aircraft specification number)	
1.5° (Incidence)	5° (Dihedral)	(Stagger)	57.6" (M. A. C.)	+2.2" (Datum to L. E. of M. A. C.)

Datum used WING LEADING EDGE AT FUSELAGE (Obtain from pertinent aircraft specifications or give complete description)

Leveling means PLUMB LINE FROM UPPER REAR FUSELAGE MOUNT ARRANGING SCREW TO STRUCTURE MARK ON BOTTOM LONGERON

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	+26				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm
41 LBS.	+82		
20 GAL.	-30		

OIL TANKS

5 QTS.	-26				

OPERATIONS AUTHORIZED

VISUAL CONTACT DAY.

INTENTIONAL ACROBATICS OR INSTRUMENT FLIGHT PROHIBITED.

TO BE USED FOR TESTING AND DEMONSTRATING THE BENSENICH CONTROLLABLE PROPELLER, WITH HUB MODEL C-3FB1, AND VARIOUS BLADE MODELS. ONLY PERSONNEL ESSENTIAL TO PURPOSE OF FLIGHT MAY BE CARRIED. FLIGHTS LIMITED TO CONTINENTAL LIMITS OF THE UNITED STATES.

EFFECTIVE DECEMBER 12,1945, THROUGH JULY 31,1946.

(OVER)

16—41617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-22-83

NOTES

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 309
(Rev. 12-1-40)
Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

J. D. Davis
(Inspector's signature)

Page 1 of 5 pages

Date Sept. 12, 1945

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Culver Aircraft Corp.	LFA	458	NC41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
2PCLM	3-23-42		730
(Designation)	(Date manufactured)		(Aircraft specification number)

1.5°	5°	---	57.4"	+2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron.

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	+ 26.0				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm
41 lbs.	+42.0		

FUEL TANKS

20 gal.	-3.0		

OIL TANKS

5 qts.	-26.0		

OPERATIONS AUTHORIZED

Visual contact day flying.

INTENTIONAL ACROBATICS OR INSTRUMENT FLIGHT PROHIBITED.

4790

(OVER)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTES

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4790

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(Inspector's signature)

Page 1 of 5 pages

Date Sept. 12, 1945

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Culver Aircraft Corp.	Culver LFA	458	NC41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)

2PCLM	3-23-42	730
(Designation)	(Date manufactured)	(Aircraft specification number)

1.5°	5°	---	57.4"	+2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron.

SEATING ARRANGEMENT

Number	*Location or arm*	*Number*	*Location or arm*	*Number*	*Location or arm*
2	+26.0				

BAGGAGE COMPARTMENTS

Capacity	*Location or arm*	*Capacity*	*Location or arm*
41 lbs.	+42.0		

FUEL TANKS

20 gal.	-3.0		

OIL TANKS

5 qts.	-26.0		

OPERATIONS AUTHORIZED

Visual contact-day flying.

. INTENTIONAL ACROBATICS OR INSTRUMENT FLIGHT PROHIBITED.

4790

(OVER)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-23

NOTES

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4790

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)
Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

VOID

L. B. Fillmore
L. B. Fillmore
(Inspector's signature)

Page 1 of 1 pages

Date March 15, 1945

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Culver Aircraft Corp.	LCC	458	NX41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
2PCLM	3-23-42		---
(Designation)	(Date manufactured)		(Aircraft specification number)

1.5°	5°	---	57.4"	±2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron.

SEATING ARRANGEMENT

Number	*Location or arm*	*Number*	*Location or arm*	*Number*	*Location or arm*
2	±26.0				

BAGGAGE COMPARTMENTS

Capacity	*Location or arm*	*Capacity*	*Location or arm*

FUEL TANKS

20 gal.	-3.0		

OIL TANKS

1 gal.	-23.0		

OPERATIONS AUTHORIZED

Visual contact day flying. Experimental test flights, only bona fide members of crew to be carried. Effective March 15, 1945 to March 15, 1946.

4790

(OVER)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTES

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

OLD

J. B. Fillmore
(Inspector's signature)

Date March 15, 1945

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Culver Aircraft Corp.	LCC	458	NX41736
(Manufacturer)	(Model)	(Serial number)	(CAA Identification mark)

2PCLM	3-23-42	---
(Designation)	(Date manufactured)	(Aircraft specification number)

1.5°	5°	---	57.4"	‡2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron

ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	‡26.0				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm

FUEL TANKS

20 gal.	-3.0		

OIL TANKS

1 gal.	-23.0		

OPERATIONS AUTHORIZED

Visual contact day flying. Experimental test flights, only bona fide members of crew to be carried. Effective March 15, 1945 to March 15, 1946.

4790

(Over)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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4790

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 309
(Rev. 12-1-40)
Page 1

VOID

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

J. H. Davis
(Inspector's signature)

Page 1 of 5 pages

Date 18 March 1944

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Culver Aircraft Corp.	LCC	458	NX41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
2PCLM	3-23-42	---	
(Designation)	(Date manufactured)	(Aircraft specification number)	

1.5°	5°	--	57.4"	+2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron.

SEATING ARRANGEMENT

Number	*Location or arm*	*Number*	*Location or arm*	*Number*	*Location or arm*
2	+26.0"				

BAGGAGE COMPARTMENTS

Capacity	*Location or arm*	*Capacity*	*Location or arm*

FUEL TANKS

20 gal.	-3.0		

OIL TANKS

1 gal.	-23.0		

OPERATIONS AUTHORIZED

Visual contact day flying. Experimental flights within 50 mile radius of Culver Airport.

Only bona fide members of crew to be carried.

Effective March 18, 1944 through June 18, 1944.

(OVER)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTES

If Operation Record form, or any part thereof, is lost or destroyed, a duplicate may be obtained from the Civil Aeronautics Administration, Washington, D. C., at the rate of $1 per page. (Money order or check should be made payable to the Treasurer of the United States.)

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 Administration 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 Administration.

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 Administration.

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 Administration.

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

VOID

F. W. Davis
(Inspector's signature)

Date 18 March 1944

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Culver Aircraft Corp.	Culver LCC	458	NX41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
2PCLM	3-23-42	---	
(Designation)	(Date manufactured)	(Aircraft specification number)	

1.5°	5°	--	57.4"	+2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	+26.0				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm

FUEL TANKS

20 gals	-3.0		

OIL TANKS

1 gal.	-23.0		

OPERATIONS AUTHORIZED

Visual contact-day flying. Experimental flights within 50 mile radius of Culver Airport.

Only bona fide members of crew to be carried.

Effective March 18, 1944 through June 18, 1944.

(OVER)

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FORM ACA 309
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UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
Culver Aircraft Corp.	LCC	128	NC41759

(Designation)	(Date manufactured)	(Aircraft specification number)
ZPCLM	9-23-42	---

(Tachometer)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of R. A. C.)
No	No	---	---	---

Datum used Wing leading edge at fuselage.

Leveling means

Reference	Location or data	Number	Location or data
		2	

Capacity

NOTES

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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VOID

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

B.K. Pickering
B.K. Pickering
(Inspector's signature)

Page 1 of 5 pages

Date March 23, 1942

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Culver Aircraft Corp.	Culver LFA	458	NC41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)

2PCLM	3-23-42	730
(Designation)	(Date manufactured)	(Aircraft specification number)

1.5°	5°	---	57.4"	±2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron.

SEATING ARRANGEMENT

Number	*Location or arm*	*Number*	*Location or arm*	*Number*	*Location or arm*
2	+26.0"				

BAGGAGE COMPARTMENTS

Capacity	*Location or arm*	*Capacity*	*Location or arm*
50 lbs.	+42.0		

FUEL TANKS

20 gal.	-3.0

OIL TANKS

5 qts.	-26.0

OPERATIONS AUTHORIZED

Visual contact day flying, unlimited distance.

(OVER)

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTES

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 309
(Rev. 12-1-40)

Page 2

David Snyder
(Inspector's signature)

41736
(Identification mark)

Date Sept. 18, 1945

OPERATION LIMITATIONS

1. AIRSPEEDS—NEVER TO BE EXCEEDED

Level flight or climb . . 145 m. p. h. indicated.

Glide or dive . . . . 175 m. p. h. indicated.

Flaps extended . . . . — 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 Minimum 80 Octane Gasoline

TAKE-OFF (1 MINUTE)

At any altitude _____ _____ in. hg. 2650 r. p. m. (80 hp.)

MAXIMUM, EXCEPT TAKE-OFF

At sea level _____ _____ in. hg. 2650 r. p. m. (80 hp.)

At any feet altitude _____ in. hg. 2650 r. p. m. (80 hp.)

(For additional limitations see opposite side of this sheet)

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

These limits apply only with the power plant described below:

Engine manufacturer	*Model*	*Number installed*
Aircooled Motors Corp.	Franklin 4AC-176-D3	1

Propeller manufacturer	*Hubs*	*Blades*	*Number installed*
Approved Wood. Max. Dia. 70" Min. Dia. 68"			

Static RPM Not more than 2240. Not less than 2240

3. WEIGHT

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

1305		
(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 +14.86 to +19.5

Center of gravity limits—Water type _____

UNITED STATES DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

ADDITIONAL OPERATION LIMITATIONS

Form ACA 8130
(Rev. 12-1-59)

Page 2

(Identification marks)

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.

THESE AIRSPEEDS ARE NOT RECOMMENDED OPERATION AIRSPEEDS.

Level flight or climb . . . . . m. p. h. indicated.

Glide or dive . . . . . m. p. h. indicated.

Flaps extended . . . . . m. p. h. indicated.

2. ENGINE LIMITATIONS SO OBTAINED DURING

TAKE-OFF (1 MINUTE)

At any altitude _____ in. Hg. _____ R. P. M. (_____ hp.)

MAXIMUM, EXCEPT TAKE-OFF

At sea level _____ in. Hg. _____ R. P. M. (_____ hp.)

At _____ feet altitude _____ in. Hg. _____ R. P. M. (_____ hp.)

(For additional limitations see opposite side of this sheet)

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

REMARKS

These limits apply only with the power plant designated

Engine manufacturer	Model	Number installed
Aircooled Motors Corp.	[illegible]	1

Propeller manufacturer	Blades	Number installed
Approved Wood. Nom. Dia. 70" Min. Dia. 68"		
Static RPM Not more than 2250. Not less than 2040		

3. WEIGHT

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

1505
(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—Water type

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 Administration, and made a part hereof. The superseded sheet with a copy of the superseding sheet will be forwarded with the pertinent file.

16—11617

(Over)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form 309 (CAA 01-8)
(9-1-89)

Page 2

41736
(Identification mark)

B. K. Pickering
B. K. Pickering
(Inspector's signature)

Date March 23, 1942

OPERATION LIMITATIONS

1. AIRSPEEDS—NEVER TO BE EXCEEDED

Level flight or climb . . 145 m. p. h. indicated.

Glide or dive . . . . 175 m. p. h. indicated.

Flaps extended . . . . ____ 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 Minimum 80 Octane Gasoline.

TAKE-OFF (1 MINUTE)

At any altitude ____ ____ in. hg. 2500 r. p. m. (80 hp.)

MAXIMUM, EXCEPT TAKE-OFF

At sea level ____ ____ in. hg. 2500 r. p. m. (80 hp.)

At ____ feet altitude ____ in. hg. ____ r. p. m. (____ hp.)

(For additional limitations see opposite side of this sheet)

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

These limits apply **only** with the power plant described below:

Engine manufacturer	*Model*	*Number installed*
Aircooled Motors Corporation	4AC-176-F3	1

Propeller manufacturer	*Hubs*	*Blades*	*Number installed*
Sensenich Brothers	Des.	70AF56	1

3. WEIGHT

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

1305	---	---
(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 14.86 and 19.5

Center of gravity limits—Water type ---

(OVER)

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

ADDITIONAL OPERATION LIMITATIONS

Propeller Static rpm at maximum permissible throttle setting -

not more than 2200

not less than 2080

Diameter - not more than 70 in.

not less than 68 in.

Max. permissible baggage with 2 persons - 7 lbs.

REMARKS

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U. S. GOVERNMENT PRINTING OFFICE 16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

Page 4

41736
(Identification mark)

J. D. Davis
(Inspector's signature)

Date Sept. 12, 1945

WEIGHTS AND ALTERATIONS

WEIGHTS		*Land*	*Water*	*Ski*
Empty (Actual)		869 lbs.	--- lbs.	--- lbs.
Useful *		436 lbs.	--- lbs.	--- lbs.
Gross *		1305 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 87.26 inches—forward ( ) aft (x)—of datum

ALTERATION

Alteration of September 12, 1945 (Date) checked by J. D. Davis (Inspector)

described as follows: Engine change and repairs to fuselage.

accomplished by E. W. Schroeder, APr M-91560-41 (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*
No. AD-330		No.		No.	
No. All applicable		No.		No.	
No.	9-12-45	No.		No.	
No.		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.)

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-23

Form ACA 309
(Rev. 12-1-40)

Page 1

(Identification mark)

(Inspector's signature)

Date

WEIGHTS AND ALTERATIONS

WEIGHTS	Land	Water	Ski
Empty (Actual)	569 lbs.	lbs.	lbs.
Useful *	185 lbs.	lbs.	lbs.
Gross *	1805 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 72.2 inches—forward ( ) aft (x) —of datum

ALTERATION

Alteration of September 12, 1945 checked by J. D. Hurd
(Date) (Inspector)

described as follows: Replace cleaning shelf to Spar Bulkhead

accomplished by [redacted]

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 Administration, 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.

for which copy of Repair and Alteration Form dated _____ was submitted.

The following special notes have been complied with on the dates shown:

Special note	Date
No. AD-1390	
No. All applicable	
No. 9-12-45	
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.)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

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. 61736

Certifies that CULVER LFA

manufacturer's serial No. 458, 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

JOHN H MYERS
Civil Aeronautics Inspector

Date: _____

OCTOBER 7 1946
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)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Inspector's Endorsement	Date

If this certificate is lost or destroyed, a duplicate may be obtained from the Certificate Division, Civil Aeronautics Administration, Washington, D. C., for $1.00 per page. (Money order or check should be made payable to the Treasurer of the United States.)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FORM ACA-305
(3-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

BUREAU OF BUDGET BUREAU NO. 41-R041.2
APPROVAL EXPIRES FEBRUARY 15, 1947

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check)
- [X] AIRWORTHINESS CERTIFICATE
- [X] ANNUAL INSPECTION

CAA IDENTIFICATION
- [ ] NC [X] NX [ ] NR [ ] OTHER (Specify) _____

AIRCRAFT

MAKE	MODEL	DATE MANUFACTURED
Culver	LFA	March 23, 1942

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.
NX 41736	458

ENGINE

MAKE	MODEL	RATED H.P.
Franklin	4AC-176-D3	80

(Check whether) [ ] NEW [ ] USED [X] OVERHAULED

IF OVERHAULED, STATE BY WHOM: Aircooled Motors Corp.

DATE OF OVERHAUL: 9-12-45

(Check which)
- [X] AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION
- [ ] APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED

OWNER'S NAME: Sensenich Brothers,

PERMANENT ADDRESS (Street and No., City, Zone, State): Lancaster, Pennsylvania

ATTACHMENTS (Check which)
- [X] ACA-319
- [ ] ACA-337
- [ ] ACA-805
- [ ] ACA-317
- [ ] WEIGHT AND BALANCE REPORT
- [ ] SPECIAL APPROVALS
- [ ] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

Sensenich (OWNER OR AUTHORIZED AGENT)

October 4, 1946 (DATE) — A Partner (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
50	730	A-		AD-730-1	1.2.3

OTHER (Describe): 4-TRS 4.1 3.4

EXCEPTIONS, IF ANY (If additional space is required, use reverse)

[X] FORM ACA-319 (Return to owner)	APPROVED BY: Harry E Bose	MECH. CERTIF. AND RATING NO.: 4YE 5898-40	DATED: 10-4-46
[ ] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date): 11-1-47		

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

FINDINGS

[X] AIRWORTHY	DESIGNEE'S SIGNATURE AND NO.		DATE
[ ] UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE	[ ] ACCEPTED [ ] REINSPECTED	DATE: 10-7-46

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

21666

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-23

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.
DEC 18 11 18 AM '46
MAIL ROOM
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

JOHN K. MYERS
(Inspector's signature)

Page 1 of 5 pages

Date DECEMBER 12, 1945 Oct. 7, 1946

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

CULVER AIRCRAFT CORPORATION	LFA	458	NX 41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
2PCLM	3-23-42	730	
(Designation)	(Date manufactured)	(Aircraft specification number)	

1.5°	5°		57.4"	+2.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used WING LEADING EDGE AT FUSELAGE
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means PLUM LINE FROM UPPER REAR ENGINE MOUNT ATTACHING BOLT TO REFERENCE MARK ON BOTTOM LONGERON

SEATING ARRANGEMENT

Number	*Location or arm*	*Number*	*Location or arm*	*Number*	*Location or arm*
2	+26				

BAGGAGE COMPARTMENTS

Capacity	*Location or arm*	*Capacity*	*Location or arm*
41 LBS.	+42		

FUEL TANKS

20 GAL.	-3.0

OIL TANKS

5 QTS.	-26

OPERATIONS AUTHORIZED

VISUAL CONTACT DAY.

INTENTIONAL ACROBATICS OR INSTRUMENT FLIGHT PROHIBITED.

TO BE USED FOR TESTING AND DEMONSTRATING THE SENSENICH CONTROLLABLE PROPELLER, WITH HUB MODEL C-OFBI, AND VARIOUS BLADE MODELS. ONLY PERSONNEL ESSENTIAL TO PURPOSE OF FLIGHT MAY BE CARRIED. FLIGHTS LIMITED TO CONTINENTAL LIMITS OF THE UNITED STATES.

EFFECTIVE ~~DECEMBER 12, 1945, THROUGH JULY 31, 1946~~. one year from Date of Issuance.

(OVER)

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTES

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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 Administration 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 Administration.

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 Administration.

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 Administration.

16—11617

MAIL ROOM
WASHINGTON
DEC 18 11 18 AM '46
CIVIL AERONAUTICS ADM
DEPARTMENT OF COMMER

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 307
(Rev. 11-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
MAIL ROOM
WASHINGTON

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corp., Wichita, Kans. (Owner's name) — 600 E. 35th Street, Wichita, Kansas (Address)

Culver (Make) — LFA (Model) — 458 (Serial number) — NX41736 (Identification mark)

Designation 2 PCLM — Aircraft Specification No. 730

ISSUANCE—PERIODIC ENDORSEMENT—REPAIR—(ALTERATION)—SPECIAL—EXPORT (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 9-8-45 by E. W. Schroeder submitted.

1. Aircraft was inspected and determined to have complied with the following, except as noted—*
   - (a) Listing in inspector's handbook, chapter XVIII Page 50
   - (b) Aircraft specifications Serial No. A–
   - (c) Special inspection request—dated 12-11-45
   - (d) Notes Nos. 4 of TC 730, Page 50, Chapter 18
   - (e) Special Notes Nos. 2,3,5,6, of AD-330

   *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*	APPROVED
Date _____	Date December 12, 1945
Inspector _____	Inspector John H. Hykes

[OVER]

16—11831-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT Satisfactory
Total time 346:00 Hrs.
Never overhauled
Time since periodic 10:00 "

ENGINES Satisfactory - Franklin 4AC-176-D3 125337

PROPELLERS Sensenich Controllable
Hub C-OFBI
Blades C-076A1

REPAIRS None

After accident of None

ALTERATIONS Installed controllable Sensenich propeller

Forms and documents submitted (indicate by form number or nature of content) which are attached Page 1 of 309, 305, 307

with the following to be checked by the Engineering Branch

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

REMARKS Only Page 1 of 309 issued.

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, special inspection, or after inspection for export, *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.

16—11861-1 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 305
(Rev. 1-2-41)

UNITED STATES OF AMERICA
Department of Commerce
Civil Aeronautics Administration
Washington

IDENTIFICATION MARK
NX 41736
DATE
12-12-45
APPROVED
John D. Hughes
(Inspector's signature)
DISAPPROVED
(Inspector's signature)

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the Civil Aeronautics Administration:

Application is made for an Airworthiness Certificate for:

1. Make CULVER 2. Model LFA

3. Type Certificate No. 730 4. Manufacturer's Serial No. 458

5. Applicant's name SENSENICH BROS. PROPELLERS
(Print or type FULL NAME)

6. Permanent mailing address MUNICIPAL AIRPORT, LANCASTER, PA.
(Street) (City) (State)

7. Describe any special purposes for which aircraft will be used THE AIRPLANE WILL BE USED FOR TESTING AN OIL ACTUATED CONTROLLABLE PROPELLER, AND FOR DEMONSTRATING SAME. THE HUB IS DESIGNATED C-OFBI. THE BLADES ARE DESIGNATED C-0761A1

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

I CERTIFY that the above statements are true.

CULVER AIRCRAFT CORPORATION
(Name of applicant)

By APPLICANT OR AGENT Leslie J. Triggs
(Signature)

CHIEF ENGINEER, SENSENICH BROS PROPS.
(Title)

DATE 12-11-45

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 307
(Rev. 11-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

A-275
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AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) Wichita, Kansas (Address)

Culver	LFA	458	NC41736
(Make)	(Model)	(Serial number)	(Identification mark)

Designation 2 PCLM Aircraft Specification No. 730

ISSUANCE—PERIODIC ENDORSEMENT—REPAIR—ALTERATION—SPECIAL—EXPORT (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 9-12-45 by E.W.Schroeder AE91560 submitted.

1. Aircraft was inspected and determined to have complied with the following, except as noted—*
   (a) Listing in inspector's handbook, chapter XVIII Page 50
   (b) Aircraft specifications Serial No. A–
   (c) Special inspection request—dated
   (d) Notes Nos.
   (e) Special Notes Nos. AD 330 All applicable notes

   *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 (x) for a period of One Year on date of September 12, 1945

DISAPPROVED*	APPROVED
Date	Date September 18, 1945
Inspector	Inspector David Snyder

[OVER]

16—11831-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES Reconditioned at factory, Aircooled Motors.

PROPELLERS

REPAIRS Accomplished as per Form 337 dated 9-12-45.

After accident of none

ALTERATIONS Navigation lights removed, item removed from page 3 of 309.

Forms and documents submitted (indicate by form number or nature of content) which are attached 305, 337, Pages 1, 2 and 4 of 309, Superseded Pages 1 and 2 of 309.

with the following to be checked by the Engineering Branch and returned when checked ( ). Forwarded through channels if satisfactory (x).

REMARKS Corrected Page 2 inserted signed by Inspector Snyder in view of the fact that Inspector Davis is no longer connected with C.A.A. Corrected Page 2 forwarded to owner.

MAIL ROOM
SEP 26 1 01 PM '45
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMN

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, special inspection, or after inspection for export, *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.

16—11831-1 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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Form ACA 307
(Rev. 11-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) — Wichita, Kansas (Address)

Culver	LFA	458	NC41736
(Make)	(Model)	(Serial number)	(Identification mark)

Designation 2PCLM — Aircraft Specification No. 730

ISSUANCE—PERIODIC ENDORSEMENT—REPAIR—ALTERATION—SPECIAL—EXPORT
(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 8-12-45 by E. W. Schroeder AE 91560 submitted.

1. Aircraft was inspected and determined to have complied with the following, except as noted—*
   (a) Listing in inspector's handbook, chapter XVIII Page 50
   (b) Aircraft specifications Serial No. A–
   (c) Special inspection request—dated
   (d) Notes Nos.
   (e) Special Notes Nos. AD 330 All applicable notes

   *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 (x). Endorsed (x) for a period of One Year on date of September 12, 1945

DISAPPROVED*	APPROVED
Date	Date September 12, 1945
Inspector	Inspector J. W. Matthews

[OVER]

16—11831-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES Reconditioned at factory, Aircooled Motors.

PROPELLERS

REPAIRS Acomplished as per Form 337 dated 9-12-45.

After accident of None

ALTERATIONS Navigation lights removed, item removed from page 3 of 309.

Forms and documents submitted (indicate by form number or nature of content) which are attached 305, 337, ~~8??~~ Page 1, 2 and 4 of 309, Superseded page 1, 2 of 309.

with the following to be checked by the Engineering Branch

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

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, special inspection, or after inspection for export, *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.

16—11881-1 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 337
(Rev. 6-1-44)

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft	X	
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

Budget Bureau No. 41-R052.
Form Approved.

(To be filled in by inspector)

✓	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)

Date Sept 12, 1945
Inspector J. Ahlquist

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC41736

Owner's name Culver Aircraft Corporation
Owner's address 600 East 35th St., Wichita, Kansas
Aircraft manufacturer and model Culver LFA Serial No. 458
Engine manufacturer and model* Franklin 4AC-176-D3 Serial No. 125337
Propeller manufacturer and model* Serial No.
Propeller blade model* Serial No.
Instrument name, manufacturer, and model* Serial No.

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

REPAIR OR ALTERATION AGENCY

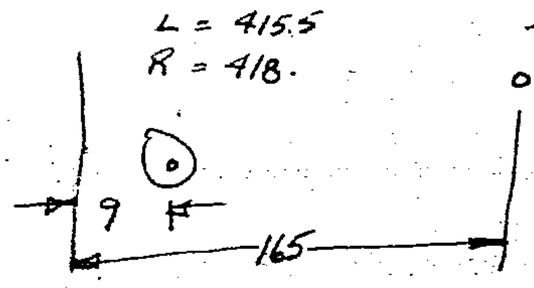
* X Manufacturer. * Approved repair station No. * Certificated mechanic

Agency's name Culver Aircraft Corporation
Address Wichita, Kansas
Date of repair or alteration 9-12-45

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 10½" or multiples thereof) bearing aircraft identification mark]

Factory reconditioned Franklin engine 4AC-176-D3, Serial 125337 install ed. Sensenich 70AF-52 propeller installed. New horizontal stabilizer installed. Upper longerons under stabilizer spliced approximately 1 ft. from ends. Other fuselage repairs as shown on attached drawing. Airplane weighed. Weight and balance calculations as follows:



As weighed includes 5 qt. oil, no gas.

L = 415.5 R = 418.0

Total net weight = 877.5 lbs.

C.G. as weighed: $\frac{44 \times 156}{877.5} = \frac{6864}{877.5}$ = 7.82 in. aft of wheel.

7.82 + 9 = 16.82" aft of L.E.W.

*CHECK AGENCIES INVOLVED.

To be filled out in duplicate and completed on opposite side

The original to be forwarded through the appropriate Field Branch Office, the copy to be delivered to the owner of the aircraft.

16—S168-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTE: Submitted herewith are technical data, drawings Weight and Balance Report, etc., as listed below.

Empty Weight C.G.

As weighed	877.5	x 16.82	= 14759.5
Less 5 qt. oil	-9.0	x -26.0	= 234.0
Empty Weight	868.5	x +17.26	= 14993.5

Most Forward C.G. Load Condition.

	Weight	Arm	Moment
Weight Empty	868.5	17.26	14993.5
Oil (5 qts.)	9.0	-26.0	-234.0
Fuel (20 gal.)	120.0	-3.0	-360.0
Pilot	170.0	26.0	4420.0
	1167.5	16.12	18819.5

Forward limit is 14.86 in., therefore loading is satisfactory.

Most Rearward C.G. Loading.

Weight Empty	868.5	17.26	14993.5
Oil (5 qts.)	9.0	-26.0	-234.0
Fuel (7 gal. min.)	42.0	-3.0	-126.0
Pilot	170.0	26.0	4420.0
Passenger	170.0	26.0	4420.0
Baggage	45.5	42.0	1911.0
	1305.0	19.45	25384.5

Approved rearward limit is 19.5, therefore loading is satisfactory.

Maximum Authorized Gross Weight is 1305 lbs.

Weight empty	868.5
Oil	9.0
Fuel (12 gal.)	72.0
Pilot	170.0
Passenger	170.0
	1289.5 lbs.

Max. gross wt. 1305.0
1289.5
15.5 lbs. baggage max. with 2 persons & 12 gal. fuel.

Navigation lights removed. E.W.S.

SUPERVISING MECHANIC'S CERTIFICATE

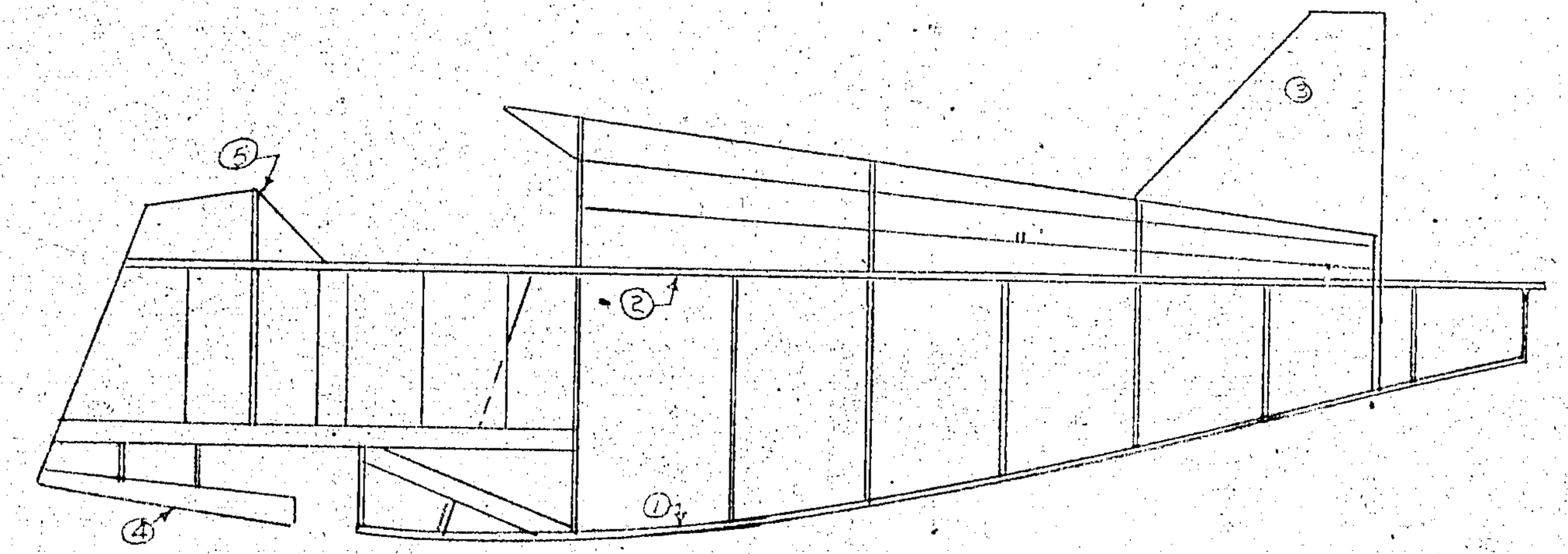
E. W. Schroeder certifies that the foregoing statements are true of his own knowledge.

September 12, 1945
(Date)

E. W. Schroeder
(Mechanic's signature)

Mechanic's Certificate No. A&E M-91560-41
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—81683-1



1. LOWER LONGERONS REPLACED.
2. UPPER LONGERONS REPLACED.
3. FIN REMOVED, RE SKINNED &
4. LOWER FORMERS REPLACED.
5. SKIN & SUPPORTING STRUCTURE ABOVE LONGERONS REPLACED FROM FIREWALL BACK TO INSTRUMENT PANEL RAIL.
6. ALL PLYWOOD SKIN REPLACED.

ALL PARTS & MATERIAL REPLACED WITH FACTORY PARTS & MATERIALS EQUIVALENT TO ORIGINAL. REPAIR METHODS IN CONFORMITY WITH MANUAL 18.

FUSELAGE REPAIR - CULVER NC 41736

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

SEP 1 1 1945

SOS. 9-12-45

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 805
(Rev. 1-2-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

IDENTIFICATION MARK
NC41736
DATE
Sept. 12, 1945
APPROVED
(Inspector's signature)
DISAPPROVED
(Inspector's signature)

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is made for an Airworthiness Certificate for:

1. Make Culver 2. Model LFA

3. Type Certificate No. 730 4. Manufacturer's Serial No. 458

5. Applicant's name Culver Aircraft Corporation
(Print or type FULL NAME)

6. Permanent mailing address 600 East 35th Street, Wichita, Kansas
(Street) (City) (State)

7. Describe any special purposes for which aircraft will be used
For transportation of personnel.

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

I CERTIFY that the above statements are true.

Culver Aircraft Corporation
(Name of applicant)

By Robert B Short
(Signature)

Chief Engineer
(Title)

DATE September 12, 1945

16—11286 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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Form ACA 307
(Rev. 11-1-41)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

MAR 22 1 19 PM '45
MAIL ROOM

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) 600 East 35th Street Wichita Kansas (Address)

Culver	LCC	XK 458	NX41736
(Make)	(Model)	(Serial number)	(Identification mark)

Designation 2PCLM Aircraft Specification No. _____

ISSUANCE—PERIODIC—ENDORSEMENT—REPAIR—ALTERATION—SPECIAL—EXPORT
(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 Experimental by _____ 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– _____
   (c) Special inspection request—dated _____
   (d) Notes Nos. EXPERIMENTAL
   (e) Special Notes Nos. _____
   *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 March 16,1945

DISAPPROVED*	APPROVED
Date _____	Date March 16,1945
Inspector _____	Inspector H. B. Fillmore
	H.B.Fillmore

7 mo: A275
3-20-45

(W) [OVER] 16—11831-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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 305 Page 1 Form 309m Superseded page 1 Form 309

with the following to be checked by the Engineering Branch

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

REMARKS Experimental test flights to be conducted by the Culver ~~CAMP~~ Aircraft Corporation

MAR 23 3 55 PM '83
RECEIVED
CERTIFICATE SECTION

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, special inspection, or after inspection for export, *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.

1G—11831-1 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

61348

IDENTIFICATION MARK
NX41736

DATE
March 16, 1945

APPROVED
K. B. Fillmore
(Inspector's signature)

DISAPPROVED

(Inspector's signature)

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

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS AUTHORITY:

Application is made for an Airworthiness Certificate for:

1. Make Culver 2. Model LCC

3. Type Certificate No. [illegible] 4. Manufacturer's Serial No. 458

5. Applicant's name Culver Aircraft Corporation
(Print or type FULL NAME)

6. Permanent mailing address 600 E. 35th Street, (Street) Wichita, (City) Kansas (State)

7. Describe any special purposes for which aircraft will be used

Experimental tests

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.

Culver Aircraft Corporation
(Name of applicant)

By Al W Murray
(Signature)

Vice President & Chief Designer
(Title)

DATE March 15, 1945

16—11286 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 307
(Rev. 11-1-41)

APR 8 9 29 AM '44
RECEIVED
CIVIL AERONAUTICS
AUTHORITY

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) Wichita, Kansas (Address)

Culver (Make) LCC (Model) 458 (Serial number) NX41736 (Identification mark)

Designation 2PCLM Aircraft Specification No. None

ISSUANCE—PERIODIC ENDORSEMENT—REPAIR—ALTERATION—SPECIAL—EXPORT
(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 _____ by _____ 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- _____
   (c) Special inspection request—dated _____
   (d) Notes Nos. EXPERIMENTAL
   (e) Special Notes Nos. _____

   *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 (X). Endorsed ( ) for a period of THREE MONTHS on date of March 18, 1944

RECEIVED
MAR 23 1944
FLIGHT ENGINEERING

DISAPPROVED*

Date _____

Inspector _____

APPROVED

Date MARCH 18, 1944

Inspector J. D. Davis

→ Page 1 only issued. See attachment list reverse side for

[OVER]

16—11831-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES

PROPELLERS

REPAIRS

After accident of

ALTERATIONS C-85 Continental engine and Roby propeller installed.

Forms and documents submitted (indicate by form number or nature of content) which are attached 305, page 1 of 309, superseded page one of 309.

with the following to be checked by the Engineering Branch

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

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, special inspection, or after inspection for export, *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.

16—11831-1 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

IDENTIFICATION MARK
NX 41736
DATE
March 18, 1944
APPROVED
J. W. Harris
(Inspector's signature)
DISAPPROVED
(Inspector's signature)

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

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS AUTHORITY:

Application is made for an Airworthiness Certificate for:

1. Make Culver 2. Model LCC

3. Type Certificate No. --- 4. Manufacturer's Serial No. 458

5. Applicant's name Culver Aircraft Corporation
(Print or type FULL NAME)

6. Permanent mailing address 600 E. 35th Street (Street), Wichita (City), Kansas (State)

7. Describe any special purposes for which aircraft will be used Experimental purposes with Continental C-85 engine and Roby Controllable Pitch Propeller installed.

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.

Culver Aircraft Corporation
(Name of applicant)

By [signature]
(Signature)

Vice President & Chief Designer
(Title)

DATE March 18, 1944

16—11286 U. S. GOVERNMENT PRINTING OFFICE

SKH

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 307
(Rev. 11-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) — Wichita, Kansas (Address)

Culver	LFA	458	NC41736
(Make)	(Model)	(Serial number)	(Identification mark)

Designation 2PCLM Aircraft Specification No. 730

ISSUANCE—PERIODIC ENDORSEMENT—(REPAIR)—ALTERATION—SPECIAL—EXPORT
(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 Jan. 31, 1944 by M. Sowers A&E151105 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- M-181
   (c) Special inspection request—dated _____
   (d) Notes Nos. _____
   (e) Special Notes Nos. 2, 8, 10, 11.

   *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*	APPROVED
Date _____	Date February 2, 1944
Inspector _____	Inspector J. H. D. Davis

RECEIVED
FEB 9 1944
FLIGHT STANDARDS

[OVER]

10—11831-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES

PROPELLERS

REPAIRS Fin installed, same as orginal.

After accident of none

ALTERATIONS

Forms and documents submitted (indicate by form number or nature of content) which are attached 307, 337.

with the following to be checked by the Engineering Branch

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

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, special inspection, or after inspection for export, *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.

16—11831-1 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 337
(Rev. 8-1-42)

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft	X	
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)

After Accident of None (Date)

Approved ✓

Disapproved

Forwarded for engineering approval (Submit complete details)

Date 2-2-44

Inspector J. W. Davis

REPAIR AND ALTERATION FORM
AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC41736

Owner's name Culver Aircraft Corporation

Owner's address Wichita, Kansas

Aircraft manufacturer and model Culver LFA — Serial No. 458

Engine manufacturer and model* — Serial No.

Propeller manufacturer and model* — Serial No.

Propeller blade model* — Serial No.

Instrument name, manufacturer, and model* — Serial No.

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

REPAIR OR ALTERATION AGENCY

*x Manufacturer. *_____ Approved repair station No. _____ *_____ Certificated mechanic

Agency's name Culver Aircraft Corporation

Address Wichita, Kansas — Date of repair or alteration 2-1-44

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 10½" or multiples thereof) bearing aircraft identification mark]

Installed new fin.

*CHECK AGENCIES INVOLVED.

To be filled out in duplicate and completed on opposite side

The original to be forwarded through the appropriate Field Branch Office, the copy to be delivered to the owner of the aircraft.

16—8168-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTE: Submitted herewith are technical data, drawings Weight and Balance Report, etc., as listed below:

3

SUPERVISING MECHANIC'S CERTIFICATE

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

February 1, 1944
(Date)

Marcellus Sowers
(Mechanic's signature)

Mechanic's Certificate No. A&E 151105
(Rating)

RECEIVED
FEB 17 8 08 AM '90
CIVIL AERONAUTICS
WESTERN

U. S. GOVERNMENT PRINTING OFFICE 16—5168-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

D 53

IN REPLY ADDRESS
REGIONAL MANAGER
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
608 S. Dearborn St.
Chicago (5), Illinois

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY REFER TO
FILE

August 24, 1943

AUG 27 9 25 AM
RECEIVED
AERONAUTICS
AUTHORITY

Civil Aeronautics Administration
Department of Commerce
Washington (25), D. C.

Attention: A-275

Subject: Culver LFA, Serial No. 458, NC41736

References: Your memorandum to 5-1 dated July 1, 1943

Your reference memorandum was forwarded to our Inspector J. D. Davis for further information concerning compliance with Special Notes. A copy of his reply, dated August 5, 1943, is enclosed.

We trust that the information furnished by Inspector Davis will complete your files for the subject aircraft.

K. R. Aldrich
K. R. Aldrich
Chief, Flight Engineering and Factory
Inspection Branch

Encl. - 1

cc: A-297
Wichita, Insp.Davis

AUG 28 8 50 AM '43

RECEIVED
CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Wichita, Kansas

August 5, 1943

Chief, Flight Engineering & Factory Inspection Branch, 3-297

Wichita, Office - 3-297

Culver LFA, Serial Number 458, NC 41736

Reference: Memorandum From A-275 to 5-1, dated July 1, 1943.

Subject aircraft was manufactured March 23, 1942, therefore it is not considered that special note No. 2 dated March 4, 1941, is applicable. Changes necessary to insure proper engine operation were incorporated at time of manufacturing. The transaction required in special note No. 11 ~~#645~~ posted as instructed upon receipt. A check was made as of this date for compliance and found satisfactory.

Special Note No. 12 requires replacement of all celeron type cam gear with an aluminum rim type before 500 hours service. As the subject aircraft has of this date accumulated 191 hours of service, no changes have been made.

Original Signed by
J. D. Davis

J. D. Davis
Senior Aircraft Factory
Inspector

JDDAVIS-JDD

CERTIFICATE SECTION
RECEIVED
AUG 30 8 30 AM '43
RECEIVED
AUG 9 1943
FLIGHT ENGINEERING

AUG 20 8 50 AM '43
RECEIVED
CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corp. (Owner's name) Wichita, Kansas (Address)

Culver (Make) LFA (Model) 458 (Serial number) NC41736 (Identification mark)

Designation 2PCLM Aircraft Specification No. 730

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 July 31, 1943 by W. Riedesel A&E17140 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-M-181
   (c) Special inspection request—dated
   (d) Notes Nos.
   (e) Special Notes Nos. 10 & 11

   *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 AUG 1 1943

Inspector J. D. Davis

RECEIVED
AUG 9 1943
FLIGHT ENGINEERING

X

[OVER]

16—11831

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT Satisfactory

ENGINES Satisfactory

PROPELLERS Satisfactory

REPAIRS Glue joint seperation of spar butt on left spar repaired, in accordance with Form 337. Satisfactory.
Oleo and axle assembly replaced.

After accident of None

ALTERATIONS

Forms and documents submitted (indicate by form number or nature of content) which are attached 337 and 307

with the following to be checked by the Aircraft Airworthiness Section 337

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

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—11631 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-23

Form ACA 337
(Rev. 8-1-42)

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)

AFTER ACCIDENT OF Herm (Date)

✓ APPROVED

DISAPPROVED

Forwarded for engineering approval (Submit complete details)

Date AUG 1 1943

Inspector J. N. Davis

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC41736

Owner's name Culver Aircraft Corporation

Owner's address Wichita, Kansas

Aircraft manufacturer and model Culver LFA Serial No. 458

Engine manufacturer and model* Serial No.

Propeller manufacturer and model* Serial No.

Propeller blade model* Serial No.

Instrument name, manufacturer, and model* Serial No.

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

REPAIR OR ALTERATION AGENCY

*X Manufacturer. * Approved repair station No. * Certificated mechanic

Agency's name Culver Aircraft Corporation

Address Wichita, Kansas Date of repair or alteration 7-31-43

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 10½" or multiples thereof) bearing aircraft identification mark]

Partial glue joint separation of spar butt lamination on left spar repaired as shown. Culver Service Bulletin No. 19 complied with. Right landing gear lower socket, oleo pitston, and axle assembly replaced.

2

*CHECK AGENCIES INVOLVED.

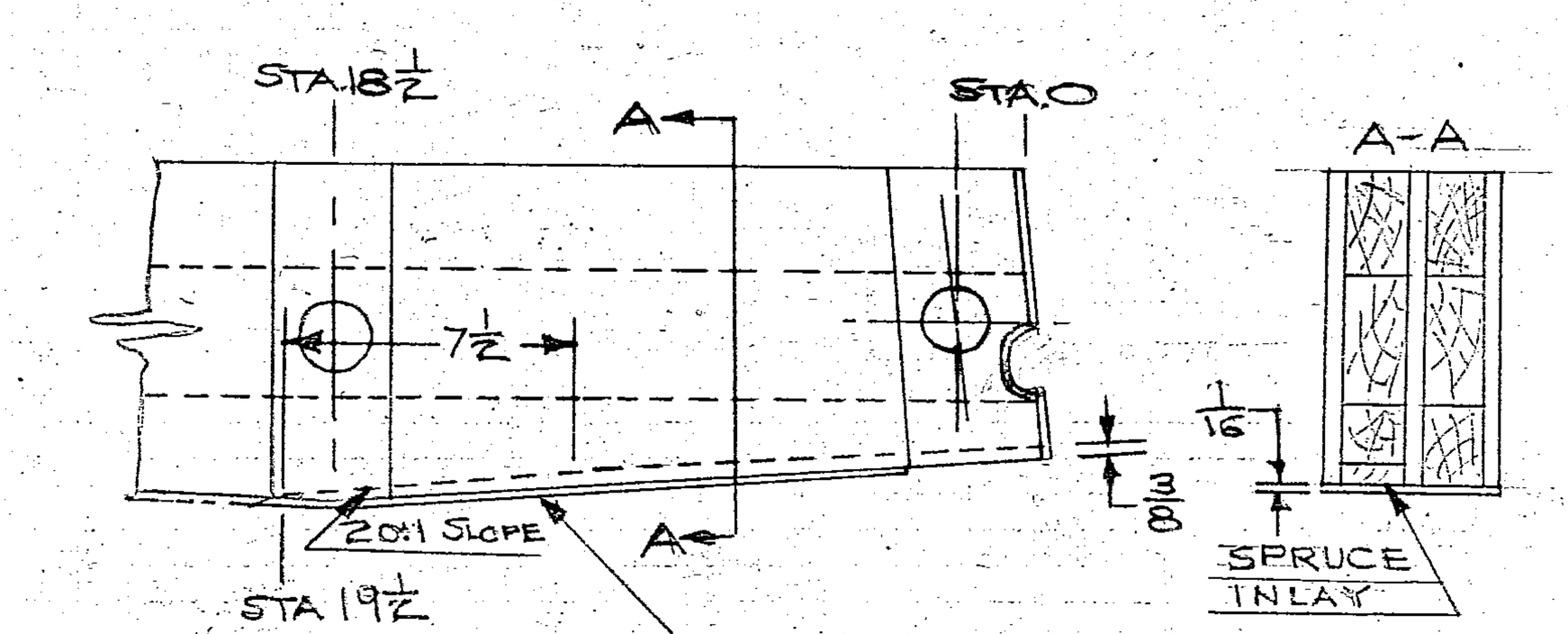
To be filled out in duplicate and completed on opposite side

The original to be forwarded through the appropriate Field Branch Office, the copy to be delivered to the owner of the aircraft.

16—8188-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

NOTE: Submitted herewith are technical data, drawings Weight and Balance Report, etc., as listed below:



PLYWOOD PLATE IN ACCORDANCE WITH SERVICE BULLETIN No. 19-BOTH SPARS-CASEIN AIRCRAFT JOINT GLUE

MAIN SPAR-LEFT WING REAR VIEW

SUPERVISING MECHANIC'S CERTIFICATE

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

July 31, 1945
(Date)

W. A. Riedesel
(Mechanic's signature)

Mechanic's Certificate No. A&E 17140
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—8163-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

July 1, 1943

5-297

Regional Manager, Region 5

Chief, Certificate Section

Culver LFA, Serial No. 458, NC41736

REFERENCE: In reply refer to A-275

Reference is made to the subject aircraft, registered in the name of Culver Aircraft Corporation, 900 East 55th Street, Wichita, Kansas.

Inspector J. P. Davis approved the aircraft on May 15, 1943, after major repairs but did not advise concerning compliance with the Special Notes.

Safety Regulation Instruction No. 118, dated August 19, 1942, reads in part as follows:

> "When inspecting an aircraft following a major alteration or repair or on a spot check, the Inspector should ascertain which 'Special Notes' have been complied with and make the pertinent entries on page 4 of the Form 309 and on the Form 307."

Special Notes numbers 2, 11, and 12 (AS-181) apply to the subject aircraft. In order that the file may contain current information in regard to the compliance with these notes, it is requested that this Office be advised relative thereto.

By direction of the Administrator,

John T. Morgan
Chief, Certificate Section

3A
SHDearborn

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

June 16, 1943

A-273

Technical Assistant to the
Director, Safety Regulation

Chief, Certificate Section (A-275)

Aircraft Accidents

Our records indicate that the following aircraft have been involved in accidents:

C.A.A. Number	Model	Serial Number	Date of Accident	Information Taken from:	Name and Address of Registered Owner
23845	Taylorcraft BC-65	1451	5-3-43	Form 337	R. A. Doggett and C. J.Klopfenstein 1114 E. Polk Street Harlingen, Texas
24393	Taylorcraft BC-65	1729	11-18-42	Form 337	Walter Tomcek, Harold J. Buehrer & Carl F. Hickmann 2447 North 39th Street Milwaukee, Wisconsin
27864	Piper J4F	4-1032	5-18-43	Form 337	R. W. Childs 939 Easton Street, N. W. Atlanta, Georgia
29558	Taylorcraft BL12-65	2601	2-28-43	Form 337	Amos B. Jones, Earl P. Austin & William H. Contrim, Jr. 4003 Southern Avenue Baltimore, Maryland
41736	Culver LFA	458	4-23-43	Form 337	Culver Aircraft Corporation 600 East 35th Street Wichita, Kansas

To date, we have received no notification from your Office relative to these accidents.

John T. Morgan

MHearborn

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

UNITED STATES OF AMERICA
Department of Commerce
Civil Aeronautics Administration
Washington

MAY 26 3 36 PM '43
RECEIVED
CIVIL AERONAUTICS AUTHORITY

A-275

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) 600 E. 35th Street, Wichita, Kansas (Address)

Culver (Make) LFA (Model) 458 (Serial number) NC41736 (Identification mark)

Designation 2PCIM Aircraft Specification No. 730

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 5-13-43 by V. Mc KenqieA&E72432 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-1225
   (c) Special inspection request—dated
   (d) Notes Nos.
   (e) Special Notes Nos.

   * 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

RECEIVED
MAY 21 1943
FLIGHT ENGINEERING

DISAPPROVED *

Date

Inspector

APPROVED

Date May 15, 1943

Inspector J. P. Davis

[OVER]

00927

16—11831

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

1

REMARKS PERTAINING TO—

AIRCRAFT OK

ENGINES OK

PROPELLERS OK

REPAIRS Landing gear ~~we~~ oleos and pitot head replaced. Right wing repaired in accordance with drawing on form 337 dated May 13, 1943

After accident of April 23, 1943

ALTERATIONS none

Forms and documents submitted (indicate by form number or nature of content) which are attached 337 and 307

with the following to be checked by the Aircraft Airworthiness Section and returned when checked ( ). Forwarded through channels if satisfactory (x).

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.

00927

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form 387 (ACA 18-1)
(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 4-23-43 (Date)
✓	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)

Date May 15 1943
Inspector J. M. Mann

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC41736

Owner's name Culver Aircraft Corporation
Owner's address 600 E. 35th Street, Wichita, Kansas
Aircraft manufacturer and model Culver LFA Serial No. 458
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

X Manufacturer. Approved repair station No. Certificated mechanic

Agency's name Culver Aircraft Corporation
Address Wichita, Kansas Date of repair or alteration 5-13-43

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

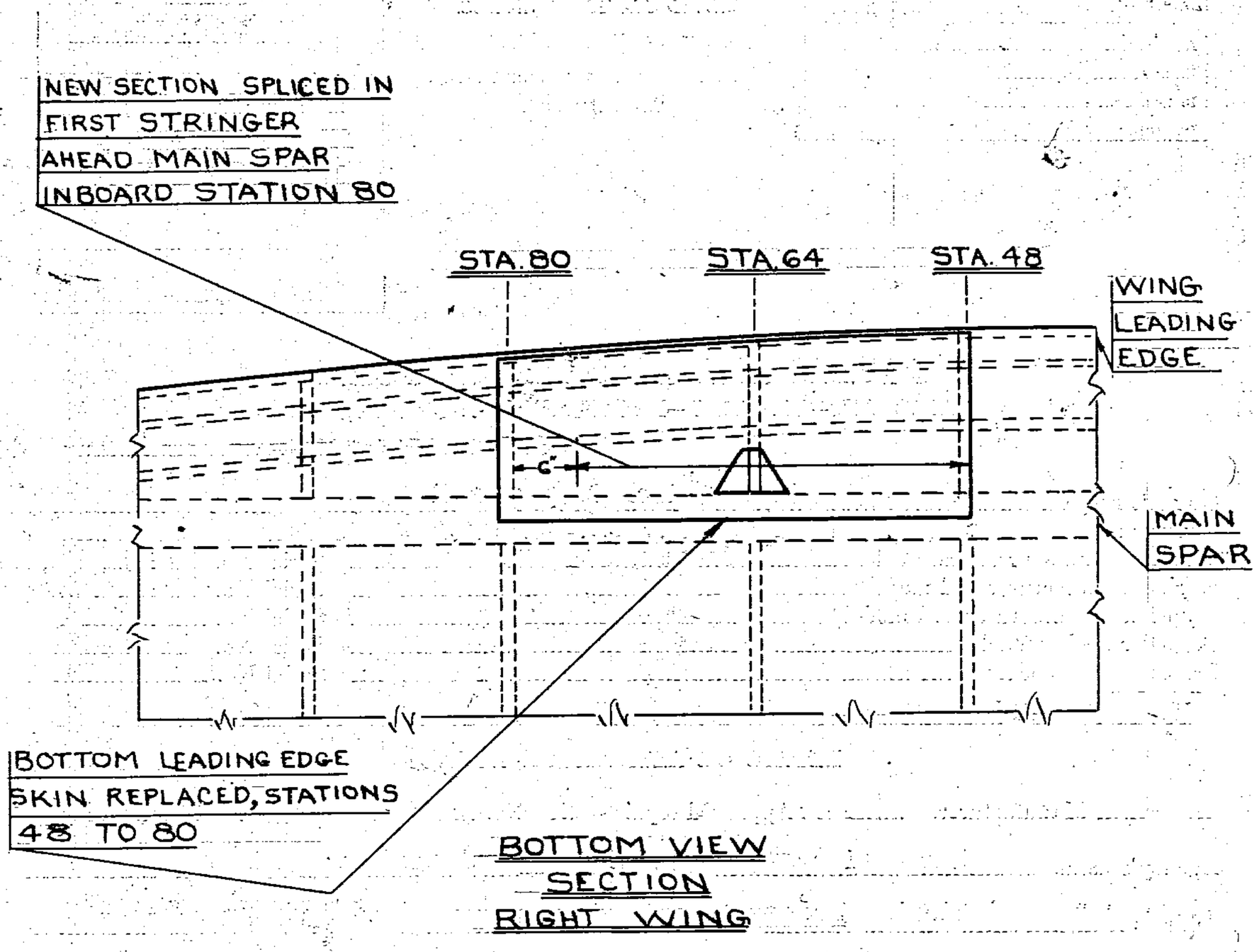
[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½", or multiples thereof) bearing aircraft identification mark.]

Replaced landing gear oleos and pitot head. Repared wing in accordance with sketch.

16—8168

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83



BOTTOM VIEW
SECTION
RIGHT WING

ALL JOINTS SCARF JOINTS IN ACCORDANCE WITH C.A.M-18
AND STANDARD FACTORY PRACTICE-
CULVER SERIAL 458-NC-41736

JDP

Verl McKenzie

SUPERVISING MECHANIC'S CERTIFICATE

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

May 13, 1943
(Date)

Verl McKenzie
(Signature of Mechanic Supervising)

Mechanic's Certificate No. A&P 12432-41
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—8168

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) — 600 E. 35th Street, Wichita, Kansas (Address)

Culver (Make) — LFA (Model) — 458 (Serial number) — NC41736 (Identification mark)

Designation 2PCLM — Aircraft Specification No. 730

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 New Aircraft by _____ 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- 1225
   (c) Special inspection request—dated ---
   (d) Notes Nos. 1 and 2
   (e) Special Notes Nos. 9,10,12,13,14,15

RECEIVED
AUG 13 1942
FLIGHT ENGINEERING AND FACTORY INSPECTION DIVISION
REFERRED TO

   *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 None
   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 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 ( ). Endorsed ( ) for a period of _____ on date of _____

DISAPPROVED*

Date _____

Inspector _____

APPROVED

Date Aug. 5, 1942

Inspector J. A. Davis

[OVER]

16—11831

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT OK

ENGINES OK

PROPELLERS OK

REPAIRS See Form 337 dated August 5, 1942.

After accident of July 2, 1942

ALTERATIONS None

Forms and documents submitted (indicate by form number or nature of content) which are attached 337-307
Fuselage repair drawing
with the following to be checked by the Aircraft Airworthiness Section Drawing of repairs on fuselage.
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.

16—11831 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form 837 (ACA 18-1)
(Rev. 6-1-41)

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft	X	
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

Reptd 8-25-42

(To be filled in by inspector)

After Accident of 7-2-42 (Date)

✓ Approved

Disapproved

Forwarded for engineering approval (Submit complete details)

Date Aug 5, 1942

Inspector J. D. Mauer

REPAIR AND ALTERATION FORM
AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC41736

Owner's name Culver Aircraft Corporation
Owner's address 600 E. 35th Street, Wichita, Kansas
Aircraft manufacturer and model Culver LFA Serial No. 458
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

X Manufacturer. Approved repair station No. Certificated mechanic

Agency's name Culver Aircraft Corporation

Address 600 E. 35th Street, Wichita, Kansas Date of repair or alteration 8-5-42

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 10½" or multiples thereof) bearing aircraft identification mark]

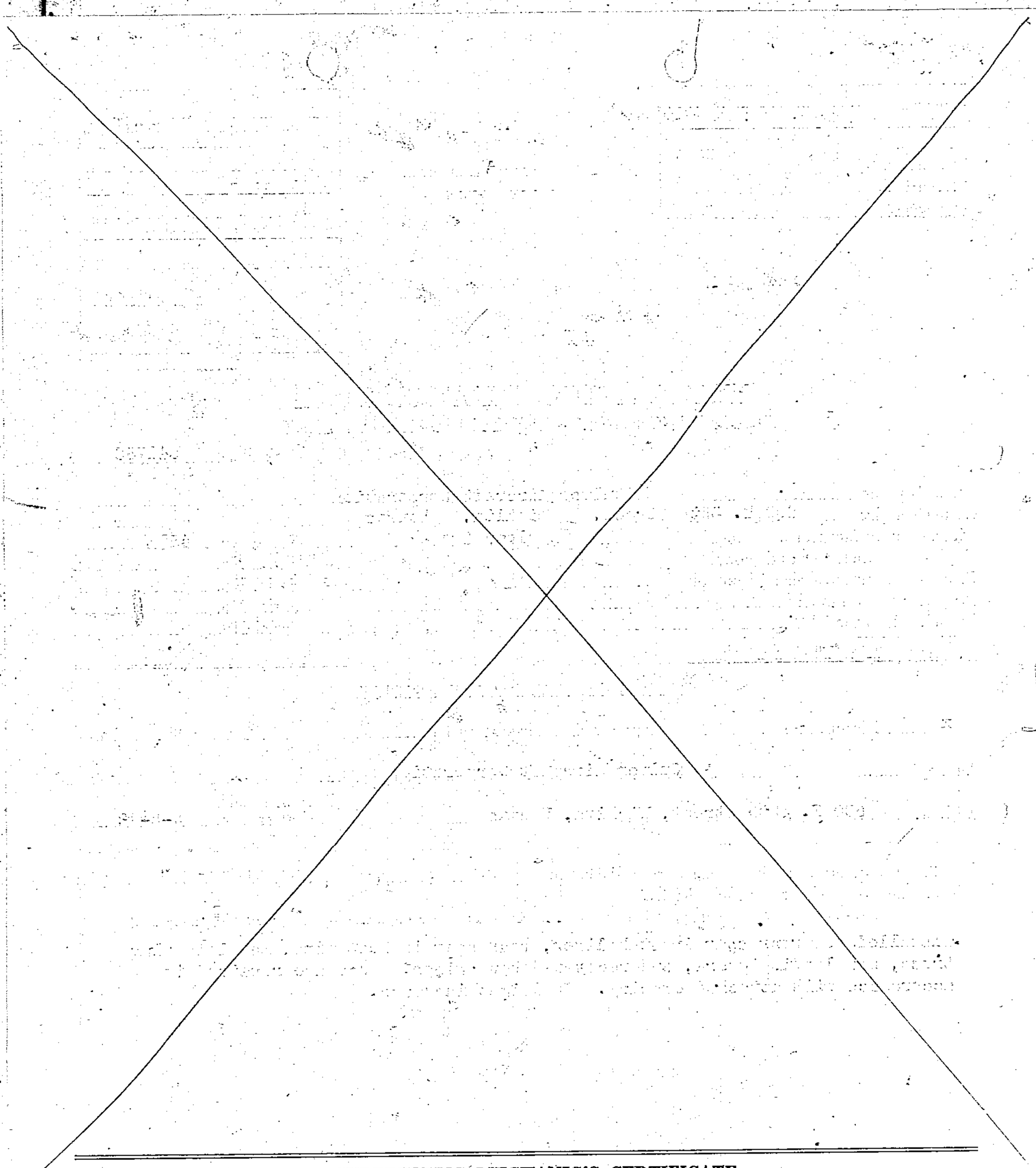
Installed new rear spar in stabilizer, rear spar in left wing, new left wing truss, new landing gears, and recovered both wings. Fuselage repaired in accordance with attached drawing. No weight increase.

RECEIVED
AUG 13 1942
FLIGHT ENGINEERING AND FACTORY INSPECTION DIVISION
REFERRED TO

16—8168

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83



SUPERVISING MECHANIC'S CERTIFICATE

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

August 5, 1942
(Date)

Verl McKenzie
(Mechanic's signature)

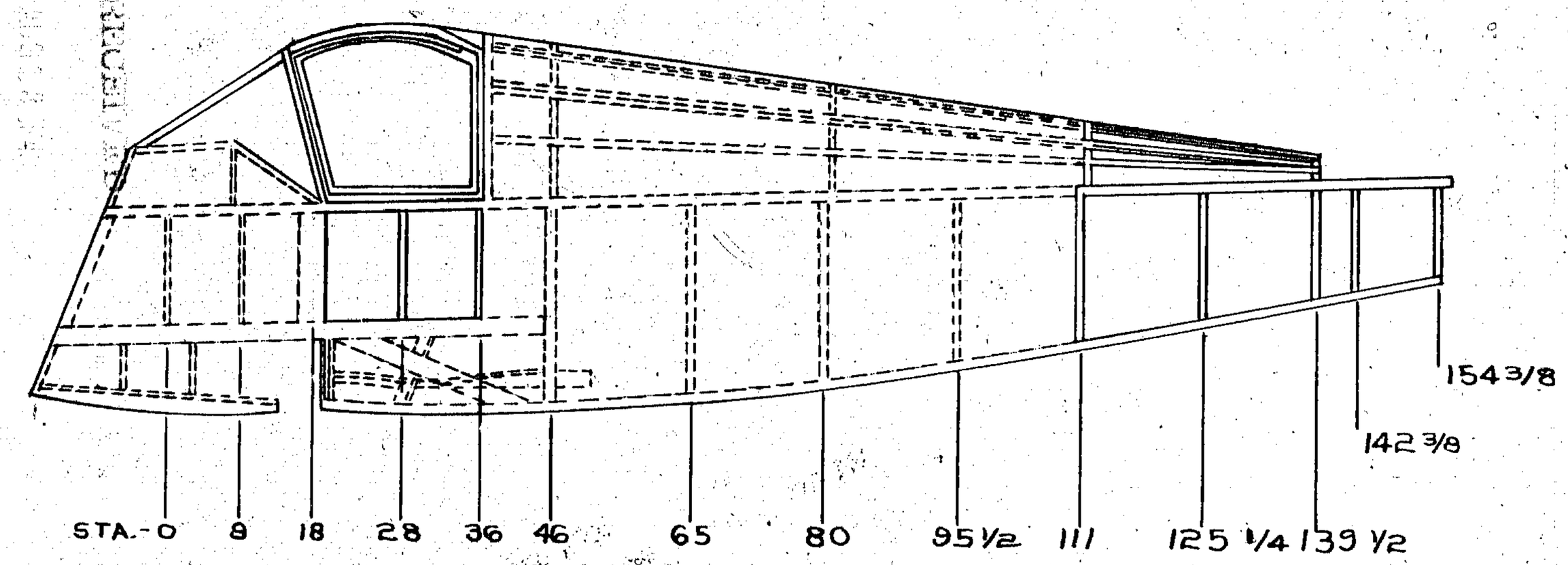
Mechanic's Certificate No. A & E 72432-41
(Rating)

U. S. GOVERNMENT PRINTING OFFICE , 16—81688

HORIZONTAL MEMBERS AT BOTTOM OF
FUSELAGE STAS.- 65, 95½, 125¼ REPLACED
PATCH SKIN BELOW DOOR RIGHT SIDE
NEW REAR BULKHEAD 139½
NEW BOTTOM SKIN

CASCO AIRCRAFT JOINT GLUE
STANDARD FACTORY SCARF JOINTS
ARE IN ACCORDANCE WITH C.A.M. 18

CULVER- SERIAL 458- NC 41736



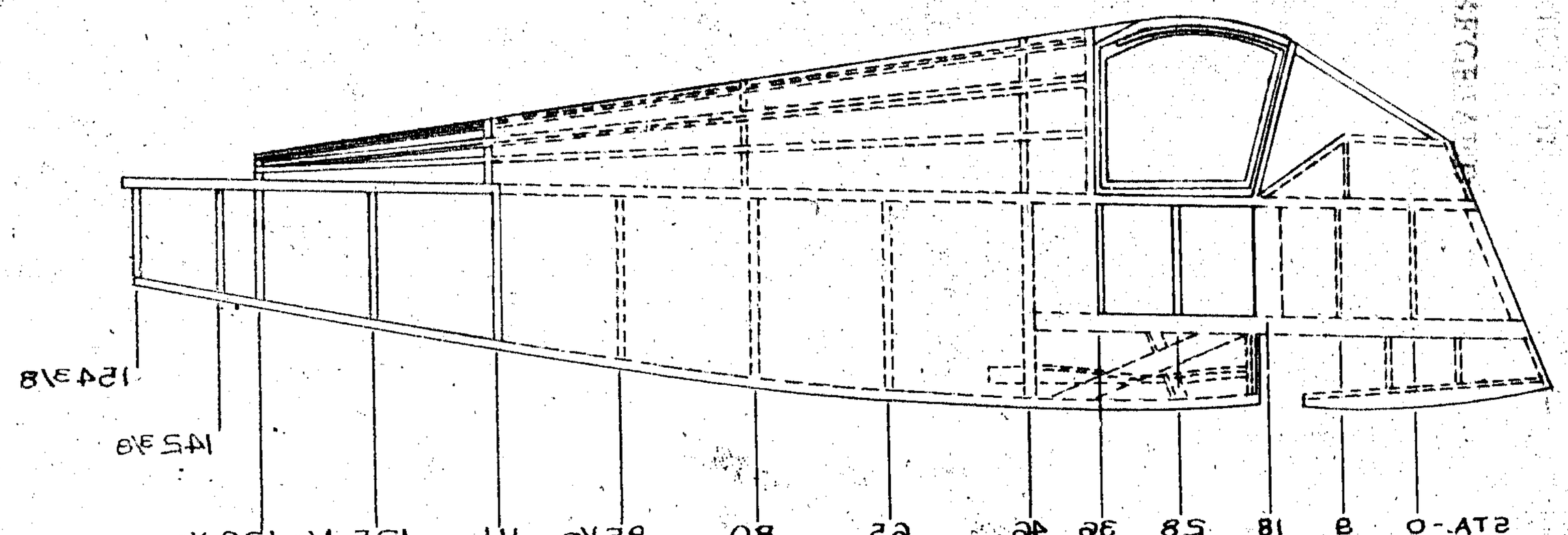
FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

CULVER- SERIAL 458- NC 4136

ARE IN ACCORDANCE WITH C.A.M. 18
STANDARD FACTORY SCARF JOINTS
CASCO AIRCRAFT JOINT GLUE

NEW BOTTOM SKIN
NEW REAR BULKHEAD 139½
PATCH SKIN BELOW DOOR RIGHT SIDE
FUSELAGE STAS-65, 85½, 125¼ REPLACED
HORIZONTAL MEMBERS AT BOTTOM OF



FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA-8-A
(Rev. 10-15-40)

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. 41736

Certifies that CULVER LFA

manufacturer's serial No. 458 ; 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 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 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:

B.K. Pickering

B.K. PICKERING
Civil Aeronautics Inspector

Refusal to endorse: _____
Civil Aeronautics Inspector

Date _____

MARCH 23, 1942
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)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Inspector's Endorsement	Date
J. M. Davis.	Mar 20, 1942
V. B. Fillmore	March 16, 1945
J. McAlevis	Sept 12, 1949

If this certificate is lost or destroyed, a duplicate may be obtained from the Certificate Division, Civil Aeronautics Administration, Washington, D. C., for $1.00 per page. (Money order or check should be made payable to the Treasurer of the United States.)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

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. 41736

This Certifies that CULVER LFA

manufacturer's serial No. 458, 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.

PERIODIC ENDORSEMENT

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 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 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: _____ B.K. PICKERING
Civil Aeronautics Inspector — Civil Aeronautics Inspector

Date _____ MARCH 23, 1942
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)

3-42 MP

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Inspector's Endorsement	Date
H. B. Fillmore 1 year	3-15-45

If this certificate is lost or destroyed, a duplicate may be obtained from the Certificate Division, Civil Aeronautics Administration, Washington, D. C., for $1.00 per page. (Money order or check should be made payable to the Treasurer of the United States.)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

B.K. Pickering
(Inspector's signature)

Date March 23, 1942

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Culver Aircraft Corp.	Culver LFA	458	NC41736
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)

2PCLM	3-23-42	730
(Designation)	(Date manufactured)	(Aircraft specification number)

1.5°	5°	---	57.4"	12.2"
(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at fuselage.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Plumb line from upper rear engine mount attaching bolt to reference mark on bottom longeron.

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	+26.0"				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm
50 lbs.	+42.0	(Max. permissible baggage with 2 passengers 76 lbs.)	

FUEL TANKS

20 gal.	-3.0			

OIL TANKS

5 qts.	-26.0			

OPERATIONS AUTHORIZED

Visual contest day flying, unlimited distance.

Intentional acrobatics and Instrument flight prohibited.

DEVIATION CORRECTED
Nov. 30 1942 by MS

(OVER)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT OPERATION RECORD

(Non-Air Carrier)

(Manufacturer)	(Designation)	(Dielectl)	(Serial number)	(CAA identification mark)

(Aircraft specification number)	(Date manufactured)	(Date to L. E. of M. A. C.)	(M. A. C.)	(Stagger)	(Dihedral)	(Incidence)

NOTES

If Operation Record form, or any part thereof, is lost or destroyed, a duplicate may be obtained from the Civil Aeronautics Administration, Washington, D. C., at the rate of $1 per page. (Money order or check should be made payable to the Treasurer of the United States.)

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 Administration 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 Administration.

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 Administration.

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 Administration.

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APR 20 1 08 PM '42
RECEIVED
CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

Page 2

41736
(Identification mark)

B. K. Pickering
(Inspector's signature)

Date March 23, 1942

OPERATION LIMITATIONS

1. AIRSPEEDS—NEVER TO BE EXCEEDED

Level flight or climb . . 145 m. p. h. indicated.

Glide or dive . . . . 175 m. p. h. indicated.

Flaps extended . . . . _____ 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 Minimum 80 Octane Gasoline.

TAKE-OFF (1 MINUTE)

At any altitude _____ _____ in. hg. 2500 r. p. m. (80 hp.)

MAXIMUM, EXCEPT TAKE-OFF

At sea level _____ _____ in. hg. 2500 r. p. m. (80 hp.)

At any feet altitude _____ in. hg. 2500 r. p. m. (80 hp.)

(For additional limitations see opposite side of this sheet)

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

These limits apply **only** with the power plant described below:

Engine manufacturer	*Model*	*Number installed*
Aircooled Motors Corporation	Franklin 4AC-176-F3	1

Propeller manufacturer	*Hubs*	*Blades*	*Number installed*
Sensenich Brothers	Dsm	70AF58	1

PROPELLER
APPROVED - WOOD
FIXED PITCH
MAX. DIA. 70 IN. MIN. DIA 68 IN.
STATIC R.P.M. - NOT MORE THAN 2200
NOT LESS THAN 2080

3. WEIGHT

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

1305		—
(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 +14.86 and +19.5

Center of gravity limits—Water type —

(OVER)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

ADDITIONAL OPERATION LIMITATIONS

Propeller — Static rpm at maximum permissible throttle setting -

not more than 2200

not less than 2080

Diameter - not more than 70 in.

not less than 68 in.

Max. permissible baggage with 2 persons - 7 lbs.

REMARKS

APR 20 1 08 PM '42
RECEIVED
CERTIFICATE SECTION

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.

U. S. GOVERNMENT PRINTING OFFICE 16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

Page 3

B.K. Pickering
(Inspector's signature)

41736
(Identification mark)

Date March 23, 1942

EQUIPMENT

Item No. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101	I	Propeller-wood (fixed)	-41	15 lbs.
102	I	Carburetor air heater	-24	4 lbs.
104	I	5.00-4 wheels (Hayes 45 D.W. Tr brakes)	+9	10 lbs.
105	I	6-ply tires and tubes	+9	13 lbs.
106	I	Tail wheel assy. (Scott) 6x2	+130	5 lbs.
	I	1 qt. fire extinguisher	+44	7 lbs.
201	II	Battery (Reading R241)	+40	24 lbs.
203	II	Generator (Auto-Lite)	-15	12 lbs.
204	II	Starter (Auto-Lite)	-16	15 lbs.
301	III	Engine primer		Neglect Weight
302	III	Compass	+5	1 lb.
		Ammeter	+5	.25 lb.
		Altimeter	+5	.62 lb.
		Oil pressure gauge	+5	.31 lb.
		Oil temperature gauge	+5	.93 lb.
		Tachometer	+5	.75 lb.
		Airspeed indicator	+5	.65 lb.
		First aid kit	+42	.5 lb.
200		Navigation lights	+65	2 lbs.
305		Cabin heater	-16	2 lbs.
306	III	Cabin ventilators		Neglect Weight

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

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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 Administration.

APR 20 1 08 PM '17
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CERTIFICATE SECTION

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 309
(Rev. 12-1-40)

Page 4

41736
(Identification mark)

B. K. Pickering
(Inspector's signature)

Date March 23, 1942

VOID

WEIGHTS AND ALTERATIONS

WEIGHTS	Land	Water	Ski
Empty (Actual)	877 lbs.	— lbs.	— lbs.
Useful *	428 lbs.	— lbs.	— lbs.
Gross *	1305 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 16.27 inches—forward ( ) aft (X)—of datum

ALTERATION

Alteration of _____ (Date) checked by _____ (Inspector)

described as follows: _____

_____

_____

_____

accomplished by _____ (Firm 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
No. 9		No. AM-181		No.	
No. 10 12	8-5-43	No. U-5-5-43		No.	
No. 13		No.		No.	
No. 14 15		No.		No.	

REMARKS: See letter SN 2 dtd 7-1-43 advising that Special note 10 has been complied with on A/C SN 12 dtd 8-5-43 and A/C SN 11 at this time.

AM-181 SN 10 + 11 complied with 8/1/43 3/24/44

Special note 1-2-3-4-5-6-7-8-9 + 12 - not applicable

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NOV 29 1943
CIVIL AERONAUTICS ADMINISTRATION

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.)

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 809
(Rev. 12-1-40)

Page 1

4175E
(Identification mark)

WEIGHTS AND ALTERATIONS

WEIGHTS

Empty (actual) ____ lbs. Level ____ lbs. Water ____ lbs. Side ____ lbs.

Useful * ____ lbs. ____ lbs. ____ lbs. ____ lbs.

Gross * ____ lbs. ____ 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 (X)—of ____ datum.

ALTERATION

Alteration of ____

described as follows: ____

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 Administration, 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.

16—11617

Special Note

No. ____

No. ____

No. ____

No. ____

No. ____

REMARKS: ____

APR 20 1 08 PM '42
RECEIVED
CERTIFICATE SECTION

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.)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AIRCRAFT INSPECTION REPORT

Culver Aircraft Corporation (Owner's name) — 600 East 35th Street, Wichita, Kansas (Address)

Culver (Make) — LFA (Model) — 458 (Serial number) — NC41736 (Identification mark)

Designation 2PCLM — Aircraft Specification No. 730

(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 New Aircraft by _____ 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- 1225
   (c) Special inspection request—dated ---
   (d) Notes Nos. 2
   (e) Special Notes Nos. ---

   *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 None

   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 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 March 23, 1942

DISAPPROVED*

Date _____

Inspector _____

APPROVED

Date March 23, 1942

Inspector B K Pickering

[OVER]

16—11831

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

REMARKS PERTAINING TO—

AIRCRAFT OK

ENGINES OK

PROPELLERS OK

REPAIRS None

After accident of None

ALTERATIONS None

Forms and documents submitted (indicate by form number or nature of content) which are attached 501-305-317-307-308A-500A-309-951
2 copies Weight & Balance Report
Number Assignment Card with the following to be checked by the Aircraft Airworthiness Section and returned when checked ( ). Forwarded through channels if satisfactory ( ).

REMARKS

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APR 20 1 08 PM '47
CERTIFICATE SECTION

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. 16—11831 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

CULV[illegible] AIRCRAFT CORPORATION, WICHITA, [illegible]ANSAS
WEIG[illegible] AND BALANCE REPORT NO. 51 - 458
CULVER LFA SERIAL 458
DATE March 23, 1942

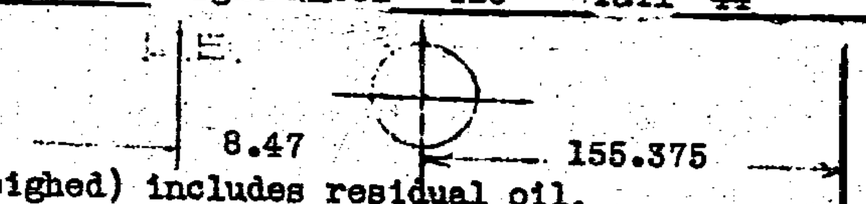
B. K. Pickering
A.A.I. INSPECTOR

E. H. Schmidt
CULVER AIRCRAFT CORPORATION

Section 1. Aircraft empty weight.

(A) Weight empty as weighed (in level position)

Left Wheel 416.5 Right Wheel 416 Tail 44 Total 876.5 lbs.



Weight empty (as weighed) includes residual oil.
C.G. empty (as weighed) is aft of wheel oneterline;

$$\frac{44 \times 155.375}{876.5} = 7.80 \text{ inches}$$

C.G. empty (as weighed) is aft of wing leading edge

$$8.47 + 7.80 = 16.27 \text{ inches}$$

WING LEADING EDGE AT ROOT IS REFERENCE DATUM.
Hence C.G. empty (as weighed) is 16.27 inches aft reference datum
L.E. M.A.C. is 2.2 in aft L.E.; M.A.C. = 57.4 inches.

(B) Weight empty (as weighed) includes the following:

Item No.	Name	Arm	Weight
101	Propeller-wood (fixed)	-41	9 lbs.
102	Carburetor air heater	-24	4 lbs.
104	5.00 x 4 wheels (Hayes 451M-E.T. brakes)	9	10 lbs.
105	6 ply tires and tubes	9	13 lbs.
106	Tail wheel assy. (Heath) 6x2 cushion tire	160	5 lbs.
	1 qt. fire extinguisher	44	7 lbs.
201	Battery (Reading R24L)	40	24 lbs.
203	Generator (Auto-Lite)	-15	12 lbs.
204	Starter (Auto-Lite)	-16	1[illegible] lbs.
301	Engine primer	Neglect Weight	
302	Miscellaneous instruments		
	Compass	5	1 lb.
	Ammeter	5	.25 lb.
	Altimeter	5	.62 lb.
	Oil pressure gauge	5	.31 lb.
	Oil temperature gauge	5	.93 lb.
	Tachometer	5	.75 lb.
	Airspeed indicator	5	.65 lb.
	First aid kit	42	.5 lb.
200	Navigation lights	65	2 lbs.
305	Cabin heater	-16	2 lbs.
306	Cabin ventilators	Neglect Weight	

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Section 2. Most forward C.G. load condition.

Item No.	Name	Weight	Arm	Moment
---	Weight empty (as weighed)	877.0	16.27	14269
101	Oil (5 qts.)	9.0	-26.0	-234
102	Fuel (20 gal. Min.)	120.0	-3.0	-360
103	Pilot	170.0	+26.0	+4420
Totals		1176.0	+ 15.39	+ 18095

Approved Forward limit is 14.86 in aft datum hence loading is satisfactory.

Section 3. Most rearward C.G. load condition.

Item No.	Name	Weight	Arm	Moment
---	Weight empty (as weighed)	877.0	16.27	14269
101	Oil (5 qts.)	9.0	-26.0	-234
102	Fuel (7 gal. Min.)	42.0	-3.0	-126
103	Pilot	170.0	+26.0	+4420
104	Passenger	170.0	+26.0	+4420
105	Baggage	37.0	+42.0	+1554
Totals		1305.0	+ 18.62	+ 24303

Approved rearward limit is 19.5 in aft datum, hence loading is satisfactory.

Maximum authorized Gross Weight is 1305 lbs.

Note to owner. Preserve this original Weight and Balance Report, Subsequent changes in equipment may be certificated by additional calculations without having to reweigh the airplane.

Section 4.

Weight empty	877 lbs.
Oil	9 lbs.
Fuel (12 gal.)	72 lbs.
Pilot	170 lbs.
Passenger	170 lbs.
Total	1298 lbs.
Max. Gross Weight	1305 lbs.
	1298 lbs.
	7 lbs, Max. Baggage with 2 persons.

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

CULVER AIRCRAFT CORPORATION, WICHITA, KANSAS
WEIGHT AND BALANCE REPORT NO. 51-[illegible]
CULVER LFA SERIAL 458
DATE March 23, 1942

B. K. Pickering
F.A.A. INSPECTOR

E. H. Schroeder
CULVER AIRCRAFT CORPORATION

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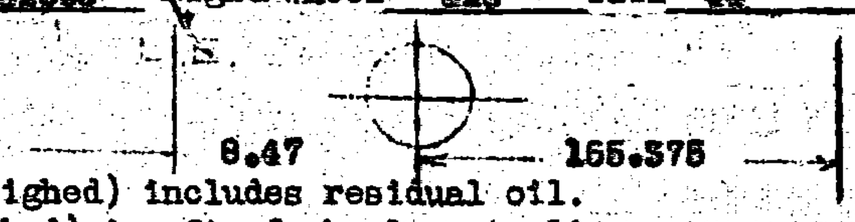

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(B) Weight empty (as weighed) includes the following:

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	Compass	5	1 lb.
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	Oil pressure gauge	5	.31 lb.
	Oil temperature gauge	5	.93 lb.
	Tachometer	5	.75 lb.
	Airspeed indicator	5	.65 lb.
	First aid kit	42	.5 lb.
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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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103	Pilot	170.0	+26.0	+4420
104	Passenger	170.0	+26.0	+4420
105	Baggage	87.0	+42.0	+ 1554
	Totals	1305.0	+ 18.62	+ 24303

Approved rearward limit is 19.5 in aft datum, hence loading is satisfactory.

Maximum authorized Gross Weight is 1305 lbs.

Note to owner. Preserve this original Weight and Balance Report, Subsequent changes in equipment may be certificated by additional calculations without having to reweigh the airplane.

ection 4.

Weight empty	877 lbs.
Oil	9 lbs.
Fuel (12 gal.)	72 lbs.
Pilot	170 lbs.
Passenger	170 lbs.
Total	1298 lbs.

Max. Gross Weight	1305 lbs.
	1298 lbs.
	7 lbs. Max. Baggage with 2 persons.

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FAA AIRCRAFT REGISTRY
CAMERA NO. DATE: 3-7-83

Form ACA 305
(Rev. 1-2-41)

A20037

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

IDENTIFICATION MARK
NC41736
DATE
3-23-42
APPROVED
B. K. Pickering
(Inspector's signature)
DISAPPROVED
(Inspector's signature)

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is made for an Airworthiness Certificate for:

1. Make Culver 2. Model LFA

3. Type Certificate No. 730 4. Manufacturer's Serial No. 458

5. Applicant's name Culver Aircraft Corporation
(Print or type FULL NAME)

6. Permanent mailing address 600 East 35th Street, Wichita, Kansas
(Street) (City) (State)

7. Describe any special purposes for which aircraft will be used

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

I CERTIFY that the above statements are true.

Culver Aircraft Corporation
(Name of applicant)

By C. W. Mooney
(Signature)

Vice President & Chief Engineer
(Title)

DATE March 23, 1942

16—11286 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

Form ACA 817
(Rev. 8-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Culver Aircraft Corporation (Manufacturer), certify that the aircraft Culver (Make), LFA (Model), 458 (Serial number), has been manufactured, under Production Certificate No. 20,* in conformity with the data forming the basis for Type Certificate No. 730 and any revision or modification thereof approved by the Administration as of --- (Date), with the exception of the following deviations:

L. W.	416.5
R. W.	416.0
Tail	44.0
Total	876.5

DATE March 23, 1942

(Signature)

Vice President & Chief Engineer
(Title)

* Delete this phrase if not applicable.

16—21035 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-7-83

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