US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make: **SUPERIOR**	Model: **CULVER LFA**
	Serial No.: **325**	Nationality and Registration Mark: **N37816**
2. Owner	Name *(As shown on registration certificate)*: **MARCUS B. RUSS**	Address *(As shown on registration certificate)*: **104 TAXIWAY AVE. EASLEY, SOUTH CAROLINA 29640-6817**

3. For FAA Use Only

The data/~~alteration~~ identified herein complies with the applicable ~~airworthiness~~ requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR, section 43.7.

JAN 12 2007
Date

Signature of FAA Inspector SO-13

RECEIVED
JAN - 8 2007
GAE FSDO SO13

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	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.
ISAAC D. WHITE 134 ROLLING HILL RD. LIBERTY, SOUTH CAROLINA 29657	X U.S. Certified Mechanic Foreign Certified Mechanic Certificated Repair Station Manufacturer	**3067784 IA**

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
01/04/07	

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 ☒ APPROVED ☐ REJECTED

BY						Other *(Specify)*
	☐ FAA Flt. Standards Inspector	☐ Manufacturer	☒ Inspection Authorization			
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group			

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
01/04/07	**3067784 IA**	

FAA Form 337 (12-88)

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 accomplished.)

01/04/07 **N37816** **S/N 325**

1. **INTRODUCTION:** Removed OEM Expander tube hydraulic brake system and installed the TSO'd Cleveland Conversion Kit 199-102, TSO C26.

2. **DESCRIPTION:** Removed original expander tube hydraulic brakes, 5.00-4 tires and 4.00 wheels. Retained original master brake cylinders and toe pedals. Installed Cleveland Kit 199-102 IAW Cleveland Product Reference Memo 13A released Nov. 4, 1987 rev A July 1, 1995 and Drawing 50-76 dated 5-28-51 with 5.00-5 tires and tubes. New Cleveland torque plates bolted directly on Culver axle flanges. Calipers mounted forward for clearance. Landing gear, after new tires installed and inflated, was retracted to insure wheel well clearance. Braking and taxi tests performed to insure proper operation. Conditioning procedure for linings was performed in accordance with PRM 13A page 1. Engineering analysis was made to justify choice of Cleveland kit used. The brake system meets the minimum brake deceleration requirement of 10 ft/sec/sec as shown on Cleveland Drawing # 33269.

3. **CONTROL AND OPERATION INFORMATION:** Toe pedal controls were verified adequate for full power run up and for normal differential braking control.

4. **SERVICING INFORMATION:** Servicing of fluid reservoir was done at installation and should be repeated at each annual inspection and at other times if braking power is degraded.

5. **MAINTENANCE INSTRUCTIONS:** As needed and at each annual inspection.

6. **TROUBLESHOOTING INFORMATION:** Inspect reservoir fluid level, caliper leakage, wheel bearing lubrication, and lining thickness as necessary for proper operation.

7. **REMOVAL/REPLACEMENT INFORMATION:** Removal and replacement must be done in accordance with Cleveland Product Reference Memo 73 and 13A and AC 43.13 1B, Chapter 9 Section 1 and 2.

8. **DIAGRAMS:** Diagrams of the installation are not required.

9. **SPECIAL INSPECTION REQUIREMENTS:** There are no special inspection requirements.

10. **APPLICATION OF PROTECTIVE TREATMENTS:** N/A

11. **DATA:** N/A

12. **LISTING OF SPECIAL TOOLS/EQUIPMENT:** N/A

13. **FOR COMMUTER AIRCRAFT CATEGORY:** N/A

14. **RECOMMENDED OVERHAUL PERIODS:** There are no recommended overhaul periods.

15. **AIRWORTHINESS LIMITATIONS:** There are no airworthiness limitations.

16. **ICA REVISION:** For revision of this ICA, a letter will be submitted to the local FSDO with a copy of the revised form 337 and revised ICA. The FAA inspector accepts the change by signing block 3 and including the following statement: "*Major alterations have been accepted by the FAA superseding the Instructions for Continued Airworthiness.*" Once the revision has been accepted, a maintenance entry will be made identifying the revision, its location, and a date on the form 337.

---END---

☐ Additional Sheets Are Attached

U.S. G.P.O 1990-761-753

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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	325

d. ENGINE MAKE	e. ENGINE MODEL
FRANKLIN	HAC-176-F3

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
JOHN J. SAMMON	BOX 398 FLOURTOWN, PA.	N- 37816

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 _____
b. ☒ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON 6-6-57 (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 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

John J. Sammon.
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

6-14-57 (DATE) OWNER (TITLE)

16—60827-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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. 12
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1956 (YEAR) THROUGH CARD NO. 57-11
   - 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 424:50 HOURS
   - d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. 125200 TOTAL HOURS 424:50
     - 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 6-13-57 (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
     - ☒ BY MECHANIC, CERTIFICATE NO. AME 1999485
   - b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - 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 AS PER CAR E (DATE)
   - g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 5-9-56 (DATE)
     BY O.W. TOWNSON (NAME OF ISSUING REPRESENTATIVE) 132 (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	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO. Reg. 1 NY ASDO 3	DATE 6-14-57	☐ ACCEPTED ☐ REINSPECTED ☒ SPOT CHECKED

☐ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—62627-2

MICRO

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

FG

FEDERAL A ION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
1261

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: Superior /Culver	MODEL: LFA
	SERIAL NO.: 325	NATIONALITY AND REGISTRATION MARK: N37816
2. OWNER	NAME (As shown on registration certificate): Richard Vogt Sr.	ADDRESS (As shown on registration certificate): 68 Kingwood Ave, Frenchtown, N.J. 08825

3. FOR FAA USE ONLY

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.9.

APPROVING INSPECTOR [signature]

DATE May 18 1980 AEA FSDO #61

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

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Richard Vogt Jr. 9 Cornell St. Red Hook N.Y. 12571	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AP#150408902

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: May 18, 1980.

SIGNATURE OF AUTHORIZED INDIVIDUAL: Richard Vogt Jr. A+P 150408902

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 Agency and is [X] APPROVED [ ] REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 18, 1980	IA* 225403	John C. Barker

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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.)*

Removed Franklin 4AC-176 s/n 125124 and accessories and installed Continental [illegible] and accessories using approved data [illegible] dated [illegible] on Culver LCA [illegible], s/n 135. All work done in accordance with AC 43.13-1A and AC 43.13-2A. Weight and balance and operations limitations revised and entered into aircraft records.

Keyhook N.Y. 1927

X

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1965 OF—761-748

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

JAN 3 1969

5

FEDE AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 1-2-18

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 Cadet LFA	MODEL: LFA
	SERIAL NO.: 325	NATIONALITY AND REGISTRATION MARK: N37816
2. OWNER	NAME (As shown on registration certificate): Frederick H. Fescharek	ADDRESS (As shown on registration certificate): 63 Stephenville Blvd. Red Bank, N.J.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Kurt Wagner 1632 Mayfair Court Point Pleasant, N.J.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1161318

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
1-1-69	Kurt Wagner

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 Agency and is [X] APPROVED [ ] REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
1-1-69	1161318 AI	Kurt Wagner

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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.

JAN 28 11 37 AM '85
OKLAHOMA CITY, OKLA.

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

The entire aircraft was rebuiltin the following mannor:

WINGS
1. Replaced all Cracked nose ribs
2. Installed new leading edge skins
3. Installed new wing skins (from root to wing tips)
4. installed new wing walks
5. repaired trailing edges & replaced all bad gussets
6. installed new wing root ribs
7. installed new electricalweiring

VERTICAL FIN
1. rebuilt by installing new main spar & skins

STABILIZER
1. replaced all ribs in center section
2. Spliced in new skin in center section

FUSLAGE
1. Replaced lower longerons, crossmembers & gussets
2. spliced in new upper longerons (40" from tailpost fwd.)
3. replaced vertical fin bulkhead, tailskid support & tailpost
4. replaced fuslage side skins (firewall to tailpost)
5. spliced in new turtledeck skin around cockpit and 30" fwd from tailpost

All metal was sanded, primed and painted. All wood was given 3 coats of Spar varnish.
The above woodwork was done in accordance with FAR 43.13-1, Chapter 1, section 1&2.

The entire Aircraft was covered with Ceconite 101 (approval basis STC SA162NE

Fabric work was done in accordance with Cooper Manual on Ceconite and FAR 43.13-3 Chapter 3 sect. 1&2

CAB finished

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1985 OP—761-748

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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: CULVER	MODEL: LFA	SERIAL NO.: 325	NATIONALITY AND REGISTRATION MARK: N37816 Std.
2. OWNER	NAME (*First, middle, last*): WILLIAM J. MARSHALL	ADDRESS (*Street and number, city, zone and State*): 2215 AFTON ST, PHILA, 15 PA		

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*)			✓	
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*)*
	931.7	19.2	373.3

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
GEORGE H. STUEBING 910 PENNY PACK CIRCLE HATBORO PA.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A+P 2760

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.

6-30-58 (Date repair and/or alteration completed)

George H. Stuebing (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*) INSPECTION AUTHORIZATION

7-29-58 (Date of approval or rejection)

George H. Stuebing A+P 2760 (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 8-12-58 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

Reg. I NY
ASDO 9 (CAA designation number)

John J. Boyle (Signature Aviation Safety Agent)

16—54010-4

DETAIL COPY ATTACHED

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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.

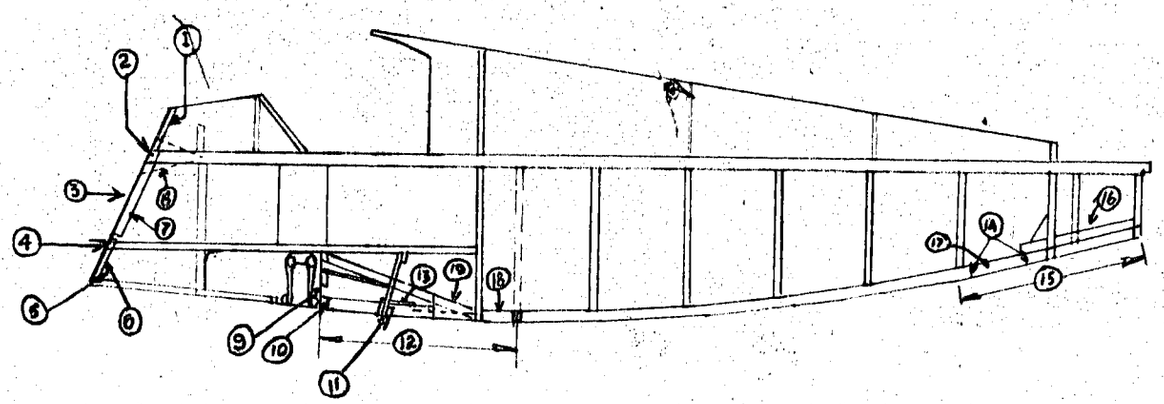
8. DESCRIPTION OF WORK ACCOMPLISHED.*

*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

THIS COPY FOR AIRCRAFT RECORDS



1 FOOT

NOTE: ALL NEW WOOD WORK COATED WITH 2 COATS OF VARNISH

1	NEW 1/2 X 2 1/2" SPRUCE DECK FORMER
2	NEW 3/4" x 1 1/2" SPRUCE FRONT STRUT (TOP)
3	NEW PLYWOOD FIRE WALL PANEL
4	NEW 3/4" X 2" SPRUCE FRONT STRUT (BOTTOM)
5	NEW 1/2" X 1 1/2" SPRUCE FLOOR BOARD SUPPORT & NEW CORNER BLOCKS
6	NEW 1/2" X 1 1/2" SPRUCE SIDE FORMERS LEFT & RIGHT
7	NEW 3/4" X 1" SPRUCE TANK SUPPORTS LEFT & RIGHT
8	PLYWOOD SKIN PATCH (6") RIGHT SIDE AT UPPER LONGERON WITH CORNER BLOCK
9	NEW PLYWOOD BULKHEAD 1/8"
10	NEW 3/4" L x 3 1/2" SPRUCE STRUT WITH WALNUT STIFFNER AT BOLT HOLES
11	NEW 1/2" x 3 1/2" SPRUCE STRUT AT SEAT BACK FOR BOTTOM SKIN BRACE
12	NEW 1/8" PLYWOOD SKIN 32" LONG
13	NEW 3/4" SPRUCE BATTERY BOX SUPPORTS
14	REWORKED LONGERON SPLICE & NEW LONGERON TO TAIL POST (LEFT SIDE) WITH PLYWOOD GUSSET
15	NEW 1/8" PLYWOOD SKIN 31" FORWARD TO TAIL POST
16	NEW TAIL WHEEL SUPPORT BLOCK, SPRUCE
17	REINFORCING GUSSET INSIDE OF LONGERON SPLICE INSTALLED IN JAN. 1953 (RIGHT SIDE)
18	REPLACED SPRUCE CORNER BLOCKS MAIN BULKHEAD TO LONGERON LEFT & RIGHT SIDE
19	REPLACED 1/8" PLYWOOD GUSSETS LEFT & RIGHT

ABOVE WORK INSPECTED & APPROVED BY

No WGT. CHANGE

CULVER LFA

SERIAL 325

N37816

4-26-58

Inspected & returned to service 7-31-58 [illegible] IA 2760

FAA AIRCRAFT REGISTRY N CAMERA NO. 5 DATE: 6-18-84

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

W-240

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	325

d. ENGINE MAKE	e. ENGINE MODEL
Franklin	4AC-176-F3

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Wayne S. Evans, Jr	Stahl Road Huntingdon Valley Pennsylvania	N 37817 378/6

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 December 8, 1954
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 (15) of the Civil Aeronautics Act of 1938, as amended.

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

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

9/9/55 (DATE)
owner (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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 1955 (YEAR) THROUGH CARD NO. 18
   - 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 409:10 HOURS
   - d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. 125200 TOTAL HOURS 414:20
     - SERIAL NO. ____ TOTAL HOURS ____
     - SERIAL NO. ____ TOTAL HOURS ____
     - SERIAL NO. ____ TOTAL HOURS ____

RECEIVED
SEP 30 9 07 AM '55
ADMIN. & RECORDS BRANCH
A-300

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED September 8, 1955 (DATE)
     - [ ] BY AIRCRAFT MANUFACTURER
     - [ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. ____
     - [X] BY MECHANIC, CERTIFICATE NO. 13652
   - b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

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 September 9, 1956 (DATE)
   - g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE September 15, 1954 (DATE)
     BY Dan M. Cochran III (NAME OF ISSUING REPRESENTATIVE) 1630 (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	
George W. Townson George W. Townson	132	September 9, 1955	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[X] ACCEPTED [ ] REINSPECTED [ ] SPOT CHECKED
B. S. Van Astodalen	Reg. I NY ASDO 9	9-26-55	

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—6

Form ACA-806a (11-51)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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	LFA	326	N 37816(STANDARD)

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	Wayne S. Evans, Jr.	Stahl Road Huntingdon Valley, Pa.

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*)*
	931.7	19.2	373.3

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
George Townson Buehl Field Eddington, Pa.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Ae 13662

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.

September 9, 1955
(Date repair and/or alteration completed)

Geo. Townson
George Townson AE 13662
(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*)

September 9, 1955
(Date of approval or rejection)

Geo. W. Townson
George W. Townson, 138
(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 9-26-55 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Reg. 1 NY
ASDO 9
(CAA designation number)

B. S. Van Astodalen
(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-18-84

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.*

1. Landing gear repaired as follows:

   New extension struts made from 4130 steel tube using the damaged struts for dimensions Oleo pistons, brakes and wheels from another Culver

2. New belly skin on bottom of fuselage and wood replaced and reglued as necessary. New rudder control cables, brakes rebuilt, New instrument panel, new glass and one piece windshield.

3. Wing walks and root ribs on both wings rebuilt, new skin on leading edge where necessary. Wing reglued and new wood as necessary

4. Wings, fuselage and tail surfaced covered with Grade "A" fabric and doped with Randolphs Nitrate dope, 4 coats clear, 6 coats aluminum, finished with 2 coats Dulux enamel

5. New propeller installed

RECEIVED
SEP 30 9 07 AM '55
ADMIN. & 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 N
CAMERA NO. 5 DATE: 6-18-84

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R053.4.

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

1. AIRCRAFT	MAKE: Culver	MODEL: L F A	SERIAL NO.: 325	NATIONALITY AND REGISTRATION MARK: N 37816 -STANDARD
2. OWNER	NAME (First, middle, last): Joe C Jenkins	ADDRESS (Street and number, city, zone and State): Wyoming Delaware.		

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 - 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.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	881.5	16.28	423.5

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Wayne C Brubaker P O Box 62 Wyoming Delaware.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A 1249278

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.

Jan 31 1953. (Date repair and/or alteration completed)

Wayne C Brubaker A 1249278 (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)

11/26/53 (Date of approval or rejection)

Alan Dee Cochran 1630 (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 11/30/53 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

ANW-257-9 (CAA designation number)

(Signature Aviation Safety Agent)

Form ACA-337 (4-52)

16—54010-4

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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.*

Both Bottom Longrons spliced at rear of fuselage 27 in. from tail post air craft spruce same size as piece removed 7/8" X 3/4"

Ten to one splice was used.

All skin on bottom of fuselage replaced. New sheet of skin left left side under tail group. All skin was replaced with I/I6 "

Air-craft Mahogany as original.

Fuselage.Tail group, Recerved with grade A fabric. I2 coats clear dope,Three coats silver dope, Complet air-craft was then painted with three coats of Delux Enamel.

All work (icc) C M I8.

Refer to drawings.

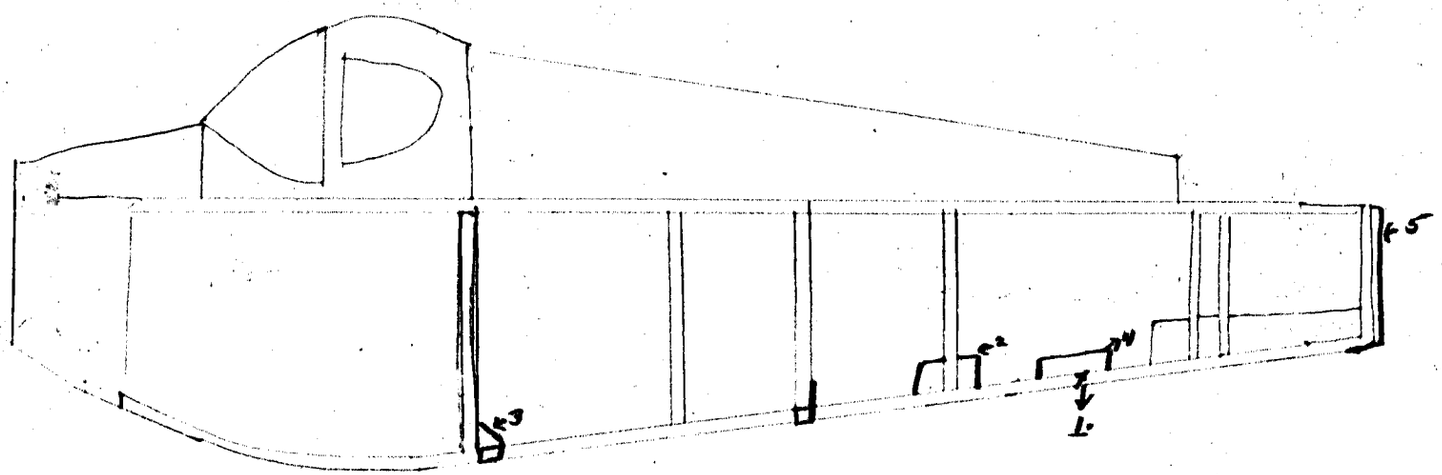
RECEIVED
DEC 1 2 35 PM '53
ADMIN. & RECORDS BRANCH
W-300

*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—64010-4

CULVER N37816 MODEL LFA SERIAL No 325



1. BOTH BOTTOM LONGRONS SPLICED 27" FROM TAIL POST 10" TOT" SPLICE WAS USED.

2-3. ALL GUSSETS AND CORNER BLOCKS THAT HAD IN BOTTOM OF FUSELAGE REPLACED.

4. 1/8" PLYWOOD GUSSET INSIDE OF LONGERON SPLICE 12" X 4 1/2"

5. 1/4" PLYWOOD RENFORCING OF TAIL POST REPLACED.

6. ALL GUSSETS 1/16 AND 1/8" MAHOGANY AS ORIGINAL

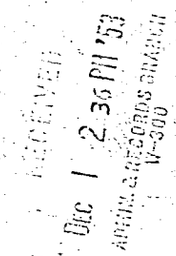
JAN 30 1953.

Above work was inspected and approved by me before fuselage was covered

J. P. Kuest
DAME # 1628

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84



FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

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-R041.6.

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	325

d. ENGINE MAKE	e. ENGINE MODEL
Franklin	4AC-176-F3

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Joe C Jenkins	Wyoming Del	N-3781G

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. 7, 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 ☐ WEIGHT AND BALANCE REPORT
☑ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

Joe C Jenkins
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)
9/25/53 (DATE)
Owner (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY N
CAMERA NO. 5 DATE: 6-18-84

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

RECEIVED OCT 8 9 25 AM '53 ADMIN. & RECORDS BRANCH W-300

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. 730 THROUGH SHEET REVISION NO. 2
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☑ AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 53-19
   - 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 394:45 HOURS
   - d. ☑ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 125200	TOTAL HOURS 399:45
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 9/15/53 (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
     - ☑ BY MECHANIC, CERTIFICATE NO. A 1249278 E 1230559
   - b. ☑ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. ☑ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - 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 9/25/54 (DATE)
   - g. ☑ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 10/11/52 (DATE)

     BY Henry P. Albers (NAME OF ISSUING REPRESENTATIVE) 1704 (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	
Dan M. Cochran	1630	9/25/53	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
B. S. Van Artsdalen	NY-L57-9	10-6-53	

☒ ATTACHMENT

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

5

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 Spot Check

AIRCRAFT

3. MAKE: Culver

4. MODEL: LFA

5. NATIONALITY AND REGISTRATION MARK: N 37816

6. MANUFACTURER'S SERIAL NO.: 325

ENGINE

7. MAKE: Franklin

8. MODEL: 4AC 176F

9. OWNER'S NAME: Donald W. Cambell

10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500)
Walnut Street, Bridgeville, Del.

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.

(OWNER OR AUTHORIZED AGENT)

(DATE) (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. _____ THROUGH SHEET REVISION NO. _____
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
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

16. DESIGNATION NO.

17. DATE

18. AVIATION SAFETY AGENT'S SIGNATURE

19.
- ☐ ACCEPTED
- ☐ REINSPECTED

20. DATE: 1/23/52

21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) ☒ YES ☐ NO

Above described aircraft was spot checked this date and several items of unairworthiness noted. Specifically, the rear spar of vertical stabilizer has indications of wood deterioration due to water trapped behind loose fabric and skin separation. The belly of aircraft oil soaked and rotted. Propeller installed is Lewis L 10A-42 TCT88, rated 65 HP Max.Con. RPM 2400 Div 72". Aircraft Specification A730, Culver LFA-Section II shows Franklin Engine 4AC 176F rated at 2500 RPM, 80 H.P. Propeller dia. not over 70" not under 68". It is, therefore, indicated that the propeller presently installed on your aircraft is not an item of approved installation. This aircraft may not be flown except on Ferry Permit until items of unair-

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

Form ACA-305-305a (11-49)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

worthiness are corrected and propeller approved for the aircraft is installed.

RECEIVED
CERTIFICATE SECTION
FEB 13 8 12 PM '32

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

1-583

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: N-37816

6. MANUFACTURER'S SERIAL NO.: 325

ENGINE

7. MAKE: Franklin

8. MODEL: 4AC-176-F*2

9. OWNER'S NAME: Donald W. Campbell

10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500)
Walnut Street
Bridgeville, Delaware

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.
E M Smith
X E.M. Smith
(OWNER OR AUTHORIZED AGENT)
October 10, 1951 (DATE) Service Mgr. Air Service Inc. (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. A-730 THROUGH SHEET REVISION NO. 2
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1951 (YEAR) THROUGH CARD NO. 23
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: Henry P. Albers
Henry P. Albers

16. DESIGNATION NO.: 1704

17. DATE: October 11, 1951

18. AVIATION SAFETY AGENT'S SIGNATURE: [illegible]

19. ☒ ACCEPTED ☐ REINSPECTED

20. DATE: 10/23/51

21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) ☐ YES ☒ NO

Aircraft last flown August 15, 1951

1-9-52

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

OCT 22 1951

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

RECEIVED
CERTIFICATE SECTION
JUN 3 10 57 AM '82

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Form ACA-809—Page 1 (12-45)

235

UNITED STATES OF A...CA
DEPARTMENT OF CO...NCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

CAA IDENT. MARK: N37816(STANDARD)

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
Franklin	4AC-176-F3	Culver	LFA	7-41	325	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	-	Any	--	2500	80	80 Min.
METO* SEA LEVEL	X	TO Any	--	2500	80	80 Min.
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		LANDING WEIGHT	
LAND 1305	SEA --	LAND 1305	SEA --

OPERATIONS AUTHORIZED

Datum is leading edge of wing at fuselage.
C.G. Range is 14.8 to 19.5"
See weight & balance data sections for loading information.

INSPECTOR'S SIGNATURE: Vern M. Remmers
Vern M. Remmers 5216
DATE: Oct. 28, 1949

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. 5 DATE: 6-20-84

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 BE MADE PAYABLE TO THE TREASURER OF THE UNITED STATES.)

16 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

FORM ACA-305 (8-26-47)

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.
- [x] ANNUAL INSPECTION

CAA IDENTIFICATION
- [x] NC
- [ ] NR
- [ ] OTHER (Specify)
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL
Culver	LFA

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
37816	325	7-41	730

ENGINE

MAKE	MODEL
Franklin	4AC-176-F3

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
Herbert Holms	7224 N Rockwell Chicago, Ill.

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.

[signature] OWNER OR AUTHORIZED AGENT

10-28-49 DATE

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 ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A-730-1 ADS 1949 thru 49-42 (SPECIFY)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

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

FINDINGS

[x] AIRWORTHY [ ] UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Vern M. Remmers 5216		DATE Oct. 28, 1949
	CAA INSPECTOR'S SIGNATURE [signature]	[x] ACCEPTED [ ] REINSPECTED	DATE 11-4-49

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

12-13-9

NOV 1, 1949 D.O. #12

21049

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

NOV 7 10 57 AM '49
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY, MISSOURI

NOV 17 3 38 PM '49
MAIL ROOM - C
WASHINGTON
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Form ACA 308-A
(Rev. 6-1-41)

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. 37816

This Certifies that C[illegible] LFA

manufacturer's serial No. 325, has been inspected and this day found to be in condition for safe operation when operated and maintained in accordance with the regulations 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 issued by the Administrator 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, except that it shall immediately expire (1) at the end of T[illegible] 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:

Refusal to endorse: _____ Civil Aeronautics Inspector

J. P. HUGHES [signature] Civil Aeronautics Inspector

Date _____ OCTOBER 24, 1945 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. 5 DATE: 6-20-84

Inspector's Endorsement	Date

If this certificate is lost or destroyed, a duplicate may be obtained from the Certificate Section, 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. 5 DATE: 6-20-84

Form ACA 807
(Rev. 11-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

DEPARTMENT OF CIVIL AERO...
NOV 12 22
RECEIVED

AIRCRAFT INSPECTION REPORT

Herbert Holmes (Owner's name) 1629 Columbia St. Chicago. Ill. (Address)

Culver (Make) LFA (Model) 325 (Serial number) NC 37816 (Identification mark)

Designation 3PCLM 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 10-22-45 by E. Kucera 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. _____
   (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 (✓) for a period of One Year / on date of October 24. 1945

DISAPPROVED*

Date _____

Inspector _____

APPROVED

Date October 24. 1945

Inspector J. D. Hughes

[OVER]

16—11831-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES

PROPELLERS

REPAIRS Left wing rebuilt with factory parts
Replaced landing gear struts. Repaired left rear wing fitting

After accident of

ALTERATIONS

Forms and documents submitted (indicate by form number or nature of content) which are attached 305.311.308A. 337. (2).

with the following to be checked by the Engineering Branch 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, 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—11531-1 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

Budget Bureau No. 41-R852-43
Approval expires 6-30-43

(To be filled in by inspector)	
	After Accident of ____ (Date)
✓	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)
Date	10-24-45
Inspector	[signature]

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. 37816

Owner's name HERBERT HOLMES
Owner's address 1629 COLUMBIA ST CHICAGO ILL
Aircraft manufacturer and model CULVER LFA Serial No. 325
Engine manufacturer and model* FRANKLIN 6O 4A C-176-F3 Serial No. 125200
Propeller manufacturer and model* SENSENICH 70AF54 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

*____ Manufacturer. *____ Approved repair station No. ____ *__X__ Certificated mechanic

Agency's name ELMER D KUCERA

Address PALWAUKEE AIRPORT DESPLAINS ILL Date of repair or alteration 10-20-45

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]

(1) REPLACED FACTORY ENGINE ~~BEARER~~ MOUNT (NEW)
(2) REPLACED FACTORY LEFT AILERON (NEW)
(3) REPLACED FACTORY CAM GEAR (NEW)
(4) REPLACED SENSENICH PROP (USED) MODEL # 70AF-56 SERIAL # 38530
(5) REPAIRED LEFT REAR WING FITTING ON # 46 BULKHEAD AS SHOWN ON OPPOSITE SIDE. REPAIR DONE AS/PER CULVER REPAIR FORM. ALL PLYWOOD + SPRUCE COVERED WITH 2 COATS OF VARNISH REPAIR COVERED WITH GRADE A FABRIC + 6 COATS OF DOPE + FINISH
(6) REPLACED 2 FACTORY LANDING GEAR STRUTS (NEW)

*CHECK AGENCIES INVOLVED.

To be filled out in duplicate and completed on opposite side

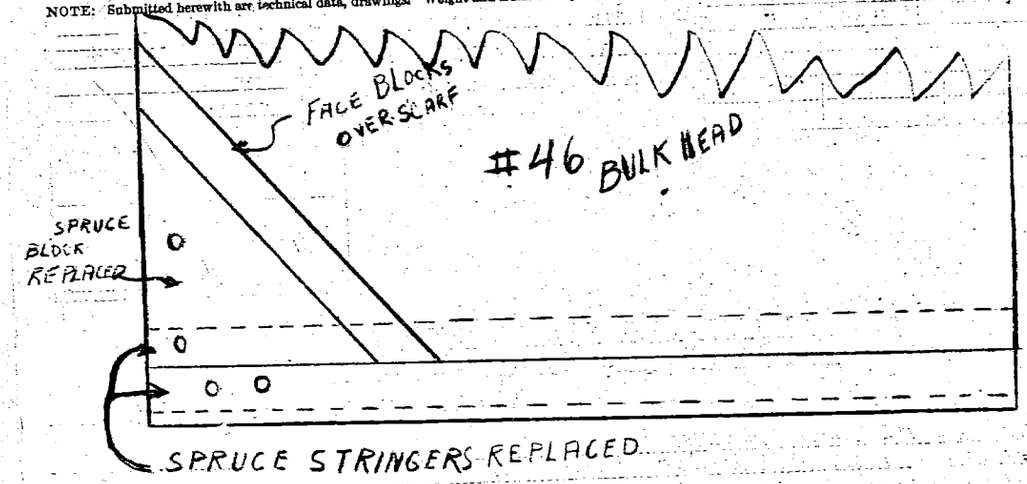
The original to be forwarded through the appropriate Field Branch Office, the copy to be delivered to the owner of the aircraft.

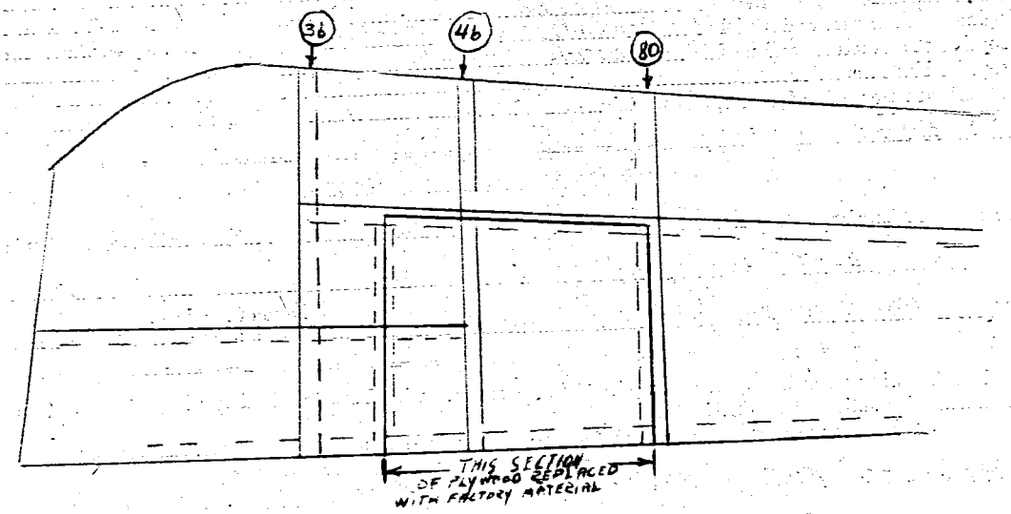
16—8168-3

99

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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





SUPERVISING MECHANIC'S CERTIFICATE

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

OCT 20 1945
(Date)

Elmer D Kucera
(Mechanic's signature)

Mechanic's Certificate No. A&E 17370
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—6168-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

Budget Bureau No. 41-R052-43
Approval expires 6-30-43

(To be filled in by inspector)

After Accident of _____ (Date)

Approved

Disapproved

Forwarded for engineering approval (Submit complete details)

Date 10-24-45

Inspector [signature]

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 37816

Owner's name Mr. Herb Holmes

Owner's address 1629 Columbia PO # 26: Chicago, Illinois

Aircraft manufacturer and model Culver LFA — Serial No. 325

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

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

Agency's name Smyer Aircraft Sales & Service

Address Box 988; Ponca City, Oklahoma

Date of repair or alteration 5-26-45

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]

New front and rear spar; two outboard drag braces; all ribs, slots and formers, outboard of # 4 rib replaced new. New leading edge and plywood covering. First 4 ribs and wing walk and trailing edge original. Wing built up according to CAM 18 and Culver blueprints using factory leveling means. All material replaced same as original. All ribs, spars slots and formers used, sent from Culver factory prefabricated. Covered with Grade A fabric and rib stitched according to factory specifications. Finished with 6 coats clear, 2 coats aluminum and 8 spray coats of pigmented dope.

Wing repairs approved subject to final inspection of completed aircraft. 5-26-45 Alfred K. Young C.A.A. Inspector

CHECK AGENCIES INVOLVED.

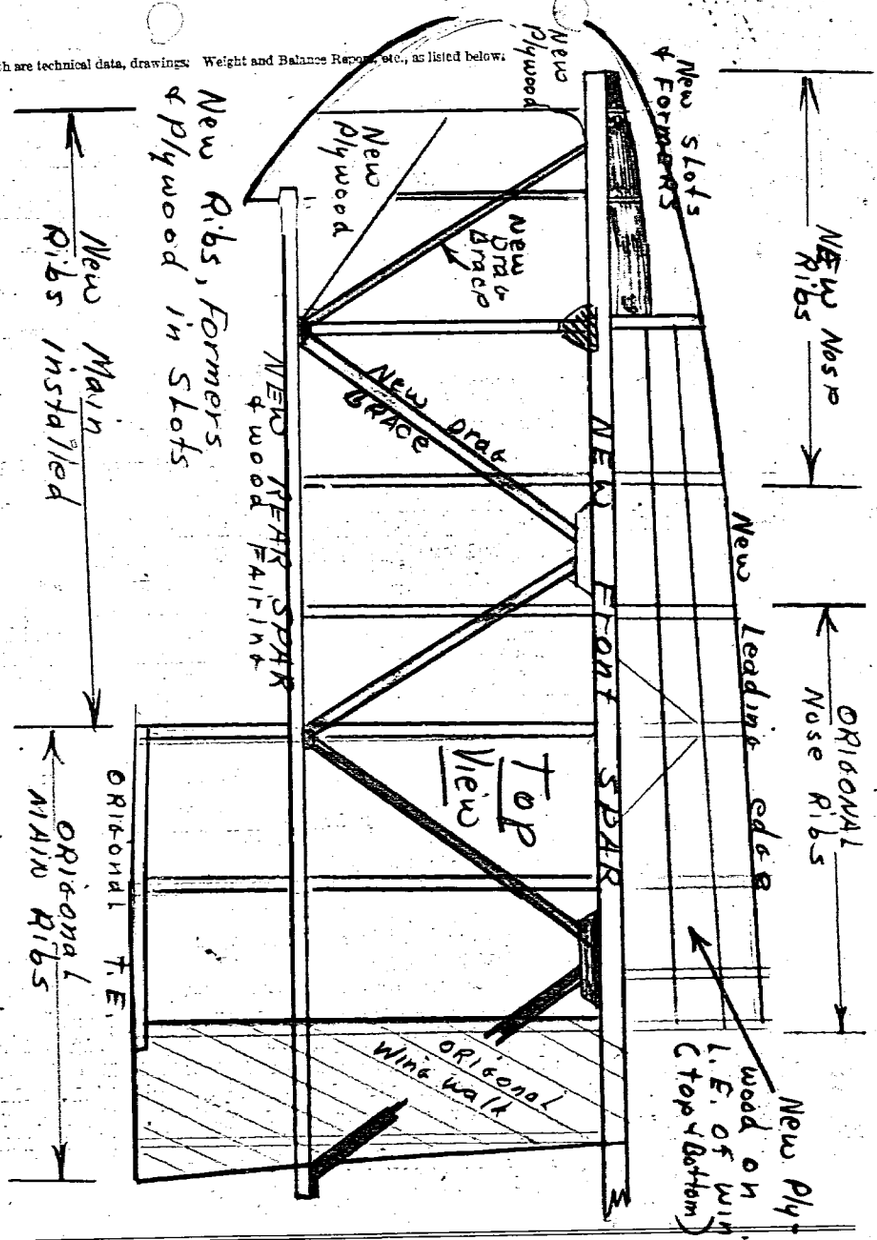
To be filled out in duplicate and completed on opposite side

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

16—8163-3

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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



All Ribs, Spars, Drag Trussing & Parts Sent From Culver Factory
Wing built up in accordance to C.A.M. 18 Factory Blue prints & Leveling Means.

SUPERVISING MECHANIC'S CERTIFICATE

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

5-26-45
(Date)

Forrest Winey
(Mechanic's signature)

Mechanic's Certificate No. AFF 2055005
(Rating)

Forrest Winey

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Form ACA 811
(Rev. 10-1-40)

CERTIFICATE NUMBER
NC 37816
DATE
10-24-45
ENDORSED
Inspector's signature
ENDORSEMENT REFUSED *
Inspector's signature

* Explain on attached report.

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

APPLICATION FOR PERIODIC ENDORSEMENT OF AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is made for periodic endorsement of aircraft airworthiness certificate No. NC37816

Model LFA CULVER Serial No. 325

1. Owner's name HERBERT (Print or type) ALFRED (First name) HOLMES (Middle name) (Last name)

2. Permanent mailing address [redacted] (Street) 1629 COLUMBIA AVE. (City) CHICAGO (State) ILL.

3. Aircraft hours:
   (a) Total 227:15 (b) Since last periodic endorsement 17 hours
   (c) Date of last periodic endorsement Gaibing Sept. 18 1944

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

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

5. Describe any special purpose for which the aircraft will be used None

6. Have there been any major alterations, major repairs, or changes in equipment since the aircraft was last inspected by a Civil Aeronautics Inspector? yes

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

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

8. If this application is signed by an agent of the owner, state agent's:
   (a) Name (Print or type) (First name) (Middle name) (Last name)
   (b) Address

I certify that the above statements are true

Signature of owner Herbert A. Holmes
or
Agent

Date 10/20/45 Title Owner

[OVER]

16—13413

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

INSTRUCTIONS

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

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

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

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

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

U. S. GOVERNMENT PRINTING OFFICE 16—12413

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Form 305
Rev. 1-1-40

IDENTIFICATION MARK
NC 37816
DATE
10-24-45
APPROVED
(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 LFA
3. Type Certificate No. 730 4. Manufacturer's Serial No. 325
5. Applicant's name HERBERT ALFRED HOLMES (Print or type FULL NAME)
6. Permanent mailing address 1629 COLUMBIA AVE (Street) CHICAGO (City) ILL. (State)
7. Describe any special purposes for which aircraft will be used None

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

I CERTIFY that the above statements are true.

(Name of applicant)

By Herbert A. Holmes
(Signature)

Owner
(Title)

DATE 10/20/45

16—11286 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

[redacted]IFICATE MUST BE CA[redacted]
[redacted]E AIRCRAFT AT ALL TI[redacted]

AIRCRAFT AIRWORTHINESS CERTIFICATE NO. 37816

[redacted]s Certifies that CULVER CADET LFA

manufacturer's serial No. 326 ; 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:

Robert Kauffman

ROBERT KAUFFMAN
Civil Aeronautics Inspector

Refusal to endorse: _____
Civil Aeronautics Inspector

Dat[redacted] AUGUST 4, 1941
Date of Issuance

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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. 5 DATE: 6-20-84

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

OCT-6-8 45 AM

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

Budget Bureau No. 41-R052-43
Approval expires 6-30-43

(To be filled in by inspector)	
	After Accident of ____ (Date)
✓	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)

Date Sept-20-1944
Inspector C.A.A.

OCT 11 8 51 AM '44
RECEIVED
CIVIL AERONAUTICS
AUTHORITY

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. 37816 ✓

Owner's name Herbert Holmes
Owner's address 1629 Columbia St. Chicago, Illinois.
Aircraft manufacturer and model Culver LFA — Serial No. 325
Engine manufacturer and model* Franklin 80 4AC-176-F3 — Serial No. 125200
Propeller manufacturer and model* Sensenich 70AF54 — Serial No. A9603
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 Currey Flying Service
Address Galesburg, Illinois.
Date of repair or alteration 9/18/44

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]

1. Replace 1/16" plywood belly of fuselage from front to #4 bulkhead, apply two coats of varnish and cover with intermediate fabric same a s original.

2. Installed new belly cowl from forward of front spar.

3. Installed propeller; New. SENSENICH 70AF54 #A-9603

OCT 11 4 PM '44
RECEIVED
CERTIFICATE SECTION

*CHECK AGENCIES INVOLVED.

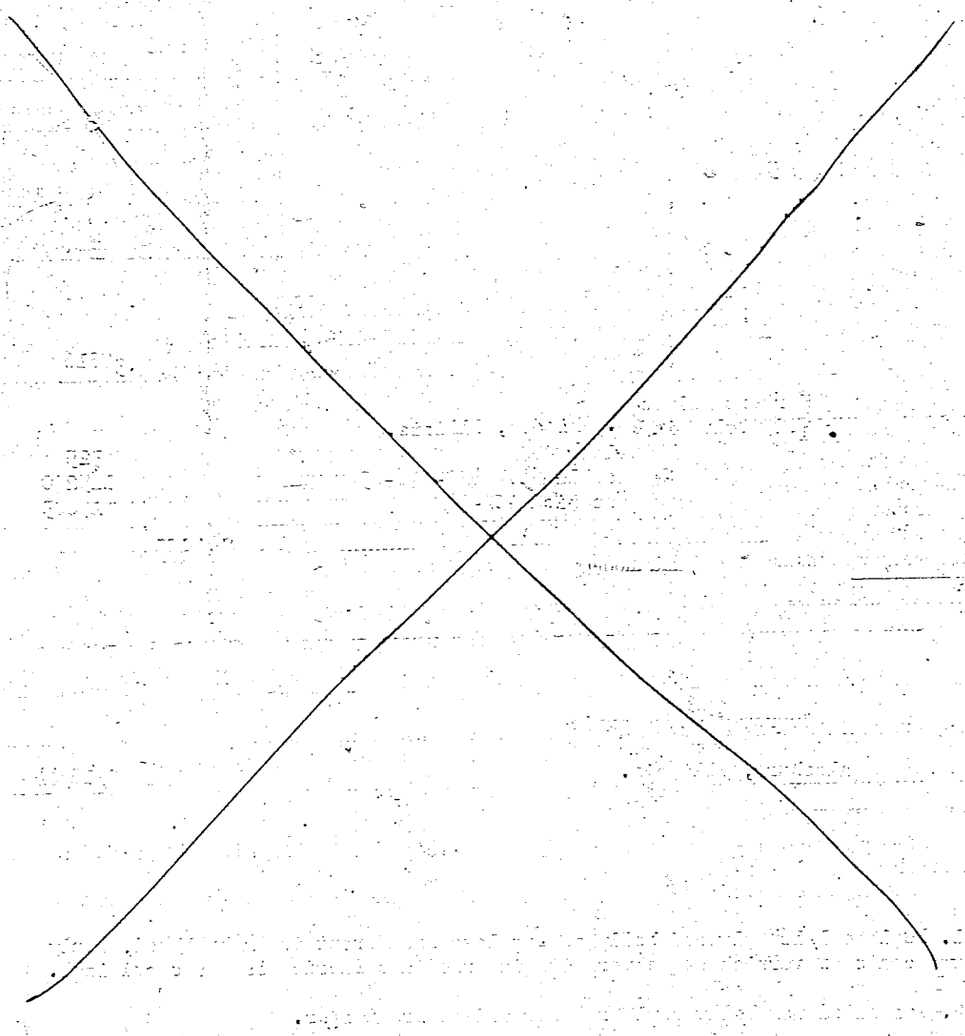
To be filled out in duplicate and completed on opposite side

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

18—8165-3

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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



SUPERVISING MECHANIC'S CERTIFICATE

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

Sept 18, 1944
(Date)

Elmer D Kucera
(Mechanic's signature)

Mechanic's Certificate No. A&E 19370
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—6168-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

RECEIVED
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

ROY GARVER (Owner's name) 212 LENN STREET, MUSCATINE IOWA (Address)

(Make)	(Model)	(Serial number)	(Identification mark)
CULVER	LFA	325	NC-37816

Designation 2 PCLM 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 _____ 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 A-1225
   (b) Aircraft specifications Serial No. A- AM-181
   (c) Special inspection request—dated _____
   (d) Notes Nos. _____
   (e) Special Notes Nos. 2,8,10,11,12.
   *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*	APPROVED
Date _____	Date SEPTEMBER 15, 1943.
Inspector _____	Inspector WALTER H. GRASSER.

[OVER]

16—11571

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES

PROPELLERS

REPAIRS INSPECTED O.K.

After accident of NONE

ALTERATIONS

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

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. 16—11831 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

(Rev. 6-1-41)

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)	
	AFTER ASSEMBLY OF _____ (Date)
✓	APPROVED
	DISAPPROVED
	Forwarded for engineering approval (Submit complete details)

Date Sept 15, 1943
Inspector WALTER H. GRASSER

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC-37816

Owner's name Roy Carver
Owner's address 212 Lenn St., Muscatine, Iowa
Aircraft manufacturer and model Culver LFA — Serial No. 325
Engine manufacturer and model* XXXXXXXXXX — Serial No. XXXXXXXX
Propeller manufacturer and model* — Serial No.
Propeller blade model* — Serial No.
Propeller hub model* — Serial No.

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

REPAIR OR ALTERATION AGENCY

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

Agency's name Rawdon Bros. Flying Service

Address 6628 E. Central, Wichita, Kansas — Date of repair or alteration 9/8/43

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]

1. Fuselage belly skin repaired according to Drawing SK-231

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE

16—8168

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

SUPERVISING MECHANIC'S CERTIFICATE

Gene Rawdon certifies that the foregoing statements are true of his own knowledge

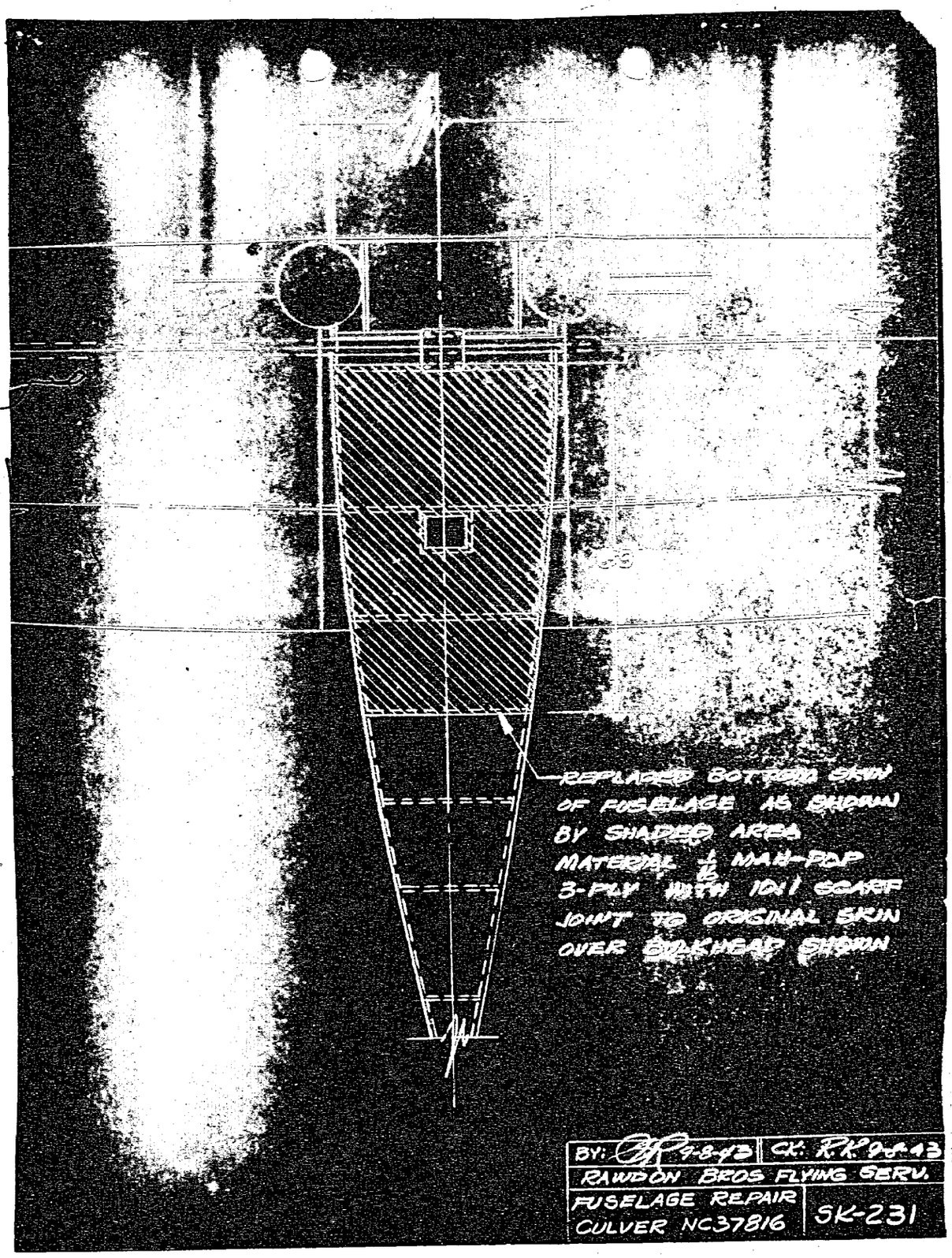
8/8/43
(Date)

Gene Rawdon
(Mechanic's signature)

Mechanic's Certificate No. A & E #12642
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—5188

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84



FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

UNITED STATES OF AMERIC
Department of Commerce
Civil Aeronautics Administration
Washington

AIRCRAFT INSPECTION REPORT

Carver Pump Co. (Owner's name) Muscatine, Iowa (Address)

Culver (Make) LFA (Model) 325 (Serial number) NC37816 (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 7-9-43 by V. Mc Kenzie A&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–
   - (c) Special inspection request—dated
   - (d) Notes Nos. Culver Bulletins 9, 10, 11, 12 complied with.
   - (e) Special Notes Nos. AM-181 8 and 10
   - * Exceptions, if any, noted none SN-1-2-3-4-5-6-7-9 not applicable

   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 July 12, 1943
Inspector	Inspector J. D. Davis

[OVER]

16—11831

RECEIVED
JUL 26 1943
FLIGHT ENGINEERING

04927

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

REMARKS PERTAINING TO—

AIRCRAFT New pitot tube, right oleo cylinder, landing gear lock pins replaced, rejuvinated wings and tail. Motor mount repaired.

ENGINES OK

PROPELLERS OK

REPAIRS Satisfactory

After accident of none

ALTERATIONS None

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

with the following to be checked by the Aircraft Airworthiness Section and returned when checked ( ). Forwarded through channels if satisfactory (X).

REMARKS

RECEIVED
CIVIL AERONAUTICS AUTHORITY
AUG 5 8 07 AM '43

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. 5 DATE: 6-20-84

Form ACA 337
(P... 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

5 8 07 AM '43
RECEIVED
CIVIL AERONAUTICS
AUTHORITY

(To be filled in by inspector)	
	After Accident of [signature] (Date)
X	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)

Date July 12, 1943
Inspector [signature]

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC37816

Owner's name Carver Pump Co.
Owner's address Muscatine, Iowa
Aircraft manufacturer and model Culver LFA Serial No. 325
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 7-9-43

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]

Installed new pitot tube, right oleo cylinder, lock pins, new airspeed, new top half of carburetor and rejuvenated wings and tail. Motor mount repaired as per sketch, and installed new rubbers. Culver Bulletins No. 9, 10, 11, and 12 complied with.

Inspected work done by Chester Loose, A&E 11051, on 6-27-43 and found it to be satisfactory.

*CHECK AGENCIES INVOLVED.

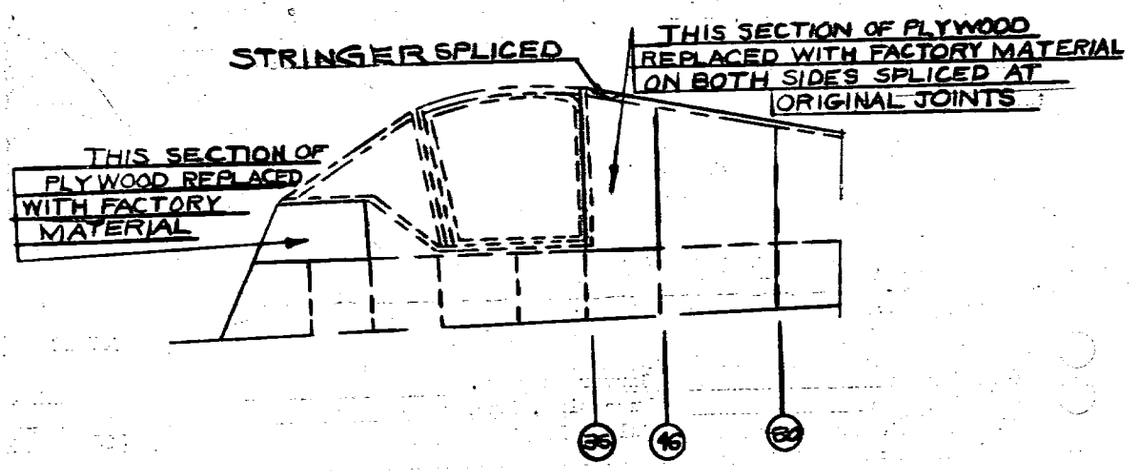
To be filled out in duplicate and completed on opposite side

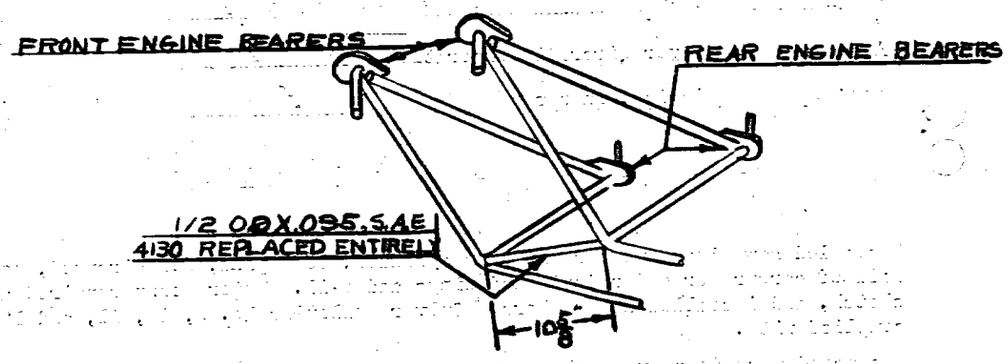
The original to be forwarded through the appropriate Field Branch Office, the copy to be delivered to the owner of the aircraft.

16—8168-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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





SUPERVISING MECHANIC'S CERTIFICATE

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

July 9, 1943
(Date)

Verl McKenzie
(Mechanic's signature)

Mechanic's Certificate No. A&E 72432-41
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 15—8168-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

Robert Kauffman
(Inspector's signature)

Page 1 of 5 pages

Date August 4, 1941

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Culver Aircraft Corp. (Manufacturer)	Culver Cadet LFA (Model)	325 (Serial number)	NC37816 (CAA identification mark)
2PCLM (Designation)	8/4/41 (Date manufactured)	730 (Aircraft specification number)	

1.5° (Incidence)	5° (Dihedral)	— (Stagger)	57.4" (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 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.	+42.0		

FUEL TANKS

20 gal.	-3.0		

OIL TANKS

5 qts.	-26.0 (Sump.)		

OPERATIONS AUTHORIZED

Visual contact day flying, unlimited distance.

Intentional aerobatics and [illegible] flight prohibited

(OVER)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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.

(OVER)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

Page 2

37816
(Identification mark)

Robert Kauffman
(Inspector's signature)

Date August 4, 1941

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 Corp. (Inc.) (Franklin)	4AC-176-F3	1

Propeller manufacturer	*Hubs*	*Blades*	*Number installed*
Sensenich Brothers	Des.	70AF56	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)	1305 (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. 5 DATE: 6-20-84

DITIONAL OPERATION LIMITATIO[illegible]

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.

REMARKS

RECEIVED
CERTIFICATE SECTION
Oct 29 2 02 PM '41

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. 5 DATE: 6-20-84

Form ACA 809
(Rev. 12-1-40)
Page 2

Robert Kauffman
(Inspector's signature)

37816
(Identification mark)

Date August 4, 1941

EQUIPMENT

Item No. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101	1	Propeller-wood (fixed)	-41	9.5 lbs.
102	1	Carburetor air heater	-24	4 lbs.
104	1	5.00 x 4 wheels (Hayes cast S.T. brakes)	9	10 lbs.
105	1	6 ply tires and tubes	9	13 lbs.
106	1	Tail wheel assy. (Scott) 6x2 cushion tire	161	5 lbs.
214	2	Starter (Auto-Lite)	-16	15 lbs.
203	2	Generator (Auto-Lite)	-16	12 lbs.
201 (b)	2	Battery (Reading R24L)	50	24 lbs.
200	2	1 qt. fire extinguisher	44	7 lbs.
301	3	Engine primer	5	2 lbs.
302	3	Compass	5	1 lb.
"	"	Ammeter	5	.25 lb.
204	2	Navigation lights	65	2 lbs.
302	3	Miscellaneous instruments		
"	"	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.
303	3	First aid kit	42	.5 lb.
306	3	Cabin heater	-16	2 lbs.
		Cabin ventilators		No weight increase

J. T. Watson
3-19-43

CERTIFICATE SECTION
RECEIVED

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

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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—11817

CERTIFICATE SECTION
RECEIVED
Oct 29 2 02 PM '41

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

Page 4 37816
(Identification mark)

J. T. Watson
J.T. WATSON
(Inspector's signature)

Date March 19, 1943

WEIGHTS AND ALTERATIONS

WEIGHTS		Land	Water	Ski
Empty	(computed)	882 lbs.	lbs.	lbs.
Useful *		423 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 16.28 inches—forward ( ) aft (X)—of datum

ALTERATION

Alteration of 3-18-43 (Date) checked by J. T. Watson (Inspector)

Described as follows: Installed radio equipment.
Weight increase 23 lbs.

accomplished by L. W. Millard A+E 7398 (Name and number)

for which copy of Repair and Alteration Form dated 3-19-43 was submitted.
The following special notes listed on the pertinent aircraft specifications have been complied with on the dates shown:

Special note 0,77,181	Date	Special note	Date	Special note	Date
No. 7	9-15-43	No.		No.	
No. 8	"	No.		No.	
No. 10 11	"	No.		No.	
No. 17	"	No.		No.	

REMARKS: Special notes 1-3-4-5-6-7+9 not applicable

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.)

4793

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

Page 4

37816
(Identification mark)

VOID

Robert Kauffman
(Inspector's signature)

Date August 4, 1941

WEIGHTS AND ALTERATIONS

WEIGHTS	Land	Water	Ski
Empty (Actual)	859 lbs.	--- lbs.	--- lbs.
Useful *	446 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 16.36 inches—forward ( ) aft (X)—of datum

ALTERATION

Alteration of _____ (Date) checked by _____ (Inspector)

described as follows: _____

_____

_____

_____

accomplished by _____ (Name and number)

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

The following special notes listed on the pertinent aircraft specifications have been complied with on the dates shown:

Special note	Date	Special note	Date	Special note	Date
No.		No.		No.	
No.		No.		No.	
No.		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.)

20—11817

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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.

RECEIVED
Oct 29 2 02 PM '84
CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

MAR 25 10 03 AM '43
RECEIVED
AERONAUTICS
SUPV.

AIRCRAFT INSPECTION REPORT

Carver — Carver Pump Co. Muscatine, Iowa
(Owner's name) (Address)

Culver — LFA — 325 — NC 37816
(Make) (Model) (Serial number) (Identification mark)

Designation 2-PCLM — Aircraft Specification No. 730

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

Is Registration Certificate properly displayed in the aircraft? _____

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

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

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. _____
   (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 (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 ( ). 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 March 19,1943
Inspector _____	Inspector _____

[OVER]

16—11531

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

REMARKS PERTAINING TO—

AIRCRAFT

ENGINES

PROPELLERS

REPAIRS

After accident of

ALTERATIONS

O.K.

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

with the following to be checked by the Aircraft Airworthiness Section and returned when checked ( ). Forwarded through channels if satisfactory (X).

REMARKS Items added to owners operation record

Waller model CCC transceiver	8.5 lbs.	5"
Antenna reel	1	5"
Short antenna	1	74"
Mallory vibrator pack	6	42"
RCA range filter	2.5	-11"
Generator filter	2	-13"
Engine shielding	1.5	-24"
	22.5	

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. 5 DATE: 6-20-84

Form 337 (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

(To be filled in by inspector)

After Accident of none (Date)

Approved

Disapproved

Forwarded for engineering approval (Submit complete details)

Date

Inspector

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC-37816

Owner's name Mr. Carver

Owner's address Carver Pump Co., Muscatine Iowa

Aircraft manufacturer and model Culver Cadet LFA Serial No. 325

Engine manufacturer and model* Serial No.

Propeller manufacturer and model* Serial No.

Propeller blade model* Serial No.

Propeller hub model* Serial No.

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

REPAIR OR ALTERATION AGENCY

____ Manufacturer. X Approved repair station No. 50 ____ Certificated mechanic

Agency's name Spartan Aircraft Co. Overhaul Dept.

Address 6900 E. Apache, Tulsa Oklahoma Date of repair or alteration 3/18/43

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]

Radio Equipment installed as follows;

ITEM	WEIGHT	ARM	MOMENT
Airplane 8/4/41	859	16.36	14,053
Waller transceiver CCC	8.5	5	42.5
Antenna reel	1	5	5
Short antenna	1	74	74
Mallory vibrator pack	6	42	252
RCA range filter	2.5	-11	-27.5
Generator filter	2	-13	-26
Engine shielding (net increase)	1.5	-24	-36
	881.5	16.28	14,337

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE

16—6168

13

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Forward C.G. check.

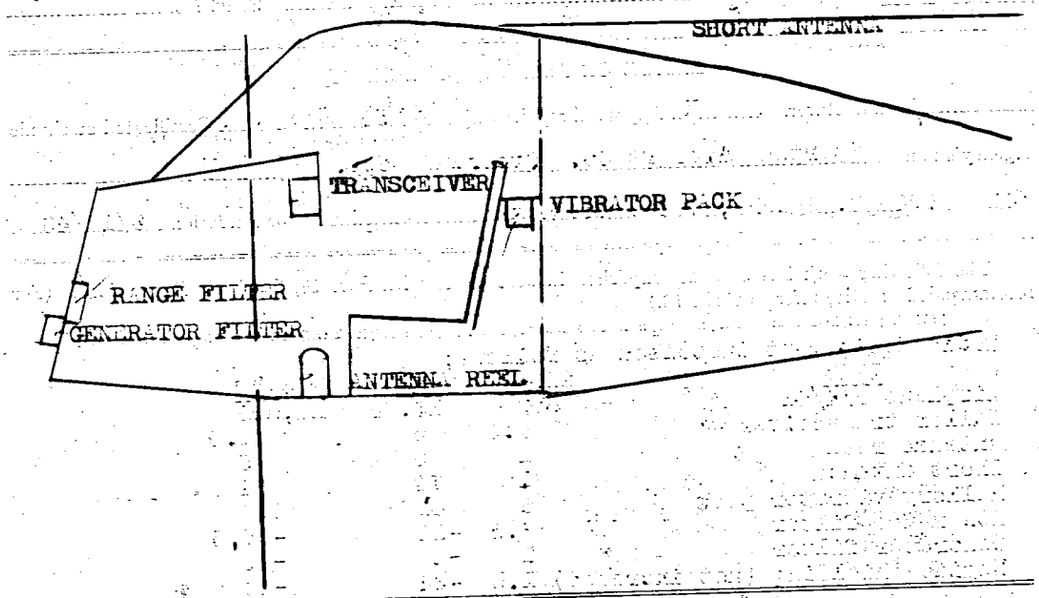
ITEM	WEIGHT	ARM	MOMENT
Airplane 3/16/43	881	16.28	14,337
Oil (5 qts)	9	-26	-234
Fuel (20 gal)	120	-3	-360
Pilot	170	26	4,420
	1,180	15.4	18,163

Approved forward limit 14.86", Actual 15.4" aft datum.

Rearward C.G. check.

Airplane 3/16/43	881	16.28	14,337
Oil (5 qts)	9	-26	-234
Fuel (7 Gal) — 12 gals. min NM	42	-3	-126
Pilot & passenger	340	26	8,840
Baggage	33	42	1,386
	1,305	18.5	24,203

Approved rearward limit 19.5", actual 18.5" aft datum.



SUPERVISING MECHANIC'S CERTIFICATE

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

3/17/43
(Date)

S. W. Millard
(Mechanic's signature)

Mechanic's Certificate No. A&E-7398
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 15—6168

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Form 307
(Rev. 9-15-39)

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

AIRCRAFT INSPECTION REPORT

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

Culver Cadet (Make) — LFA (Model) — 325 (Serial number) — NC37816 (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- 1024
   - (c) Special inspection request—dated ---
   - (d) Notes Nos. ---
   - (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 August 4, 1941

DISAPPROVED*	APPROVED
Date	Date Aug 4 1941
Inspector	Inspector Robert Tauffman

[OVER]

16—11831

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

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-560A-309
2 copies Weight and 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 This aircraft was manufactured to be sold to a concern in South America; however, it was later sold to a private party in the United States.

RECEIVED
CERTIFICATE SECTION
Oct 29 2 02 PM '84

NOTE.—This form to be executed and submitted in single copy following any inspection which results in the issuance or endorsement of an Aircraft Airworthiness Certificate, as: (1) Original issuance, (2) periodic endorsement, or (3) following major repair, alteration, or special inspection, *except* that in case of disapproval, a duplicate copy of the "Disapproved" Inspection Report will be attached to the Aircraft Operation Record, and will only be removed by an inspector of the Authority, following a satisfactory inspection of the aircraft. U. S. GOVERNMENT PRINTING OFFICE 16—11831

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

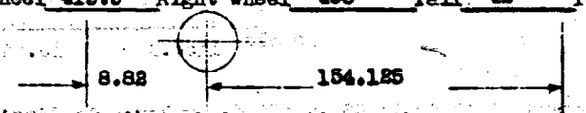
CULVER AIRCRAFT CORPORATION, WICHITA, KANSAS
WEIGHT AND BALANCE REPORT NO. 51-385
CULVER CADET LFA SERIAL 385
DATE August 4, 1941

Robert Sampson
C.A.A. INSPECTOR

A. E. Lee
CULVER AIRCRAFT CORPORATION

Section 1. Aircraft empty weight.

(A) Weight empty as weighed (in level position)
Left wheel 413.5 Right wheel 403 Tail 42 Total 858.5 lbs.



Weight empty (as weighed) includes residual oil.
C.G. empty (as weighed) is aft of wheel centerline;

$\frac{42}{858.5} \times 154.125 = 7.54$ inches

C.G. empty (as weighed) is aft of wing leading edge

7.54 + 8.88 = 16.36 inches

WING LEADING EDGE AT ROOT IS REFERENCE DATUM.
Hence C.G. empty (as weighed) is 16.36 inches aft reference datum.
L.E. M.A.C. is 2.21 in aft L.E.; M.A.C. = 57.422

(B) Weight empty (as weighed) includes the following:

Item no.	Name	Arm	Weight
	Propeller-wood (fixed)	-41	9 lbs.
	Carburetor air heater	-24	4 lbs.
	5.00 x 4 wheels (Hayes 451M-E.T. brakes)	9	10 lbs.
	6 ply tires and tubes	9	13 lbs.
	Tail wheel assy. (Heath) 6x2 cushion tire	160	5 lbs.
	Starter (Auto-Lite)	-16	15 lbs.
	Generator (Auto-Lite)	-15	12 lbs.
	Battery (Reading R24L)	40	24 lbs.
	1 qt. fire extinguisher	44	7 lbs.
	Engine primer	5	2 lbs.
	Compass	5	1 lb.
	Ammeter	5	.25 lbs.
	Navigation lights	65	2 lbs.
	Miscellaneous instruments		
	Altimeter	5	.62 lbs.
	Oil pressure gauge	5	.31 lbs.
	Oil temperature gauge	5	.93 lbs.
	Tachometer	5	.75 lbs.
	Airspeed indicator	5	.65 lbs.
	First aid kit	42	.5 lbs.
	Cabin heater	-16	2 lbs.
	Cabin ventilator	No weight increase	

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Section 2. Most forward C.G. load condition.

Item No.	Name	Weight	Arm	Moment
---	Weight empty (as weighed)	859.0	16.36	14053
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	1158.0	+ 15.44	+ 17879

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)	859.0	16.36	14053
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	41.0	+42.0	+1722
	Totals	1891.0	+ 18.79	+ 24255

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.

RECEIVED
CERTIFICATE SECTION
Oct 29 2 02 PM '84

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

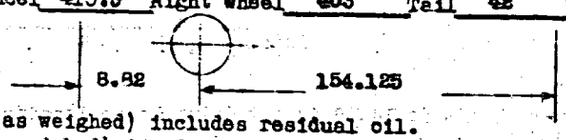
CULVER AIRCRAFT CORPORATION, WICHITA, KANSAS
WEIGHT AND BALANCE REPORT NO. 51-325
CULVER CADET LEA SERIAL 385
DATE August 4, 1941

Robert Sampson
C.A.A. INSPECTOR

A. E. Lee
CULVER AIRCRAFT CORPORATION

Section 1. Aircraft empty weight.

(A) Weight empty as weighed (in level position)
Left wheel 413.5 Right wheel 403 Tail 42 Total 858.5 lbs.



Weight empty (as weighed) includes residual oil.
C.G. empty (as weighed) is aft of wheel centerline;

$$\frac{42}{858.5} \times 154.125 = 7.54 \text{ inches}$$

C.G. empty (as weighed) is aft of wing leading edge

$$7.54 + 8.82 = 16.36 \text{ inches}$$

WING LEADING EDGE AT ROOT IS REFERENCE DATUM.
Hence C.G. empty (as weighed) is 16.36 inches aft reference datum.
L.E. M.A.C. is 2.21 in aft L.E.; M.A.C. = 57.422

(B) Weight empty (as weighed) includes the following:

Item no.	Name	Arm	Weight
	Propeller-wood (fixed)	-41	9 lbs.
	Carburetor air heater	-24	4 lbs.
	5.00 x 4 wheels (Hayes 4514-E.T. brakes)	9	10 lbs.
	6 ply tires and tubes	9	13 lbs.
	Tail wheel assy. (Heath) 6x2 cushion tire	160	5 lbs.
	Starter (Auto-Lite)	-16	15 lbs.
	Generator (Auto-Lite)	-15	12 lbs.
	Battery (Reading RP4L)	40	24 lbs.
	1 qt. fire extinguisher	44	7 lbs.
	Engine primer	5	2 lbs.
	Compass	5	1 lb.
	Ammeter	5	.25 lbs.
	Navigation lights	65	2 lbs.
	Miscellaneous instruments		
	Altimeter	5	.62 lbs.
	Oil pressure gauge	5	.31 lbs.
	Oil temperature gauge	5	.93 lbs.
	Tachometer	5	.75 lbs.
	Airspeed indicator	5	.65 lbs.
	First aid kit	42	5 lbs.
	Cabin heater	-16	2 lbs.
	Cabin ventilator	No weight increase	

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Section 2. Most forward C.G. load condition.

Item No.	Name	Weight	Arm	Moment
---	Weight empty (as weighed)	859.0	16.36	14053
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	1158.0	+ 15.44	+ 17879

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)	859.0	16.36	14053
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	41.0	+42.0	+1722
	Totals	1291.0	+ 18.79	+ 24255

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.

RECEIVED
CERTIFICATE SECTION
Oct 29 2 02 PM '84

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

A17603

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

IDENTIFICATION MARK
NC37816
DATE
Aug 4 1941
APPROVED
Robert Caulfield
(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 Cadet 2. Model LFA

3. Type Certificate No. 730 4. Manufacturer's Serial No. 325

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

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

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

~~The aircraft is now registered with the Authority~~
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 August 4, 1941

16—11286 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

RECEIVED
CERTIFICATE SECTION
Oct 29 2 02 PM '41

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

Form 317 (C A A-01-14)
Rev. 2-1-39

CIVIL AERONAUTICS AUTHORITY
WASHINGTON

AFFIDAVIT OF CONFORMITY

I, Al. W. Mooney, Chief Engineer of the Culver Aircraft Corporation, being first duly sworn on oath, depose and say that the aircraft, Manufacturer's Serial No. 326, has been manufactured in accordance with the latest technical data submitted to and approved by the Civil Aeronautics Authority pertaining to our Model Culver Cadet LFA with the exception of the following deviations:

L. W. 413.5
R. W. 403.0
Tail 42.0
Total 858.5

Al W Mooney

Subscribed and sworn to before me this 4th day of August, 1941

Notary Public.

U. S. GOVERNMENT PRINTING OFFICE 16—80652

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-20-84

RECEIVED
CERTIFICATE SECTION
Oct 29 2 02 PM '41