FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION ELP GADO
2-3-03

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Culver	MODEL: LFA
	SERIAL NO.: 379	NATIONALITY AND REGISTRATION MARK: N41620
2. OWNER	NAME (As shown on registration certificate): Kitsmiller Clyde	ADDRESS (As shown on registration certificate): Box 1996 Pecos, Texas 79772

3. FOR FAA USE ONLY
SW-GADO-3
APR 7 1976
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The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7

3/31/76 R. B. MILBURN
date FAA Inspector SW-GADO-3

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT	Franklin	4AC-199-E3	201550		X
PROPELLER	Koppers Aeromatic	F200/0073E	8911		X
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Joe E. Greenhill 1901 Wyoming St. Pecos, Texas 79772	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1670865

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
March 30, 1976	Joe E. Greenhill

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: [X] APPROVED [ ] REJECTED

BY					
	[ ] 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
March 31,1976	167 0865	Joe E. Greenhill

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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.)*

1. Assemble aircraft components after restoration and re-cover. Refer to FAA 337, dated 2-2-71 for recover data.

2. Installed Franklin Engine 4AC-199-E3, 90 hp, S/N 201550 as listed under Item 209 (d) of Aircraft Specifications A-730.

3. Engine Modified to accept a Koppers Aeromatic propeller F200/0073E by following method.
   (a) Propeller shaft of engine was cut off 2.375 inches to leave a stub of 1.037 inches, including fillet forward of hub flange, in accordance with Northrup Aeronautical Institute Drawing.
   (b) A close fitting steel bushing adapter was fitted over stub of propeller shaft to form a push fit into the hub of F200 Aeromatic propeller. Adapter bushing is 2" I.D by 2¼" O.D.

4. A blank F200 aeromatic propeller hub was specially drilled to match the mountimg holes on the engine flange.

5. The prop blades, model 0073E, were shortened and refinished to an outside diameter of 70".

6. Engine Limits from Engine Specifications:

   Maximum continuous: 90hp at 2500 RPM S.L.
   Take off-Full Throttle: 90hp at 2500 RPM
   Static RPM- Not over 2300.

7. Propeller Limits from propeller specifications:

   Maximum continuous: 150hp at 2700 RPM
   Take-off: 150hp at 2800RPM

8. Aircraft weighed with equipment as required under Aircraft Specifications No. A-730, for original certification. Equipment list and new weight and balance entered in aircraft records.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-088

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION FTW-GAD01 2-1-04

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

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Culver	MODEL: LFA
	SERIAL NO.: 379	NATIONALITY AND REGISTRATION MARK: N41620
2. OWNER	NAME (As shown on registration certificate): L.R. Graves	ADDRESS (As shown on registration certificate): 416 So. Broadway Brownwood, Texas

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

FEB 4 1971 GADO MIDWEST REGION

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Roland Graves 1715 13 th. St. Brownwood, Texas	X U.S. CERTIFICATED MECHANIC	A&P 1281293
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
2-2-1971	Roland Graves

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					
	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
2-2-1971	A&P 1281293	Roland Graves

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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.)*

Culver Cadet LFA Serial # 379
N41620
Date work completed August 1, 1967. Component parts still unassembled as of 2-2-1971.

All airframe components recovered with Grade A fabric and butyrate dope. Blanket method employed in covering all parts. Covered in accordance with AC 43.13-1 chapter 3.
All structure inspected while uncovered, minor repairs made and parts replaced where necessary. Cleaned and chromated all metal, varnished all woodwork. Woodwork repairs were made in accordance with AC 43.13-1 chapter 1.

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

RECEIVED MAY 1 1956 ASDO HEADQUARTERS FIELD

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Culver	LFA	379

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
J. T. Talent & H. G. Reyenga	1457 Pine St. Abilene, Texas	N- 41620

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 March 28, 1956 (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (*Check which*)

☒ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

J. T. Talent H. G. Reyenga
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

4-22-56 (DATE)

owners (TITLE)

16—50337-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. A-730 THROUGH SHEET REVISION NO. 2
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1955 (YEAR) THROUGH CARD NO. 56-8
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 1500:00 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. 125226 TOTAL HOURS 300:30
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 4-22-56 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. A&P 302859
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
MAY 23 11 08 AM '56
ADMIN. & RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-609, WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-339, 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 4-22-57 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE unknown (DATE)
BY unknown (NAME OF ISSUING REPRESENTATIVE) unknown (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 Joseph E. Collins	DESIGNATION NO. 433	DATE 4-22-56	☑ ACCEPTED
AVIATION SAFETY AGENT'S SIGNATURE C. W. Veith	CAA DESIGNATION NO. Reg. 2 FW ASDO 8	DATE 5-3-56	☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

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

MICRO

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

10-4

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
CULVER	LFA	379

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
ULYS S. ATKINS	301 W. DICKSON SAN ANTONIO TEXAS	N-41620

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 23 APRIL 1954 (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

Ulys S. Atkins
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

23 APRIL 1954 (DATE) OWNER (TITLE)

044

16—60887-2 Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. A-730 THROUGH SHEET REVISION NO. 2
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY, 1952 (YEAR) THROUGH CARD NO. 54-7
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 1100:00 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. I25226 TOTAL HOURS 725:00
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 4/23/54 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. I250866
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED MAY 19 11 38 AM '54 ADMIN. & RECORDS BRANCH W-30D

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☒ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED) CAM 43.10-I(c) available in a/c
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 4/23/54 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE Jan 28, 1952 (DATE)
BY Robert F. Gilmore (NAME OF ISSUING REPRESENTATIVE) (DATE) 3309 (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	
Richard J. Trimble	4565	4/23/54	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
Carl P. Monschke	FW-257-19	5-12-54	

☒ ATTACHMENT

Reg. 2 FW
ASDO 19

U. S. GOVERNMENT PRINTING OFFICE 16—80837 Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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.: 379	NATIONALITY AND REGISTRATION MARK: N 41620
2. OWNER	NAME (First, middle, last): Ulys S. Adkins	ADDRESS (Street and number, city, zone and State): 301 W. DICKSON SAN ANTONIO, TEXAS		

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)*
stand ard	883.0	f 16.28	422.0

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
VERN L. HULBERT 227 G. HUTCHINS SAN ANTONIO 4, TEXAS	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AE 1250866

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.

4/23/54 (Date repair and/or alteration completed)

Vern L. Hulbert (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)

4/23/54 (Date of approval or rejection)

Richard F. Trimble 4565 (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 5-12-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

FW-257-19 (CAA designation number)

Frank R. Monschke (Signature Aviation Safety Agent)

Reg. 2 FW
ASDO 19

15—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

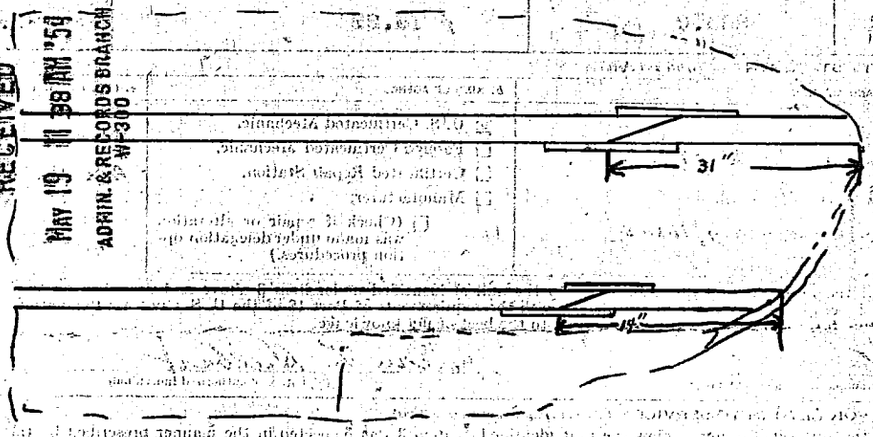
INSTRUCTIONS

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:*

SPLICED BOTH FRONT AND REAR SPAR TIPS, AS INDICATED IN DRAWING BELOW, IN THE RIGHT WING OF THIS PLANE. CLEANED AND VARNISHED ALL WOOD IN BOTH WINGS AND COVERED WITH GRADE "A" FABRIC. ALL CONTROL SURFACES RECOVERED WITH GRADE "A" FABRIC. SIX COATS "CLEAR", TWO SILVER, AND THREE COATS PIGMENTED DOPE APPLIED. ALL REPAIRS CONFORM TO CAM 18.



RECEIVED
MAY 19 11 38 AM '59
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—34010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form ACA-309 (6-47)

UNITED STATES OF AM
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	NATIONALITY AND REGISTRATION MARKS	SERIAL NO.	TYPE CERTIF. NO.
Continental	C-85-12FH	Culver	LCA	N41620(STANDARD)	379	732

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.	HP.	MIX. OCT.	TRUE INDICATED AIR SPEED	M. P. H. LAND	M. P. H. SEA
TAKE-OFF	FOR ALL	OPERATIONS		2575	85	73	CLIMB OR LEVEL FLIGHT	145	—
METO* SEA LEVEL		TO		--	---	--	GLIDE OR DRIVE (Smooth Air Only)	175	—
METO* ALTITUDE		FROM		--	---	--	FLAPS EXTENDED	--	--

*METO—MAXIMUM EXCEPT TAKE-OFF

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

C. G. LIMITS

LAND	SEA
(+14.8) to (+19.5)	----------

WEIGHT

SEE WEIGHT AND BALANCE DATA FOR LOADING INFORMATION

DATUM

Leading edge of wing at fuselage, which is 18 in. forward of wing attachment fitting centerline.

LIMITATIONS

INSPECTOR'S OR DESIGNEE'S SIGNATURE	DESIG. NO.	DATE
R. F. Gilmore	3309	January 28, 1951

ADDITIONAL LIMITATIONS YES ☐ NO ☒ (IF YES—SEE OVER)

THIS FORM MUST BE AVAILABLE IN THE AIRCRAFT WHEN OPERATED

16—45710-3 GPO

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

OPERATION LIMITATIONS

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

ENGINE		TECHNICAL			
MAKE	Mentel	MAKE	Culver	NATIONALITY AND REGISTRATION MARKS	RAIC[illegible]
MODEL	[illegible]	MODEL	104	SERIAL NO.	322
				TYPE CERTIF. NO.	732

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

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

	ENGINE LIMITS						TRUE INDICATED AIR SPEED		
	MINUTES	ALTITUDE	IN MG.	R.P.M.	HP.	MIN OCT.		M.P.H. LAND	M.P.H. SEA
TAKE-OFF	[illegible]	[illegible]		2575	65	73	CLIMB OR LEVEL FLIGHT	145	—
SEA LEVEL		TO		—	—	—	GLIDE OR DRIVE (Exceed Air Drift)	175	—
ALTITUDE		FROM		—	—	—	FLAPS EXTENDED	—	—

*METO—MAXIMUM EXCEPT TAKE-OFF

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

C. G. LIMITS	
LAND	SEA
(414.2) to (419.5)	—

WEIGHT

SEE WEIGHT AND BALANCE DATA FOR LOADING INFORMATION

DATUM

Measured of wing at fuselage, which is 18 in. forward of wing attachment fitting centerline.

LIMITATIONS

INSPECTOR'S OR DESIGNEE'S SIGNATURE	DESIG. NO.	DATE
R. [illegible] Gilmore	3309	January 28, 1951

ADDITIONAL LIMITATIONS YES ☐ NO ☒ (IF YES—SEE OVER)

THIS FORM MUST BE AVAILABLE IN THE AIRCRAFT WHEN OPERATED

10—(S)10-8 GPO

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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
- [x] ANNUAL INSPECTION

2. AIRWORTHINESS CLASSIFICATION
- [x] STANDARD
- [ ] RESTRICTED
- [ ] EXPERIMENTAL
- [ ] LIMITED
- [ ] OTHER

AIRCRAFT

3. MAKE: Culver
4. MODEL: LCA
5. NATIONALITY AND REGISTRATION MARK: 41620
6. MANUFACTURER'S SERIAL NO.: 379

ENGINE

7. MAKE: Continental
8. MODEL: C-85-12FH

9. OWNER'S NAME: Marvin L. Turney

10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500)
403 W. Rogers Monahans, Texas.

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

12. I CERTIFY that the above statements are true.

M L Turney
(OWNER OR AUTHORIZED AGENT)

1-28-51 (DATE) Owner (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. [x] AIRCRAFT SPECIFICATION NO. 730 THROUGH SHEET REVISION NO. 1
b. [ ] AIRCRAFT LISTING PAGE NO.
c. [x] AIRWORTHINESS DIRECTIVE SUMMARY 1951 (YEAR) THROUGH CARD NO. 51-3
d. [x] 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. [x] ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH.
h. [x] CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED.

FINDINGS

14.	15. DESIGNEE'S SIGNATURE	16. DESIGNATION NO.	17. DATE
[x] AIRWORTHY [ ] UNAIRWORTHY	Robert F. Gilmore Robert F. Gilmore	3309	1-28-51
	18. AVIATION SAFETY AGENT'S SIGNATURE Charles Pechanec	19. [ ] ACCEPTED [x] REINSPECTED	20. DATE March 5 1951

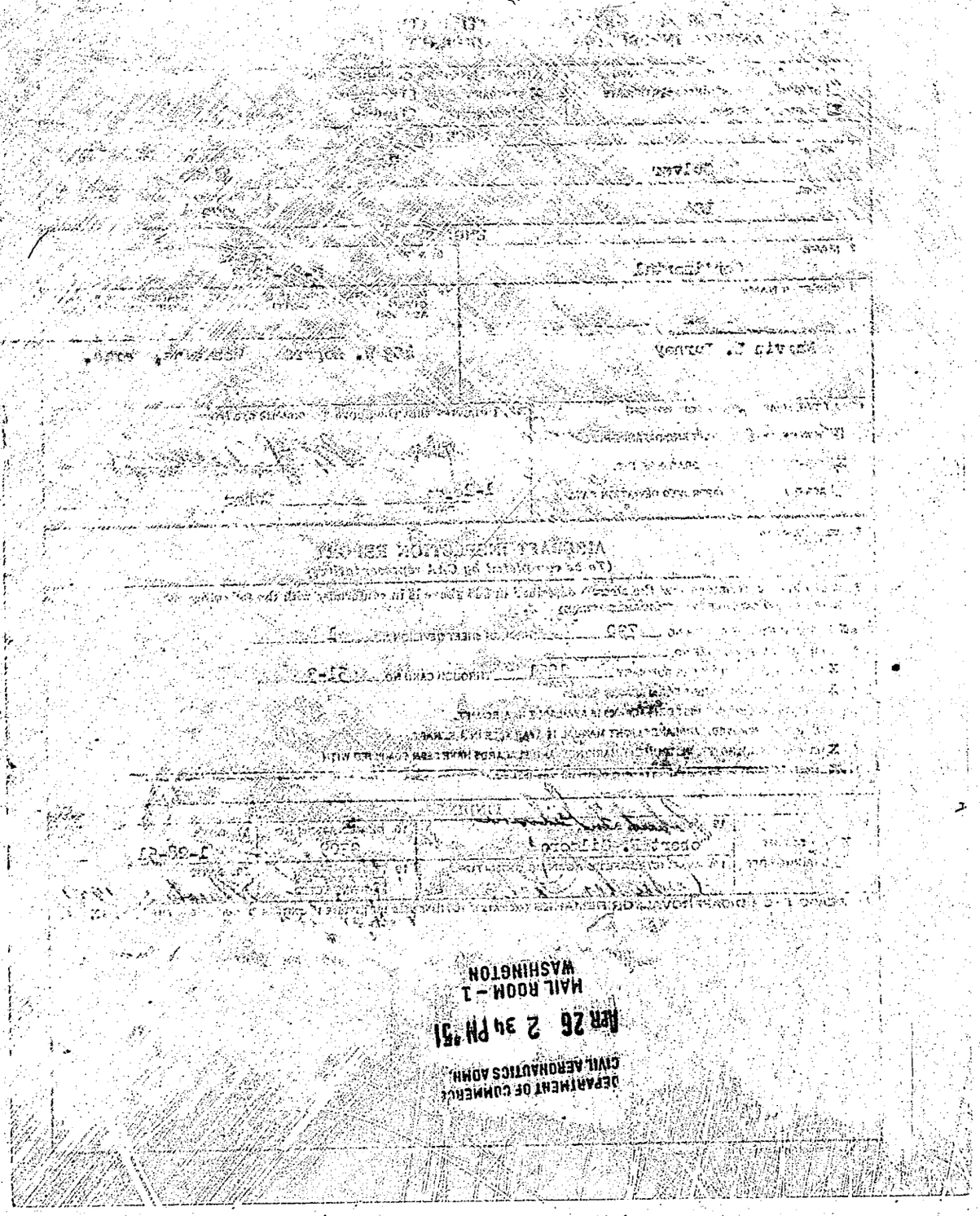
21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) [ ] YES [x] NO

Cur 5-9-1 WX Eng, mdelhy

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94



FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

CAA

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) *For an Aircraft* - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Culver	LCA	379	N41620 (STANDARD)

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	Marvin L. Turney	403 West Rogers, Monahans, Texas.

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

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

Approved Subject to Inspection
Aircraft & Components Branch
CAA Fourth Region
AIRFRAME & EQUIPMENT ENGINEERING
DATE
[signature] 12-6-50
COMPONENT ENGINEERING
DATE
[signature] 12-6-50

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	929	≠ 17.97" aft of datum	982

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

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

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

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
AGENCY	Vilbert Kile	Monahans, Texas.	8-19-50

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)

Removed Franklin 4AC-176-F3 engine and installed Continental C-85-12 FHJ "Injector" engine. Installation is identical to Culver NC 41715 (Approved CAA Fourth Region) with exception of propeller installation. Engine has carburetor installation instead of fuel injector.

Sensenich two position propeller Model C2FB1 with Model C276A2 Blades (diameter is 70.75") Static R.P.M. is 2250 r.p.m. Low Pitch setting 54 Degrees, High pitch setting 56 Degrees. Degree settings taken at station 22" from center.

See other side for Weight and Balance Report

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

[signature] CARB. ENG.
SIGNATURE OF SUPERVISING MECHANIC

A&E 299125
CERTIFICATE NUMBER AND RATING

8-19-50
DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF DESIGNEE	NUMBER	DATE
☒ APPROVED ☐ REJECTED ☒ FORWARDED FOR ENGINEERING APPROVAL	[signature]		
	SIGNATURE OF INSPECTOR [signature]	☐ ACCEPTED ☐ REINSPECTED	DATE Dec. 15, 1950

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

WEIGHT AND BALANCE REPORT

Right wheel	435	Aircraft weighed with no fuel and with full oil
Left wheel	444	(2 gal.) Tank
Tail wheel	52	
	931	Low pitch setting 52 degrees
		High 56

Distance: Main wheel CL to tail wheel CL is 151"
Distance: Datum to main wheel CL is + 9"

52 X 151 ÷ 7852 / 931 = 8.03" + 9" = 17.03"

Computation to determine actual empty weight and C. G. after deducting oil.

Aircraft as weighed	931	+ 17.03	+ 15854.93
Oil removed	8	23.	184
	923	+ 17.37	+ 16038.93

New computed empty weight 923
New computed useful load 382
New computed E. C. G. + 17.37" aft of datum

Investigation of most forward C. G. extreme

New empty weight	929	+ 17.37	+ 16038.93
Oil	8	- 23.	184.
Fuel (20 gal.)	120	- 3.	- 360.
Pilot	170	+ 26.	4420.
	1221	+ 16.31	+ 19914.93

Investigation of most rearward C. G. extreme.

New empty weight	929	+ 17.37	+ 16038.93
Oil	8	- 23.	184
Fuel (min.)	19	3.	129
Pilot	170	+ 26.	4420.
Baggage	50	+ 42.	2100
	1119	+ 18.69	+ 22245.93

Investigation shows that the fore and aft loaded condition is satisfactory as the C. G. falls within the C. G. range of + 14.8" to + 19.5"

Equipment List

Item 101 104 105 106 201 204 301 203 202

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Engine mount manufactured at factory.
Engine cooling baffles exactly as Cessna 140
All Culver engine cowling obtained from factory.
Refer attached telegram from CAA for mount and fuselage structure approval.

Weight and balance report by:
R. F. Gilmore # 3309
Pecos, Texas.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

Ralph W. Kenyon
(Inspector's signature)

Page 1 of 5 pages

Date October 27, 1941

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)
Culver Aircraft Corporation	Culver LFA	379	NC41620

(Designation)	(Date manufactured)	(Aircraft specification number)
2PCLM	10/27/41	730

(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)
1.5°	5°	—	57.4"	42.2"

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

Leveling means [illegible] 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
50 lbs.	+42"		
20 gal.	-3.0		

OIL TANKS

5 qts.	-26.0		

OPERATIONS AUTHORIZED

Visual contact day flying, unlimited distance.

(OVER)

16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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.

PAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form 809 (CAA 01-8)
(9-1-39)

Page 2

Ralph W. Kenyon
(Inspector's signature)

41620
(Identification mark)

Date October 27, 1941

OPERATION LIMITATIONS

1. AIRSPEEDS—NEVER TO BE EXCEEDED

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

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

Glide or dive . . . . 275 m. p. h. indicated.

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

2. ENGINE Minimum 80 Octane Gasoline.

TAKE-OFF (1 MINUTE)

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

MAXIMUM, EXCEPT TAKE-OFF

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

At ____ feet altitude ____ in. hg. 2500 r. p. m. (80 hp.)
(For additional limitations see opposite side of this sheet)

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

These limits apply only with the power plant described below:

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

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

3. WEIGHT

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

1605 (Land, with wheels) ____ (Land, with skis) ____ (Water type)

4. BALANCE

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

Center of gravity limits—Land type 14.88 and 19.5

Center of gravity limits—Water type ____

(OVER)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

ADDITIONAL OPERATION LIMITATIONS

Propeller Static rpm at maximum permissible throttle setting -

not more than 2600

not less than 2060

Diameter - not more than 70 in

not less than 68 in

Max. baggage with 2 persons - 8 lbs.

REMARKS

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NOV 4 1 45 PM '41

CERTIFICATE SECTION

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

(CAA)

U. S. GOVERNMENT PRINTING OFFICE 16—11617

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form ACA 809
(Rev. 12-1-40)
Page 3

41620
(Identification mark)

Ralph W. Kenyon
(Inspector's signature)

Date October 27, 1941

EQUIPMENT

Item No. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101	I req.	Propeller-wood (fixed)	-41	15 lbs.
102	I req.	Carburetor air heater	-24	4 lbs.
104	I req.	5.00 x 4 wheels (Bent 45NM-3.4 brakes)	9	10 lbs.
105	I req.	6 ply tires and tubes	[illegible]	13 lbs.
106	I req.	Tail wheel [illegible] (Heath) 4x2 cushion tire	[illegible]	5 lbs.
	I req.	1 qt. fire extinguisher	44	7 lbs.
201	II	Battery (Reading 8241)	40	24 lbs.
203	II	Generator (Auto-Lite)	[illegible]	12 lbs.
204	II	Starter (Auto-Lite)	[illegible]	15 lbs.
301	III	Engine primer	[illegible]	2 lbs.
302	III	Miscellaneous instruments		
		Compass	[illegible]	1 lb.
		Ammeter	[illegible]	.25 lb.
		Altimeter	[illegible]	.62 lb.
		Oil pressure gauge	[illegible]	.31 lb.
		Oil temperature gauge	[illegible]	.93 lb.
		Tachometer	5	.75 lb.
		Airspeed indicator	5	.65 lb.
		First aid kit	[illegible]	.5 lb.
300	II	Navigation lights	65	2 lbs.
305	III	Cabin heater	16	2 lbs.
306	III	Cabin ventilators		Neglect Weight

CERTIFICATE SECTION
RECEIVED
NOV 4 1 45 PM '41

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

16—11617

mp

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

EQUIPMENT

NOTES

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

Item No. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101	I Req.	Propeller-wood (fixed)	41	45 lbs.
102	I Req.	Carburetor air heater	24	4 lbs.
103				10 lbs.
104				15 lbs.
105				5 lbs.
106				7 lbs.
201				24 lbs.
203				12 lbs.
204				13 lbs.
501				2 lbs.
502				1 lb.
300				.25 lb.
305				.82 lb.
306	III	Cabin/Passenger		.31 lb.
				.93 lb.
				.75 lb.
				.85 lb.
				.5 lb.
				2 lbs.
				2 lbs.

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.

RECEIVED
NOV 4 1 45 PM '41
CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form ACA 809
(Rev 12-1-40)

Page 4

41620
(Identification mark)

Ralph W. Kenyon
(Inspector's signature)

Date October 27, 1941

WEIGHTS AND ALTERATIONS

WEIGHTS		Land		Water		Ski	
Empty (Actual)		878	lbs.	—	lbs.	—	lbs.
Useful*		429	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 16.56 inches—forward ( ) aft (X)—of datum

ALTERATION

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

described as follows: _____

_____

_____

_____

accomplished by _____

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

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

Special note	Date	Special note	Date
No. 9	10-27-41	No.	
No. 10	10-27-41	No.	
No.		No.	
No.		No.	

REMARKS: AD-330-1, M. 1-2-3-4-5-6-3-5-45

This page superseded _____ (Date) _____ (Inspector's signature)

* Weights which are not to be exceeded.

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

16—11817

PAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form ACA 809
(Rev. 12-1-41)

Page 4

4820
(Identification mark)

Ralph W. Konyon
(Inspector's signature)

Date October 27, 1942

WEIGHTS AND ALTERATIONS

WEIGHTS	Land	Water	Ski
Empty (Actual)	875 lbs.	---- lbs.	---- lbs.
Useful *	425 lbs.	---- lbs.	---- lbs.
Gross *	1300 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 16.25 inches—forward ( ) aft (x)—of datum

ALTERATION

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

described as follows: _____

NOTES

The following values shall be used when computing useful loads:

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

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

accomplished by _____

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

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

The following special inspections and information affecting any data shown: _____ been complied with on the

Special note | Date

No. 9 — 10-27-42

No. 10 — 10-27-42

No. _____ No. _____ No. _____

No. _____ No. _____ No. _____

REMARKS: CAA-330-4, N. 1-2-3-4-5-6-7-8-9-10

RECEIVED
NOV 4 1 45 PM '42
CERTIFICATE SECTION

This page superseded _____
(Date)

_____
(Inspector's signature)

* Weights which are not to be exceeded.

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

10—11317

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

FORM ACA-525
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

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

AIRCRAFT

MAKE	MODEL
Culver - Superior	LFA

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
41620	379	10-27-41	730

ENGINE

MAKE	MODEL
Franklin	4AC-176-F2

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
Marvin L. Turney	403 W. Rogers Monahans, Texas.

ATTACHMENTS (Check which)
- ☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT
- ☐ ACA-337 ☐ SPECIAL APPROVALS
- ☐ ACA-905 ☐ DATA, DRAWINGS, ETC.
- ☐ ACA-917 ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Marvin L. Turney
OWNER OR AUTHORIZED AGENT

4-14-49
DATE

Owner
TITLE

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

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

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

(AIRCRAFT SPECIFICATION — AIRWORTHINESS DIRECTIVE, NO(S). A- Chapt. XVIII page 50 ADS thru 46-4-1 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)
None

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

(Check whether)
- ☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED OR
- ☐ [redacted] IS IN THE AIRCRAFT

FINDINGS

☒ AIRWORTHY
☐ UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. Robert F. Gilmore 3909

DATE 4-14-49

CAA INSPECTOR'S SIGNATURE Roger L. Ramey

☒ ACCEPTED ☐ REINSPECTED

DATE 4-21-49

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

22668

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.
MAY 9 1 37 PM '49
MAIL ROOM-2
WASHINGTON

PAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

FORM ACA-505
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

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

AIRCRAFT

MAKE	MODEL		
Culver Cadet	LFA		
REGISTRATION NO.	**MANUFACTURER'S SERIAL NO.**	**DATE MANUFACTURED**	**TYPE CERTIFICATE NO.**
NC 41620	379	10-27-41	730

ENGINE

MAKE	MODEL
Franklin	4AC-176-F3

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
W. N. Pearson	504 Lang St. Monahans, Texas

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.

W. N. Pearson
OWNER OR AUTHORIZED AGENT

4-13-48 (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 ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- 18 PAGE 50 CHART ADS THRU 46-4-1 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)
None

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

(Check whether)
- ☐ OPERATION LIMITATIONS FORM ACA-309 [redacted]
- ☐ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FORM ACA309 AVAILABLE IN AIRCRAFT

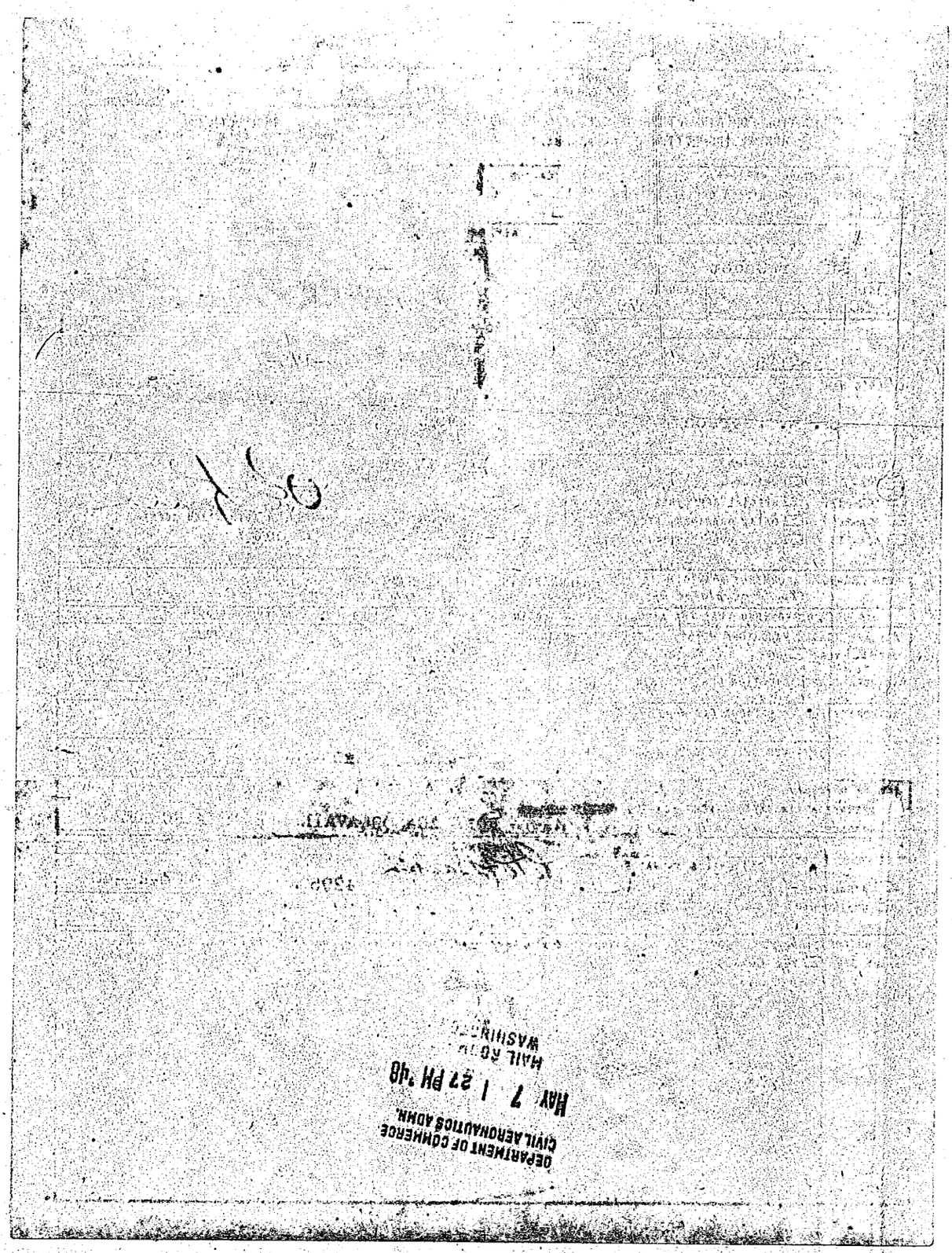
FINDINGS

☒ AIRWORTHY ☐ UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Pete F. Barkis 4295		DATE 4-14-48
	CAA INSPECTOR'S SIGNATURE Roger L. Yancey	☐ ACCEPTED ☒ REINSPECTED	DATE 4-19-48

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

22665

PAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94



FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

FORM ACA-305
(9-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

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

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

AIRCRAFT

MAKE	MODEL
Culver	L F A

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED
41620	379	Oct. 27, 1941

ENGINE

MAKE	MODEL	RATED H.P.
Aircooled Motors Corporation	4AC-176-F3	80

(Check whether)	IF OVERHAULED, STATE BY WHOM	DATE OF OVERHAUL
[ ] NEW [X] USED [ ] OVERHAULED	R. C. Parham A&E 44206-40	Jan. 29, 1947

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

OWNER'S NAME	PERMANENT ADDRESS (Street and No., City, Zone, State)
W. N. Pearson	Monahans, Texas

ATTACHMENTS (Check which)
- [X] ACA-319
- [X] 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

R C Parham
R. C. Parham
OWNER OR AUTHORIZED AGENT

Jan. 29, 1947
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)

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

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
50	730	A-	3,4	730-2	2,3,

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

[X] FORM ACA-319 (Return to owner)	APPROVED BY R. C. Parham	MECH. CERTIF. AND RATING NO. A&E #44206-40	DATED Jan. 29, 1947
[X] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date)		

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

FINDINGS

[X] AIRWORTHY	DESIGNEE'S SIGNATURE AND NO.		DATE
[ ] UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE Julian V. Mathias	[ ] ACCEPTED [ ] REINSPECTED	DATE Feb. 5, 1947

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

ACA Form 309 in Aircraft

Rec 4-22-48

STAT

21666

GPO—Com. 2—p. 1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

Budget Bureau No. 41-R052.
Form Approved.

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)

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

Date Feb. 5 1947
Inspector Julian V. Mathis

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC41620

Owner's name W. N. Pearson
Owner's address Monahans, Texas
Aircraft manufacturer and model Culver LFA Serial No. 379
Engine manufacturer and model* Franklin 4AC-176-F3 Serial No. 125268
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. * V Certificated mechanic

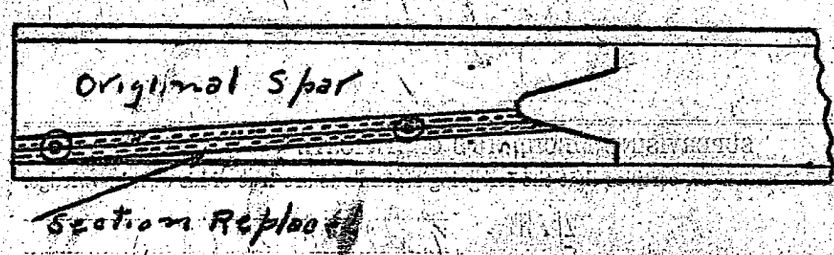
Agency's name Bob Parham Aircraft Service

Address P. O. Box 541, Monahans, Texas Date of repair or alteration Jan. 29, 1947

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]

Repaired main spar in right wing, in accordance with Culver Manual Page 25, Figure 15, using aircraft spruce and mahogany plywood, glued with Grade A Casein Glue in accordance with CAA Manual 18.



*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.

10—8168-4

(Over)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

Recovered both wings, complete, and all control surfaces with Grade A Fabric, painted NC numbers on wings and rudder. Refinished as was necessary.

Gave aircraft and engine 100 hour periodic inspection.

Majored Overhauled Engine:
New crankshaft
Replaced crankshaft bushings
" connecting rod bushings
Installed new piston rings
New spark plugs and primer lines

SUPERVISING MECHANIC'S CERTIFICATE

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

January 29, 1947
(Date)

Robert C Parham
(Mechanic's signature)

Mechanic's Certificate No. 44206-40
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—8108-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES

AIRCRAFT AIRWORTHINESS CERTIFICATE NO. 4620

This Certifies that CULVER LFA

manufacturer's serial No. 370 ; 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:

RALPH S. KIRKHAM
Civil Aeronautics Inspector

Refusal to endorse: _____
Civil Aeronautics Inspector

Date: OCTOBER 27, 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)

10-41 mp

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Inspector's Endorsement	Date

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

UNITED STATES OF AMERIC.
Department of Commerce
Civil Aeronautics Administration
Washington

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMN

APR 2 11-07 AM '45
MAIL ROOM

AIRCRAFT INSPECTION REPORT

W. N. Pearson (Owner's name) Monahans, Texas (Address)

Culver (Make) LFA (Model) 379 (Serial number) NC41620 (Identification mark)

Designation 2 PCLH 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 3-3-45 by J. E. Wimay submitted.

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

   *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 3-5-45
Inspector	Inspector Hoyle Baggerly

[OVER]

00927

16—11631 EKH

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

REMARKS PERTAINING TO—

AIRCRAFT

OK

ENGINES

OK

PROPELLERS

OK

REPAIRS See 337

OK

After accident of 2-21-45 at Guthrie, Okla.

ALTERATIONS

None

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 (✓)

REMARKS

NOTE.—This form to be executed and submitted in single copy following any inspection which results in the issuance or endorsement of an Aircraft Airworthiness Certificate, as: (1) Original issuance, (2) periodic endorsement, or (3) following major repair, alteration, or special inspection, *except* that in case of disapproval, a duplicate copy of the "Disapproved" Inspection Report will be attached to the Aircraft Operation Record, and will only be removed by an inspector of the ADMINISTRATION, FOLLOWING A SATISFACTORY INSPECTION OF THE AIRCRAFT.

00927

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form 337 (Rev. 6-1 18-1)

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)
✓ After Accident of 2-21-45 (Date)
✓ Approved
Disapproved
Forwarded for engineering approval (Submit complete details)
Date 3-5-45
Inspector Hope Bigger

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 41620

Owner's name Bill Pearson
Owner's address Monahans Texas
Aircraft manufacturer and model Culver LFA Serial No. 379
Engine manufacturer and model* Franklin 9AC-176-F3 Serial No. 125268
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. ✓ Certificated mechanic

Agency's name Tom E. Smyer Aircraft

Address Ponca City, Okla. Date of repair or alteration 3-3-45

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].

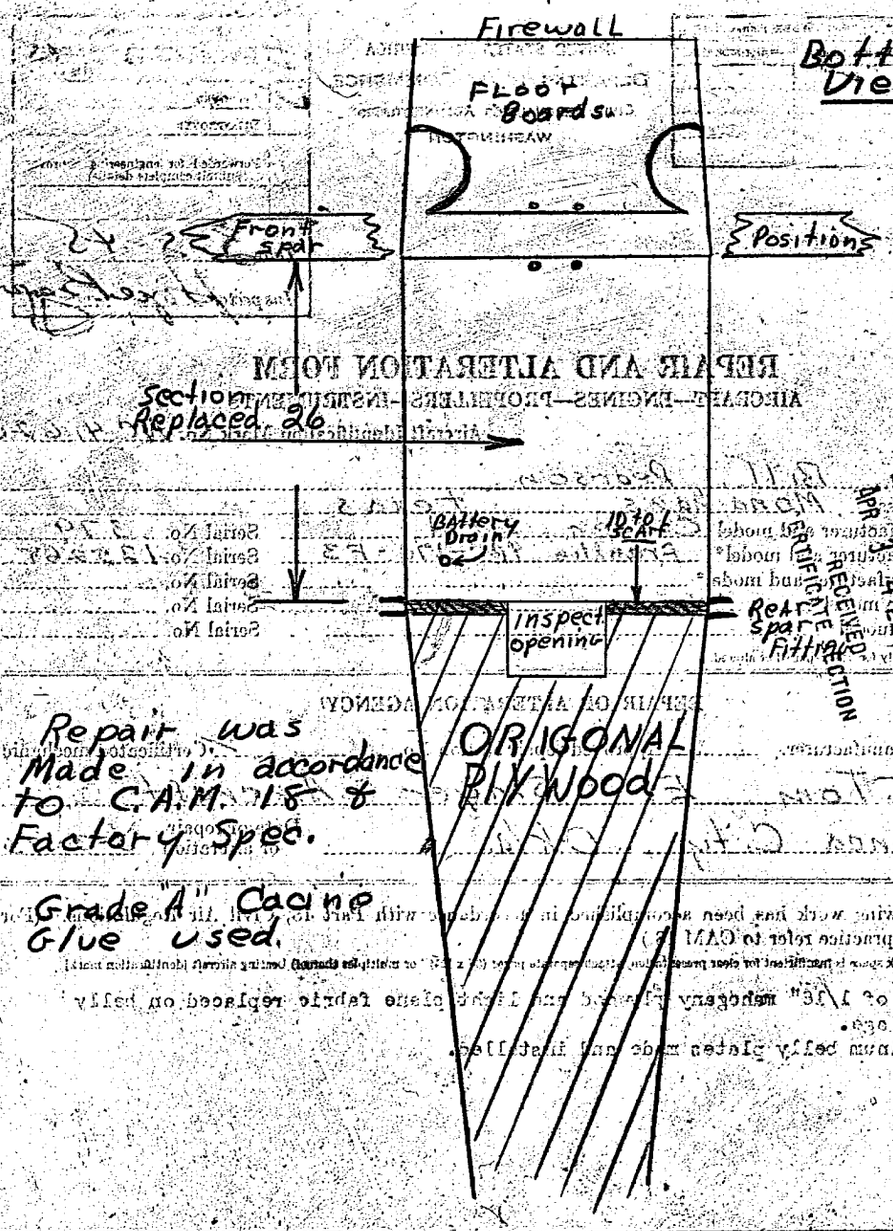
Two bays of 1/16" mahogany plywood and light plane fabric replaced on belly and fuselage.
New aluminum belly plates made and installed.

10—8108

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

NC 41620



Repair was Made in accordance to C.A.M. 18 & Factory Spec.

ORIGONAL PLYWood

Grade "A" Cacne Glue used.

SUPERVISING MECHANIC'S CERTIFICATE

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

3-3-45
(Date)

F. E. Winey
(Mechanic's signature)

Mechanic's Certificate No. 4E 205506
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—8109

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMN
MAR 2 8 23 AM '45
MAIL ROOM

UNITED STATES OF AMERIC.
Department of Commerce
Civil Aeronautics Administration
Washington

AIRCRAFT INSPECTION REPORT

W. N. PEARSON (Owner's name) BOX 608, MONAHANS, TEXAS (Address)

CULVER (Make) LFA (Model) 379 (Serial number) NC 41620 (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? 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 2-19-45 by F.E. WINEY submitted.

1. Aircraft was inspected and determined to have complied with the following, except as noted—*
   - (a) Listing in inspector's handbook, chapter XVIII yes
   - (b) Aircraft specifications Serial No. A-1225
   - (c) Special inspection request—dated
   - (d) Notes Nos. 1-2
   - (e) Special Notes Nos. AD-330-1-2-3-4-5-6

   *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 2-20-45
Inspector	Inspector Hope Biggers

[OVER]

DU927

16—11831

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

REMARKS PERTAINING TO—

AIRCRAFT

OK

ENGINES

OK

PROPELLERS

OK

REPAIRS

OK see 337

After accident of 2-9-45 at Monahans, Texas.

ALTERATIONS

none

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 ( ).

REMARKS

RECEIVED
CERTIFICATE SECTION
AUG 3 11 43 AM '45

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. 3 DATE: 11-17-94

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

no accident in file on 2-22-45

(To be filled in by inspector)
✓ After Accident of 2-9-45 (Date)
✓ Approved
Disapproved
Forwarded for engineering approval (Submit complete details)

Date 2-20-45
Inspector Hope Biggers

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 41620

Owner's name Mr. Bill Pearson
Owner's address Monahans, Texas
Aircraft manufacturer and model Culver LFA — Serial No. 379
Engine manufacturer and model* Franklin 4AC-176-F3 — Serial No. 125268
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 Smyer Aircraft Sales and Service

Address Municipal Airport, Ponca City, Oklahoma — Date of repair or alteration 2-19-45

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]

100 hour inspection due to major repair.

Two bays on top of right wing leading edge and one half bay on bottom of right wing repaired and refinished. Bulletin # 21 (removal of spin strips) complied with.

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE

10—8108

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Right wing top View

Shaded Area Shows Replaced sections

Front Spar

Fuselage

Leading Edge

35" 29"

Nose

Right wing Bottom View

Leading Edge

17 46

Front Spar

Fuselage Front

Shaded Area Shows Replaced section

Inspection Plate

Fuselage Belly

All Repairs were made in accordance to C.A.M. 4b Factory Specifications

SUPERVISING MECHANIC'S CERTIFICATE

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

3-19-95
(Date)

(Mechanic's signature)

Mechanic's Certificate No. A&P 2065205
(Rating)

Culver Factory Approved
Repair Station

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form ACA 337
(Rev. 1-15-41)

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by Inspector)

X	AFTER ACCIDENT OF	Dec. 21 1941 (Date)
X	APPROVED	
	DISAPPROVED	
	APPROVED subject to final engineering approval. (Comment on questionable points.)	
	Forwarded for engineering approval. (Submit complete details.)	

Date 1-31-42
Inspector Lew Rogers

Entered on Page 5

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS

Aircraft Identification Mark No. NC41620

Owner's name Clifford B. Hanson
Owner's address 211 west Second St. Reno, Nevada
Aircraft manufacturer and model Culver Cadet LFA Serial No. 379
Engine manufacturer and model* Serial No.
Propeller manufacturer and model* Sensenich Serial No. 38514
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 Other agency.
Lewvern Mueller
Agency's name and address Reno Sky Ranch Reno, Nevada Date of repair or alteration Jan. 17, 1942

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

[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½" or multiples thereof) bearing aircraft identification mark.]

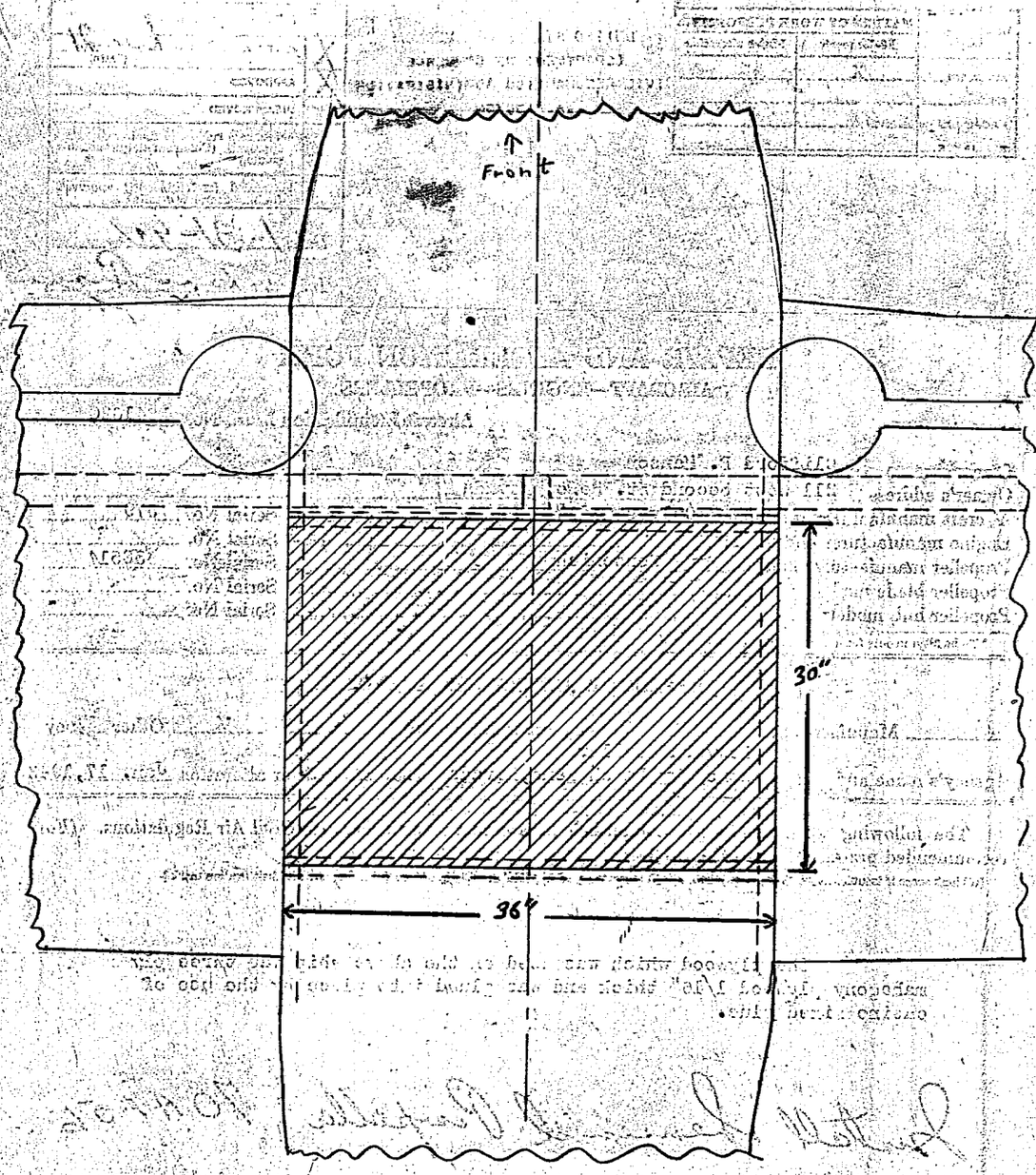
The plywood which was used on the above ship was three ply mahagony plywood 1/16" thick and was glued into place by the use of casine mixed glue.

Install Sensenich Propeller 70AF56

3886 Accomplish Certificate on Opposite Side

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

(2)



SUPERVISING MECHANIC'S CERTIFICATE

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

January 17, 1942
(Date)

Lewvern Mueller
(Mechanic's signature)

Mechanic's Certificate No. A&E M-2488-40
(Rating)

3886

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

December 15, 1941

AIRMAIL

Mr. Clifford B. Hanson
221 West Second Street
Reno, Nevada

Dear Mr. Hanson:

Receipt is acknowledged of your letter of December 5, 1941, concerning a proposed flight to Mexico City in your Culver aircraft, model LFA, serial No. 379, aircraft airworthiness certificate NC41620.

Such a flight as you contemplate would require the issuance of a foreign flight authorization in accordance with Section 60.94 of the Civil Air Regulations. Application therefor should be executed in duplicate on the enclosed Forms ACA 776 and submitted to this Office.

In view of the existing emergency, some delay may be encountered before this authorization can be issued.

There are enclosed aircraft registration certificate for your Culver aircraft and application blanks for periodic endorsement of your private pilot certificate.

Please advise the date and by whom your pilot certificate has been reinstated under the suspension order of December 8, 1941.

Very truly yours,

Robert R. Reining
Assistant Chief, Certificate and
Inspection Division

Enclosures

EWilliams

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

December 15, 1943

AIRMAIL

Mr. Clifford B. Hanson
221 West Second Street
Reno, Nevada

Dear Mr. Hanson:

Receipt is acknowledged of your letter of December 5, 1943, concerning a proposed flight to Mexico City in your Culver aircraft, model LFA, serial No. 379, aircraft airworthiness certificate NC41620.

Such a flight as you contemplate would require the issuance of a foreign flight authorization in accordance with Section 60.94 of the Civil Air Regulations. Application therefor should be executed in duplicate on the enclosed Forms ACA 776 and submitted to this Office.

In view of the existing emergency, some delay may be encountered before this authorization can be issued.

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Please advise the date and by whom your pilot certificate has been reinstated under the suspension order of December 8, 1943.

Very truly yours,

Robert B. Reining
Assistant Chief, Certificate and
Inspection Division

Enclosures

EWilliams

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

NGER SEWING MACHINES

MAYTAG WASHING MACHINES

SINGER SHOP
C. B. HANSON, PROPRIETOR
TELEPHONE 3811 • 221 WEST SECOND STREET
RENO, NEVADA

12-5-41

DEC 6 8 48 AM '41
CIVIL AERONAUTICS AUTHORITY
RECEIVED

Civil Aerorautics Authority
Washington D C
Gentlemen;

It is my intention to fly my airplane with my wife as passenger to Mexico City, leaving here about Dec 26th and returning to the states some time in January. My license # is 94536 and my ship is a Culver Cadet N C 41620. Is any permission or duty aside from Customs inspection required by the United States?
Will appreciate a reply by return air mail.

yours very truly
C B Hanson

yzy

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

SINGER SHOP
C. E. HANSON, PROPRIETOR
GEORGINE 3911 • 281 WEST SECOND STREET
RENO, NEVADA
12-5-41

Civil Aeronautics Authority
Washington D C
Gentlemen;

It is my intention to fly my airplane with my wife as passenger to Mexico City, leaving here about Dec 20th and returning to the states some time in January. My license is 04536 and my ship is a Culver Cadet N C 41020. Is any permission or duty aside from Customs inspection required by the United States? Will appreciate a reply by return air mail.

Yours very truly

DEC 8 8 49 AM '41
RECEIVED
CIVIL AERONAUTICS
AUTHORITY

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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 (Make) LFA (Model) 379 (Serial Number) NC41620 (Identification Mark)

Designation 2PCLM Aircraft Specification No. 5760

(ISSUANCE) - PERIODIC ENDORSEMENT - REPAIR - ALTERATION - SPECIAL (Circle which)

Is Registration Certificate properly displayed in the aircraft? Yes

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

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

Periodic aircraft inspection report dated New Aircraft by _____ submitted.

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

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

(b) Aircraft specifications Serial No. A- 1225

(c) Special inspection request dated ---

(d) Notes Nos. 2

(e) Special Notes Nos. 9 and 10

*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

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 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 October 27, 1941

DISAPPROVED APPROVED

Date _____ Date 10-27-41

Inspector _____ Inspector Ralph W. Kenyon

(over)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

REMARKS PERTAINING TO -
Aircraft OK

Engines OK

Propellers OK

Is Registration Certificate properly displayed in the aircraft? Yes

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

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

Periodic aircraft inspection report dated None Aircraft by _____ submitted.

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

Repairs _____

(a) Listing in Inspector's handbook, chapter XVIII ---

(b) Aircraft specifications Serial No. A- 1888

(c) Special inspection After accident of None

(d) Not a Nos. _____

Alterations None

(e) Special Notes Nos. 9 and 10

*Exceptions, if any, noted None

2. Aircraft was thoroughly inspected and for the type of certificate issued, except as noted. *Exceptions, if any, of which the owner or operator has been advised None

3. 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 compartments, and the like, are correctly executed and properly displayed, except as noted. *Exceptions, if any, of which the owner or operator has been 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 compartments, and the like, are correctly executed and properly displayed, except as noted. *Exceptions, if any, of which the owner or operator has been advised None

Satisfactory? Yes ( ). No ( ).

5. Based on the results of the above inspection, Aircraft Airworthiness Certificate

(Form 307
(Rev. 9-15-39)

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

AIRCRAFT INSPECTION REPORT

Owner Aircraft Corporation 800 East 35th Street, Wichita, Kansas
(Owner's Name) (Address)

Engine(s) (Make) Model Serial Number Identification Mark

Designation SPCIM Aircraft Specification No. NYPO

ISSUANCE PERIODIC ENDORSEMENT - REPAIR - ALTERATION - SPECIAL (Circle which)

REMARKS

Forms and documents submitted (indicate by form number or nature of content)
which are attached 501-305-317-307-308A-500A-509
2 copies Weight and Balance Report
Number Assignment Card

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

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

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.

(over)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

CULVER AIRCRAFT CORPORATION, WICHITA, KANSAS
WEIGHT AND BALANCE REPORT NO. 51-379
CULVER LFA SERIAL 379
DATE October 27, 1941

Ralph W. Kenyon
C.A.A. INSPECTOR

CULVER AIRCRAFT CORPORATION

Section 1. Aircraft empty weight.

(A) Weight empty as weighed (in level position)

Left Wheel 414 Right Wheel 417.5 Tail 44 Total 875.5 lbs.

8.79 154.75

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

44 x 154.75 = 7.77 inches
875.5

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

7.77 + 8.79 = 16.56 inches

WING LEADING EDGE AT ROOT IS REFERENCE DATUM.
Hence C.G. empty (as weighed) is 16.56 inches aft reference datum
L.E. M.A.C. is 2.2 in aft L.E.; M.A.C. = 57.4 inches.

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

Item No.	Name	Weight	Arm	Moment
---	Weight empty (as weighed)	876.0	16.56	14507
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	1175.0	+ 15.60	+ 18333

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)	876.0	16.56	14507
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	38.0	+42.0	+1596
	Totals	1305	+ 18.84	+ 24583

Approved rearward limit is 19.5 in aft datum, hence loading is satisfactory.

Maximum authorized Gross Weight is 1305 lbs.

Note to owner. Preserve this original Weight and Balance Report, Subsequent changes in equipment may be certificated by additional calculations without having to reweigh the airplane.

Section 4.

Weight empty	876 lbs.	
Oil	9 lbs.	
Fuel (12 gal.)	72 lbs.	
Pilot	170 lbs.	
Passenger	170 lbs.	
Total	1297 lbs.	
Max. Gross Weight	1305 lbs.	
	1297 lbs.	
	8 lbs. Max. Baggage with 2 persons.	

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

CULVERT AIRCRAFT CORPORATION, WICHITA, KANSAS
WEIGHT AND BALANCE REPORT NO. 51-579
CULVER LFA SERIAL 579
DATE October 27, 1941

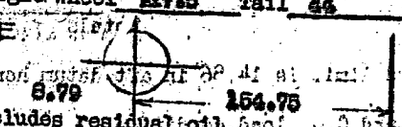
Rafael W. Kenyon
C.A.A. INSPECTOR

CULVER AIRCRAFT CORPORATION

Section 1. Aircraft empty weight.

(A) Weight empty as weighed (in level position)

Left Wheel 414 Right Wheel 417.5 Tail 44 Total 875.5 lbs.



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

$$\frac{44 \times 154.75}{875.5} = 7.77 \text{ inches}$$

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

$$7.77 + 8.79 = 16.56 \text{ inches}$$

WING LEADING EDGE AT ROOT IS REFERENCE DATUM.
Hence C.G. empty (as weighed) is 16.56 inches aft reference datum
L.E. M.A.C. is 2.2 in aft L.E.; M.A.C. = 57.4 inches.

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

Item No.	Name	Arm	Weight
101	Propeller-wood (fixed)	-41	9 lbs.
102	Carburetor air heater	-24	4 lbs.
104	5.00 x 4 wheels (Hayes 451M-E,T, brakes)	9	10 lbs.
105	6 ply tires and tubes	9	13 lbs.
106	Tail wheel assy. (Heath) 6x2 cushion tire	160	5 lbs.
	1 qt. fire extinguisher	44	7 lbs.
201	Battery (Reading R241)	40	24 lbs.
203	Generator (Auto-Lite)	-15	12 lbs.
204	Starter (Auto-Lite)	-16	12 lbs.
301	Engine primer	5	8 lbs.
302	Miscellaneous instruments		
	Compass	5	1 lb.
	Ammeter	5	.25 lb.
	Altimeter	5	.62 lb.
	Oil pressure gauge	5	.31 lb.
	Oil temperature gauge	5	.93 lb.
	Tachometer	5	.75 lb.
	Airspeed indicator	5	.65 lb.
	First aid kit	42	.5 lb.
200	Navigation lights	65	2 lbs.
305	Cabin heater	-16	2 lbs.
306	Cabin ventilators		Neglect Weight

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

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

Item No.	Name	Weight	Arm	Moment
---	Weight Empty (as weighed)	876.0	16.56	14507
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	1175.0	15.00	18333

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)	876.0	16.56	14507
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	38.0	+42.0	+1596
	Totals	1305	+18.84	+24583

Approved rearward limit is 19.5 in aft datum, hence loading is satisfactory.

Maximum authorized Gross Weight is 1305 lbs.

Note to owner. Preserve this original Weight and Balance Report. Subsequent changes in equipment may be certificated by additional calculations without having to reweigh the airplane.

Section 4.

Weight empty	876 lbs.	
Oil	9 lbs.	
Fuel (12 gal.)	72 lbs.	
Pilot	170 lbs.	
Passenger	170 lbs.	
Total	1297 lbs.	
Max. Gross Weight	1305 lbs.	
	1297 lbs.	
	8 lbs. Max. Baggage with 2 persons.	

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form ACA 505
(Rev. 1-2-41)

A18250

IDENTIFICATION MARK
NC41620

DATE
10-27-41

APPROVED
Ralph W. Kenyon
(Inspector's signature)

DISAPPROVED

(Inspector's signature)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is made for an Airworthiness Certificate for:

1. Make Culver 2. Model LFA

3. Type Certificate No. 750 4. Manufacturer's Serial No. 379

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 Administration~~
Application for registration is attached hereto } in the name of the applicant.

I CERTIFY that the above statements are true.

Culver Aircraft Corporation
(Name of applicant)

By A. W. Mooney
(Signature)

Vice President & Chief Engineer
(Title)

DATE October 27, 1941

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NOV 1 1941

16—11256 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the CIVIL AERONAUTICS ADMINISTRATION:

Application is made for an Airworthiness Certificate for:

1. Make Culver 2. Model [illegible]

3. Type Certificate No. 750 4. Manufacturer's Serial No. 372

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

6. Permanent mailing address 600 East 55th Street, Wichita, Kansas
(Street) (City) (State)

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

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

I CERTIFY that the above statements are true.

Culver Aircraft Corporation
(Name of applicant)

By [signature]
(Signature)

Chief Engineer
(Title)

DATE October 27, 1941

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CERTIFICATE SECTION
NOV 4 1 45 PM '41

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

Form ACA 317
(Rev. 3-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Culver Aircraft Corporation (Manufacturer), certify that the aircraft Culver (Make), LFA (Model), 379 (Serial number), has been manufactured, under Production Certificate No. 20,* in conformity with the data forming the basis for Type Certificate No. 730 and any revision or modification thereof approved by the Administration as of --- (Date), with the exception of the following deviations:

L. W.	414.0
R. W.	417.5
Tail	44.0
Total	875.5

DATE October 27, 1941

CERTIFICATE SECTION
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NOV 4 1 12 PM '41

Al W Mooney
(Signature)

Vice President & Chief Engineer
(Title)

* Delete this phrase if not applicable.

16—21035 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-17-94

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Culver Aircraft Corporation (Manufacturer), certify that the aircraft Culver (Make) LFA (Model) 270 (Serial number) has been manufactured, under Production Certificate No. 20, in conformity with the data forming the basis for Type Certificate No. 730, and any revision or modification thereof approved by the Administration as of (Date), with the exception of the following deviations:

L. W. 424.0
R. W. 417.5
Tail 44.0
Total 875.5

DATE October 27, 1941

RECEIVED
NOV 4 1 45 PM '41
CERTIFICATE SECTION

(Signature)
Vice President & Chief Engineer
(Title)

* Strike this words if not applicable