

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A-675  
Revision 7  
AERONCA  
KCA  
50-C  
S-50-C  
65-C  
S-65-C  
(L-3F) 65-CA  
S-65-CA  
  
October 2, 1989

TYPE CERTIFICATE DATA SHEET NO. A-675

Type Certificate Holder: Mr. William J. Gores  
Franklin, Wisconsin 53132

I - Model KCA, 2 PCLM, Approved April 26, 1938.  
Model 50-C, 2 PCLM, Approved August 11, 1938 (Same as KCA except for wider cabin and modified engine cowling).  
Model S-50-C, 2 PCSM, Approved August 11, 1938 (Same as 50-C except for the landing gear).

	<u>KCA 2 PCLM</u>	<u>50-C 2 PCLM</u>	<u>S-50-C 2 PCSM</u>
<u>Engines</u>	Continental A-50-1	Continental A-50-1 (See Item 307 (a), (b), (c), (d), and (e))	Continental A-50-1
<u>Fuel</u>	73 min. octane av. gas	73 min. octane av. gas	73 min. octane av. gas
<u>Engine Limits (for all operations)</u>	1900 r.p.m. (50 hp.)	1900 r.p.m. (50 hp.)	1900 r.p.m. (50 hp.)
<u>Airspeed Limits (CAS)</u>			
Level flight or climb	100 m.p.h. ( 87 knots)	100 m.p.h. ( 87 knots)	95 m.p.h. ( 82 knots)
Glide or dive	135 m.p.h. (117 knots)	135 m.p.h. (117 knots)	129 m.p.h. (112 knots)
<u>Propeller Limits</u>			
Maximum permissible diameter	81 in.	81 in.	76 in.
<u>C.G. Range</u>	(+13.4) to (+20.5)	(+13.4) to (+20.7)	(+14.1) to (+21.1)
<u>Empty Weight C.G. Range</u>	(+13.9) to (+20.3) with standard fuel tank only. (+13.9) to (+17.4) with Item 312(a) installed.	(+14.3) to (+20.5) with standard fuel tank only. (+14.3) to (+17.6) with Item 312(a) installed.	(+15.1) to (+21.2) with standard fuel tank only. (+15.1) to (+18.3) with Item 312(a) installed.
	When the empty weight C.G. falls within these ranges, it is unnecessary to check critical C.G. positions. Ranges are not valid for non-standard arrangements.		
<u>Maximum Weight</u>	1150 lbs.	1150 lbs.	1253 lbs.
<u>No. of Seats</u>	2 (+21)	2 (+21)	2 (+21)
<u>Maximum Baggage</u>	40 lbs. (+45)	40 lbs. (+45)	40 lbs. (+45)
<u>Fuel Capacity (see Item 312(a))</u>	10 gal. (-10)	12 gal. (-10)	12 gal. (-10)
<u>Oil Capacity</u>	1 gal. (-21)	1 gal. (-21)	1 gal. (-21)

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	<u>KCA 2 PCLM</u>	<u>50-C 2 PCLM</u>	<u>S-50-C 2 PCSM</u>
<u>Control Surface Movements</u>	Elevators 30°up; 30°down Rudder 30° right; 30° left Ailerons not available	Elevators 30°up; 30°down Rudder 30° right; 30° left Ailerons not available	Elevators 30°up; 30°down Rudder 30° right; 30° left Ailerons not available
<u>Serial No. Eligible</u>	KCA-1 and up	C-1018 and up	C-1018 and up
<u>Required Equipment</u>	Items 101(a), 102, 103, 104, and 105 Not eligible for original certification with single ignition engines after August 1, 1941.	Items 101(a), 102, 103, 104, and 105	Items 103, 104, 105, and 151

II - Model 65-C, 2 PCLM, Approved June 7, 1939 (Same as 50-C except for the engine installation).

Model S-65-C, 2 PCSM, Approved June 7, 1939 (Same as 65-C except for the landing gear).

	<u>65-C 2 PCLM</u>	<u>S-65-C 2 PCSM</u>
<u>Engines</u>	Continental A-65-1 (See Item 307 (f), (g), and (h))	Continental A-65-1
<u>Fuel</u>	73 min. octane av. gas	73 min. octane av. gas
<u>Engine Limits</u> (for all operations)	2350 r.p.m. (65 hp.)	2350 r.p.m. (65 hp.)
<u>Airspeed Limits</u> (CAS)		
Level flight or climb	100 m.p.h. ( 87 knots)	95 m.p.h. ( 82 knots)
Glide or dive	135 m.p.h. (117 knots)	129 m.p.h. (112 knots)
<u>Propeller Limits</u>		
Maximum permissible diameter	81 in.	76 in.
<u>C.G. Range</u>	(+13.4) to (+20.7)	(+14.1) to (+21.1)
<u>Empty Weight C.G. Range</u>	(+14.3) to (+20.5) with standard fuel tank only. (+14.3) to (+17.6) with Item 312(a) installed. When the empty weight C.G. falls within these ranges, it is unnecessary to check critical C.G. positions. Ranges are not valid for non-standard arrangements.	(+15.1) to (+21.2) with standard fuel tank only. (+15.1) to (+18.3) with Item 312(a) installed.
<u>Maximum Weight</u>	1150 lbs.	1253 lbs.
<u>No. of Seats</u>	2 (+21)	2 (+21)
<u>Maximum Baggage</u>	40 lbs. (+45)	40 lbs. (+45)
<u>Fuel Capacity</u> (see Item 312(a))	12 gal. (-10)	12 gal. (-10)
<u>Oil Capacity</u>	1 gal. (-21)	1 gal. (-21)
<u>Control Surface Movements</u>	Elevators 30° up; 30° down Rudder 30° right; 30° left Ailerons not available	Elevators 30° up; 30° down Rudder 30° right; 30° left Ailerons not available
<u>Serial No. Eligible</u>	C-1018 and up	C-1018 and up
<u>Required Equipment</u>	Items 101(a), 102, 103, 104, and 105 Not eligible for original certification with single ignition engines after August 1, 1941.	Items 103, 104, 105, and 151

III - Model 65-CA (L-3F), 2 PCLM, Approved September 11, 1940 (Same as 50-C except for minor structural changes, equipment changes, and the engine installation).

Model S-65-CA, 2 PCSM, Approved November 15, 1940 (Same as 65-CA except for the landing gear).

	<u>65-CA (L-3F) 2 PCLM</u>	<u>S-65-CA 2 PCSM</u>
<u>Engines</u>	Continental A-65-8 (See Item 307 (f), (i), and (j))	Continental A-65-8
<u>Fuel</u>	73 min. octane av. gas	73 min. octane av. gas
<u>Engine Limits</u> (for all operations)	2300 r.p.m. (65 hp.)	2300 r.p.m. (65 hp.)
<u>Airspeed Limits</u> (CAS)		
Level flight or climb	100 m.p.h. ( 87 knots)	95 m.p.h. ( 82 knots)
Glide or dive	135 m.p.h. (117 knots)	129 m.p.h. (112 knots)
<u>Propeller Limits</u>		
Static r.p.m. at full throttle		
Maximum	2150	2070
Minimum	2050	1970
No additional tolerance permitted		
Diameter:		
Maximum	78 in.	76 in.
Minimum	70 in.	74 in.
<u>C.G. Range</u>	(+13.9) to (+21.2)	(+14.1) to (+21.1)
<u>Empty Weight C.G. Range</u>	(+15.7) to (+20.5) with standard fuel tank only. (+15.7) to (+19.0) with Item 312(b) installed.	(+15.9) to (+20.4) with standard fuel tank only. (+15.9) to (+19.0) with Item 312(b) installed.
	When the empty weight C.G. falls within these ranges, it is unnecessary to check critical C.G. positions. Ranges are not valid for non-standard arrangements.	
<u>Maximum Weight</u>	1250 lbs.	1320lbs.
<u>No. of Seats</u>	2 (+21)	2 (+21)
<u>Maximum Baggage</u>	70 lbs. (+48)	70 lbs. (+48)
<u>Fuel Capacity</u> (see Item 312(b))	17 gal. (-8)	17 gal. (-8)
<u>Oil Capacity</u>	1 gal. (-32)	1 gal. (-32)
<u>Control Surface Movements</u>	Elevators 30° up; 30° down Rudder 30° right; 30° left Ailerons not available	Elevators 30° up; 30° down Rudder 30° right; 30° left Ailerons not available
<u>Serial No. Eligible</u>	C-10010 and up and all AAF Nos.	C-10010 and up
<u>Required Equipment</u>	Items 101(b), 102, 103, 104, and 105 Not eligible for original certification with single ignition engines after August 1, 1941.	Items 103, 104, 105, and 151
<u>Specifications Pertinent to All Models</u>		
<u>Datum</u>	Wing leading edge.	
<u>Leveling Means</u>	Incidence of No. 2 wing rib is (-1½°) when aircraft is level.	
<u>Certification Basis</u>	Type Certificate No. 675 (Aeronautical Bulletin 7-A)	



	KCA, 50-C, S-50-C 65-C, S-65-C	65-CA S-65-CA
<u>Landing Gear and Floats (contd.)</u>		
(d) 6.00-6 (Shinn 605HB) with brakes	---	+5 lb. (-1)
(e) 6.00-6 (General Airmotive Corp. MBA) with brakes (requires axle 3-180)	---	+7 lb. (-1)
(f) 6.00-6 (Goodyear L6MBM) with brakes	---	+5 lb. (-1)
302. Tires		
(a) 18x8-3 with tube	+4 lb. (-1)	---
(b) 16x7-3 with tube	Neglect wt. incse	---
303. Tail wheel installation		
(a) Shock cord type with 6x2.00 wheel and pneumatic tire	+1 lb. (+174)	---
(b) Leaf spring type with 6 in. wheel and solid tire	+2 lb. (+180)	+2 lb. (+180)
(c) 6x2.00 steerable	+3 lb. (+179)	+3 lb. (+179)
(d) Maule Model SFS-12, SS12, or SAFS-12	6 lb. (+179)	6 lb. (+179)
309. Wheel streamliners	8 lb. (-1)	6 lb. (-1)
317. Ski type axle struts (Dwg. 3-43 or 3-44)	Neglect wt. incse	---
318. Seaplane fittings	Neglect wt. incse	---
321. Parking brake installation	+1 lb. (-6)	+1 lb. (-6)
326. Shock strut special attachment bolt (Dwg. 1-875)	---	Neglect weight
327. Skis		
(a) Washington Aircraft 1200	Use actual wt.	---
(b) Federal SA-1	Use actual wt.	---
(c) Federal SA-2	Use actual wt.	---
(d) Federal SC-1	Use actual wt.	Use actual wt.
(e) Federal SC-2	Use actual wt.	---
(f) Marston MFS-1200	Use actual wt.	---
(g) Marston MFS-1600	Use actual wt.	---
(h) Jennings TY-2	Use actual wt.	---
(i) Richards I-B	Use actual wt.	---
(j) Graf-Shupe A	Use actual wt.	---
(k) Aero Sales and Service AS-6.00-6	Use actual wt.	---
(l) Heath 655	Use actual wt.	---
(m) Federal SA-1A	Use actual wt.	Use actual wt.
(n) Heath 725	Use actual wt.	Use actual wt.
(o) Jack Carr 16 (Max. 1600 lb.)	Use actual wt.	Use actual wt.
(p) Heath 725A (Max. 1450 lb.)	Use actual wt.	Use actual wt.
(q) Federal CA-1850-6 (Federal Instal. Dwg. 11R241)	48 lb. (0)	48 lb. (0)
(r) Federal A-2000A (Federal Instal. Dwg. 11R241)	49 lb. (0)	49 lb. (0)
(s) Federal A-2000 (Federal Instal. Dwg. 11R241)	41 lb. (0)	41 lb. (0)
(t) Federal A-1850 (Federal Instal. Dwg. 11R241)	38 lb. (0)	38 lb. (0)
(u) Federal A-1500 (Federal Instal. Dwg. 11R241)	37 lb. (0)	37 lb. (0)
(v) Federal A-1500A (Federal Instal. Dwg. 11R241)	39 lb. (0)	39 lb. (0)
<u>Electrical Equipment</u>		
310. Battery	Max. 20 lb. (+48)	Max 20 lb.(+48)
319. Landing lights (Grimes ST-250) (one or two)	5 lb. ea. (+17)	5 lb. ea. (+17)
323. Generator - wind driven (Air Associates G-6 or G-12)	8 lb. (+9)	8 lb. (+9)
<u>Interior Equipment</u>		
105. Wheel type control column (Dwg. 7-35)	X	X
201. Flare installation (three 1½ min.)	---	23 lb. (+50)
305. Cabin heater	2 lb. (-25)	2 lb. (-16)
322. Stick type control column (replacing wheel)	Neglect wt. change	---
<u>Miscellaneous (not listed above)</u>		
311. Extra Door	2 lb. (+21)	2 lb. (+21)
316. Anchor and rope	7 lb. (+2)	7 lb. (+2)
324. Steps (two)	Neglect weight	Neglect weight

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