

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A-702
Revision 9
AERONCA
50-L
50-LA
65-LA
(L-3G) 65-LB

February 23, 2022

TYPE CERTIFICATE DATA SHEET NO. A-702

Type Certificate Holder

Thomas Gores
12008 W Belmar Dr
Franklin, Wisconsin 53132

Type Certificate Holder Record

Mr. William T. Gores
Franklin, Wisconsin 53132

I - Models 50-L and 50-LA, 2 PCLM. Approved 12 October 1938 and 6 September 1939 respectively.
(Model 50-LA same as 50-L, except engine cowling. 50-LA has tunnel type cowl, +8 lb. (-33).

Engine

Lycoming O-145-A1 (See Item 313 for optional engines).

Fuel

65 minimum octane aviation gasoline

Engine Limits

For all operations, 2300 r.p.m. (50 hp.)

Propeller Limits

Maximum diameter 81 in.

Airspeed Limits (CAS)

Level flight or climb 100 m.p.h. (87 knots)
Glide or dive 135 m.p.h. (117 knots)

C.G. Range

(+13.4) to (+20.7)

Empty Weight C.G. Range

(+14.4) to (+20.6) with standard fuel tank only.
(+14.4) to (+17.7) with Item 309(a) installed.
When the empty weight C.G. falls within these ranges, computation of critical fore and aft C.G. positions is unnecessary. Ranges are not valid for non-standard arrangements except as indicated.

Maximum Weight

1150 lb.

No. Seats

2 (+21)

Maximum Baggage

40 lb. (+45)

Fuel Capacity

12 gal. (-10)

Oil Capacity

1 gal. (-31)

Control Surface Movements

Not available

Serial No. Eligible

L-1018 and up

Required Equipment

In addition to the pertinent required basic equipment specified in CAR 4(a), the following items of equipment must be installed.
Items 101, 102, 103, 104, 105. Not eligible for original certification after 1 August 1941 with single ignition engine.

Page No.	1	2	3	4	5
Rev No.	9	8	8	8	—

Reformatted 2/94.

II - Model 65-LA, 2 PCLM, Approved 6 September 1939.
(Same as Model 50-L, except engine installation).

<u>Engine</u>	Lycoming O-145-B1 (See Item 313 for optional engines).
<u>Fuel</u>	73 minimum octane aviation gasoline
<u>Engine Limits</u>	For all operations, 2550 r.p.m. (65 hp.)
<u>Propeller Limits</u>	Maximum diameter 81 in.
<u>Airspeed Limits (CAS)</u>	Level flight or climb 100 m.p.h. (87 knots) Glide or dive 135 m.p.h. (117 knots)
<u>C.G. Range</u>	(+13.4) to (+20.7)
<u>Empty Weight C.G. Range</u>	(+14.4) to (+20.6) with standard fuel tank only. (+14.4) to (+17.7) with Item 309(a) installed. When the empty weight C.G. falls within these ranges, computation of critical fore and aft C.G. positions is unnecessary. Ranges are not valid for non-standard arrangements except as indicated.
<u>Maximum Weight</u>	1150 lb.
<u>No. Seats</u>	2 (+21)
<u>Maximum Baggage</u>	40 lb. (+45)
<u>Fuel Capacity</u>	12 gal. (-10)
<u>Oil Capacity</u>	1 gal. (-31)
<u>Control Surface Movements</u>	Not available
<u>Serial No. Eligible</u>	L-1018 and up
<u>Required Equipment</u>	In addition to the pertinent required basic equipment specified in CAR 4(a), the following items of equipment must be installed. Items 101, 102, 103, 104, 105. Not eligible for original certification after 1 August 1941 with single ignition engine.

III - Model 65-LB (Army L-3G), 2 PCLM, Approved 11 September 1940.
(Same as Model 50-L, except minor structural changes, equipment changes and engine installation).

<u>Engine</u>	Lycoming O-145-B1 (See Item 313 for optional engines).
<u>Fuel</u>	73 minimum octane aviation gasoline
<u>Engine Limits</u>	For all operations, 2550 r.p.m. (65 hp.)
<u>Propeller Limits</u>	Static r.p.m. at maximum permissible throttle setting: Not over 2290, not under 2190. No additional tolerance permitted. Diameter: Not over 80 in; not under 68 in.
<u>Airspeed Limits (CAS)</u>	Level flight or climb 100 m.p.h. (87 knots) Glide or dive 135 m.p.h. (117 knots)
<u>C.G. Range</u>	(+13.9) to (+12.2)

<u>Empty Weight C.G. Range</u>	(+15.1) to (+21.2) with standard fuel tank only. (+15.1) to (+18.3) with Item 309(b) installed. When the empty weight C.G. falls within these ranges, computation of critical fore and aft C.G. positions is unnecessary. Ranges are not valid for non-standard arrangements except as indicated.
<u>Maximum Weight</u>	1250 lb.
<u>No. Seats</u>	2 (+21)
<u>Maximum Baggage</u>	70 lb. (+48)
<u>Fuel Capacity</u>	17 gal. (-8)
<u>Oil Capacity</u>	5 qt. (-32)
<u>Control Surface Movements</u>	Not available
<u>Serial No. Eligible</u>	L-1018 and up
<u>Required Equipment</u>	In addition to the pertinent required basic equipment specified in CAR 4(a), the following items of equipment must be installed. Items 101, 102, 103, 104, 105. Not eligible for original certification after 1 August 1941 with single ignition engine.

Specification Pertinent to All Models

Certification Basis Type Certificate No. 702 (CAR 4a)

Production Basis None. Prior to original certification of each aircraft manufactured subsequent to 24 August 1949, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.

Equipment A plus (+) or minus (-) sign preceding the weight of an item indicates net weight change when that item is installed.

	<u>50-L, 50-LA, 65-LA</u>		<u>65-LB</u>	
<u>Propellers and Propeller Accessories</u>				
101. Propeller - wood (fixed or adj. pitch) including hub	15 lb.	(-43)	15 lb.	(-43)
107. Propeller - Sensenich M74CK-2 (65-LA and 65-LB only)	21 lb.	(-43)	21 lb.	(-43)
Static r.p.m. at maximum permissible throttle setting: Not over 2290, not under 2190.				
No additional tolerance permitted.				
Diameter: Not over 72 in., not under 68 in.				
<u>Engines and Engine Accessories - Fuel and Oil System</u>				
104. Carburetor air heater	4 lb.	(-28)	1 lb.	(-28)
106. Oil Filter, Fram PB-5, Kit No. 520 (Model 50-L and 65-LB only). Fram inst'll Dwg. 61546.	4 lb.	(-31)	4 lb.	(-19)
Weight includes one qt. of oil.				
309. (a) 5 gal. auxiliary fuel tank (arm of fuel is +48)	10 lb.	(+29)	—	—
(b) 8 gal. auxiliary fuel tank (arm of fuel is +55)	—	—	5 lb.	(+49)
Placard fuel valve: "Drain auxiliary tank in level or gliding flight after using half of main tank."				

Engines and Engine Accessories - Fuel and Oil System
(cont'd)

	50-L, 50-LA, 65-LA		65-LB	
313. Dual ignition engines				
(a) O-145-A2 (50-L and 50-LA only). Engine limits for all operations, 2300 r.p.m.(55 hp)	+11 lb.	(-23)	—	—
(b) O-145-A3 (50-L and 50-LA only). Engine limits same as for O-145-A2	+14 lb.	(-23)	—	—
(c) O-145-B2 (65-LA and 65-LB only). Engine limits same as for O-145-B1	+11 lb.	(-23)	+11 lb.	(-23)
(d) O-145-B3 (65-LA and 65-LB only). Engine limits same as for O-145-B1	+14 lb.	(-23)	+14 lb.	(-23)
314. Dual magnetos (Bendix)	—	—	+11 lb.	(-23)

Landing Gear

102. 6.00-6 wheels with tires				
(a) (Shinn 6C4)	21 lb.	(-1)	—	—
(b) (Shinn 6C5)	—	—	23 lb.	(-1)
103. Tail skid	Eligible		Eligible	
301. Wheels				
(a) 3 in. (Goodyear 3-LMBM) with brakes	+10 lb.	(-1)	—	—
(b) 6.00-6 (Shinn 6C4B or Shinn 6C4HB) with brakes	+5 lb.	(-1)	—	—
(c) 3 in. (Goodyear 3-LNBM)	+1 lb.	(-1)	—	—
(d) 6.00-6 (Shinn 6C5HB) 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. increase		—	—
303. Tail wheel installations				
(a) Shock cord type with 6x2.00 wheel and pneumatic tire	+1 lb.	(+174)	+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)
306. Wheel streamlines	8 lb.	(-1)	6 lb.	(-1)
315. Ski type axle struts (Dwg. 3-43 or 3-44)	Neglect wt. increase		—	—
318. Parking brake installation	+1 lb.	(-6)	+1 lb.	(-6)
321. Shock strut special attachment bolt(Dwg.1-875)	—	—	Neglect weight	
322. Skis				
(a) Washington Aircraft 1200	Use actual weight		—	—
(b) Federal SA-1	Use actual weight		—	—
(c) Federal SA-2	Use actual weight		—	—
(d) Federal SC-1	Use actual weight		Use actual weight	
(e) Federal SC-2	Use actual weight		—	—
(f) Marston MFS-1200	Use actual weight		—	—
(g) Marston MFS-1600	Use actual weight		—	—
(h) Jennings TY-2	Use actual weight		—	—
(i) Richards I-B	Use actual weight		—	—
(j) Graf-Shupe A	Use actual weight		—	—
(k) Aero Sales & Service AS-6.00-6	Use actual weight		—	—
(l) Heath 655	Use actual weight		—	—
(m) Federal SA-1A	Use actual weight		Use actual weight	
(n) Heath 725A	Use actual weight		Use actual weight	
(o) Air Transport 1224-580-1	Use actual weight		Use actual weight	
(p) Heath 724A	Use actual weight		Use actual weight	

	50-L, 50-LA, 65-LA		65-LB	
322. Skis (cont'd)				
(q) Federal CA-1850-6(Fed. Inst'l Dwg.11R241)	48 lb.	(0)	48 lb.	(0)
(r) Federal A-2000A (Fed. Inst'l. Dwg.11R241)	49 lb.	(0)	49 lb.	(0)
(s) Federal A-2000 (Fed. Inst'l. Dwg.11R241)	41 lb.	(0)	41 lb.	(0)
(t) Federal A-1850 (Fed. Inst'l. Dwg.11R241)	38 lb.	(0)	38 lb.	(0)
(u) Federal A-1500 (Fed. Inst'l. Dwg.11R241)	37 lb.	(0)	37 lb.	(0)
(v) Federal A-1500A (Fed. Inst'l. Dwg.11R241)	39 lb.	(0)	39 lb.	(0)
<u>Electrical Equipment</u>				
307. Battery	Max. 20 lb.	(+48)	Max. 20 lb.	(+48)
316. Landing lights (Grimes ST-250 (one or two))	5 lb. ea.	(+17)	5 lb. ea.	(+17)
319. Generator - wind-driven (Air Associates G-6 or G-12)	8 lb. ea.	(+9)	8 lb. ea.	(+9)
<u>Interior Equipment</u>				
105. Wheel type control column (Dwg. 7-35)	X		X	
201. Flare installation (Three 1½ minute)	_____	_____	23 lb.	(+50)
304. Cabin heater	2 lb.	(-23)	2 lb.	(-16)
317. Stick type control installation (Dwg. 7-70)	Neglect weight change		_____	_____
<u>Miscellaneous (Not listed above)</u>				
308. Extra door	2 lb.	(+21)	2 lb.	(+21)
320. Steps (two)	Neglect weight		Neglect weight	

...END...