

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A-675  
Revision 9  
AERONCA  
KCA  
50-C  
S-50-C  
65-C  
S-65-C  
(L-3F) 65-CA  
S-65-CA

February 23, 2022

TYPE CERTIFICATE DATA SHEET NO. A-675

Type Certificate Holder: Thomas Gores  
12008 W Belmar Dr.  
Franklin, Wisconsin 53132

Type Certificate Holder Record: Mr. William J. Gores  
12008 Belmar Dr.  
Franklin, Wisconsin 53132

- 1- 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 (See Item 307 (a), (b), (c), (d), and (e))	Continental A-50-1	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</u> (for all operations)	1900 r.p.m (50 h.p)	1900 r.p.m (50 h.p)	1900 r.p.m (50 h.p)
<u>Airspeed Limits</u> (CAS)			
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)

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	<u>KCA 2 PCLM</u>	<u>50-C 2 PCLM</u>	<u>S-50-C 2 PCSM</u>
<u>Maximum Baggage</u>	40 lbs. (+45)	40 lbs. (+45)	40 lbs. (+45)
<u>Fuel Capacity</u> (see Item 312 (a))	10 gal. (-10)	12 gal. (-10)	12 gal. (-10)
<u>Oil Capacity</u>	1 gal. (-21)	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	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	Items 101(a), 102, 103 104, and 105	Items 103, 104, 105, and 151
Not eligible for original certification with single ignition engines after August 1, 1941.			

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 Weights</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>65-C 2 PCLM</u>	<u>S-65-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
<u>Serial No. Eligible</u>	C-1018 and up	C1018 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 – <u>Model 65-CA (L-3F), 2 PCLM, Approved September 11, 1940</u> (Same as 50-C except for minor structural changes, equipment changes, and the engine installation). <u>Model S-65-CA, 2 PCSM, Approved November 15, 1940</u> (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. octave 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. 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.	(+15.9) to (+20.4) with standard fuel tank only. (+15.9) to (+19.0) with Item 312(b) installed.
<u>Maximum Weight</u>	1250 lbs.	1320 lbs.
<u>No. of Seats</u>	2 (+21)	2 (+21)
<u>Maximum Baggage</u>	70 lbs. (+48)	70 lbs. (+48)

	<u>65-CA (L-3F) 2 PCLM</u>	<u>S-65-CA 2 PCSM</u>
<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)	
<u>Production Basis</u>	None. Prior to original certification of each aircraft manufactured subsequent to August 24, 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.	
<u>Export Eligibility</u>	(no longer listed on Specification Sheet)	
<u>Equipment</u>	A plus (+) or minus (-) sign preceding the weight of an item indicates net weight changes when that item is installed.	
<u>Propeller and Propeller Accessories</u>		KCA, 50-C, S-50-C <u>65-C, S-65-C</u>
103. Propeller		65-CA <u>S-65-CA</u>
(a) Wood, fixed or adjustable pitch, including hub		15 lb. (-44)
(b) Fixed pitch metal, McCauley 1A90 (Models 65-C, with Items 307 (f), (g), and (h) and 65-CA only) with following limits; Static r.p.m at maximum permissible throttle setting – not over 2250, not under 2100. No additional tolerance permitted. Diameter – not over 74 in., not under 72.5 in.		26 lb. (-44)
<u>Engine and Engine Accessories – Fuel and Oil Systems</u>		
104. Carburetor Air Heater		4 lb. (-28)
106. Oil Filter, Fram PB-5, Kit No. 510 (weight includes 1 qt. of oil)		1 lb. (-28)
(a) Fram installation Dwg. 61538. All except KCA		4 lb. (-19)
(b) Fram installation Dwg. 61540 (models with engine starter).	KCA (only)	4 lb. (-31)
		--- ---
		4 lb. (-19)

	KCA, 50-C, S-50-C <u>65-C, S-65-C</u>	65-CA <u>S-65-CA</u>
307. Engines (Continental) (Note – Airplane not eligible for original certification with single ignition engines after August 1, 1941.		
(a) A -50-2: Limits for all operations – 1900 r.p.m. (50 hp)	+6 lb. (-23)	--- ---
(b) A-50-3 or A-50-8: Limits for all operations -1900 r.p.m. (50 hp)	+10 lb. (-23)	--- ---
(c) A-50-4 or A-50-7: Limits for all operations -1900 r.p.m. (50 hp)	Neglect wt. incse	--- ---
(d) A-50-5 or A-50-9: Limits for all operations – 1900 r.p.m. (50 hp)	+13 lb. (-23)	--- ---
(e) A-50-6: Limits for all operations – 1900 r.p.m. (50 hp)	+16 lb. (-23)	--- ---
(f) A-65-7 or A-65-7J: Limits for all operations – 2300 r.p.m. (65 hp)	Neglect wt. incse	-10 lb. (??)
(g) A-65-3, A-65-8, A-65-8F (Add 1 lb), or A-65-3J: Limits for all operations – 2300 r.p.m. (65 hp)	+10 lb. (-23)	--- ---
(h) A-65-6, A-65-9, A-65-6J, or A-65-9J: Limits for all operations – 2300 r.p.m. (65 hp)	+13 lb. (-23)	--- ---
(i) A-65-8J: Limits for all operations – 2300 r.p.m. (65 hp)	+10 lb. (-23)	Neglect wt. inc.
(j) A-65-9 or A-65-9J: Limits for all operations – 2300 r.p.m. (65 hp)	--- ---	+3 lb. (-23)
312. (a) 5 gal. aux. fuel tank (fuel arm is (+48))	10 lb. (+29)	--- ---
(b) 8 gal. aux. fuel tank and 5 qt. oil sump (fuel arm is (+55)). 5 qt. oil sump is required with this fuel tank. Placard fuel valve as follows: "Drain aux. tank in glide or level flight after using half of main tank".	--- ---	--- ---
320. Revised engine mount (Dwg. 4-72, change B) to accommodate rubber bushed engine.	Neglect wt. change	--- ---
325. Oil radiator (Continental)	--- ---	5 lb. (-37)
328. Hummer starter	--- ---	+14 lb. (+21)

Landing Gear and Floats

101. 6.00-6 wheels with tires		
(a) (Shinn 654)	21 lb. (-1)	--- ---
(b) (Shinn 6C5)	--- ---	23 lb. (-1)
102. Tail skid	Neglect weight	Neglect Weight
151. Edo 60-1320 float installation including auxiliary fin (169 lb.)	+112 lb. (+28.6)	+106 lb. (+27)
301. Wheels		
(a) 3 in. (Goodyear 3-LMBM) with brakes	+10 lb. (-1)	--- ---
(b) 6.00-6 (Shinn 6C4B or 6C4HB) with brakes	+5 lb. (-1)	--- ---
(c) 3 in. (Goodyear 3-LNBM)	1 lb. (-1)	--- ---
(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, or 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 fitting	Neglect wt. incse	--- ---
321. Parking brake installation	+1 lb. (-6)	+1 lb. (-6)

	KCA, 50-C, S-50-C <u>65-C, S-65-C</u> --- ---	65-CA <u>S-65-CA</u> Neglect weight
326. Shock strut special attachment bolt (Dwg. 1-875)		
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-2000-A (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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