### Type Certificate Holder
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

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

**Engine**
Lycoming O-145-B1 (See Item 313 for optional engines).

**Fuel**
73 minimum octane aviation gasoline

**Engine Limits**
For all operations, 2550 r.p.m. (65 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.

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).

**Engine**
Lycoming O-145-B1 (See Item 313 for optional engines).

**Fuel**
73 minimum octane aviation gasoline

**Engine Limits**
For all operations, 2550 r.p.m. (65 hp.)

**Propeller Limits**
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.

**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**
(+13.9) to (+12.2)
Empty Weight C.G. Range  
(+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.

Maximum Weight  
1250 lb.

No. Seats  
2 (+21)

Maximum Baggage  
70 lb. (+48)

Fuel Capacity  
17 gal. (-8)

Oil Capacity  
5 qt. (-32)

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.

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.

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>101. Propeller - wood (fixed or adj. pitch) including hub</td>
<td>15 lb. (-43)</td>
<td>15 lb. (-43)</td>
</tr>
<tr>
<td>107. Propeller - Sensenich M74CK-2 (65-LA and 65-LB only) 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.</td>
<td>21 lb. (-43)</td>
<td>21 lb. (-43)</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Engines and Engine Accessories - Fuel and Oil System</th>
<th>50-L, 50-LA, 65-LA</th>
<th>65-LB</th>
</tr>
</thead>
<tbody>
<tr>
<td>104. Carburetor air heater</td>
<td>4 lb. (-28)</td>
<td>1 lb. (-28)</td>
</tr>
<tr>
<td>106. Oil Filter, Fram PB-5, Kit No. 520 (Model 50-L and 65-LB only). Fram inst'll Dwg. 61546. Weight includes one qt. of oil.</td>
<td>4 lb. (-31)</td>
<td>4 lb. (-19)</td>
</tr>
<tr>
<td>309. (a) 5 gal. auxiliary fuel tank (arm of fuel is +48)</td>
<td>10 lb. (+29)</td>
<td></td>
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<tr>
<td>(b) 8 gal. auxiliary fuel tank (arm of fuel is +55) Placard fuel valve: &quot;Drain auxiliary tank in level or gliding flight after using half of main tank.&quot;</td>
<td></td>
<td>5 lb. (+49)</td>
</tr>
</tbody>
</table>
Engines and Engine Accessories - Fuel and Oil System

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) — —
   (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)

Landing Gear

102. 6.00-6 wheels with tires
   (a) (Shinn 6C4) 21 lb. (-1) — —
   (b) (Shinn 6C5) — — 23 lb. (-1)

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
### 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)  |

### Electrical Equipment

| 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) |

### Interior Equipment

| 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 | —— | —— |

### Miscellaneous (Not listed above)

| 308. Extra door | 2 lb. | (+21) | 2 lb. | (+21) |
| 320. Steps (two) | Neglect weight | Neglect weight | Neglect weight | Neglect weight |

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