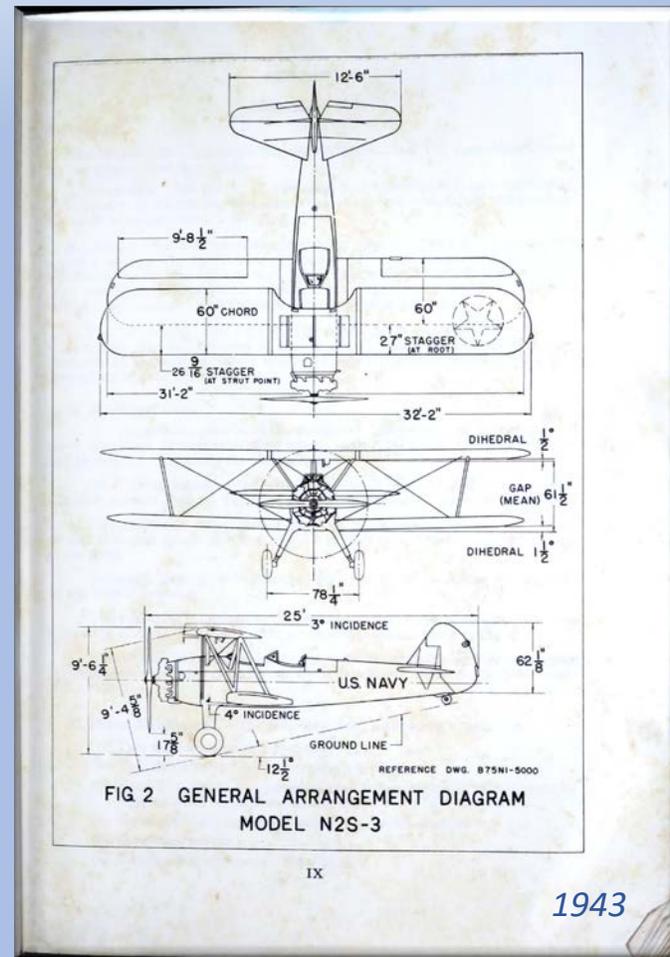
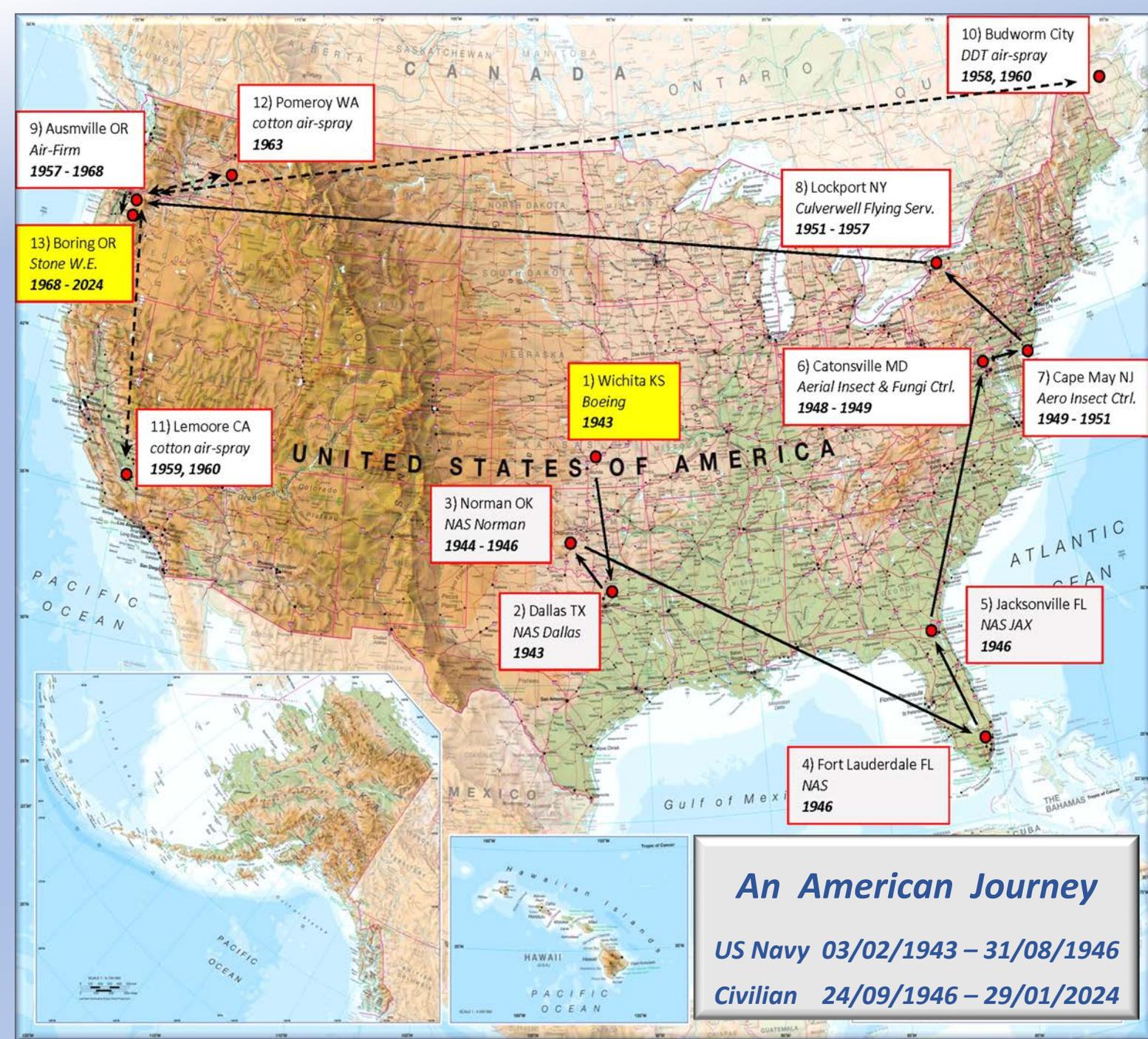


An American Journey

Boeing Stearman B75-N1 (c/n 75-7199)

February 3rd, 1943 – January 29th, 2024





<i>Pilots/Owners</i>	
1943	<i>U.S. Navy Aviator Cadets</i>
1946	<i>John E. Adams</i>
1949	<i>Maurice C. Young</i>
1950	<i>Maurice R. Culverwell</i>
1957	<i>Richard E. Poet</i>
1959	<i>Albert A. La Fleur</i>
1960	<i>Fred Smith (New Brunswick)</i>
1968	<i>William E. Stone</i>

An American Journey
 US Navy 03/02/1943 – 31/08/1946
 Civilian 24/09/1946 – 29/01/2024

The US Navy Period

February 4th, 1943 – August 31st, 1946



Serial No. 07595 Model N2S 3 Contract No. A.C. 19047

Acceptance Date 2-3-43
 Delivery Date 2-4-43 Date Reconditioning Completed _____

TRANSFER RECORD

Date In	Unit	Date out	Time in status	For use of CNO	Date In	Unit	Date out	Time in status	For use of CNO														
2-4-43	NAS Dallas					NAPT Norman																	
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
2-4-43	NAS Norman (NAPT)					under record Norman																	
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
						NAPT Norman																	
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
						OTU VTB 1																	
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
						ATU VTB 1																	
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
						1946 Atu VTB-1																	
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D

AIRCRAFT HISTORY CARD NAVAER-1925 (9-44) (For use of CNO and Fleet Air & Area Com.)

US Navy

Boeing Stearman N2S-3 (B75-N1)
 c/n 75-7199, 1943
 Bu.No. 07595
 Acceptance Date 03/02/1943
 Delivery Date 04/02/1943
 Striken Date 31/08/1946

Abbreviations

NAPT - Naval Air Primary Training
OTU VTB-1 - Operational Training Unit
 Torpedo Bombing Squadron
ATU VTB-1 - Advanced Training Unit (at Fort Lauderdale, FL)

Serial No. 07595 Model N2S 3 Contract No. _____

Acceptance Date _____
 Delivery Date _____ Date Reconditioning Completed _____

TRANSFER RECORD

Date In	Unit	Date out	Time in status	For use of CNO	Date In	Unit	Date out	Time in status	For use of CNO
	Awt. Action Ft. Lauderdale								
J F M A M J J A S O N D					J F M A M J J A S O N D				
	CNAT Jax								
J F M A M J J A S O N D					J F M A M J J A S O N D				
	STRICKEN 8-8-Y 8/31/46								
J F M A M J J A S O N D					J F M A M J J A S O N D				
J F M A M J J A S O N D					J F M A M J J A S O N D				
J F M A M J J A S O N D					J F M A M J J A S O N D				
J F M A M J J A S O N D					J F M A M J J A S O N D				

AIRCRAFT HISTORY CARD NAVAER-1925 (9-44) (For use of CNO and Fleet Air & Area Com)

Courtesy of the National Naval Aviation Museum (NNAM)

(*) There was a lengthy process in the US Navy to strike or sell an aircraft.
 It was decided to send it to NAS Jacksonville, then to strike it there.
 Strike Code "8-8-Y"
 8 - Diversion (of custody)
 8 - Other (non-combat)
 Y - Non-Airborne Aircraft

February 3rd, 1943
 NAS Dallas **acceptance**
 August, 1943 – April, 1944
 NAS Norman **NAPT**
 May, 1944 – November, 1944
 NAS Norman **OTU VTB1**
 January, 1945 – December, 1945
 NAS Fort Lauderdale **ATU VTB1**
 February, 1946 – June, 1946
 NAS Fort Lauderdale **Awt. Action**
 July, 1946 – August, 1946
 NAS Jacksonville **CNAT Stricken**

Abbreviations
CNAT Jax - Chief of Naval Air Training, Jacksonville, FL
Awt. Action - Awaiting Action (*)

The Civilian Period

September 24, 1946 – January 29, 2024



Now civilian, ready as crop sprayer (1948)

FORM ACA-309—PAGE I (12-45)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS CAA IDENT. MARK
NC 69248

ENGINE MAKE Continental	AIRCRAFT MAKE Boeing	DATE MFRD. Feb. 1943	SERIAL NO. 75-7199	DESIGNATION 1-PC1B	TYPE CERT. 743
MODEL W-670-6A	MODEL N2S-3				

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. HG.	R. P. M.	H. P.	FUEL OCT.	M. P. H. LAND	KNOTS SEA	
TAKE-OFF	One	Any	--	2075	220	65	CLIMB OR LEVEL FLIGHT	125	--
SEA LEVEL		TO		2075	220	65	GLIDE OR DIVE (Smooth Air Only)	186	--
ALTIITUDE	FROM						FLAPS EXTENDED	--	--

METO—MAXIMUM EXCEPT TAKE-OFF

TAKE-OFF WEIGHT		LANDING WEIGHT	
LAND	SEA	LAND	SEA
2950	-----	2950	-----

OPERATIONS AUTHORIZED
See weight and balance data for loading information.

INSPECTOR'S SIGNATURE
John Ganz (187)
DATE
May, 28, 1948

ADDITIONAL OPERATIONS AUTHORIZED YES NO (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

14-44710-2

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.

1. AIRCRAFT MAKE **Boeing** MODEL **N2S-3** SERIAL NO. **75-7199** CAA IDENTIFICATION MARK **NC69248**

2. OWNER NAME **Merial Insect & Fungi Control Corp. of America** ADDRESS **Box 3202 Catonsville 28, Md.**

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 ALTERATION
a. AIRCRAFT	(As described in item 1 above)				<input checked="" type="checkbox"/>
b. PROPELLER					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

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.

4. AIRCRAFT EMPTY WEIGHT (Pounds)* **2108** EMPTY CENTER OF GRAVITY (Inches from datum)* **-2.5** USEFUL LOAD (Pounds)* **872**

*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. _____ CERTIFIED MECHANIC (SPECIFY)

6. AGENCY NAME **Merial Insect & Fungi Control Corp. Of America** ADDRESS **Box 3202 Catonsville 28, Md.** DATE WORK ACCOMPLISHED _____

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 19 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)
Install stainless steel firewall Weight and balance sheet Attached.
Install spray equipment See other side for list of Equipment.
See attached drawings
 A.D. Notes 45-22-3, 45-22-4, 45-22-5, 45-51-1, 46-24-1, 46-31-3, 47-43-9 complied with.
 A.S. Notes A-743-3, 2, 4, 5, 8, 10 complied with

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

Roy M. Meyer A.&E. 539193 May 5, 1948
SIGNATURE OF SUPERVISING MECHANIC CERTIFICATE NUMBER AND RATING DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

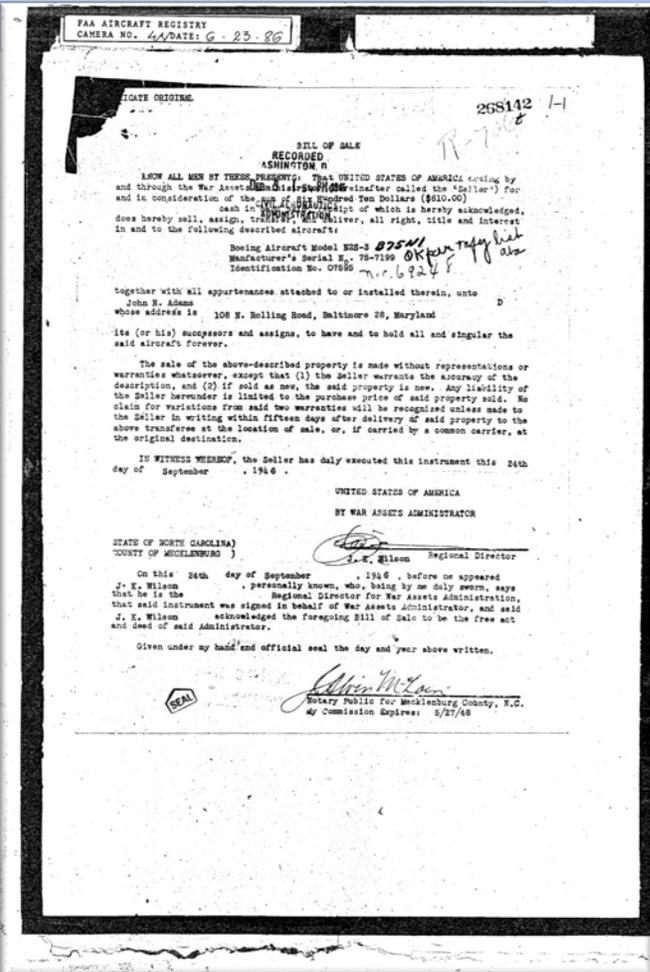
<input checked="" type="checkbox"/> APPROVED	SIGNATURE OF DESIGNEE <i>John Ganz</i>	NUMBER 187	DATE May, 28, 1948
<input type="checkbox"/> REJECTED	SIGNATURE OF INSPECTOR	<input type="checkbox"/> ACCEPTED	DATE
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL		<input type="checkbox"/> REINSPECTED	

21372

John E. Adams (1946)

The first civil owner

"Aerial Insect & Fungi Control Corp. Of America"



BILL OF SALE
RECORDED
WASHINGTON, D.C.

KNOW ALL MEN BY THESE PRESENTS, That UNITED STATES OF AMERICA acting by and through the War Assets Administration hereinafter called the "Seller" for and in consideration of the sum of Six Hundred Ten Dollars (\$610.00) cash in hand paid to the Seller, the receipt of which is hereby acknowledged, does hereby sell, assign, transfer, and deliver, all right, title and interest in and to the following described aircraft:

Boeing Aircraft Model N2S-3 **B75M1**
Manufacturer's Serial No. 75-7199 **OK for refly list also**
Identification No. 07595 **n.c. 6924 F**

together with all appurtenances attached to or installed therein, unto **John E. Adams** whose address is 108 N. Rolling Road, Baltimore 28, Maryland

its (or his) successors and assigns, to have and to hold all and singular the said aircraft forever.

The sale of the above-described property is made without representations or warranties whatsoever, except that (1) the Seller warrants the accuracy of the description, and (2) if sold as new, the said property is new. Any liability of the Seller hereunder is limited to the purchase price of said property sold. No claim for variations from said two warranties will be recognized unless made to the Seller in writing within fifteen days after delivery of said property to the above transferee at the location of sale, or, if carried by a common carrier, at the original destination.

IN WITNESS WHEREOF, the Seller has duly executed this instrument this **24th** day of **September**, 1946

UNITED STATES OF AMERICA
BY WAR ASSETS ADMINISTRATOR

STATE OF NORTH CAROLINA)
COUNTY OF MECKLENBURG)
J. K. Wilson Regional Director

On this **24th** day of **September**, 1946, before me appeared **J. K. Wilson**, personally known, who, being by me duly sworn, says that he is the **Regional Director for War Assets Administration**, that said instrument was signed in behalf of War Assets Administration, and said **J. K. Wilson** acknowledged the foregoing Bill of Sale to be the free act and deed of said Administrator.

Given under my hand and official seal the day and year above written.

SEAL
Edwin McLean
Notary Public for Mecklenburg County, N.C.
My Commission Expires: 5/27/48

FORM ACA-500 (12-19-46) PART C	DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION BILL OF SALE	FORM APPROVED BUDGET BUREAU NO. 41-R889
FOR AND IN CONSIDERATION OF \$ <u>1000.00</u> , THE UNDERSIGNED OWNER OF THE FULL LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:		
AIRCRAFT MAKE <u>Boeing E-75</u>	SERIAL NO. <u>75-7199</u>	CAA REGISTRATION NO. <u>69248</u>
DOES THIS <u>6</u> DAY OF <u>July</u> , 19 <u>49</u> HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL OF HIS RIGHT, TITLE AND INTEREST IN AND TO SUCH AIRCRAFT UNTO:		
NAME OF PURCHASER <u>Aerial Insect Control Inc.</u>		
ADDRESS OF PURCHASER (Street and number, city, zone and state) <u>Wild wood Airport, Rio Grande, N.J.</u>		
AND TO _____ EXECUTORS, ADMINISTRATORS AND ASSIGNS, TO HAVE AND TO HOLD SINGULARLY, THE SAID AIRCRAFT FOREVER, AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT:	TYPE OF ENCUMBRANCE <u>NONE</u>	
IN FAVOR OF _____		
IN TESTIMONY WHEREOF _____ HAVE SET <u>my</u> HAND AND SEAL		
THIS <u>6</u> DAY OF <u>July</u> , 19 <u>49</u>		
SIGNATURE OF SELLER <u>John E. Adams</u>		
TITLE OF SELLER <u>W. Pies.</u>		
FOR (Name of corporation, partnership) <u>Aerial Insect & Fungi Control Corp of America</u>		
ACKNOWLEDGMENT		
STATE OF <u>Maryland</u>		
COUNTY OF <u>Baltimore</u>		
ON THIS <u>6</u> DAY OF <u>July</u> , 19 <u>51</u>		
BEFORE ME PERSONALLY APPEARED THE ABOVE-NAMED SELLER, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING BILL OF SALE, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED. GIVEN UNDER MY HAND AND OFFICIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.		
NOTARY PUBLIC <u>Edwin McLean</u> Seal	MY COMMISSION EXPIRES <u>5/27, 1951</u>	
READ INSTRUCTIONS ON REVERSE SIDE CAREFULLY		

Bought from War Assets Administration on September 24th, 1946 for \$ 610.
Sold on July 6, 1949th for \$ 1,000.

Maurice Curtis Young (1949)

The Pilot Entrepreneur

“Young’s Flying Service”

“ Aero Insect Control Inc. ”



Young's Flying Service
AIR TAXI SERVICE

Government Approved Flight School
STUDENT INSTRUCTIONS
AERIAL PHOTOGRAPHY

Plane Rental Piper & Cessna
Crop Dusting Sales & Service

Cape May Wildwood 2-
County Airport 5765

MARGATE, NJ, July 23 1975.

M. Curtis Young, president of South Jersey Airways and Allegheny Commuter Airline, died yesterday. He was 54 years old.

Mr. Young organized Allegheny Commuter in 1970 to provide daily commercial flights between Atlantic City Wildwood and Philadelphia's International Airport. Later, the service was extended to include Newark Airport.

<https://www.nytimes.com/1975/07/24/archives/m-curtis-young-led-airlines-in-jersey.html>



Figure 9: ca. 1950 brochure advertising Wildwood Airport and Young's Flying Service. The photograph second from the top shows the operations building, sewage pump house, and Hangar No. 2, looking northwest.

FLY FLY FLY WILDWOOD AIRPORT WILDWOOD, NEW JERSEY

WILDWOOD - THE WORLD'S FINEST AND SAFEST BATHING BEACH

Pictured below are: Center, Maurice C. Young, owner and operator of Young's Flying Service at Wildwood and Woodbine Airports. Left, Robert (Bob) King, manager and chief pilot of Woodbine airport. Right is a former chief pilot for the airport with 26 years aviation experience. Right: Mr. Paul King, manager and chief pilot of the Wildwood airport. Paul has been in aviation for 18 years and holds the following ratings: Commercial Pilot, instructor, single and multi-engine land and water.



Naval Air Station Wildwood Historic District—Historic Photographs and Supplemental Images

(ORIGINAL)

FORM ACA-500 (12-19-46)	DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	1. REGISTRATION NO. N069248
PART A REGISTRATION CERTIFICATE		2. AIRCRAFT MAKE BOEING E-75
3. SERIAL NO. 75-7199		4. TYPEWRITER
WHEREAS IT HAS BEEN DECLARED THAT THE ABOVE DESCRIBED AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY AND IS OWNED BY A CITIZEN OF THE UNITED STATES, SUCH AIRCRAFT HAS BEEN DULY REGISTERED AS A CIVIL AIRCRAFT OF THE UNITED STATES IN ACCORDANCE WITH THE CIVIL AERONAUTICS ACT OF 1938, AS AMENDED.		
5. NAME AERO INSECT CONTROL INC.		FPTS REGISTRATION CERTIFICATE SHALL REMAIN IN EFFECT UNTIL SUSPENDED OR REVOKED OR OWNERSHIP OF AIRCRAFT IS TRANSFERRED OR THE CERTIFICATE IS OTHERWISE TERMINATED AS PROVIDED IN PART 501 OF THE REGULATIONS OF THE ADMINISTRATOR.
6. ADDRESS: STREET NUMBER RIO GRANDE N. J.		
CITY ZONE STATE		
TO BE EXECUTED BY CERTIFICATION AND RECORDATION SECTION, WASHINGTON, D. C.		
DATE ISSUED JUL 15 1949		BY DIRECTION OF THE ADMINISTRATOR: <i>George W. Holdman</i> DIRECTOR, AIRCRAFT AND COMPONENTS SERVICE

[courtesy of Naval Air Station Wildwood Aviation Museum]

FORM ACA-500 (9-4)

DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BILL OF SALE	
FOR AND IN CONSIDERATION OF \$ 1.00 THE UNDERSIGNED OWNER OF THE FULL LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:			
AIRCRAFT MAKE Boeing	SERIAL NO. 75-7199	CAA REGISTRATION NO. N 69248 (Standard)	
DOES THIS 1 DAY OF November 1950 HEREBY SELL, GRANT, TRANSFER, AND DELIVER ALL OF HIS RIGHT, TITLE, AND INTEREST IN AND TO SUCH AIRCRAFT UNTO:			
NAME OF PURCHASER Maurice P. Culverwell			
ADDRESS OF PURCHASER (Number, street, city, zone, and State) 117 Akron Street, Lockport, New York			
AND TO his EXECUTORS, ADMINISTRATORS, AND ASSIGNS, TO HAVE AND TO HOLD SINGULARLY, THE SAID AIRCRAFT FOREVER, AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT:			
TYPE OF ENCUMBRANCE	AMOUNT	DATE	
None	--	--	
IN FAVOR OF None			
IN TESTIMONY WHEREOF, I HAVE SET MY HAND			
THIS 1 DAY OF November, 1950			
NAME OF SELLER Aero Insect Control, Inc.			
BY (Signature) <i>Maurice C. Young, President</i>			
TITLE (If signed on behalf of a Corporation or Partnership or if signed by an Agent) Aero Insect Control, President.			
ACKNOWLEDGMENT			
STATE OF NEW JERSEY			
COUNTY OF CAPE MAY			
ON THIS 1st DAY OF NOVEMBER			
BEFORE ME PERSONALLY APPEARED THE ABOVE-NAMED SELLER, KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE GOING BILL OF SALE, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME HIS FREE ACT AND DEED, GIVEN UNDER MY HAND AND OFFICIAL SEAL AND YEAR ABOVE WRITTEN.			
NOTARY PUBLIC My Commission Expires May 20, 1961			
<i>Charles Callahan</i> May 20 1950			
SEAL			
READ INSTRUCTIONS AT RIGHT CARE			

Maurice R. Culverwell (1950)

The Crop Duster Hero



THE BUFFALO NEWS

Maurice R. Culverwell, retired crop duster
Jul 22, 1996

Maurice R. Culverwell, 74, of Burt, a decorated World War II B-24 bomber pilot and former crop duster, died Saturday (July 20, 1996) in Newfane.

The Newfane native was a familiar sight for 40 years as he flew over the fields and orchards of Niagara, Orleans and Erie counties.

Before beginning his Culverwell Flying Service, he had flown 36 missions in the European Theater, including the D-Day campaign.

During one of those missions, his bomber was hit by enemy fire over the English Channel, but he was able to land his plane and crew safely in England.

He received the Distinguished Flying Cross, Air Medal with three oak-leaf clusters and the European-African-Middle Eastern Theater Campaign Ribbon with two battle stars. He attained the rank of captain.

When he returned to Newfane, he began his crop-dusting career, flying Stearman biplanes similar to the ones used for training World War II pilots.

https://buffalonews.com/news/maurice-r-culverwell-retired-crop-duster/article_3255a6bd-357d-527a-a006-d47c463623e6.html

Service Number: O-691242

Highest Rank: First Lieutenant

Role: Pilot

Military Occupational Specialty (MOS): 1092 Pilot - B-24

Eighth Air Force, 445th Bomb Group, 703rd Bomb Squadron

Based in RAF Tibenham (Norfolk, UK) the 445th Bomb Group (H), flying the B-24 Liberator, flew 280 combat missions between 13 Dec 1943 and 25 Apr 1945.

<https://www.americanairmuseum.com/archive/person/maurice-r-culverwell>



FORM ACA-500 (5-47)	DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	FORM APPROVED BUDGET BUREAU NO. 41-R889.1
PART B	APPLICATION FOR REGISTRATION	1. REGISTRATION NO.
2. NAME OF APPLICANT		N69248 (Standard)
Maurice R. Culverwell		4. AIRCRAFT MAKE
3. ADDRESS (Number, street, city, zone, and State)		Boeing
117 Akron Street Lockport, New York		SERIAL NO.
		75-7199
5. I HEREBY CERTIFY THAT PART A, FORM ACA-500 AND LEGAL EVIDENCE OF OWNERSHIP WERE FORWARDED TO THE CHIEF, CERTIFICATION AND RECORDATION SECTION, CIVIL AERONAUTICS ADMINISTRATION, WASHINGTON 25, D. C., ON <u>April 18,</u> 19 <u>51</u> THAT THE ABOVE-DESCRIBED AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY, AND THAT THE OWNER THEREOF IS A CITIZEN OF THE UNITED STATES AS DEFINED IN SUBSECTION (13) OF SECTION 1 OF THE CIVIL AERONAUTICS ACT OF 1938.		
SIGNATURE OF APPLICANT <u>Maurice R. Culverwell</u>		
TITLE <u>Owner</u>		
IF ALL THE ABOVE STATEMENTS ARE TRUE AND MADE IN GOOD FAITH, THE AIRCRAFT HEREIN DESCRIBED MAY BE OPERATED PENDING REGISTRATION FOR 60 DAYS PROVIDED AIRWORTHINESS REQUIREMENTS OF APPLICABLE CIVIL AIR REGULATIONS ARE COMPLIED WITH. THE ORIGINAL OF THIS APPLICATION (PART B) MUST BE RETAINED IN THE AIRCRAFT DURING SUCH TIME.		

Richard E. Poet (1957)

The "Canadian" Pilot "Farm-Air"

Name: Richard Everet **POET**
Certificate: Commercial Pilot
Number: 368263
Date of Issue: 06/17/1960
Ratings:

Airplane Single Engine Land
Airplane Single Engine Sea
Airplane Multiengine Land

<https://amsrvs.registry.faa.gov/airmeninquiry/Main.aspx>

"Sometime after 1940, the Richard Henry Poet family moved west of Aumsville on the north side of Mill Creek Road. Later, when the rural roads were named, **Poet Road** seemed to be an appropriate choice. One of the Poet sons was Richard E. born in 1920. **Dick was a crop duster and had his own airfield (Oregon OR25, a/n)**. The family had strong ties to Canada. Dick spent a lot of time in British Columbia and used his plane for such work as taking hunters to remote areas. Unfortunately, he died there in October 1964 when the plane crashed."

Carol Roller, Aumsville Historical Society

<https://eu.statesmanjournal.com/story/news/local/stayton/2016/09/29/do-you-know-how-poet-road-got-s-name/90866000/>

FARM-AIR COMPANY, West Sacramento, Calif.

- #1 N1065N A.C. "Mac" McGlothlin, Owner of Farm-Air Co.
- #2 N56806 C. Klein
- #3 N53084 E.F. Coulter
- #4 N1074N G. Waage
- #5 N64736 D. Whatley
- #6 N1309N **R.E. Poet** (Destroyed by fire in 1956, Sevogle, N.B.)

Poet participated to the Budworm projects, at least in the 1955 campaign, as a pilot of the Firm-Air Company, West Sacramento CA
<https://chrisforestprotectionstearmans.wordpress.com/time-line-of-stearmans-in-new-brunswick-and-other-provinces-1952-to-1973/1959-1960/>



FORM ACA-300 (PART A) (3-56) 122

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION
CERTIFICATE OF REGISTRATION

NATIONALITY AND REGISTRATION MARKS	MAKE AND MODEL OF AIRCRAFT	AIRCRAFT SERIAL NO.
N- 69248	Boeing B75N1	75-7199

Richard E. Poet
NAME OF OWNER

Rt. 1, Box 217-C
ADDRESS OF OWNER—NUMBER AND STREET

Aumsville, Oregon
CITY ZONE STATE

It is hereby certified that the above described aircraft has been duly entered on the register of the Civil Aeronautics Administration, Department of Commerce, United States of America, in accordance with the Convention on International Civil Aviation dated 7 December 1944, and with the Civil Aeronautics Act of 1938, as amended, and regulations issued thereunder.

FOR THE ADMINISTRATOR OF CIVIL AERONAUTICS
DATE OF ISSUE: NOV 20 1957
Robert C. Tomlinson
CHIEF, ADMINISTRATIVE & RECORDS BRANCH (OVER)

Forward This Copy and the Duplicate Copy to Washington.

Forest Spraying Stearmans in New Brunswick: 1952 to 1973

1951 - Preliminaries

“In the United States, **in the states of Oregon and Washington, a large-scale spraying program against the spruce budworm had been initiated in 1949, and had been undertaken in every year since.** Encouraging reports on this program were coming in.” In New Brunswick, “no one knew whether a technique suitable for the Douglas fir forest of the northwest would fit conditions in the continuous and highly susceptible balsam fir and spruce forest of northern New Brunswick.”

In 1951, W.H. Irvine joined the project as aviation consultant. “In Yakima, Washington, Irvine found Al Baxter, a solid, chunky man with a big cigar and plenty of confidence, who said his outfit – Central Aircraft – could do the job.”

According to a 1952 letter from The New Brunswick International Paper Company (W.H. Irvine, Aviation Consultant) to interested operators in Canada and the United States, **best results are obtained by Stearman AN75N1 equipped with a Wasp engine and boom-type spray rigs.** There appeared to be only one in Canada, so several were hired from Central, who **hired and trained Canadian pilots at the request of the Canadian government.** The operation was patterned “on operations carried out in Oregon, where forest spray operations have been carried out for years.”

“A lot of material and quotes has been taken from an unpublished and untitled 77-page Forest Protection Limited report that covered the years 1951 to 1960.”

<https://chrisforestprotectionstearmans.wordpress.com/timeline-of-stearmans-in-new-brunswick-and-other-provinces-1952-to-1973/>



Forest Spraying Stearmans in New Brunswick: 1952 to 1973

“Pilots earned over \$1500 for the three-week season; many would leave immediately for the next job spraying cotton fields of the southern U.S.”

“The ferry to New Brunswick” needed a stop “every 150 miles for fuel, which was 1.5 hours of flying time with a 30-minute reserve. The rendezvous was at Watertown, New York, with all the other Stearmans on the project.

It was at Watertown where the **airplanes were inspected by Canadian DOT** (Department of Transportation) officials“.

Engines were required by Canadian Authorities to have **less than 300 hours since their last overhaul.**

“After that, they flew up the St. Lawrence River to Montreal then Rimouski, Quebec, where they met with the Chief Pilots of Forest Protection Limited, and obtained charts.”

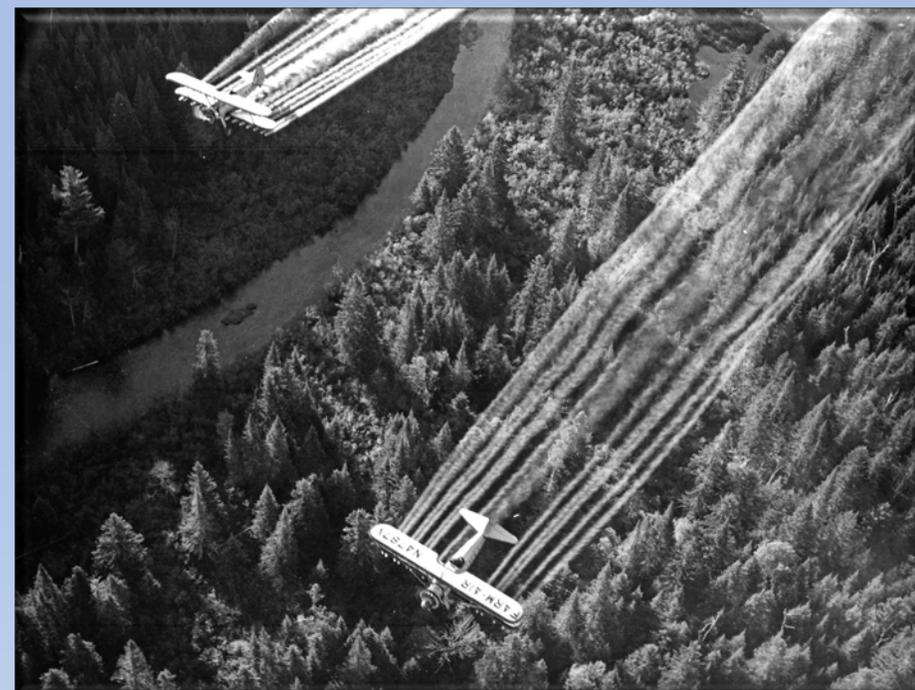
Stearmans were calibrated for a **flow rate of 20 gallons per minute (DDT)**, which resulted in a 200 foot swath, 100 m.p.h. airspeed, and an application rate of 0.5 gal. per acre.

From: Forest Protection Limited 1966 Project: Report on Aircraft Calibration. R.E. Hanusiak, August 25, 1966. FPL Files.

<https://chrisforestprotectionstearmans.wordpress.com/timeline-of-stearmans-in-new-brunswick-and-other-provinces-1952-to-1973/>



Hosted by *Aerial Visuals*



N69248 in the Budworm Forrest Protection Project

1958 and 1960

1958 – New P&W R-985-AN3 450 HP engine installed in May (Canadian requirements).

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved, Budget Bureau No. 41-20224

1. AIRCRAFT MAKE Boeing MODEL B75-10 SERIAL NO. 75-7199 NATIONALITY AND REGISTRATION MARK N69248

2. OWNER NAME (First, middle, last) Richard E. Poet ADDRESS (Street and number, city, zone and State) Rt. 1, Box 217-S Aumsville, Oregon

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) *****				
b. POWERPLANT	<u>Pratt & Whitney</u>	<u>R-985-AN3</u>	<u>17482</u>	<u>X</u>	
c. PROPELLER	TYPE AND MANUFACTURER				
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA
*AFTER the repairs and/or alterations described below were made.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS
E.L. Johnston
0/0 Johnson Aircraft Service
Tulare, California

b. KIND OF AGENCY
 U. S. Certified Mechanic.
 Foreign Certified Mechanic.
 Certified Repair Station.
 Manufacturer.
 (Check if repair or alteration was made under delegation option procedures.)

c. CERTIFICATE NO.
15223

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.

4-15-1958
(Date repair and/or alteration completed)

E.L. Johnston
(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 BY CAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED BY CAA Aviation Safety Agent Repair Station Other (Specify)

5-13-58
(Date of approval or rejection)

Robert A. Boyd 4-4
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

* Forwarded for engineering comment See attached memorandum
* Accepted (Date) Reinspected (Date) Spot Checked (Date)

(CAA designation number) (Signature Aviation Safety Agent)

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
19 60	June	Canada	Budworm	72 10	72 10	G. G. P. 2100 5320

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved, Budget Bureau No. 41-20224

1. AIRCRAFT MAKE Boeing MODEL B75-10 SERIAL NO. 75-7199 NATIONALITY AND REGISTRATION MARK N69248

2. OWNER NAME (First, middle, last) Richard E. Poet ADDRESS (Street and number, city, zone and State) Rt. 1, Box 217-S Aumsville, Oregon

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) *****				
b. POWERPLANT					
c. PROPELLER	TYPE AND MANUFACTURER				
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA
*AFTER the repairs and/or alterations described below were made.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS
Duane P. Hadley
3500 Shelley Ave.
Salem Oregon

b. KIND OF AGENCY
 U. S. Certified Mechanic.
 Foreign Certified Mechanic.
 Certified Repair Station.
 Manufacturer.
 (Check if repair or alteration was made under delegation option procedures.)

c. CERTIFICATE NO.
A&E 1178259

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.

May 9 1958
(Date repair and/or alteration completed)

Duane P. Hadley
(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 BY CAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED BY CAA Aviation Safety Agent Repair Station Other (Specify) INSPECTION AUTHORIZATION

5/10/58
(Date of approval or rejection)

George Kuehling 661998
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

* Forwarded for engineering comment See attached memorandum
* Accepted (Date) Reinspected (Date) Spot Checked (Date)

(CAA designation number) (Signature Aviation Safety Agent)

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.

Removed metal spray tank and installed fiberglass tank, removed steerman main wheels and axels installed Bt-13 wheels and axels removed steerman tail wheel installed P-51 tail wheel and axel. Entire aircraft recovered with grade A fabric in accordance with CAM 18. Finished aircraft with Buty. dope 5 coats clear 2 coats silver 2 coats yellow.

Aircraft modified under part 8. Installed modified Bt-13 engine mount according to CAA spec. A-743 Boeing Drawing #H75D4-2500. Installed P&W R-985-AN3 Ser. 17482. Installed Prop. model 2D30 227/6101A-14. Installed oil cooler on engine mount below engine in direct line with slip stream. Modified oil tank cap. 7 Gal. Modified heat shroud, shroud and spray tank manufactured at Johnston Aircraft Tulare, Calif. Installed aux. gas tank in baggage comp. to be used for ferry purposes only.

Installed new gas valve new master break cyl. modified engine control linkage. 11/11/58

Modified aircraft checked on May 10 1958 by RE Poet
Name RE Poet
C-263263 in accordance with CAM. 8 10-3(e) and found to be
Certif. No. 1178259
safely controllable and to operate satisfactorily with the following
special purpose load: 1600 pounds.

Nothing Follows

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
19 58					190000	
May 58	Ferry to Frederick NB			32 55		Fred Smith
June 58	Splashing in Canada			47 55		
June 58	Ferry to Aumsville, Ore			34 45	201535	
July 58	Ferry to Prichard, Cal.			8 30		
July 58	Spring cotton, Calif.			21 50		
Aug 58				50 53		
Sept 58				28 35		
Oct 58				39 30		

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE