

THE UNITED STATES OF AMERICA
CIVIL AERONAUTICS AUTHORITY
WASHINGTON, D. C.

At a session of the Civil Aeronautics Authority
held at its office in Washington, D. C.,
on the 13th day of June, 1939.

Acting pursuant to the authority vested in it by the
Civil Aeronautics Act of 1938, particularly sections 205(a)
and 601(a) of said Act, and finding that its action is de-
sirable in the public interest and is necessary to carry out
the provisions of, and to exercise and perform its powers
and duties under said Act, the Civil Aeronautics Authority
hereby amends the Civil Air Regulations as follows:

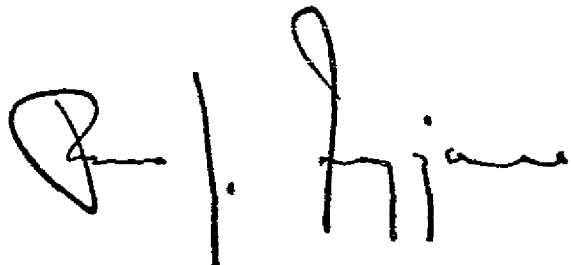
AMENDMENT NO. 14	ESTABLISHING NEW OIL CAPACITY
OF THE CIVIL AIR	REQUIREMENT FOR ENGINES OF
REGULATIONS	SINGLE ENGINE AIRCRAFT

1. Section 04.630 of Part 04 of the Civil Air Regula-
tions is amended so that the same will read as follows:

"04.630 General. Each engine shall have an independent
oil supply. The oil capacity of the system shall be at least
1 gallon for every twenty gallons of fuel but shall not be
less than 1 gallon for each 75 maximum (except take-off) rated
horsepower of the engine or engines. A special ruling con-
cerning the capacity will be made by the Authority when oil
may be transferred between engines in flight or when a suit-
able reserve is provided. The suitability of the lubrication
system shall be demonstrated in flight tests in which engine

temperature measurements are obtained. The system shall provide the engine with an ample quantity of oil at a temperature suitable for satisfactory engine operation."

By the Authority:

A handwritten signature in black ink, appearing to read "P. J. Frizzell". The signature is written in a cursive style with a large initial "P" and a vertical line separating the first and last names.

Paul J. Frizzell.
Secretary.

(SEAL)