MAJOR REPAIR AND ALTERATION

Form Approved OMB-No. 2120-0020

For FAA Use Only

of Transportation	Carried and Elmine	Propeller, or Applia	nce) <u>.</u>	Office Ident	ification,			
Federal Aviation Administration	· 			WP-Z	70/ .			
and disposition	ONS: Print or type all entries. See FAR 4 on of this form. This report is required to violation (Section 901 Federal Aviation)	y law (49 U.S.C. 1421). I	and AC 43.9-1 (or subsequen failure to report can result in ci	t revision ther vil penalty not	eof) for instruc to exceed \$1,0	tions ::		
	Make: Grumman		Model					
1. Aircraft	Serial No	· · · · · · · · · · · · · · · · · · ·	Nationality and Registration Mark					
	_ J-8		N2945					
	Name (As shown on registration certification certification)	icate)	Address (As shown on re	gistration cert	ificate)			
2. Owner	Reid W. Dennis		225 Mountain Wood					
<u>.</u>	<u> </u>		. Woodside, CA 94	062.				
		3. For FAA Use	-Only-					
<u>.</u>			tifled herein complies with the ap and is approved for the above descri- pection by a person authorized in FA	" //	dness esto .7			
		DATE	SIGNATURE	OAK-FSD0				
<u>.</u>		4. Unit Identific	ation-		5. Type			
- Unit	Make-	Model	Seria	t No.	Repair	Alteration		
AIRERAME		bove).		<u>.</u>	X			
POWERPLANT				18.				
PROPELLER					- -			
APPLIANCE	Туре				-			
	Manufacturer				Ē.			
		6. Conformity Sta	Firmant					
A. Agency's Na	me and Address	B. Kind of Agend		C. Certif	ficate No.			
A.G. Macfi	.e	X U.S. Certific						
306 Martin			ificated Mechanic					
FOTUE RECU	mondCA 94801	Certificated	Repair Station					
		Manufacture						
have been	hat the repair and/or alteration made to to no made in accordance with the requirement therein is true and correct to the best of the notation in the best of t	ents of Part 43 of the U.S. F				eto		
Date		Signature of Aut	horized Individual	,				
20 May 200)1	Mu	der Mof.					
		7. Approval for Return	To Service					
	ne authority given persons specified below of the Federat Aviation Administration ar			r prescribed by	y the			

BY

FAA Fit. Standards

Inspector

Date of Approval or Rejection

FAA Designee

Manufacturer

Repair Station

Certificate or Designation No.

FAA Form 337 (12-881.

Other (Specify)- -X Inspection Authorization Person Approved by Transport Canada Airworthiness Group

Weight and balance or operating limitation changes shalf be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work completed.) IT Grumman Mallard s/n J-8 Modified to provide provisions for 24VDC power and antenna facilities for portable Garmin GPS295 unit. 2a) Garmin GA56 permanent antenna installed forward of bow hatch in location vacated by removal of (unused) Wulfsberg FTItefone antenna. Antenna mounted in accordance with Garmin document # 190-00094-00 rev. C, GA 56 Antenna Installation Instructions. Antenna mounted on a fabricated aluminum mounting adapter plate .250" thick to allow for existing holes in aircraft structure. 25) R-179 coaxfal cable with BNC connectors routed from antenna to instrument panel mounted BNC bulkhead connector. Antenna cable routed along existing wire runs from antenna location to left side of bow area, laterally along main harness forward of instrument panel, to lower center console. R-179 coaxial cable free run from instrument panel BNC connector to anticipated location for GPS unit. Cables do not interfere with any access to instruments or flight controls, or inhibit movement of same. 2c) Unused Flitefone circuit breaker removed, 1 amp Klixon circuit breaker installed in same Iocation and relabeled as "GPS". 20 qauge MZ2759/16-20 wire run from c/b to panel mounted connector for GPS power. MS3112E8-4P connector installed in lower center inst panel and wired accordingly. Panel connector to be placarded "1 amp maximum load". 2d/ Afroraff to be reweighed, and new weight a balance report issued prior to flight (net weight, change is minimal, however other airframe work necessitates reweighing at this time). No special procedures applicable. No-changes in servicing information. 61 N/A 7) N/A. 8-}-N/A 9) N/A FOI N/A 11) N/A. E2} N/A 131 N/A I4-N/A

15.)

N/A

This FCA to be revised by submittal of a revised form 337 with revised FCA to the local FSDO.

US Department

of Transportation Federal Aviation

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-002
OMB NO. Z IZU-UUZ

For FAA Use Only

Office' Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000

for each such	violation (Section 901	Federal Aviation A	ct of 195	8).	,						
	Make Grumman				Model G-73						
1. Aircraft	Serial No. J-8			Nationality and Registration Mark N2945							
	Name (As shown on	n registration certific	cate)	-		Address	(As shown	on registre	ation certifi	cate)	
2. Owner	Reid W. Denni			,	225 Mountain Wood Lane Woodside, Ca 94062						
				3. F	or FAA Use On	ly					
The data identified herein compiles with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43. Section 43.7 DATE SIGNATURE OAK-FSDO									1° 1		
				4. U	Jnit Identification	n				5. Type	
Unit	Mal	ke			Model		- A-2	Serial No.		Repair	Alteration
AIRFRAME	URFRAME (As desc			cribe	ed in Item 1 abov	θ)					х
POWERPLANT		. ,				,				i.	,
PROPELLER	ł					·			* 4	5	
APPLIANCE	Type Manufacturer					, · · · ·		1	×		
			6	. Co	nformity Staten	nent					
A. Agency's Nan	ne and Address			_	Kind of Agency				C. Certific	cate No.	
Andrew G. 1				X U.S. Certificated Mechanic							
306 Martin	a St. mond, CA 94801		1	Foreign Certificated Mechanic							
POLITO MAGA	Mona, on Siste	_	1	Certificated Repair Station							
				Manufacturer							
have been	nat the repair and/or al n made in accordance herein is true and con	with the requirement	ents of Pa	art 43	of the U.S. Fede	above and eral Aviatio	described on Regulation	on the rev	erse or atta at the inform	ichments here mation	eto.
Date 29 MARCH 2003				Signature of Authorized Individual Make Make							
			7. Apr	provi	al for Return To	Service					
	e authority given person of the Federal Aviation			t iden	ntified in item 4 w	as inspect	cted in the m	nanner pre	scribed by	the	
FAA I Inspe	Fit. Standards ector	Manufacturer	х	Insp	pection Authoriza	ation	Other	(Specify)			
	Designee	Repair Station		Per	rson Approved by nada Airworthine	Transpor	rt				
Date of Approva	or Rejection	Certificate or		Sign	nature of Authori		\ _/				
29 MAR	RCH 2003	Designation No.		1	(Incles)	0h	ley.				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

- 1. Introduction: This aircraft, Grumman G-73 s/n J-8, has been altered by installation of a cabin entertainment and power system. The system consists of the following components; CDC-2000 moving map display computer, cabin j-box (including video amplifier, video selector, 2 audio amplifiers, circuit breakers and associated junction blocks), cabin bus relay with circuit breaker, aft cabin video display, provision for a forward cabin video display, remorte control IR detector, 115 VAC cabin power inverter with outlet cord, video switching panel, and all associated wiring. The avionics aspects of this installation have been DER approved (see form 8110-3 dated 26 FEB 03). The mechanical aspects of this installation are all designed and installed in accordance with AC43.13-2A chapter 1 and load tested in accordance with AC43.13-2A chapter 1 paragraphs 2 & 3 (see mechanical drawing N2945cabin rev. (original)). Aircraft weight and balance report superceded and a revised report issued, see N2945 weight & balance report/equipment list this date. Form 8110-3, electrical drawing RD442000 rev.2, and mechanical drawing N2945cabin rev. (original) are attached.
- 2. **Description:** The cabin entertainment and power system provides a moving map display on one video monitor, located in the aft cabin wing carry-through structure. Wiring provisions are installed to locate a second video display in the right side of the cockpit bulkhead at a future date. Provisions are installed to locate a portable video source (i.e. DVD player) in the right forward lower cabinet, and connect the output to the system in order to view in-flgiht video programs. The moving map is driven by a Universal Avionics CD-2000 CD-ROM based moving map system, with the processor located in the lower left forward cabinet. Audio jacks are provided at each cabin seat in order to connect a standard headphone to monitor the audio portion of programming, and are also tied to the cabin PA system. A 115VAC inverter is installed to provide AC power for passenger use. The 115VAC outlet is located in the right lower forward cabinet.
- 3. **Control & operation:** All of these cabin systems are non-essential equipment, and the 28VDC power for this bus is controlled by a relay located in the left mid cabin cabinet with attendant 50 amp circuit breaker. The bus can be depowered by opening a single switch on the cockpit bulkhead, to the pilot's right and above. All individual circuit breakers for these systems are located on the cabin j-box in the lower left forward cabinet. Consult the CD-2000 user's manual for further information on moving map usage. Switching from moving map to video source is accomplished via a lighted switch/annunciator in the upper right forward cabinet. The cabin 115VAC power can be turned on or off via a switch located in the upper right forward cabinet.
- 4. Servicing: n/a
- 5. **Maintenance Instructions**: All equipment installations shall be inspected for security, general condition, corrosion, and damage during the existing scheduled inspections.
- 6. **Troubleshooting**: All 28VDC electrical circuits shall be troubleshot in accordance with standard practices, using drawing RD442000 rev. 2 (or later revision) as a reference. Problems with individual components shall be addressed in accordance with the applicable manufacturer's instructions.
- 7. Removal and replacement: n/a
- 8. **Diagrams:** See drawing N2945cabin and Grumman G-73 Mallard Service Manual station diagram for locations of components.

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

3. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)					
Special Inspection requirements: n/a Protective treatments: n/a					
11. Data: n/a 12. Special tools: n/a					
13. Commuter category: n/a 14. Recommended overhaul: n/a					
15. Airworthiness limitations: n/a					
16. Revision: This ICA shall be revised by submittal of a revised form 337 with ICA to the responsible					
FSDO for review and approval.					
•					
☐ Additional Sheets Are Attached					

3. For FAA Use Only The data identified herein complies with the applicable sirvorthiness requirements and is approved for the above described agreat, subject continuing inspection by a person authorities in FAR 63-gebroid in F							*			
Superiment Sup		MA IOR DEDAIR								
INSTRUCTIONS: Print or type all entiries. See FAR 43.8, FAR 43 Appendix B, and AC 43.9-1 (or subsequent mixinon framen) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (section \$01 Federal Aviation Act of 1935). Make										
Mistreutonic Print or type all entires. See FAR 43.9 FAR 43 Appendix B, and AC 43.9-1 (or subsequent rows on fine form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 In an an disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 In an	1	n (Airrame, Powerplant	t, Prope	Hie	r, or Applian	ce)				uniy
INSTRUCTIONS: Print or type all entires. See FAR 43.0 FARA 43.0 Appendix B, and AC 43.0-1 (or subsequent rovision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penally not be exceed \$1,000 for each such violation (section \$901 Federal Aviation Act of 1959). Make	Administration							TAA	IND.	~> ~
1. Aircraft Serial No.	INSTRUCTI and disposit for each such	ONS: Print or type all entries. See FAR ion of this form. This report is required h violation (Section 901 Federal Aviation	43.9, FAR by law (4 Act of 19	43 49 U 58).	Appendix B, an .S.C. 1421). Fa	d AC 43.9 llure to rep	9-1 (or subsequent port can result in civ			ctions 000
Serial No. J - 8 Name (As shown on registration certificate) Reid W. Dennis 3. For FAA Use Only The data identified herein complies with the applicable alrevorbiness retultiments and is approved for the above described aircraft, subject to collioning impection by a person authorited in FAM 54-section 43. ONLY J W. SIRMINE Unit Make Model Serial No. Repair Alteration IRFRAME (As described in Item 1 above) **CoverPlant**		Grumman					3			
Name (As shown an registration certificate) Reid W. Dennis 3. For FAA Use Only The data identified here complies with the applicable alworthness registration and is appropriate for the above described great alworthness registration and is appropriate for the above described great alworthness registration by a person authorized in FAH 44-Section 43 To Aproval for Return 1 above) Unit Make Model Serial No. Repair Alteration INFFRAME (As described in litem 1 above) **Conformity Statement** (As described in litem 1 above) **Conformity Statement** **Conformity Statement** **Conformity Statement** **Type **PULIANCE** **Manufacturer** **B. Kind of Agency **Pursuant to Ithe authority given persons specified below, the unit identified in intern 4 above and described on the reverse or attachments hereto furnished herein is true and correct to the best of my knowledge. **Signature of Authorized Individual** **Type Pursuant to the authority given persons specified below, the unit identified in intern 4 above and described on the reverse or attachments hereto furnished herein is true and correct to the best of my knowledge. **Type Pursuant to the authority given persons specified below, the unit identified in them 4 above and the manner prescribed by the **Pursuant to the authority given persons specified below, the unit identified in them 4 above and the manner prescribed by the **Pursuant to the authority given persons specified below, the unit identified in item 4 above and the manner prescribed by the **Pursuant to the authority given persons specified below, the unit identified in item 4 above and the manner prescribed by the **Pursuant to the authority given persons specified below, the unit identified in item 4 above and the manner prescribed by the **Pursuant to the authority given persons specified below, the unit identified in item 4 above and the manner prescribed by the **Pursuant to the authority given persons specified below, the unit identified in item 4 above and the manner prescribed by th	1. Aircraft	Serial No.								
2. Owner Reid W. Dennis 225 Mountain Wood Lane Woodside, Ca 94062 3. For FAA Use Only The data identified herein complies with the applicable alrearchiness regulatements and is approved for he above described airrat, subject to Celliformity inspection by person allowed in FAA Septician 1-8-37. A Unit Identification Serial No. Repair Alteration IRFRAME (As described in Item 1 above) X OWERPLANT ROPELLER PPLIANCE Manufactuser Manufactuser B. Kind of Agency A Macfile X U.S. Certificated Mechanic Foreign Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer D. I certify that the repair and/or alteration made to the unit(s) identified in Item 4 above and described on the reverse or attachments hereto furnished herein is true and correct to the best of my knowledge. T. Approval for Return To Service 7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the		J-8						Mark		
3. For FAA Use Only The data identified herein complies with the applicable alreverthinese requirements and is approved for the above described einraft, subject to conformity inspection by a person subnotized in FAR 3.5 section 43.7 A Unit identification IRFRAME (As described in Item 1 above) Type Wanufacturer A Conformity Statement A Conformity Statement Type Wanufacturer B I Kind of Agency A C C Certificate No. A part of Agency's Name and Address B Kind of Agency A C C Certificate No. A part of Agency of Agency C C Certificate No. A part of Agency of Agency D I certify that the repair and/or alteration made to the unit (e) Identificated Repair Station Manufacturer D I certify that the repair and/or alteration made to the unit (e) Identified in Item 4 above and described on the reverse or attachments hereto for the average of Agency		Name (As shown on registration certificate)					(As shown on real	stration cert	tificete)	
3. For FAA Use Only The data identified brein complies with the applicable sirvorthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 39-dection 43.7	2. Owner	Reid W. Dennis				225	Mountain Wood	Lane	mirouto,	
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A. Unit identification A. Repair Alteration Alteration Alteration ACT of the serial No. Repair Alteration A Unit identification A described in Item 1 above) A. Conformity Statement Type Appliance Andrew G. Macfie Andrew G.				·	OT AA OSE O	шу				
Unit Make Model Serial No. Repair Alteration IRFRAME (As described in Item 1 above) X OWERPLANT ROPELLER Type Manufacturer 6. Conformity Statement Agency's Name and Address B. Kind of Agency Andrew G. Macfie 306 Martine St. Point Richmond, CA 94801 D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information Address Signature of Authorized Individual Signature of Authorized Individual 7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the		The data is requirement conformity	identified he nts and is ap inspection t	prove prove by a p	complies with the ed for the above des person authorized in	applicable a cribed aircra FAR 43, 3ec	airworthiness off, subject to ortion 43.7			
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OWERPLANT ROPELLER Type Agency's Name and Address Andrew G. Macfie 306 Martina St. Point Richmond, CA 94801 D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information turnished herein is true and correct to the best of my knowledge. T. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the	Unit	Make			Model		Serial N	lo.		Alteration
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6. Conformity Statement Agency's Name and Address Andrew G. Macfie 306 Martina st. Point Richmond, CA 94801 D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Signature of Authorized Individual 7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the	APPLIANCE	Manufacturos	İ							
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Point Richmond, CA 94801 Foreign Certificated Mechanic Certificated Repair Station Manufacturer D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Signature of Authorized Individual 7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the				-		Mechanic		C. Certificate No.		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Signature of Authorized Individual 7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the							nic			
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Signature of Authorized Individual 29 July 2002 7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the					ified in item 4 a	bove and ral Aviation	described on the re	verse or atta	achments heret	0
29 July 2002 7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the		ierein is true and correct to the best of m	ily knowled	ige.				at the mon	Tration.	ı
7. Approval for Return To Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the			1	Sign	ature of Authoriz	ed Individu	ual			
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Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the		,	7. Appr	OV2			-0/100			
	Pursuant to the Administrator of	authority given persons specified below	the unit is	dent		s inspecte	ed in the manner pre	escribed by	the	

Inspection Authorization

Person Approved by Transport, Canada Airworthiness Group

Signature of Authorized Individual

Other (Specify)

FAA Fit. Standards Inspector

FAA Designee

Date of Approval or Rejection

Manufacturer

Repair Station

Certificate or Designation No

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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8. Description of Work Accomplished	Identify with aircraft nationality and registration mark and date work completed.)
a. Description of viola Accompliance	tale with nimmer nationality and registration many and date work completed.)
are the manifest officer additional sheets	Identify with all trait hattoriestly and region and many

- 1. Grumman G-73 Mallard s/n J-8, N2945, altered by installation of a 24VDC electric bilge pump system.
- 2a. Four bilge pumps p/n RM750-24 were installed in the aircraft bilges at F.S. 135, 176, 227 and 246. A check valve p/n PLV 1219 was installed in the outlet of each pump to prevent drainback. The bilge pumps were mounted on locally fabricated brackets meeting the requirements of AC43.13-2A chapter 1 paragraphs 1-10. The installations were statically tested I/A/W AC43.13-2A Chapter 1 paragraphs 263 and no deformation or failure was noted.
- 2b. The bilge pump outlets were plumbed to discharge outlet fittings (AN832-10D) in the right wheel well uysing 3/4" marine sanitation hose.
- 2c. The bilge pumps were connected to the "hot" 24VDC battery bus in the left whell well cabinet as per the attached schematic drawing. Wire specification, circuit protection, switches and indicator lights as shown on the drawing. All electrical aspects of this installation are in accordance with AC43.13-1B Chapter 11 requirements.
- 3. N/A
- 4. Access to the bilge pumps is through the cabin center floorboards.
- 5. Bilge pumps, float switches, plumbing and wiring are to be inspected for security, corrosion, proper functioning and general condition in conjunction with the N2945 approved maintenance program at those intervals during which the cabin floor is removed for normal scheduled inspection of the bilge structure.
- 6. N/A
- 8. N/A

- 15. N/A

7. N/A 9. N/A 10. N/A 11. N/A 12. N/A 13. N/A 14. N/A 16. This ICA is to be revised when required by submittal of a revised 337 in ICA format to the FAA FSDO having jurisdiction over the aircraft at that time. ----END------

Mallard Bilge Pump System

The system consists of four pumps, rated at 750gph with integral float switches. Mounted on plates which are riveted in the aircraft's bilge, at sta.135, 176, 227, & 246. One way check valves are installed immediately down stream of the pump outlets. The fwd (sta. 135 & 176) and rear pumps (sta. 227 & 246) outlets are connected in parallel. From the pump the outlet at sta.135 the discharge hose is routed through a plastic bulkhead fitting at sta.140, then through a tee fitting where it connects to the pump at sta.176. From the outlet side of the tee the hose is routed through the bulkhead lightening holes just below the cabin floor towards the aft of the aircraft. The pump at sta.227 outlet hose is routed through the same lightening holes as the fwd pump hose. It connects through a tee fitting to the pump at sta.246. At sta.246 the hoses are routed together, then through a lighting hole in the bulkhead below the RH wheel well at sta.250. From there the hoses go through a bulkhead lighting hole at sta.260, then turn right and are routed up the RH wall of the aircraft just aft of the RH wheel well at sta.265. They pass through a bulkhead at sta.255, then down through the bulkhead at the top of the RH wheelwell at sta.252. They continue down through the well and are connected to the discharge outlets at sta.252 in the aft of the RH wheelwell. Doubler plates are added to the bulkheads at the top of the RH wheelwell at sta.255. Where the hoses pass through to retain their structural integrity. The hoses have gear clamps installed at every connection, and are adel clamped to bulkheads and stringers as needed.

Electrical power for the system is taken from a 20 amp fuse at the battery buss in the RH engine nacelle. The 15amp circuit breaker switch, the ptt lights, the three position pump switches & 3 amp circuit breakers. Are located on a control panel in the LH wheelwell electrical box at sta.240. The three position switches allow the pumps to be shut off, manually controlled, or automatically controlled through the float switches. The ptt lights illuminate when any of the pumps are operating. The power wire from the battery buss is routed with the airframe wiring. Power to the pumps is routed down the bulkhead aft of the LH wheelwell, through bulkhead lighting holes with the pump hoses, to terminal strips that are mounted high on the bulkheads just under the floor near the pumps.

The wiring is adel clamped to the airframe as needed.

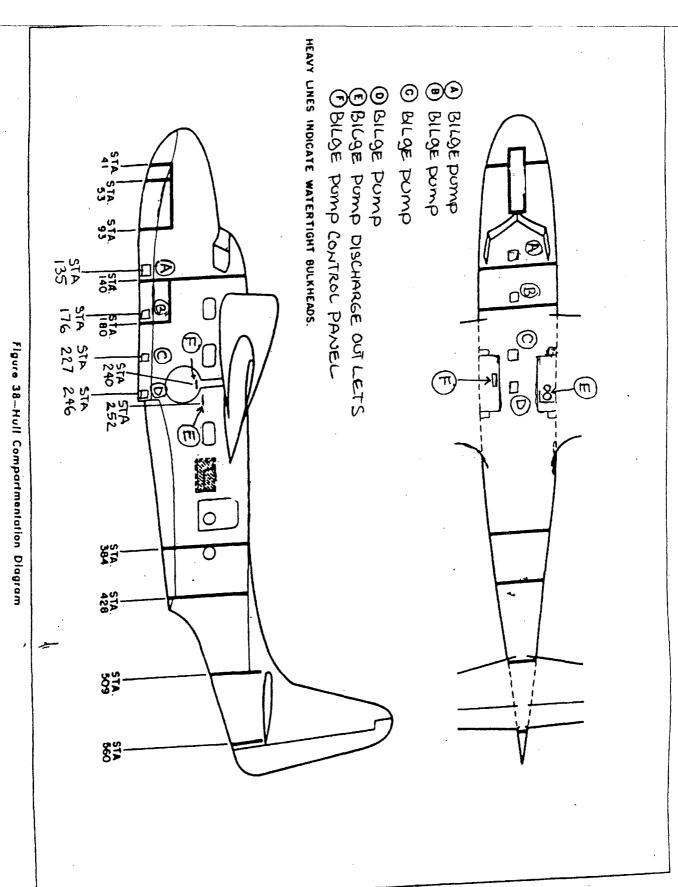
Parts list for bilge pump system

DESCRIPTION
Rule Marine RM750-24 Bilge pump 750gph.
Rule Marine PLV1219 Check valve
PSH-34 3/4" sanitation hose
3/4" plastic bulkhead fitting
3/4" plastic tee fittings
AN832-10D pump discharge outlet fittings
-10AN to 3/4" barb brass fittings
A, B,& C position bilge pump brackets
D position bilge pump bracket
7270-1-15 circuit breaker master switch
MS35058-21 three position pump switches
7277-2-3 circuit breakers
MS25041-8 ptt lights
M22759/16-18 wire
M22759/16-14 wire

Weight & Balance Calculations

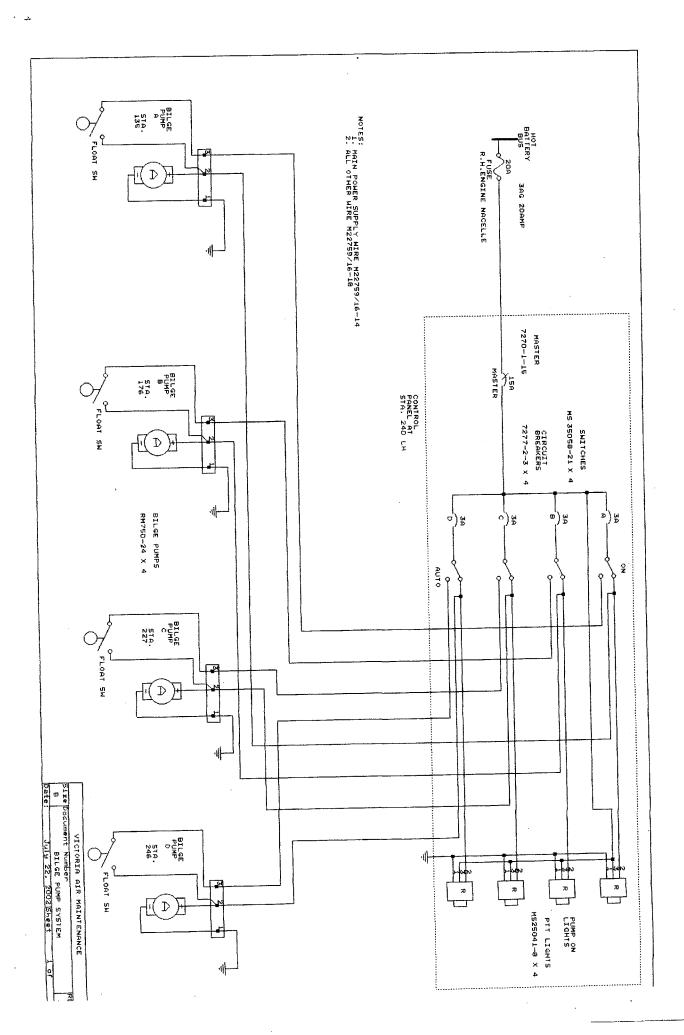
Bilge pump assembly	412.0 grams
Bilge pump + mounting bracket for positions A, B, &C	550.0 grams
Bilge pump + mounting bracket for position D	530.0 grams
Bilge pump attach hardware	15.0 grams
Discharge outlet fittings	500.0 grams
100ft '4" sanitation hose	8.4 kg
Electrical wire	500.0 grams
Factory bilge pump system (removed)	2.3 kg

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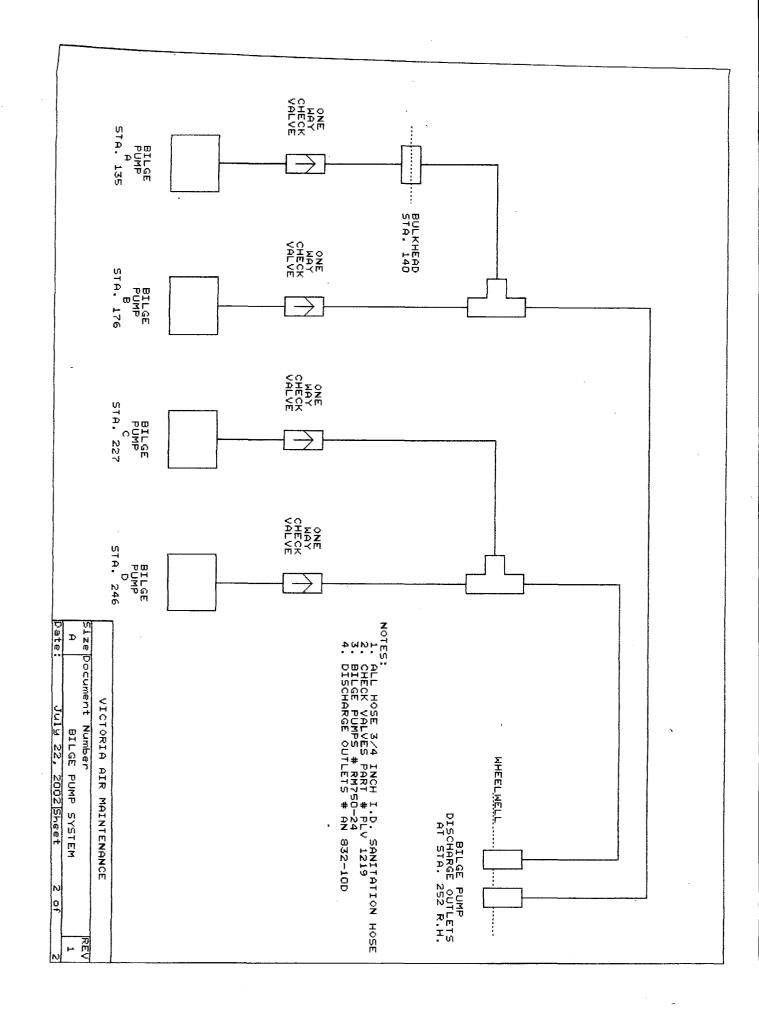


SECTION III

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s. • • •

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form A	φpn	oved
OMB	No.	2120-0020

For FAA Use Only

Office Identification

Federal Aviation Administration

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions

and disposition for each such	n of this form. This violation (Section 9	s report is required by 901 Federal Aviation A	/ 1210/ (4 ct of 195	ษ บ.S 8).	.C. 1421). Fail	ure to report	can result in civil po	enany not t	0,1¢ 1 000 000000000	···
	Make Grumman					Model G73				
1. Aircraft	Serial No.						and Registration M	ark		
	J-8					N2945	and ive grade down in	5U K		
	Name (As shown	on registration certific	ate)			Address (/	As shown on registr	ation certifi	icate)	
2 Owner	Reid dennis						ountian Wood La	ane		
L. OWINI						Woods: Califo	ornia 94062 US	A		
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							Serial No			Alteration
Unit		Make			Model		Serial No	•	Repair	Altaton
AIRFRAMĖ	(As desc				d in Item 1 abov	re) ———	·			х
POWERPLANT										
 										
PROPELLER							·			·
	Туре]	
APPLIANCE	Manufacturer									
									<u> </u>	
A. A do Alex					ind of Agency	nent		C. Certific	cate No.	
	ne and Address ir Maintenanc	e Itd		B. Kind of Agency U.S. Certificated Mechanic			461-91			
9550 Canor		e bed.		Foreign Certificated Mechanic] .	•		
Sidney B.C Canada	V8L 4R1			Х	Certificated Re	pair Station		1		
				<u>L</u>	Manufacturer					
have been	made in accordar	or atteration made to the none with the requirement correct to the best of n	nts of Pa	art 43	tified in item 4 of the U.S. Fed	above and eral Aviation	described on the rev n Regulations and th	verse or atta at the infor	achments hen mation	eto
Date					nature of Author	ized Individ	ual			
July 12 20	02						me	<i>></i>		
					ol for Return T					
Pursuant to the Administrator	e authority given pof the Federal Avia	ersons specified below ation Administration an	r, the un d is	it iden	tified in item 4 v APPROVED	ras inspecte	EJECTED		the	
FAA inspe	Fit. Standards ector	Manufacturer		ļ	ection Authoriz		Other (Specify)			
FAA	Designee ,	Repair Station	х	Can	son Approved b ada Airworthine	ss Group				
Date of Approva July 12 20	•	Certificate or Designation No. 461-91		Sign	nature of Author	ized Individi	IBI IBI	<u>~</u> 0.		
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8.	Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work completed.) Aircraft interior removed for refurbishment. Removed plywood floorboards and replaced with Phenolic/nomex panels .400" P/N 66-000-9100 suppplied by Skyline products under P/O 843883J8. All interior wood panels stripped and new teak veneer installed and finished with waterbased material. All interior lighting and ventilation fixtures paint stripped and repainted. Cockpit instrument panels removed, paint stripped and reinstalled. Pitot static test carried out by Victoria Avionics under W/O # 020-047. All seats and upholstery recovered and installed by Davlin Upholstery Under W/O # 360. Upholstery and interior furnishings installed as per origional Grumman specifications, using materials that conform to 14 CFR 25.853 (a) Appendix F Part 1 (a) (1) (ii) (Amendment 25-83). Material Certification Documents attached. Aircraft reweighted and new weight and balance calculated.
	ENDEND
	\cdot
	Additional Sheets Are Attached

KEY TO FIGURE 39

HULL INTERIOR ARRANGEMENT

- 1. Bilge Pump (stowed in clips attach to tubing outlets for use).
- Anchor and Nylon Rope.
- 3. Radio Units (under hinged cover).
- 4. Co-pilot's Pedals.
- 5. Map Case.
- 6. Pilot's Pedals.
- 7. Instrument Panel.
- 8. Heater Duct Outlets (pilot's cabin).
- 9. Windshield Wipers.
- 10. Control Wheel and Column.
- 10A. Co-pilot's Control Arm (stowed under seat).
- 11. Radio Control Switches etc. (on cowl).
- 12. Engine Controls etc. (overhead panel).
- 13. Pilot's and Co-pilot's Seats.
- 14. Hand Fire Extinguisher.
- 15. Stowage Locker.
- 16. Pilot's Cabin Door.
- 17. Divan (with cushions and safety belts).
- 18. Divan Removable Section.
- 19. Ventilator Controllable Valves.
- 20. Cabin Table.
- 21. Heater Duct Outlet (main cabin).
- 22. Drinking Glasses (stowed in racks).
- 23. Thermos Bottle.
- 24. Serving Shelf.
- 25. CO2 Fire Extinguisher Cylinder.
- 26. Ash Receivers.
- 27. Cabin Chair (with safety belt).
- 28. Hand Fire Extinguisher.
- 29. Lavatory Compartment Curtain.

- 30. Stowage Compartment.
- 31. Chemical Toilet (with hinged seat cover).
- 32. Basin.
- 33. Mirror.
- 34. Basin Reservoir (smaller reservoir located in rear compartment aft bulkhead on later airplanes.
- 35. Door to Heater Compartment.
- 36. Heater Unit.
- 37. Flare Tubes.

ITEMS NOT NOTED

Baggage Stowage Straps.

Radio Equipment.

Boarding Ladder Stowage.

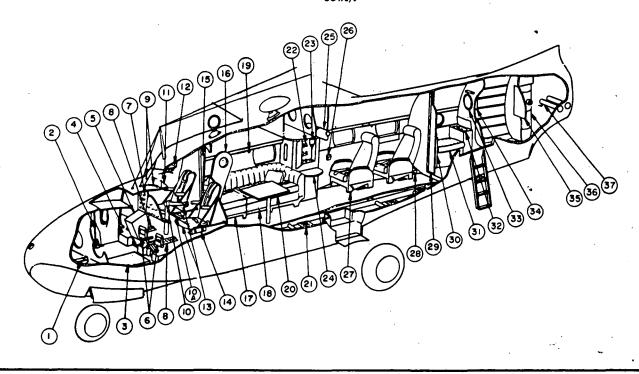
Coat Hangers (in aft baggage compartment).

Landing Gear Control (on bulkhead back of pilot's seat).

Hydraulic System Hand Pump (back of co-pilot's seat).

Hydraulic System Hand Pump Selector Valve (on floor between seats).

Flare Switches (on bulkhead above pilot's seat). Bow Hatch Release Handle (on the right below cowl).



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Victoria Air Maintenance Ltd Hanger #10 Victoria International Airport 9550 Canora Rd Sidney B.C. V8L4R1

WEIGHT AND BALANCE REPORT

Manufacturer

GRUMMAN

Model

G 73

Date

JULY 12 2002

Registration

N2945

Place weighted

Hangar 10 Victoria International Airport

Scales used

GE LPA400

Owner

REID DENNIS

Reaction	Scale Reading	Tare	Net weight	· Arm	Moment
Left Main	4481		4481	237.53	1064372
Right Main	4515	,	4515	237.53	1072448
Sub Total	8996		8996	,	2136820
Tail			0		. 0
Nose	973		973	60.28	58652.44
Total as weighted	8996		9969	220.23	2136820
	<u>Measu</u>	<u>rements</u>	•		
A/C Datum=	alla tarana da ana da ana da ana	um to the C	/L of the main wheels	D=23	37.53

D=" The horizontal distance from the datum to the C/L of the main wheels.

L= " The horizontal distance from the datum to the C/L of the nose or tail wheel.

L=60.28

F=" Weight of nose wheel

F=973

R=" Weight of tail wheel.

R=

W="Total empty weight of aircraft.

W=9969

Aircraft Empty Weight:

9969

Empty Weight C.of G.

220.23

C of G limits

Empty Weight:

Includes the weight of the airframe, engines, required equipment, optional

or special equipment hydraulic fluid, fixed ballast, full engine oil and residual fuel.

Maximum gross weight:

12500

A/C empty weight:

9969

Usefull load

2531

I certify that this data has been prepared in accordance with the provisions of CAR 605.92 and to the best of my knoledge represents the true empty weight and centre of gravity of this aircraft.

AMO #461-91

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MATERIAL CERTIFICATION

DATE: January 25, 2002	CUSTOMER:	Victoria Air Maintenance
DESCRIPTION: <u>P/N 66-000-9100</u>) Phenolic/Nome	x Panels .400"
QUANTITY: 10 each	_PURCHASE C	PRDER NO: 843883J8
JOB NO: 24002990		LOT NO: 1

THE FOLLOWING SIGNATURE ATTESTS THAT THE PARTS IDENTIFIED
ABOVE WERE MANUFACTURED AND TESTED IN ACCORDANCE WITH
THE REQUIREMENTS SPECIFIED ON THE PURCHASE ORDER.

QUALITY ASSURANCE

Disclaimer: As Skyline Products has no control over the application or selection of various substrates used at the final application, the buyer must test this product in its final configuration to determine acceptability to industry regulations and requirements.

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Hame-Out Inc.

FAA Approved Test Center

FEB. 25 02 (MON) 11:46



CK

CERTIFICATE OF CONFORMITY

Sold To:

DAVLIN UPHOLSTERY 1111 BEWDLEY AVENUE VICTORIA, B.C V9A5M9 CANADA

ATTN:

DAVE

PHONE: 250-385-2147 : 250-384-4184

Customer PO

26459 V

Quantity

48.00

Item GPFR0260 Ship to:

DAVLIN UPHOLSTERY 1111 BEWDLEY AVENUE VICTORIA, B.C. V9A5M9 CANADA

Shipping Method

Description

260 MED. BEIGE - FR

GROSPOINT

SEATING/SIDEWALL

OUR ORDER #: GP26459 YOUR ORDER #: 26459 V ORDER DATE: Feb 4, 2002

> IT IS HEREBY CERTIFIED THAT THE MATERIALS IN THE ABOVE SHIPMENT ARE IN CONFORMANCE WITH THE REQUIREMENTS, SPECIFICATIONS, AND DRAWINGS APPLICABLE TO THE ABOVE PURCHASE ORDER.

THESE MATERIALS MEET FAR 25.853 REQUIREMENT FOR AVIATION.

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2105 - 51st Ave. E., Suite 200 • Fife, WA 98424 • (888) 804-8242 (PST) • FAX (253)-922-5338 • www.irfoam.com

CERTIFICATE OF CONFORMANCE

To: Davlin Upholstery

1111 Bewdley Avenue

At Rear

Victoria BC, Canada V9A 5M9

Date: June 3, 2002

PO #725325

PILOT/COPILUT SEATING FORM

To Whom It May Concern:

This is to certify that the material furnished has been manufactured, inspected and tested in accordance with your purchase order requirements.

Test reports covering the subject material indicate conformance with applicable requirements and are on file, available for examination.

Applicable specifications called for by purchase order are:

FAR 25.853

Product and quantity:

- 1 Confor NT Yellow 36 x 48 x .75
- 1 Confor Medium Pink 36 x 48 x .75
- 1 Confor Firm Blue or White 36 x 48 x .75
- 1 Confor Extra Firm Green or Blue 36 x 20 x .75

IR Specialty Foam & Packaging

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Ca. s Aircraft Interiors, Inc

509 Crumley Chapel Road Birmingham, Al 35214

(205) 798-4726 Fax: (205) 798-4024

12 SECOND VERTICAL FLAMMABILITY TEST RESULTS

C ARPET CUSTOMER: DAVLIN UPHOLSTERY FLAME RETARDANT: N/A TEST REPORT NO: 6200 10:00 AM CONDITIONING ROOM: DATE & TIME IN: 11-Feb-02 10:10 AM 12-Feb-02 DATE & TIME OUT: AVERAGE (MIN 24 HOURS) REL HUM: 52 % **DEGREES** TEMP: 71 TEST SAMPLE DESCRIPTION: Carpet/Aircraft Interior Products Design Accent Sandpiper Roll Item No: 240570 BURN **EXTINGUISH** FLAME LENGTH DRIPPINGS BURN TIME APPLICATION (SECONDS) (INCHES) (SECONDS) 12 SECONDS 1/4 1.1 SAMPLE #1 1/4 1.4 SAMPLE # 2 1/4 0.4 SAMPLE#3 1/4 1.27 **AVERAGE** NOTE: Burn test performed in occurdance with FAR 25.853(a) Appendix F Part I (a), (1), (ii) which includes floor covering, testiles, (including draprofes and upholdery) seal cushions, pudding decorative and non-decorative coated fabrics, leather, trays, guiltry furnishings, acoustical impulsation, or timem of Clares B through E cargo or baggage compartments. 12 Second vertical burn test must meet the following conditions: Average Self Extinguish Flame Time may not exceed 15 seconds, Average Burn longth may not exceed 8 inches, and Average Burn of Drippings may not exceed 5 seconds after falling COMMENTS: FOR: Grummond Mallard S/N J8 FAILED **PASSED** X TEST RESULT: Carol Ann Watts Tested by: 2/12/02

DATE:

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<u> </u>			DATE
S. DEPARTMENT OF TRANSPORTA	TON FEDERALA (0	MINISTRATION FEDERAL AVIATION REGULA	TIONS V2/12/02
STATEMENT OF COMP	LIANCE WITH THE	CRAFT COMPONENT IDENTIF	ICATION
		TYPE (Airplane, Radio, Selicopter,	NAME OF APPLICANT: Davlin
AKE	MODEL NO	etc. Airplane S/N J8	Upholstery
Grummond	Mallard		Opinoistery
Cytolinicals	11.00.11.00.00.00	LIST OF DATA	
IDENTIFICATION		IIIC	
100% wool carpet			ar namedom los
	Determination of fla	ummability of materials per Carol's	Aircraft Interiors, Inc.
Aircraft Interior	Procedure No. 8704	06 (Test Method #2). Approved 6/	27/87.
Products :		• '	/
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Sandpiper			CARPER
Roll Item No: 240570			C''
Test Report No: 6200			
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PURPOSE OF DATA			
To comply with FAR 25.8:	53 (a) for materials us	ed in aircraft interiors.	
APPLICABLE REQUIREME	NTS (List specific	##C\$10D#)	
FAR 25,853 (a) Appendix	F. Part I (a) (I) (ii).		•
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CERTIFICATION - Und	ler the authority vested b	y direction of the Administrator and in	accordance with the conditions and himitation on attached sheets numbered
of appointment under Part 1	83 of the Federal Aviat	y direction of the Administrator and in- tion Regulations, data listed above and in accordance with established proc	edures and found to comply with applica
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	Approve these data		
SIGNATURE(S) OF DESIGNATE	TO FIGHEERING REPRES	ENTATIVE(S) DESIGNATION NUMBER	RS(S) CLASSIFICATION(S)
		DERT-5104140	STRUCTURES FLAMMABILITY ONLY
(and)	en Watto	DERI-STOTING	LEWINNIANDIEN
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Record No: 2685



Custom Products, Inc.

P.O. Box 1141 Mooresville , NC 28115 (704)663-4159 Fax 663-7904 SEATING/ ARMREST LEATHER

Tested For: Douglass Interior Products

Test Date: Jan 07, 2002

Inv/PO No: 15577

Test Report: 010702

P/N: LL3825

Pattern: LEATHER

Color: BOWMORE

D/L No: 29161

TWELVE SECOND VERTICAL FLAMMABILITY TEST RESULTS

14 CFR 25.853 (a) Appendix F Part I (a) (1) (ii) (Amendment 25-83)

	SELF-EXTINGUISH TIME (seconds)	BURN LENGTH (inches)	EXTINGUISH TIME (seconds)	
<u> </u>	1.70	0.40	0.00	
	2.10	0.30	0.00	
-	1.30	0.40	0.00	
Average:	1.70	<u>0.37</u>	<u>0.00</u>	
F				
 				
f				
Average:				
Max:	15.0	8.0	5.0	

TESTED BY: B. Whittow	Passed:	X	Failed:	
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<u></u>		TRANSPORTATION		DATE	
STATEMENT OF COM	FEDERAL AVI, A PLIANCE WITH THE	DMINISTRATION E FEDERAL A'	VIATION REGULA	TIONS January	7, 2002
	AIRCRAFT OR	AIRCRAFT COM	PONENT IDENTIFICAT	ION	
MAKE NOT APPLICABLE	MODEL NO. NOT APPLICABLE	TYPE (Airplane, R NOT APPLIC	adio, Helicopter, etc.) CABLE	NAME OF APPLICANT CUSTOM PROD	UCTS INC
		LIST OF D	ATA		
IDENTIFICATION			TITLE		
TEST REPORT NO.	TEST REPORT				
010702					
DATED: 01/07/2002	12 SECOND VERT	TICAL BURN T PROCEDURI	EST RESULTS ON E#1 APPROVED S	0/20/84	1
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APPLICABLE REQUIREMENTS (L	iet specific sections)			-	
14 CFR part 25.853(a) A	nnendix F Part I (a)	(1) (ii) (AMENE	MENT 25-83)	•	
14 CFR part 25.000(4) ?	PP		•		
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					· · · · · · · · · · · · · · · · · · ·
CERTIFICATION - Under a under Part 183 of the Federal in accordance with establisher	uthority vested by direction Aviation Regulations, data d procedures and found to	n of the Administra listed above and c comply with applica	tor and in accordance we attached sheets number ble requirements of the F	ith conditions and limit ered <u>AS ABOVE</u> ederal Aviation Regulati	ations of appointment have been examined ions.
	mmend approval of these			•	
	ove these data	:			
SIGNATURE(S) OF DESIGNATED	ENGINEERING REPRESEN	TATIVE(S) D	ESIGNATION NUMBERS(S) CLASSIFICATION	
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Record No: 2334



Justom J-roducts, In

Mooresville , NC 28115 (704)663-4159 Fax 663-7904 SPAR LEATHER

Tested For: Douglass Interior Products

Test Date: Sep 26, 2001

Inv/PO No: 15206

Test Report: 092601

P/N: LL3844

Pattern: LEATHER

Color: DALWHINNIE

D/L No: 27092

TWELVE SECOND VERTICAL FLAMMABILITY TEST RESULTS

14 CFR 25.853 (a) Appendix F Part I (a) (1) (ii) (Amendment 25-83)

ſ	SELF-EXTINGUISH TIME (seconds)	BURN LENGTH (inches)	EXTINGUISH TIME (seconds)
ŀ	1.30	0.50	0.00
-	3.50	0.60	0.00
-	1.10	0.80	0.00
Average:	<u>1.97</u>	0.63	0.00
Avogov			
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A			
Average: Max:	15.0	8.0	5.0

TESTED BY: B. Whitlow

Passed: 🗵

Failed:

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	FEDERAL AVIATION ADI	ANSPORTAT MINISTRATIO	N	TIONS	DATE September 26, 2001	
STATEMENT OF COM						4
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	<u> </u>	LIST	F DATA	L		1
IDENTIFICATION			TITLE			_
TEST REPORT NO.	TEST REPORT					
092601		•				
DATED: 09/26/2001	12 SECOND VERTION PRODUCTS TEST F	CAL BUR PROCEDI	N TEST RESULTS OI JRE # 1 APPROVED	N RAW M 9/20/84	ATERIAL PER CUSTOM	
	·				SPAR!	
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PURPOSE OF DATA TO CO	OMPLY WITH 14 CFF CUSTOMERS.	? part 25.8	53(a) PART I (a) (I) (ii	i) OF APP	ENDIX (F) FOR	
					-	┪.
APPLICABLE REQUIREMENTS (LIS 14 CFR part 25.853(a) Application (LIS)	st specific sections) ppendix F Part I (a) (1)) (ii) (AME	NDMENT 25-83)		•	
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CERTIFICATION - Under aut under Part 183 of the Federal / in accordance with established					s and limitations of appointment ABOVE have been examined on Regulations.	
	nmend approval of these da ve these data	ata			e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la co	
) TOLAGO	SIFICATION(S)	-{
SIGNATURE(S) OF DESIGNATED	ENGINEERING REPRESENTA	ATIVE(S)	DESIGNATION NUMBERS(S		tures- Flammability only	1
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FAA Form 8110-3 (11-70) SUPER	RSEDES PREVIOUS EDITION				ELECTRONIC FORMAT (2-00)	New York
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GARY Vertical Flammability Test FAA25.853(a) app.f Part I (a) (ii)

Foam Type: Q46 Pour Date: 06FEB01 Series: 11 Slab Number: 4 Sample Type: C2

Technician: SARAH

Permeability: 19
Test Date: 07FEB01 Retest: 0

	Distance Burned	Burn Time	Drip Burn	CABIN SEATING
	1.80 1.50 1.60 1.70 1.90	0.00 0.00 0.00 0.00	0 0 0 0	(CUSHIONS)
AVG;	1.70	0.000	0.00	

Rating: PASSED

Comments: SMOKE AND DRIP

Specifications

Distance Burned - Maximum 8 inches on Average
Burning Time - Maximum 15 seconds on Average
Drip Burn - Maximum 5 seconds on Average

		•			•
					•
			•		
					•
•					
	•				
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		•			

CALGARY VERTICAL FLAMMIBILITY TEST FAA 25.853 (a) app. f Part I (a) (i) (ii)

Foam Type: Q25

Pour Date: 05Dec 00

Drip

Burn

Series: 11

Slab Number: 3

Burn

Time

Sample Type: C2

Technicians: SARAH/VAY

Permeability: 25

Test Date: 07Dec 00

Distance

Burned

Retest: 0

CABIN

SEATING FOAMS: (BACKRESTS)

1.5	0	C
1.8	. 0	C
1.7	Q	C
1.9	0	0
1.6	0	0
		_

AVG 1.7

Rating: Passed

Comments: Smoke and drip

SPECIFICATIONS

Distance Burned:

Maximum 8 inches on Average

Burn Time

Maximum 15 inches on Average

Drip Burn

Maximum 5 inches on Average

W/0 80581

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US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved	
OMB: No. 2120-0020	

· For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision instructions and dispesition of this form. This report is required by law (49-U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958):

for	each such	violation (Section	n 901	Federal Aviation A	ct of 19	58):						-	
		Make . Grumman						Model G-73					
1. A	ircraft	Serial No. J-8						Nationality and Registration Mark. N2945					
		Name (As sho	un on	registration certific	cate).			Address	(As shown on registr	ation certifi	icate).		
		Reid W. D		-	,			225 M	Tountain Wood L	ane	•		
2.0	wner	Wester Ha	5HHJ.	•					ide, CA 94062				
		t							2207 011 31002				
		1:				3.	For FAA Use Or	ıly.		7			
				The data ide requirements conformity in	ntified h and Is a spection	erein o pprove by a p	complies with the a d for the above desc ercon authorized in F	pplicable ali nbed aircraft AR 43, Secti	worthiness subject to pn 43.7				
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		7 272 202 2 2 2				4.	Unit Identification	on			5. Type		
-	Unit		*Mai	te :			Model ·		Serial No.	:	- Repair	Afteration	
AIRF	RAME	(As described in Item 1 above)								х			
POW	/ERPLAN									,			
PRO	PELLER	R											
		Туре											
APP	LIANCE										İ		
		Manufacturer											
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A. A	gency's Na	me and Address				B.	Kind of Agency			C. Certifi	cate No.		
A.	G. Macf.	ie				x	X U.S. Certificated Mechanic						
30	6 Marti	na Street				F		w					
_ Po	int Ric	mond, CA 9	4801				Foreign Certificated Mechanic						
						-	Certificated Repair Station						
_							Manufacturer			·			
D.									described on the re-			eto	
				with the requireme rect to the best of r				eral Aviatio	n Regulations and th	at the infor	mation		
Date					,		mature of Author	and Indias	limit.				
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BY		Fit. Standards ector		Manufacturer	X	ins	spection Authoriza	ation	Other (Specify)				
	FAA	Designee		Repair Station		Pe	erson-Approved-benada Airworthine	+ Transper ss Group	ŧ				
Date	of Approv	aLor Rejection		Certificate.or		Sig	mature of Author	zed Individ	lual .				
22MAY 2001 Designation No.					Anders	PHA	afri						

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work completed.)

- 1) Grumman Mallard s/n J-8 Modified to a configuration similar to later manufactured aircraft by relocation of left and right fuel boost pump assemblies from bracket attached to left side of engine mounts to bracket located on firewalls. This modification relieves a problem with cracking in the boost pump brackets, and improves access to the left magneto for servicing. No information available on exact details of factory produced boost pump mounts.
- 2a) Firewall brackets fabricated from extruded aluminum zee section, Tiernay metals section 60-3427, material 6061-T6511. Brackets attached to firewall using a combination of existing screw locations and added AN525-I032R10 screws with AN365-I0932A locknuts and AN960-10 washers (5 screws per bracket). Beost pump and fuel strainer asemblies fastened to brackets using AN5-()A bolts, AN960PD516 washers, and MS21059L5 nutplates.
- 2b) Boost pump/fuel strainer installation load tested in accordance with AC43.13-2A Chapter 1 paragraph 2 & 3, no deformation or damage noted.
- 2c) Fuel hoses rerouted and clamped to facilitate-modification, all hoses of same basic specification as unmodified configuration.
- 2d) Fuel system is schematically unchanged by this modification, and the boost pump relocation has moved the pumps approximately 10° .
- 2e)- Aircraft to be-reweighed, and new-weight-& balance-report issued prior to flight (net weight change is minimal, however other airframe work necessitates reweighing at this time).
- 3) No special procedures applicable.
- 4) No changes in servicing information.
- 5) Maintenance instructions for boost pump and strainer assembly unchanged. Mounting brackets to be inspected for security, condition, and corresion during normal scheduled maintenance per FAA approved inspection program for N2945.
- 6) N/A
- 7) N/A
- 81 N/A
- 9) N/A
- 107 N/A
- 11) Boost pump and strainer mounting bolts to be torqued in accordance with Grumman Mallard Service Manual standard torque for 5/16-24 fasteners.
- 12} N/A
- 13) N/A
- 14} N/A-
- 15) N/A
- 16) This ICA-to be revised by submittal of a revised form 337-with revised ICA to the local FSDO.

US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020	
For FAA Use C	nly

Office Identification

7.14. WP-27

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for each such	violation (Section	901 Federal Aviation A	Act of	1958).		are to rep	on oan result in Givin	chary not	w exceed \$1,0	700	
	Make Grumman					Model G-73					
1. Aircraft	Serial No. J-8					Nationality and Registration Mark N2945					
	Name (As show	m on registration certifi	icate)				(As shown on regist	fration corti	Freeto)		
	Reid W. Der		J.,		1		Mountain Wood I		icaie)		
2. Owner					,		side, CA 94025				
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				3.	For FAA Use On	ılv					
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							Marico /				
				4.	Unit Identification	n			5. Туре		
Unit		Make			Model		Serial No).	Repair	Alteration	
AIRFRAME			(As c	describ	ed în Item 1 above	e) ——				х	
POWERPLANT											
PROPELLER										•	
	Туре										
APPLIANCE						1					
	Manufacturer										
• • • • • • • • • • • • • • • • • • •				6. Co	informity Statem	ent					
A. Agency's Nan				B. 1	Kind of Agency			C. Certific	ate No.		
Andrew G. N	Macfie			X	X U.S. Certificated Mechanic						
				_	Foreign Certificat	ed Mechan	nic				
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					Manufacturer			<u> </u>			
		or alleration made to the nee with the requirement correct to the best of m				oove and al Aviation	described on the rev n Regulations and tha	erse or atta at the inform	chments heret nation	to	
Date			,		nature of Authoriza	ad Individ	n-t				
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			7. A		al for Return To		<i>V</i>	·····			
Pursuant to the Administrator of	authority given per of the Federal Aviat	ersons specified below, tion Administration and	there	mit iden		s inspecte	ed in the manner pres	scribed by t	he		
FAA F Inspec	it. Standards otor	Manufacturer	х	Insp	pection Authorizati	on	Other (Specify)				
FAA D	Designee	Repair Station		Pen	son Approved by and Airworthiness	Fransport Group					
Date of Approval	•	Certificate or Designation No.		Sign	nature of Authorize	0 00000					
28 FEB	2001	Designation No.		10	molen	DR.	Hap.				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

Description of Work Accomplished
B. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
1. This alteration consists of reduction in maximum allowable takeoff weight for this aircraft from 12,750 pounds to 12,500 pounds.
 This alteration is accomplished by installation of the Reid W. Dennis Airplane Flight manual Supplement no. 1 in the Grumman Mallard Airplane Flight Manual.
3. n/a 4. n/a 5. n/a 6. n/a 7. n/a 8. n/a 9. n/a 10. n/a 11. n/a 12. n/a 13. n/a 14. n/a
15. See AFM Supplement no. 1. 16. This I.C.A. to be revised by submittal of a new form 337 with the new I.C.A. to the local FSDO.
nothing follows
Additional Sheets Are Attached

US Department of Transportation

Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43. Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Fallure to report can result in civil penalty not to exceed \$1,000

	Make Grumman	901 Federal Aviation A				Model G-73 N	fallard	· ·			
1. Aircraft	Serial No.						y and Registration I	Fork			
	J-8.		, •		, , , , ,	N2945		, Alek	٠., ,		
	Name (As show	n on registration certific	cete)			Address (As shown on registration certificate)					
2. Owner	Dennis, Reid W	٧.		225 Mountain Wood Lane							
				Woodside, CA 94062							
						<u></u>					
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! Init	T		* **	4.	Unit Identification	n I	i		5. Type		
Unit		Make			Model		Serial No).	Repair	Alteration	
AIRFRAME	_		(As de	described in Item 1 above)					×		
					-,			^			
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PROPELLER											
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				S. Co	nformity Statem	ent			<u></u>		
	me and Address			B, 1	Kind of Agency			C. Certifi	cate No.		
A.G. Macfie A 306 Martina S	rcraft Consulting			X	U.S. Certificated	Mechanic					
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Pursuant to the Administrator	e authority given po of the Federal Avia	ersons specified below, tion Administration and	the uni	t iden	tified in item 4 wa	is inspecte	d in the manner pre	scribed by	the ·		
	Fit. Standards	Manufacturer	x	insp	ection Authorizat		Other (Specify)				
	Designee	Repeir Station		Pen Can	son Approved by ada Ainworthines	Transport Group					
Date of Approve	or Rejection	Certificate or		Sign	ature of Authoriz						
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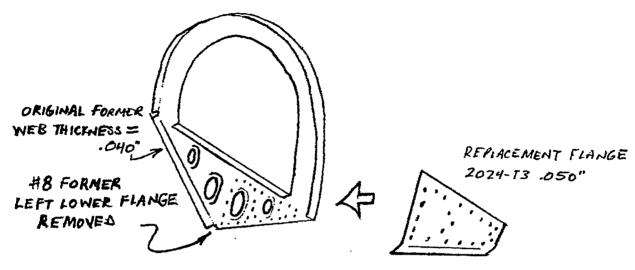
FAA Form 337 (12-88)

Weight and balance or operating limitation changes shall be entered in the appropriate eircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

Description of Work Accomplished (If more space is required, attach additional sheets, iden	tily with eiroreft netio	nality and regist	ation mark ar	d date work cor	npleted.)	
Left wing pylon and float assembly repaired as follows:			•	4		
Left pylon repaired by disassembly and replacement stringers, forward and aft vertical channels, and forward	of structure, including and aft outer skins.	g upper and low	er ribs, upper	and lower skin	doublers, all ver	rtical
 Left float assembly repaired by disassembly and replacement of flange in accordance with figure 1 (attaca accordance with figure 2 (attached). 	nale fitting, and #6 fo	ormer web. #8	former lower l	eft skin attach f	lange repaired l	left by
3) All rivet layout, spacing and installation as per original	al or AC43.13-1B cha	pter 4 section 4	as applicable.		,	
 All parts etched and atodined using Aldoine 1201. All applicable. All parts primed externally using PPG DP-50 	il parts finished intern epoxy primer.	ally with Crown	epoxy fuel ta	nk coating or zin	c chromate prir	ner as '
5) Float assembly watertight integrity checked upon con	mpletion by leak chec	king via filling v	rith water. Fi	eat found to be	uatisfactory.	
 Float and pylon reinstalled on aircraft (along with rig alteration form 337 for operation of aircraft without float 	tht pylon and float) in is superceded.	accordance wit	h Mailard G-73	Service Manua	l. Previous maj	or
7) Aircraft Weight and Balance records updated to refle	ect float and pylon ins	taliation (see w	eight and bala	nce report this	iate).	
attachment figures 1 and 2 follow only-	•				×	
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•	Additional S	heels Are Allaci	ned.			

GRUMMAN G-73 MALLARD N2945 FORM 337 ATTACHMENT

FIGURE 1 #8 FORMER REPAIR



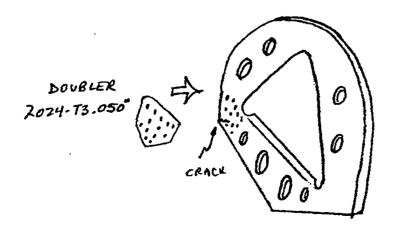
PEPLACEMENT FLANGE ATTACHED WITH

5 EACH-MS 2047D AD5-() RIVETS

50 EACH-MS 2047D AD4-() RIVETS.

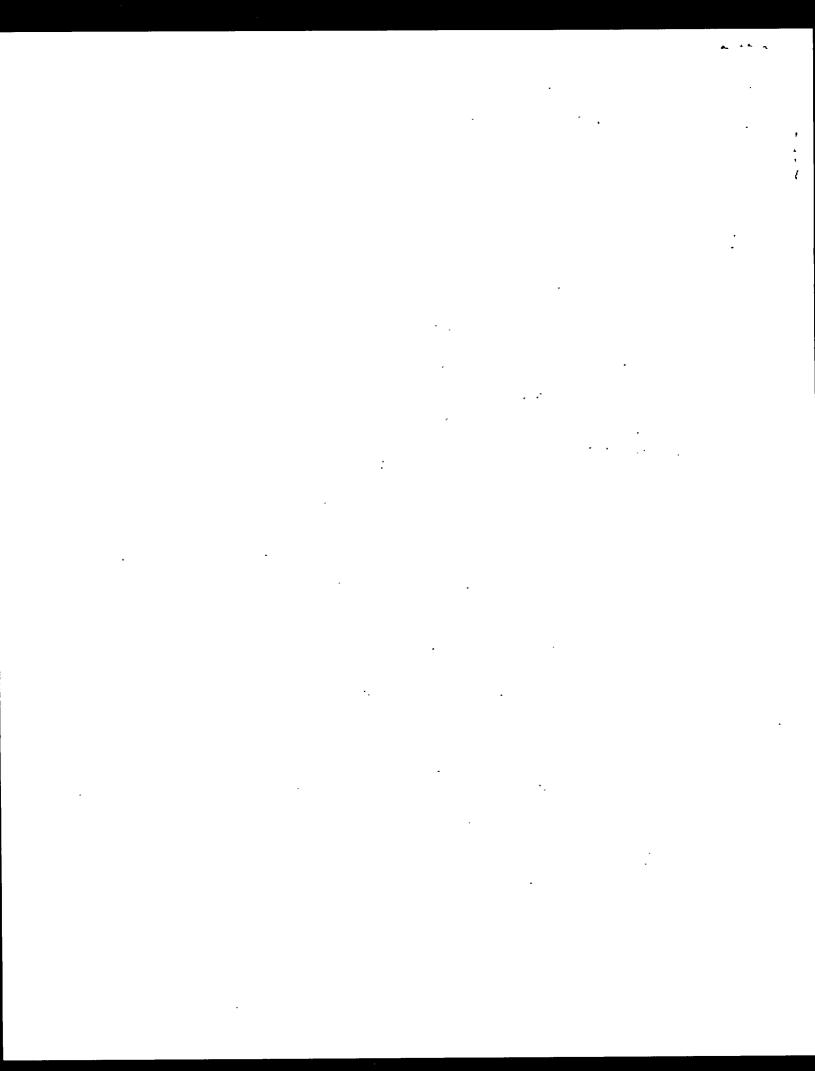
FIGURE 2 #4 FORMER REPAIR

1 CRACK IN RIGHT LOWER CORNER OF FORMER WEB (STOP DRILLED)



DOUBLER ATTACHED WITH

17 FACH - MS 20 470 AD 4 -{) RIVETS



US Department of Transportation

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved

OMB No. 2120-0020

For FAA Use Only

	eral Aviation									Office In	SAC. F	SD0	ETA
INST	TRUCTIONS	: Print or type ?	all ent	tries. See FAR 43.9,	FAR 4	З Ар	pendix B, and AC	43.9-1 (or	subsequent revisi	ion there	of) for instruction	ns	
for e	disposition of ach violation	this form. This (Section 901 o	repo	ort is required by law leral Aviation Act of 1	(49 u.: 1958).	S.C.	1421). Failure to 16	eport can r	result in a civil pen	alty not to	o exceed \$1,000	A	
		Make	_	## mt -			"	Model		-			
۱		Grumman	a					G-73					
1. A	Aircraft	Serial No.	_					Nationalit	ity and Registration	n Mark			
<u> </u>		J-8						N2945					
	J			on registration certific	cate)	-			(As shown on reg		certificate)		
2. O	Owner	Reid W. I	Эепи	ııs			1		Iountain Wood	Lane			
	1	1					1	Woods	side, CA				
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l													
			_			4.	. Unit Identificatio	'n			5. Type		
	Unit		Ma	ake		_	Model		Serial No.		Repair	Altera	ation
AIRF	FRAME		~~~~~(/	As des	cribe	ed in Item 1 above)	~~~~~	none			х	ζ.	
POV	WERPLANT												
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PRO	PELLER												
APPI	LIANCE	Туре											
		Manufacturer	<u> </u>								I		
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						6. C	Conformity Staten	nent					
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rom.	Kiciniono,	1 94801				\vdash	Certified Repair Manufacturer	Station		4			
1	made in acco	ordance with the	ie requ	eration made to the un uirements of Part 43 ect to the best of my	3 of the	U.S.	fied in item 4 above	and descricegulations	ribed on the revers s and that the info	se or atta	achments hereto	have been	í
Date		Ci	-	ot to allo be	Mich		ignature of Authoriz	and Individ	Juni A				
	ober 20th, 1	.997					Mohey	IN 1	Moupin'				
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	FAA Fi	Fit. Standards ctor		Manufacturer	X	Ins	spection Authorizat	ion	Other (Special	fy)			
BY	<u> </u>	Designee		Repair Station			erson Approved by anada Airworthines						
	of Approval or ember 3rd.		1	Certificate or Designation No.		Siç	gnature of Authoriz	ed Individu	lual	1			

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

t dated 13 Nover	subsequent to float removal, see weight and balance report w mber 1998. END END	
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☐ Additional Sheets are Attached



MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification SAC. FSDO

Federal Aviation Administration INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1000 for each such violation (Section COL England Aviation Act of 1058)

violauc	я (Section	901 rederal Aviation A	CI 01 180	9)									
1. Ai	rcraft	Make Gi	umma	n		Model G-73							
		Serial No.	J-	8		Nationality and Reg	Nationality and Registration Mark N2945						
2. O	wner	Name (As shown Reid W. Den		tration certificate)		Address (As shown on registration certificate) 225 Mountain Wood Lane Woodside, CA							
				3. For FA	A Use	Only							
			4. Ur	it Identification				5. Туре					
U	nit	Make		Model		Serial No.		Repair	Alteration				
Airfr	ame		-(As d	escribed in Item 1 ab	ove)			Х					
Pow	erplant				:	. 3.		. '					
Prop	eller												
Appl	iance	Type Mnfctr											
				6. Conform	ity Sta	tement							
A. Ag	ency's N	lame and Address		B. Kind of Ager	су	-	C. C	ertificate No.					
	ew G. Ma			x U.S. Certif	icated	Mechanic							
	Martina S	nd, CA 94801				ed Mechanic							
		, 0,1, 0,1001		Certificate		ir Station							
D-10	orlife the	t the sensis and/a	14	Manufactu		(- '/- A - I	Ļ						
attacl	hments t	rereto have been i	made i	tion to the unit(s) iden in accordance with the urnished herin is true	e requi	rements of Part 43	of the	U.S. Federa	reverse or I Aviat <u>ion</u>				
Date	June	23rd, 1998		Signature of Authorit	zed Indiv	Machine			**				
				7. Approval for	Return	to Service							
Pursi presc	ant to th	e authority given the Administrator	person of the	s specified below, the Federal Aviation Adn	unit io ninistra	dentified in item 4 wition and isX_A	as in	spected in the redRe	e manner jected				
	FAA	Fit. Standards Inspecto	1	Manufacturer	X	Inspection Authorization		Other (specify)					
BY		Designee		Repair Station		Person Appr. by Transp Canada Airworthiness G	roup						
Date of		r Rejection		tte or Designation No.		re of Authorized Individua	NI	un Bu	bar				
	///	198	44	625712	GLEN	N BURNHAM, PR	ESID	ENT-FLYING	GFOSSILS INC.				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous atterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Aircraft belly damage repaired as follows:

Aircraft bottom skin left & right from F.S. 160-250 removed due to damage and replaced with 2024-T3 .063" aluminum.

Aircraft bottom skin left F.S. 93-160 removed due to damage and replaced with .063" 2024-T4 aluminum.

(Original skin panels were .051" 24ST).

Hull former bottom extension at F.S. 202 damaged, replaced as per original with .063" 2024-T3 aluminum.

Hull former bottom extension at F.S. 160 damaged, replaced as per original with .063" 2024-T3 aluminum.

Longitudinal members at keel reinforcement from F.S. 230 to 250 replaced as per original due to buckling damage with replacment members of .063" 2024-T3 aluminum.

Stringer closest to keel on right side at F.S. 236.5 to F.S. 250 replaced with new unit fabricated from .050" 2024-T3 aluminum due to buckling damage (original stringer 24ST .050"). Stringer splice performed at F.S. 236.5 in accordance with attached page 1.

Step former at F.S. 250, flange cracked on right side from centerline out approximately 6", area repaired in accordance with attached page 2.

All skin panels, former extensions, and longitudinal members attached using original fastener layout and number. All hull structural members etched with Alumiprep, Alodined, and interior surfaces painted with Crown epoxy primer.

Keel member removed due to damage, new keel extrusion installed as per original.

Hull panels sealed using Pro Seal PS870B sealant on all faying surfaces and fillets. Hull leak checked and watertight integrity satisfactorily established.

Aircraft to be reweighed prior to flight, and appropriate weight and balance report completed.

	nothing follows	
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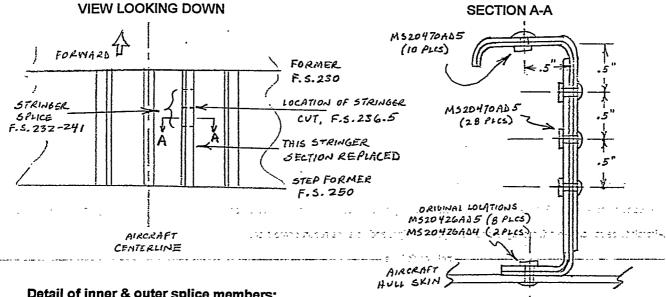
Attahcment to Form 337 for Grumman G-73/N2945 page 1

work completed June 23rd, 1998 เมาเหยูสที่วิสเหตุ เอสสมันต์ เอเร

General Notes: Stringer splice design and fastener number and layout in accordance with AC43.13-1A change three, section 3, para. 97, para. 99, para. 100g, h, i & j. Replacement stringer section and splice members etched, alodined, and epoxy primed prior to installation.

Location of stringer replacement and splice:

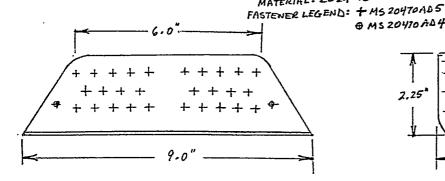
Stringer cross section at splice:

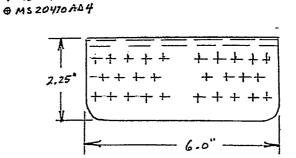


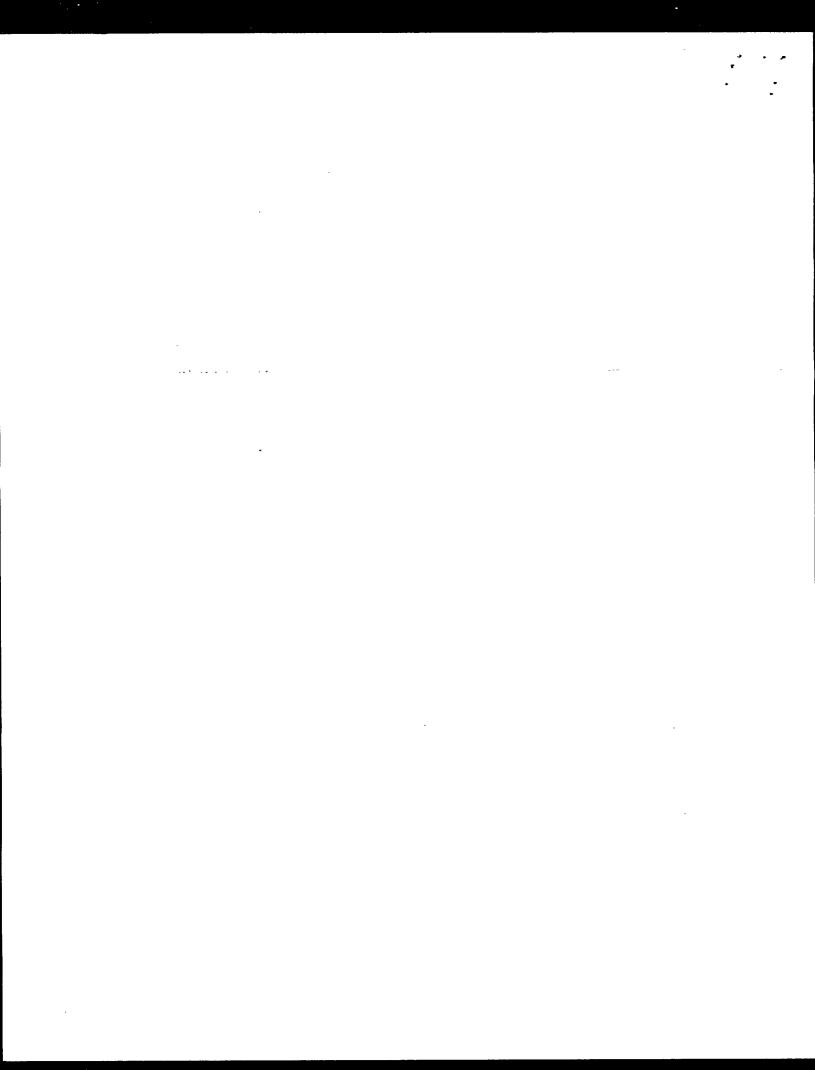
Detail of inner & outer splice members:

INSIDE SPLICE MEMBER SIDE VIEW

OUTSIDE SPLICE MEMBER SIDE VIEW MATERIAL: 2024-73 .063"





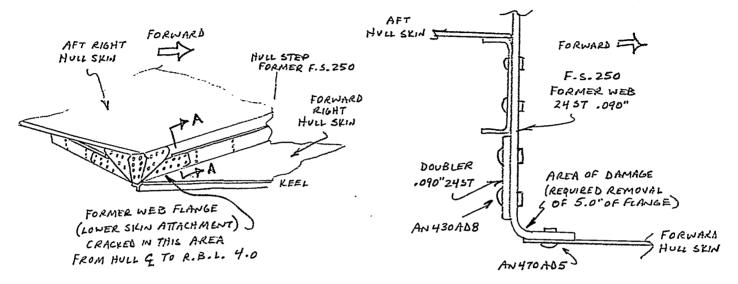


Attahcment to Form 337 for Grumman G-73/N2945 page 2 work completed June 23rd, 1998

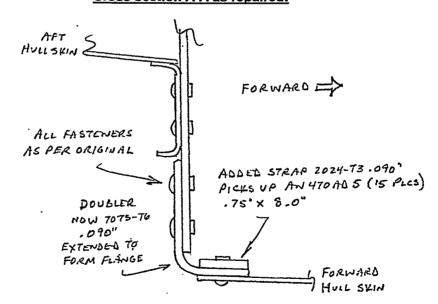
<u>General Notes:</u> Step former flange repair designed and installed in accordance with AC43.13-1A change three, section 3, para. 97, para. 98, para. 99, para. 100b, and para. 100g. All original parts reused, and all replacement parts etched, alodined and epoxy primed prior to installation.

Location of step former damage:

Original cross section A-A of area:



Cross section A-A as repaired:



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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

SAC. FSDO

Federal Aviation Administration INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1000 for each such

violatio	n (Section	901 Federal Aviation Ad	t of 1958	3)								
1 Air	craft	Make Gr	ummar	i		Model G-73						
i. Aii	orait	Serial No.	J-8	3		Nationality and Regi	stratio	n Mark N2945				
2. Ov	vner	Name (As shown Reid W. Denr		ration certificate)	,		Address (As shown on registration certificate) 225 Mountain Wood Lane Woodside, CA					
				3. For FA	A Use	Only	OCM.	THE WEDEN				
	TH	PROVAL BY EXAM IMPLIES WITH THE E ABOVE DESCRI ITHORIZED IN FAR	BED AIR	RCRAFT, SUBJECT TO	VORTHINESS REQUIREMENTS AND IS APPROVED FOR SUECT TO CONFORMITY INSPECTION BY A PERSON SENEDICAL SIGNATURE OFFICE							
			4. Un	it Identification			5	. Type				
Uı	nit	Make		Model		Serial No.		Repair	Alteration			
Airfra	ame	***************************************	-(As de	escribed in Item 1 abo	ve)				х			
Powe	erplant											
Prop	eller				T							
Appli	iance	Type Mnfctr			T							
				6. Conformi	ty Sta	atement						
		lame and Address		B. Kind of Agen		-	C. C	ertificate No.				
	ew G. Ma Martina S			x U.S. Certifi								
		nd, CA 94801				ted Mechanic						
		•		Certificated Manufactu	<u>_</u>	air Station						
áttacł	nments t	nereto have been i	made ir	tion to the unit(s) iden accordance with the urnished herin is true	ntified requ	irements of Part 43	of the	U.S. Federal				
Date	June	25th, 1998		Signature of Authoriz	red Indi	vidual Machie						
				7. Approval for l	Retur	n to Sérvice						
				s specified below, the Federal Aviation Adm					manner ected			
	FAA	Fit. Standards Inspecto		Manufacturer	X	Inspection Authorization		Other (specify)				
BY		Designee		Repair Station		Person Appr. by Transpo Canada Airworthiness G	roup		/			
Date of	Approval of 7(3)	or Rejection		te or Designation No. 19625712		Ire of Authorized Individua		- Bul	IC Trecus Control			
	1121	10	155	11000116	COLE	NN DURNHAM	TKE	SIDENI - FLYI	VI TOSSILSING			

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Aircraft hydraulic system altered as follows: All hydraulic tube assemblies in aircraft removed (original tubing assemblies were copper "everdure" or 6061-T6 aluminum, with single flare or eremeto-type fittings). All assemblies duplicated using stainless steel tubing (.035" wall thickness, 304 alloy) meeting MIL-T-8504B, MS20818-()D b-nuts, and MS20819-() sleeves. All flares formed in accordance with MS33584. All tubing assemblies installed in aircraft in accordance with AC43.13-1A change three, chapter 10, section 1, para. 393b and figure 10.1. New assemblies satisfactory for aircraft ultimate hydraulic pressure of 1700 PSI (relief valve pressure).

ultimate hydra	aulic pressure of 17	00 PSI (relief valve pre	essure).		e 10.1. New assemblies sat	
					tions leak checked after syst	em testing.
Aircraft to be	reweighed prior to f	light, and appropriate	_	eport completed.		
		nothing	follows			
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U.S. Department of Transportation

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification ... SAC. FSDO

Federal Aviation Administration

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1000 for each such

Violatio	on (Section	n 901 Federal Aviation	Act of 195	8)										
1. Ai	rcraft	Make C	Srumma					Model	G-73					
		Serial No.	J-	8				Nationality	Nationality and Registration Mark N2945					
2. O	wner	Name (As show Reid W. Der		tration	certific	cate)		225 Mou	Address (As shown on registration certificate) 225 Mountain Wood Lane Woodside, CA					
						3. For FA	AA Use	Only						
	•.		4. Ur	nit Id		cation				5. Typ				
<u> </u>	nit	Make			TV	lodel		Serial	No.	Re	pair	Alteration		
Airfr	ame		(As d	escril	bed in	Item 1 at	ove)	****************			X			
Pow	erplant													
Prop	eller										~			
Appl	iance	Туре					丁							
		Mnfctr								<u> </u>		<u></u>		
Λ Λο	ionovio	Name and Address				. Conform		tement		0	-1- 11-			
	ew G. N	Name and Addres	.5			ind of Age		Mechanic	10	. Certific	ate No.			
	Martina				\vdash			ted Mechan	ic					
Point	Richm	ond, CA 94801				Certificate			-					
					-	Manufact		- Ottation						
attaci Regu	hments	eat the repair and/onereto have been and that the inform	made i	n acc	cordar hed h	nce with the	e requi	rements of orrect to the	Part 43 of	the U.S.	Federa	reverse or I Aviation		
Date	Jun	e 25th, 1998			Signat	ture of Author	ized Indi	May	lu.					
				7	7. Ápp	proval for	Retur	to Service	9					
Pursu presc	ant to	he authority given y the Administrato	person r of the	s spe Fede	ecified eral Av	below, the viation Add	e unit i ministra	dentified in ation and is	item 4 was	inspectoroved _	ed in the	e manner jected		
	FA	Fit. Standards Inspect	or	Manu	facture	r	X	Inspection Au	thorization	Othe	r (specify)			
BY		Designee			ir Statio			Person Appr. Canada Airwo	rthiness Grou	g/				
7	1910	or Rejection 8	t .		-	ation No.		re of Authorized	X	DENT-F	Bur	FOSSILS INC		
	227								7					

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

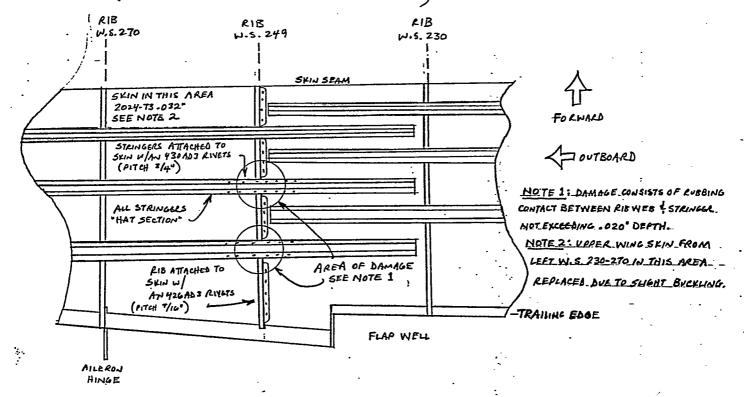
B. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
Damage to aircraft left wing repaired as follows:
Left lower aft wing skin W.S. 125-230 replaced as per original with 2024-T3 .032" aluminum, all fasteners as per original or acceptable substitue.
Left lower aft wing skin W.S. 230-293 replaced as per original with 2024-T3 .032" aluminum, all fasteners as per original or acceptable substitue.
Left upper aft wing skin W.S. 230-270 replaced as per original with 2024-T3 .032" aluminum, all fasteriers as per original or acceptable substitue.
Left wing stringers at W.S. 249 rib, chafing damage between rib and stringers repaired in accordance with DER approved drawing "G-73 s/n J-8 stringer repair - June 25th, 1998", see form 8110-3 attached.
Wing supported by jigging at W.S. 317 during repair process to preserve symmetry.
All skin replacement performed in accordance with AC43.13-1A change three, section 3, para. 97 and para.99.
All replacement skins and parts etched with Alumiprep, Alodined, and primed with PPG DP-40 epoxy primer prior to installation.
Aircraft to be reweighed prior to flight, and appropriate weight and balance report completed.
nothing follows
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U.S. GPO: 1994-568-012/00019

G-73 5/N J-8 STRINGER REPAIR - JUNE 25TH, 1998 SHEET 1 OF 2

VIEW LOOKING DOWN AT TOP SURFACE OF LEFT WING - LOCATION OF DAMAGE

(SHOWN WITH TOP SKIN REMOVED FOR CLARITY)



G-73 5/N J-8 STRINGER REPAIR - JUNE 25 TH, 1998 SHEET 2 OF 2

DETAIL OF STRINGER CHANNEL

REPAIR CHANNEL SECTION A - A

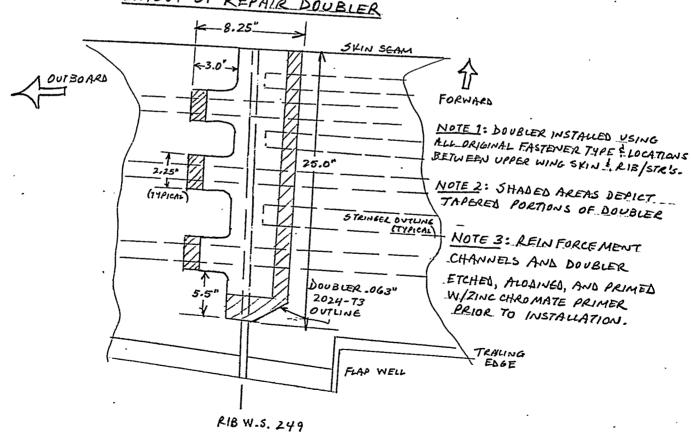
(THIS REPAIR TYPICAL OF 2 LOCATIONS)

OUTBOARD

FORWARD REPAIR CHANNEL LENGTH = 6.0" FASTENERS: MS20470AD4 22 PLCS IN EACH SIDE LEG 10 PLCS IN BOTTOM LEG

54IN -032" 2024-73 DOUBLER 2024-73.063" FASTENERS: ORIGNAL MS20426AD 3 MS20470AD4 RIVET · 1/2" PITCH LOCATIONS (STAGGEREA) REPAIR SECTION 22 IN EACH FLANGE 2024-73.063" 10 IN BASE ORIGINAL STRINGER SECTION - : 051" 245T

LAYOUT OF REPAIR DOUBLER

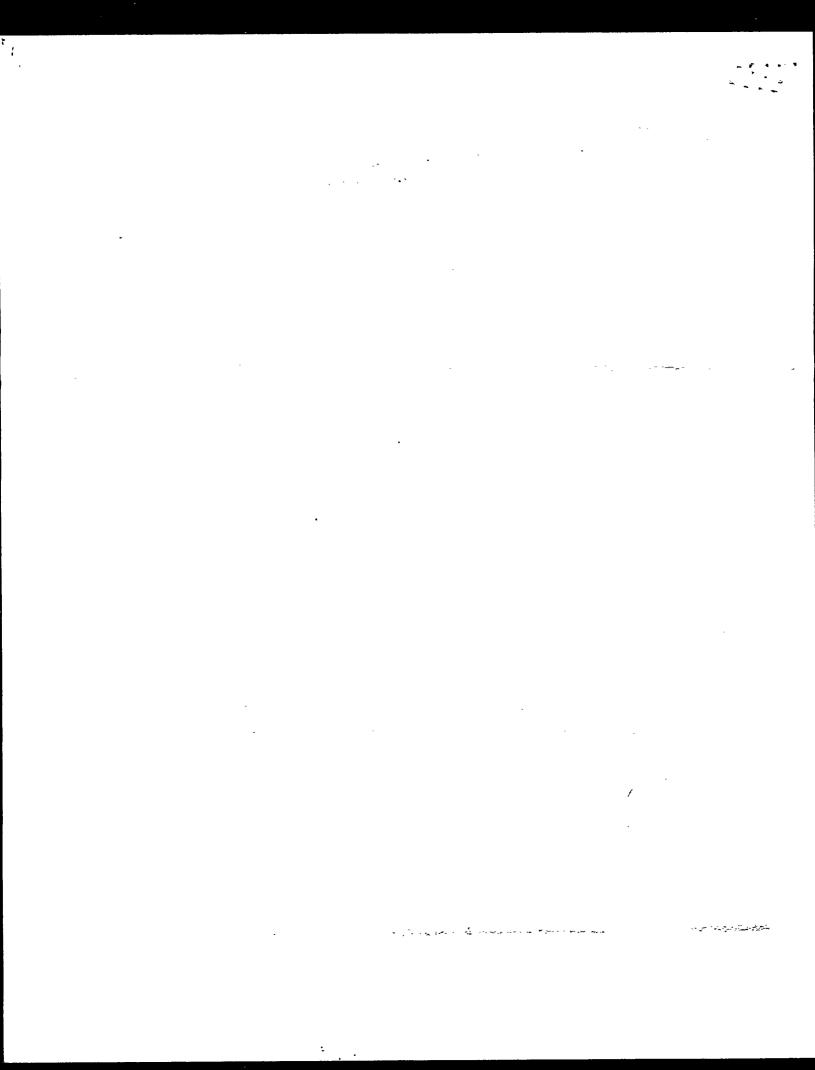


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					DATE				
OTATIONENT OF COM	U.S. DEPARTMENT OF FEDERAL AVIATION	ADMINISTRATION	VIATION PEGII ATION	.10	July 2, 1998				
STATEMENT OF COM	PLIANCE WITH IT	AIRCRAFT CO	VIATION REGULATION MPONENT IDENTIFICATION	N N	<u> </u>				
MAKE	MODEL NO.			NAME OF AF	PLICANT				
Frakes	G-73	Airplan	9	A.G. N	lacfie				
	10.13	LIST OF	ΠΑΤΑ						
IDENTIFICATION	Τ	2.0.01	TITLE						
	Drowing stri	nger rengi							
G-73 s/n J-8	Drawing, stri	nger repair	L						
stringer repair June									
25th, 1998 (2 sheets)			•						
END END END END END									
 Notes: 1) This approval indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "APPLICABLE REQUIREMENTS". (Compliance to additional regulations not listed here may be required.) This form may not constitute FAA approval of all the engineering design data necessary for substantiation to necessary requirements for the entire repair. 2) These data cover installation provisions only, and are issued in support of a major modification of the subject aircraft. 3) Structural aspects approved only. 4) End of data. 									
In support of a field	d approval of	a major re	pair: G-73 S/N	J-8 Or	ıly				
APPLICABLE REQUIREMENTS (List spec	ific sections)								
Aircraft certificated to C	CAR 4a.								
For this repair: CAR 41	o.200, 4b.201,	4b.300, 4b	.301, 4b.302, 4b.3	304					
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. Recommend approval of these data (We) Therefore x Approve these data									
SIGNATURE(S) OF DESIGNATED	ENGINEERING REPRES	ENTATIVE(S)	DESIGNATION NUMBER(S)		CLASSIFICATION(S)				
Cobertas July	Robert N	VI. Halvorson	NM-2175	Strue	ctures				
			,						
FAA Form 8110-3 (11-70) SUPE	ERSEDES PREVIOUS EDITIO	N	<u> </u>		GPO 901-613				





US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

SAC. FSDO

and dispo	osition of this form. This such violation (Section	nis report is required	by law	(49 U.	J.S.C. 1421). Fa	illure to re	eport can result in a	civil pena	ity not to exc	eed \$1,000		
1. Aircraft	Make GRUN	1MAN .		e,		Model	G-73		; · · · n.			
1. Ancian						Nationa	ality and Registratio	n Mark	N29.45	<u>,</u>		
	Name (As shown	n on registration cer	tițicate),			s (As shown on regi			,		
2. Owner	REINW	DENNIS				225 MOUNTAIN WOOD LANE						
	Kain vv.	: PEHH				. MOC	DSIDE, CA	٠.				
				3. F	or FAA Use O	nly				*		
		-							-			
<u> </u>				4. U	Init Identificati	on	1		5. Type			
Unit	Ma	ake			Model		Serial No	ı	Repair	Alteration		
AIRFRAME		············(/	As desc	ribed	in Item 1 abo	ve)			X			
POWERPLAN	NT ,					,						
PROPELLER					is.							
	Туре				•							
APPLIANCE	Manufacturer		l									
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	's Name and Address				Kind of Agency			C. Certi	ificate No.			
	REW G. MACE	1E	,		U.S. Certificate							
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POINT	RICHMONS, CA	94801	,	 	Manufacturer	pair Statio	n .	1				
have b furnisi	fy that the repair and/o been made in accorda hed herein is true and	ance with the require	rements	of Pa	identified in ite art 43 of the U.	m 4 above S. Federa	e and described on to al Aviation Regulation	he reverse ons and th	or attachme	nts hereto nation		
Date 4/	22/98			Sign	suder.	orized Inc	, 1	lew G	. MACFI	E		
	,	-		•	al for Return To							
Pursuant Administr	to the authority give rator of the Federal Av	n persons specifie viation Administrati	d below on and	v, the is	unit identifie APPROVE	d in item	4 was inspected in REJECTED	the man	ner prescrib	ed by the		
1 10	FAA Flt. Standards Inspector	Manufacturer	X	Inspe	ection Authoriz	ation	Other (Specify)					
F	FAA Designee	Repair Station		Cana	on Approved by ada Airworthine	ss Group						
	proval or Rejection	Certificate or Designation No.		Sign	Ature of Author	Fized Ind	lividual					
7/42	2/98	4962571	15	16	LENN B	URNH	AM, PRESIDE	グードンパーアン	ING FOSSI	LSING.		

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

LEFT AFT NOSE LANDING GEAR DOOR HINGE AREA F.S. 79-93 (LEFT SIDE)

DAMAGE REPAIRED IN ACCORDANCE WITH ATTACHED DATA SHEETS I - 4.

ALL REPLACEMENT PART DESIGN AND FASTENER CRITERIA IN ACCORDANCE

WITH AC 43.13-1A SECTION 3 PARAGRAPHS 96-100 AND FIGURE 2.28.

HULL WATERTIGHT INTEGRITY, TESTED UPON REPAIR COMPLETION AND

FOUND SATISFACTORY. WEIGHT AND BALANCE CHANGE NEGLIGIBLE.

المنافقة المحتلفة المحتلفة المحتلا

GRUMMAN G-73 MALLARD S/N J-8 N2945

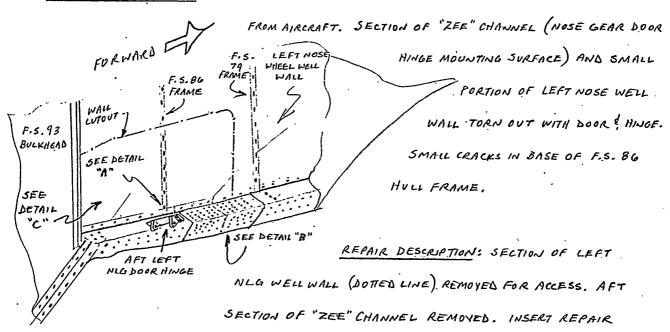
NOSE WHEEL WELL REPAIR

GENERAL REPAIR SCHEME

FORM 337 ATTACHMENT SHEET 1 OF 4 DATE: 4/22/98

VIEW LOOKING UP & AFT INTO NOSE WHEEL WELL, LEFT SIDE

DESCRIPTION OF DAMAGE: LEFT NOSE LANDING GEAR DOOR AND AFT DOOR HINGE SEPERATED

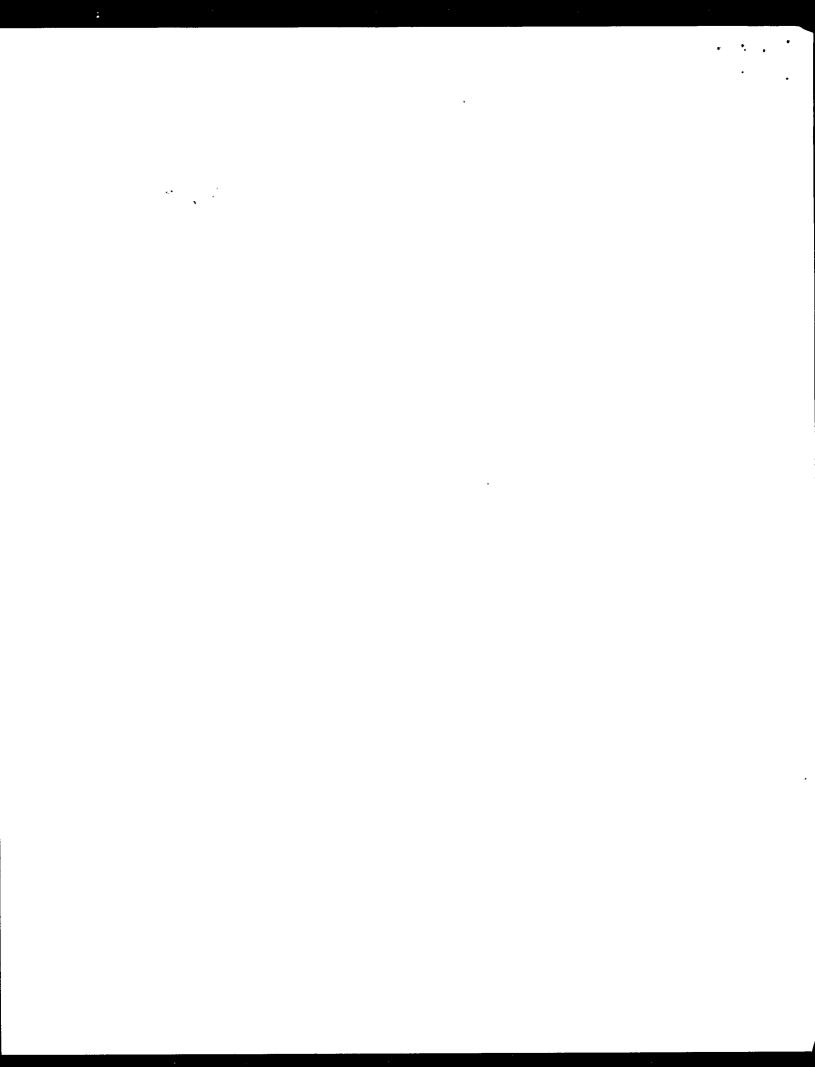


INSTALLED ON AFT SIDE OF F.S. 86 FRAME (SEE DETAIL "A"). NEW "ZEE"
CHANNEL SECTION FABRICATED & INSTALLED WITH INSIDE & OUTSIDE SPLICE ANGLES
(SEE DETAIL "B"). NEW LEFT AFT NLG DOOR HINGE & BACKUP FITTINGS INSTALLED
IN ACCORDANCE WITH GRUMMAN Q-73. SERVICE MANUAL AND I.P.C. INSERT
INSTALLED IN LEFT NLG WELL WALL CUTOUT SECTION WITH INSIDE DOUBLER
(SEE DETAIL "C"). HULL AREA LEAK CHECKED UPON COMPLETION.

GENERAL NOTES:

PARA. 96 - 100 AND FIGURE 2.28.

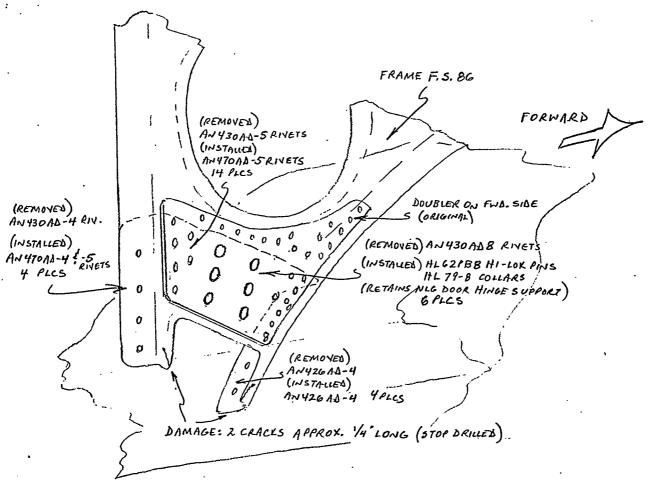
@ ALL NEW PARTS TREATED WITH ALUMIPRED ! ALODINE E/N/W MFG'S INSTRUCTIONS. ALL FAYING SURFACES
PAINTED W/CROWN FUEL TANK COATING ! SEALED WITH P/S 870-B SEALANT.



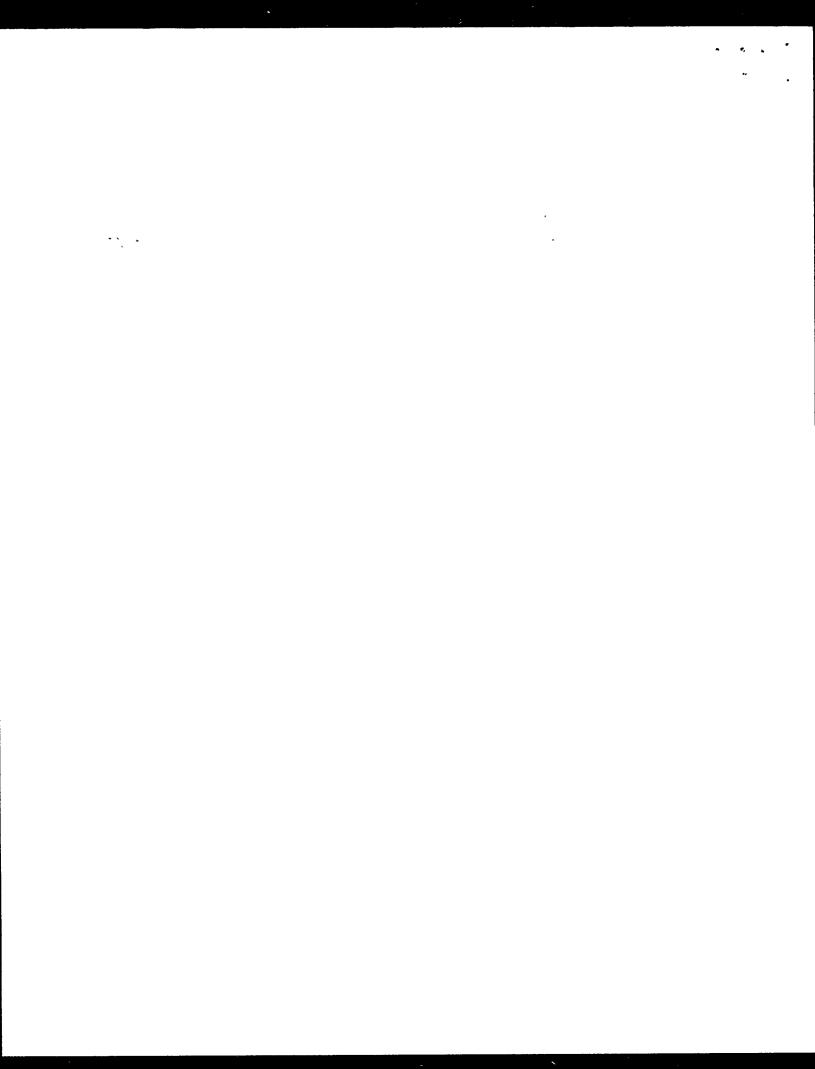
GRUMMAN G-73 MALLARD S/N J-8 N2945 NOSE WHEEL WELL REPAIR HULL FRAME F.S. BG REPAIR DETAIL "A"

FORM 337 ATTACHMENT SHEET 2 OF 4 DATE: 4/22/98

VIEW LOOKING UP & AFT INTO NOSE WHEEL
WELL, LEFT SIDE (AFT LEFT DOOR HINGE AREA)



REPAIR: FORMED 2024-T3/.050" INSERT ON AFT SIDE OF FRAME, PICKS UP ORIGINAL FASTENER LOCATIONS AS SHOWN. REPAIR PART TREATED WITH ALUMIPREP ! ALODINE, PAINTED WITH CROWN FUEL TANK COATING.
ALL FASTENERS INSTALLED IN ACCORDANCE WITH ACY3.13-1A ! 2A OR MFG'S INSTRUCTIONS AS APPLICABLE.



GRUMMAN G-73 MALLARD S/N J-8 N2945 FORM
NOSE WHEEL WELL REPAIR S

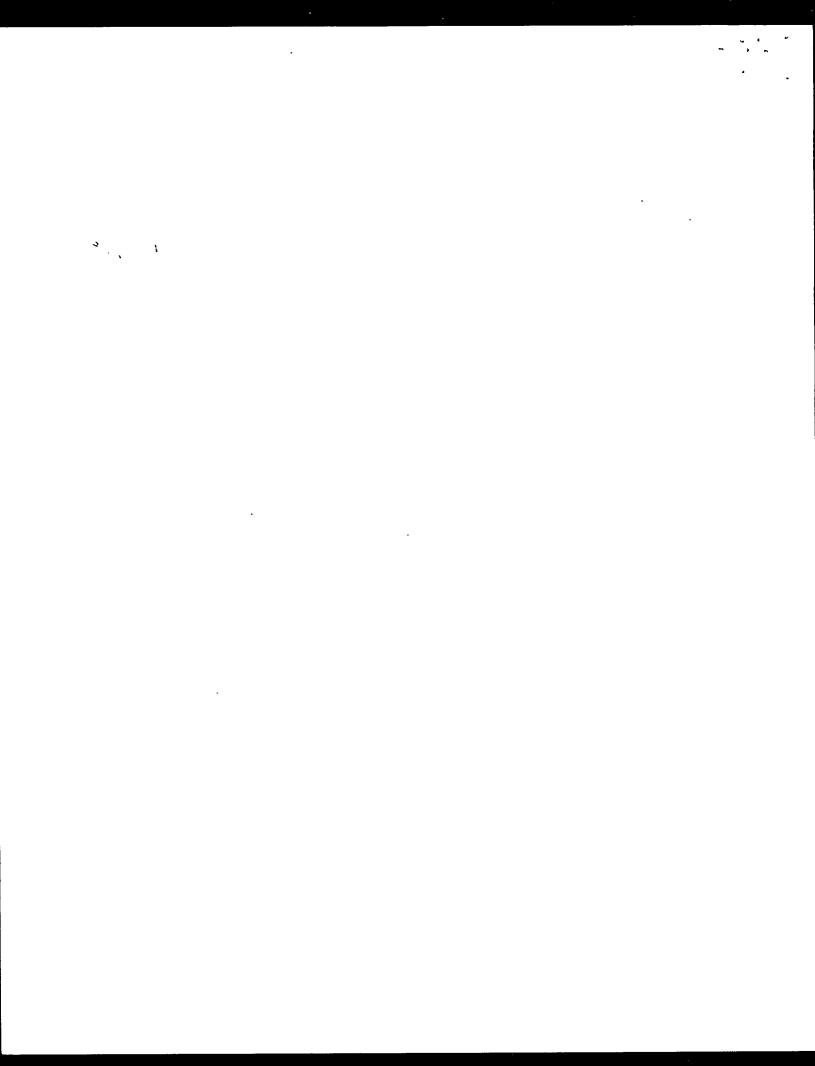
FORM 337 ATTACHMENT.

"ZEE" CHANNEL REPAIR F.S. 93-79 DETAIL "B"

DATE: 4/22/98

VIEW LOOKING UP AFT INTO NOSE WHEEL WELL, LEFT SIDE

FORWARD AN 470 AD 4 RIVETS 40 PLCS THRU ZEE AND BOTH SPLICE PLATES AN 426ADS RIVETS 11 PLCS THRY ZEE, INSIDE SPLICE PLATE, AND WALL INSERT INSIDE SPLICE PLATE 2024-73 .063" F.S.86 (DOTTED OUTLINE) FRAME 2 AN 426AD4 RIVETS 20 PLCS (ORIGINAL) 16 PLCS (NEW). CENTER THRU SKIN, ZEE AND. OUTSIDE SPLICE PLATE OUTSIDE STLICE PLATE SPLICE 2024-73 .063" REPLACEMENT "ZEE" CHANNEL 2024-74 .063" (ORIGINAL PART .062" 245 ALVMINUM)



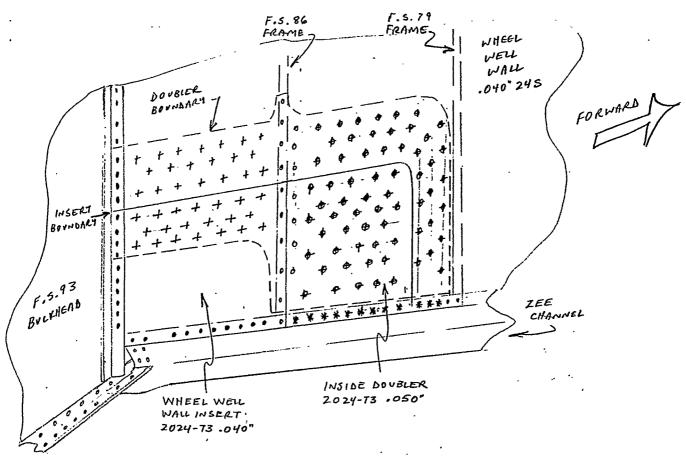
GRUMMAN G-73 MALLARD 5/N J-8 N2945
NOSE WHEEL WELL REPAIR :

LEFT WELL WALL INSERT & DOUBLER INSTL-DETAIL "C"

FORM 337 ATTACHMENT SHEET 4 OF 4

DATE: 4/22/98

VIEW LOOKING UP & AFT INTO NOSE WHEEL WELL, LEFT SIDE



RIVET LEGEND: O ANYTO ADS IN ORIGINAL LOCATION

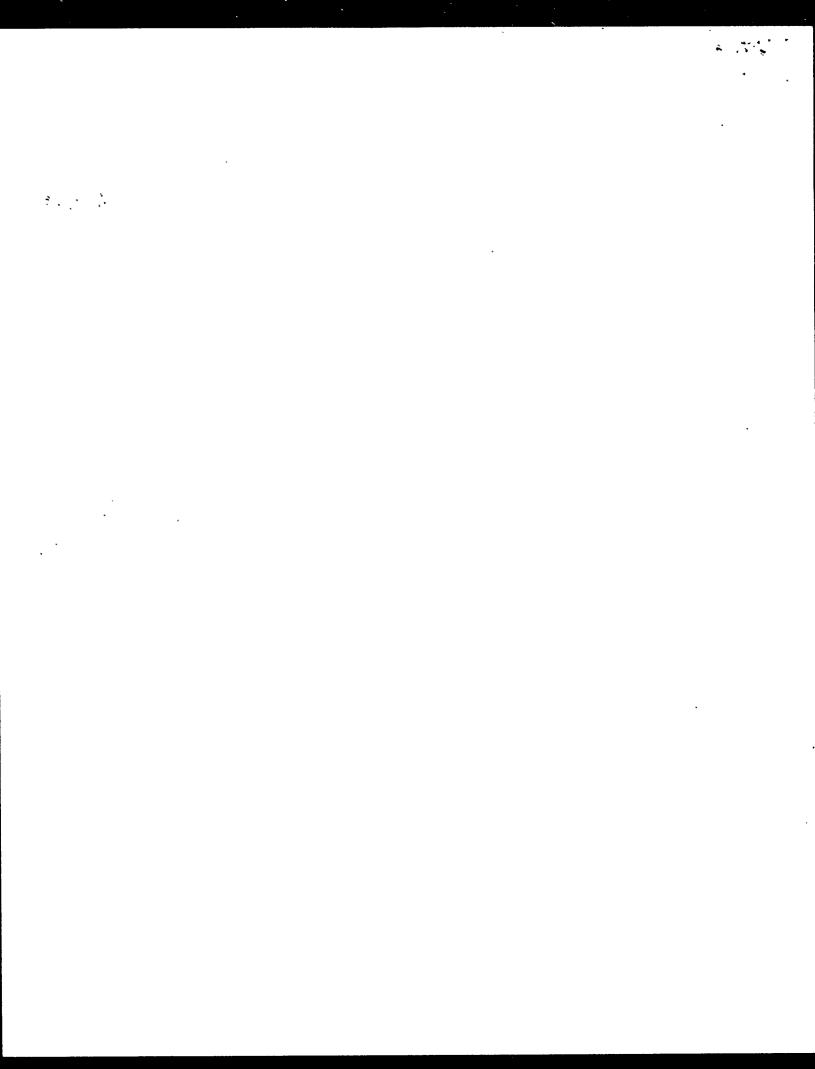
. O. AN 470 AD 4 IN ORIGINAL LOCATION

+ AN 470 AAS NEW LOCATION

AN426 AD5 NEW LOCATION

, * AN 426ASS IN ORIGINAL LOCATION

NOTE: SHOWN WITH NOSE WHEEL STRIKE PLATE OMMITTED FOR CLARITY.



Form Approved
O.M.B. No. 2120-0018

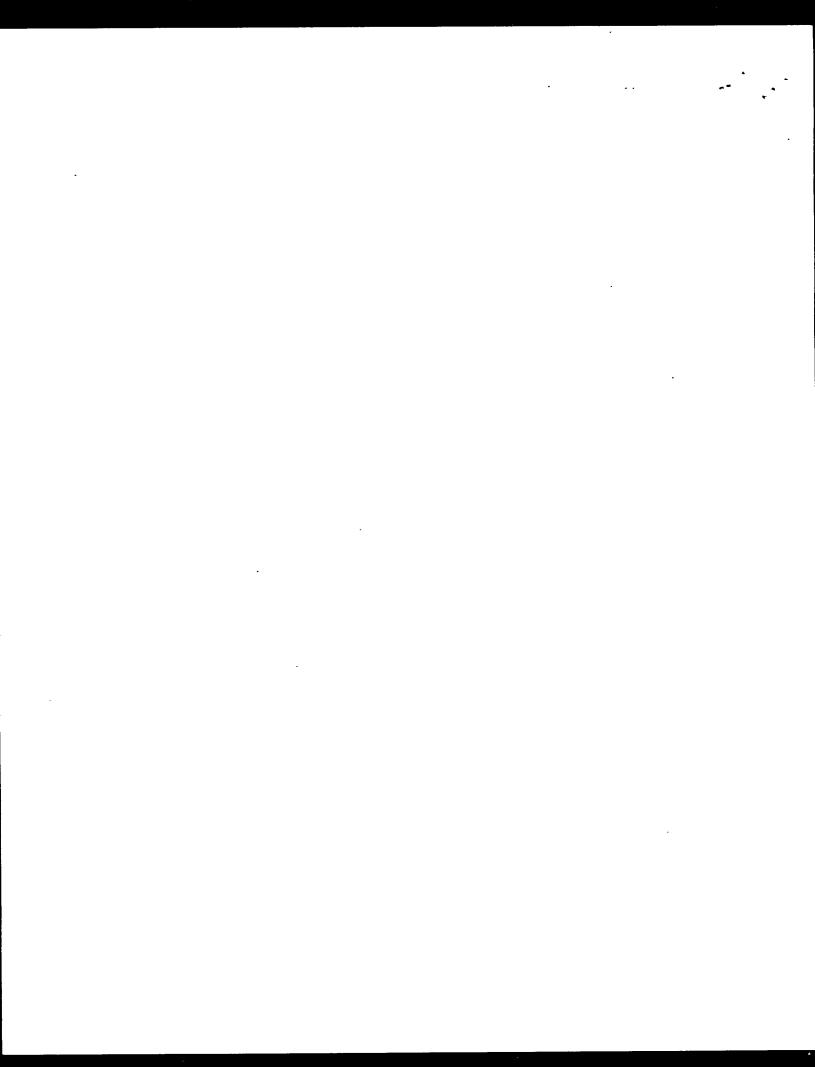
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100		M.2 CRAFT	94	15		GR	BUILDER'S NAME				2. AIRCRAFT MODEL DESIGNATION 4. YR. MFR FAA CODING 46									
1 AMCHAFT DESCRIPTION		J-	6	<u> </u>		PRA	त ई लाभा	TNE	4		R-13	40-	51 H I							
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U.S. Department of Transportation Federal Aviation Administration Sacramento Flight Standards District Office District Field Office Western-Pacific Region 6650 Belleau Wood Lane Sacramento, California 95822 Phone: (916) 422-0272 FAX: (916) 422-0462

FACSIMILE SPECIAL FLIGHT PERMIT

THIS AUTHORIZATION MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH FAR 91.203

PURPOSE: MAINTENANCE & STORAGE
REGISTERED OWNER OR AGENT: REID W. DENNIS
ADDRESS: (CITY, STATE, ZIP) 225 MOUNTAIN WOOD LANE WOODSIDE, CA
PHONE AND / OR FAXNO. 916-759-7073
FLIGHT: FROM YOLO COUNTY AIRPORT TO: NUT TREE AIRPORT VACAVILLE, CA
REGISTRATION NUMBER: N2945 SERIAL NUMBER: J-8
BUILDER: GRUMMAN MODEL NUMBER: G-73
DATE OF ISSUE: 10/21/97 AUTHORIZATION EXPIRES UPON ARRIVAL AT DESTINATION OR: (date) 10/25/97
Signature of FAA Representative: Earl R. Benedict
These operating limitations are a part of the Special Flight Permit issued to the aircraft described above. Flight crew members must be properly certificated and rated in accordance with FAR 61.
1. The flight shall be made in accordance with Visual Flight Rules, Day Only, unless authorized in the special

- operating limitations below.
- 2. Occupants shall be limited to crew essential for the purpose of the flight.
- 3. This special flight permit is not valid unless an appropriately certificated mechanic or repair station certifies in the aircraft records that the aircraft is in safe condition for the intended flight.
- 4. Operation of this aircraft is subject to the approval of the registered owner.
- 5. Any Airworthiness Directive pertinent to this make and model of aircraft requiring accomplishment before further flight, or any for which the time limit has been reached or exceeded, must be complied with before ferry flight is initiated. This is not applicable to an appliance if the aircraft can be safely operated without the item. The appliance must be rendered inoperative for flight and so placard. This is not applicable to any AD that permits special flights to a base for the accomplishment of inspections and/or modifications required by the AD.

SPECIAL OPERATING LIMITATIONS:

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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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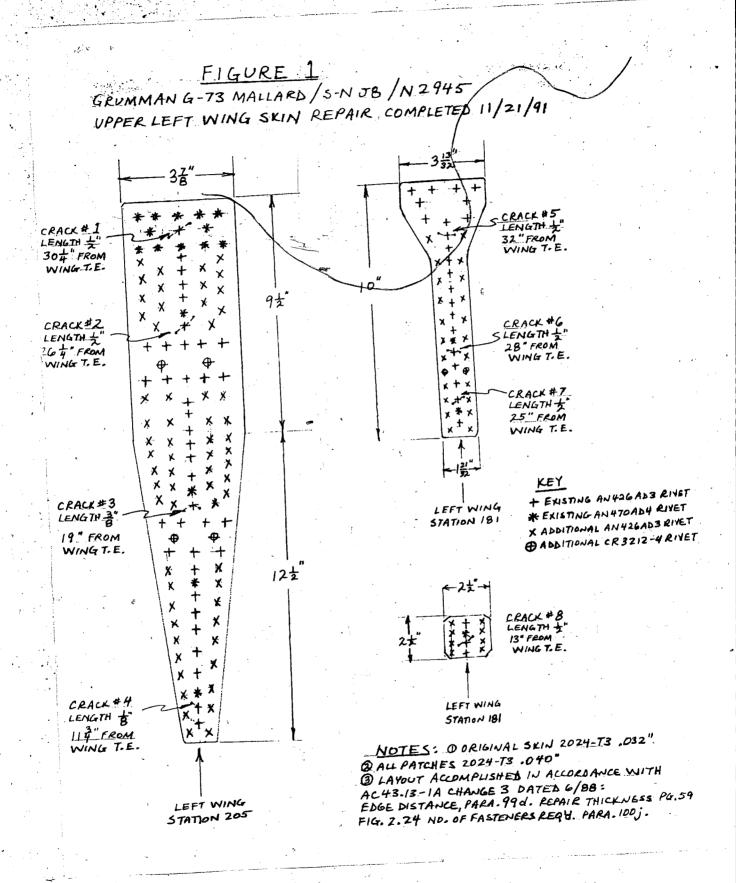
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Upper left wing skin cracks repaired by stop drilling and installation of surface patches in location and manner described on Figure 1 (attached). Rivet choice and location as per original manufacture, or as noted on Figure 1. Repair area and patches primed using epoxy polyamide primer. Rivets installed in accordance with AC 43.13-1A Change three page 51, paragraph 99, b, c, and f. Repairs aerodynamically faired to wing structure using PR-1422B sealant. Change in weight and balance negligible.

ADDITIONAL SHEETS ARE ATTACHED .

C FAA AC 72-4906

±U.S. GOVERNMENT PRINTING OF FICE: 1986-659-121/40260



FAA AIRCRAFT REGISTRY CAMERA NO. 1 N DATE: 1

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DEPARTMENT OF TRANSPORTATION

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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

REMOVED existing NAV/RNAV switching relay unit. Replaced with Foster DI-681 Data Base and interface unit per AC 4313-2A FIG 2.5 on existing nose radio shelf. This installation complies with STC SA 679 GL and flight manual supplement Foster P/N 016A0550A. All work performed in accordance with manufacturer's installation instructions. Electrical load does not exceed 80% rated alternator/generator capacity. Weight and balance negligible. Reference Tower Avionics Center W/O 37952.

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ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4906

☆ U.S. GPO: 1981 - 775-332/47

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04-R060.1

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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

INSTALLED Wulfsberg Flitefone III system, Installed RT18A on existing nose radio rack F.S. 35.0, per AC 4313-2A Fig 2.4. Installed WH18 handset on rear of Copilots seat with adel clamps around seat back tubes, F.S. 134.0, Installed AT 46I antenna on nose top F.S. 41.0 per AC 43.13-2A Fig 3.26. All work performed in accordance with manufactures installation instructions. Electrical load does not exceed 80% rated generator capacity. Weight and Balance revision computed. Reference Tower Avionics Weight and Balance revision computed. Reference Tower Avionics

Center W/O 130916. END The House to the Lood Band ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4906

± U.S. GPO: 1981 - 775-332/47

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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed Dual Collins 51R-3 NAV Receivers and 1ea. 351A accessory. Removed 1ea. ARC F11A Audio Amp. Removed ARC R-30 ADF System. Removed 1ea. 51V4 G/S Receiver and 1ea. 51Z6 Marker Beacon Receiver. Removed 1ea. Bonzer TRN70 Radio Altimeter System. Removed 1ea.Bendix MN97H Omni Indicator.

Installed 1ea. King KHF950 HF Transceiver System. Installed KTR 953 Receiver Exciter on Existing radio shelf F.S.403, per AC43.13-2A fig.2.3. Installed KAC 952 HF Coupler on shelf in tail cone, F.S. 442.0, per AC43.13-2A fig. 2.4. Coupler connected to existing HF long wire antenna. Installed KCU 951 Control in center pedistal. Wired as system to aircraft Audio. Installed dual Collins VIR31A NAY Receivers on existing nose radio racks per AC43.13-2A fig.2.4. Wired NAV 1 to existing Collins 331A3G HSI, Pilot's panel. Installed Collins 331A3G HSI in Copilot's Instrument Panel wired to NAV 2 and existing No. 1 Compass system. Installed Collins 51Y4A ADF Receiver on nose radio rack F.S. 54.0 per AC43.13-2A fig.2.4. Installed 137A-6A ADF Loop antenna on cabin roof center line F.S.144.0 per 43.13-2A fig.3.21. Installed 614L-8 ADF Control in center Pedistal. Wired as system to existing Pilot's RMI and ADF sense antenna. Installed Collins AL-101 Radio Altimeter system. Installed Collins 860F1 Transceiver on existing tail radio shelf F.S.406.0 per AC43.13-2A fdg.2.4. Installed Collins 339H1 Indicator in Pilot's Instrument Panelin place of removed. Installed 2ea. U.B.Corp ADS 43010 Radio Altimeter antennas to tail cone belly skin @ F.S. 445.0 per AC43.1B-2A fig.3.5. Installed dual Collins 346B-3 Audio Amps on existing mose radio shelf F.S.55.0 per AC 43.13-2A fig.2.3. Wired as Pilot's and Copilot's Audio systems. Installed in Copilot's Instrument Panel 1ea. AIM 504-0006-914 Vacuum Horizon; 1ea. Kollsman 614K-023 Rate of Climb: 1ea. American Instrument clock and lea.RCA MI-59108-1 DME Indicator. Installed in Pilot's Instrument Panel 1ea.Weston ID 48 NAV Repeater wired to NAV 2; 1ea. Davtron M-903 DVOR wired to NAV 1 and NAV 2. Installed Davtron M-303 OAT in center sub-panel, with temp probe through nose skin top station 67.0.

All work performed in accordance with manufacturers' installation instructions.

Altimeter system tested in accordance with FAR 91.171 and found to comply with appendices'E' & 'F' FAR part 43. Transponder system tested in accordance with FAR 91.172 and found to comply with appendix 'F' and paragraph(C), appendix'E' FAR part 43 Electrical load does not exceed 90% rated alternator/generator capacity.

Weight and balance revision computed.

Reference Tower W/O 124999.

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ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/344

OF TRANSPORTATION TION ADMINISTRATION

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Form Approved Budget Bureau No. 04-R060.1	
FOR FAA USE ONLY	_
0740 P45500 (d	\mathcal{L}

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) MAKE GRUMMAN 1. AIRCRAFT G-79
NATIONALITY AND REGISTRATION MARK SERIAL NO NAME (As shown on registration certificate) N 2945
ADDRESS (As shown on registration certificate) 2. OWNER Reid Dennis 225 Mountain Wood Lane ₩oods1do, 61 94062 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE UNIT SERIAL NO. ATION AIRFRAME essesses (As described in item 1 above) X **POWERPLANT** PROPELLER APPLIANCE MANUFACTURER 的**上**切在自己在15回点 7 L 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. U.S. CERTIFICATED MECHANIC TOWER AVIONICS CENTER Radio Class I, II HANGAR 8, OAKLAND INTL AIRPORT DAKLAND, CA 94614 FOREIGN CERTIFICATED MECHANIC III. Instrument CERTIFICATED REPAIR STATION I, II, III, IV. MANUFACTURER D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that she information furnished herein is true and correct to the best of my km. ledge. 3863 DATE SIGNATURE OF AUTHORIZED INDIVIDUAL 8-3-83 a 7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is REPROVED REJECTED FAA FLT, STANDARDS MANUFACTURER INSPECTION AUTHORIZATION CANADIAN DEPARTMENT
OF TRANSPORT INSPECTOR
OF AIRCRAFT FAA DESIGNEE REPAIR STATION DATE OF APPROVAL OR REJECTION CERTIFICATE OR SIGNATURE OF AUTHORIZED INDIVIDUAL DESIGNATION NO. 8-3-83 3863

FAA Form 337 (7-67)

(8320)

Weight and balance of operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the

B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed existing oxygen cylinders from lavatory area. existing cockpit regulators and blinker indicators.

Reinstalled existing oxygen cylinders on existing nose shelf per AC 43.13-2A, ref. Fig. 6.3 and 6.4.

Installed Scott MDL 8883 regulator on LH side panel P.S. 143. Replaced all cabin low pressure supply lines following existing routing under floor and behind side panels to existing cabin outlets. All work performed per AC 43.13-2A, Chapter 6. Oxygen system installations in non pressurized aircraft. balance revision computed.

Ref. Tower Avionics Center Work Order 128957.

ADDITIONAL SHEETS ARE ATTACHED

\$U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/344

		11.11.1	MSPORTA DMINIST	ITION	Transport.	Form	Approved et Bureau N	lo. 04–R06	50,4
		OR REPAIR AN Powerplant, Pr			ice)	OFFIC	FOR FAA		-64
INSTRUCT	IONS: Print or ty ons and disposition	pe all entries. See	FAR 4	3.9, FAR 43 Appe	endix B, and	AC 43.9-1 (or	subsequent	revision t	hereof)
1.2	MAKE		7.1		MODEL	7			<u> </u>
1. AIRCRAFT	SERIAL NO.	GRUMMAN J8			NATIONALI	G-73 TY AND REGIS N 2945	TRATION M	ARK	
	NAME (As shown	on registration certifi	cate)		ADDRESS (A	sshown on regi	stration certi	ficate)	•
2. OWNER	Reid	Dennis			- Rood	Monntain Sido, C A			
•	-	ainverti above d by, a p	eration niness lescrib	FOR FAA USE ON identified herein requirements and ad aircraft subject authorized in E	complies with	applicable			
<u> </u>		DATE 4 111	IIT IDE	SIGNATURE NTIFICATION	- V	F.ESDO.84		†	
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D. I certify attachme	that the repair ar	nd/or alteration mi en made in accord urnished herein is	ance w	the unit(s) ident	ified in item	3 of the U.S. F	ederal Avia	n the serie	erse or lations
DATE 8-	2-83 (22)	TOPA GO SUP Portuga de 1888	- 112 12	SIGNATURE OF ROLL	05	INDIVIDUAL	Vario Nari‡	eziş Liştî	-
Duesus -				AL FOR RETURN TO				••	
THE AUDITION	untor or the reder	n persons specified al Aviation Adminis	below, tration	the unit identifie and is APPI	COVED	REJECTED	the manne	er prescrib	ed by
	FLT, STANDARDS	MANUFACTURER		INSPECTION AUTHORI	ZATION	OTHER (Specify)		and Lawrence	
FAA	DESIGNEE . X	REPAIR STATION		CANADIAN DEPARTMI OF TRANSPORT INSPI OF AIRCRAFT					
DATE OF APP REJECTION 8-3-	<u> </u>	CERTIFICATE OR DESIGNATION NO 3863		SIGNATURE OF	AUTHORIZED	INDIVIDUAL	tigaçõe :		
AA Form 3	37 (7-67)	•						. 11	3320)

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed existing DME indicator. Installed RCA MI-591084-1 DME distance indicator in co-pilot's instrument panel. Installed Poster RNC 601 CDU in place of relocated RCA DME indicator, pilot's instrument panel. Installed Foster LR 651 Loran receiver on existing nose radio shelf per AC 43.13-2A, Fig. 2.5. Installed Foster LA-120 preamp and NY 151 antenna on acft skin, top right of centerline F.S. 304, per AC 43.13-2A, Fig. 3.22. This installation complies with STC SA 679 GL and flight manual supplement Foster P/N 016A0550A. All work performed in accordance with manufacturer's installation instructions. Electrical load does not exceed 80% rated alternator/generator capacity. Weight and balance revision computed.

Ref. Tower Avionics Center Work Order 128957

END

ADDITIONAL SHEETS ARE ATTACHED

★U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/344

Form Approved. Budget Bureau No. 41-R041.5. U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION INSTRUCTION Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT Field Representative. 1. TYPE OF APPLICATION (Check which) a. ORIGINAL ISSUANCE OF CERTIFICATE & RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 b. X ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE ■ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 c.

AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE £ \square AIRWORTHINESS CLASSIFICATION (Check appropriate tiem(s))
 It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s): . I STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) L LIMITED (SEE CAR 9) c. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) AGRICULTURAL AND PEST CONTROL PATROLLING AERIAL ADVERTISING FOREST AND WILDLIFE CONSERVATION AERIAL SURVEYING WEATHER CONTROL GLIDER TOWING OTHER d. . EXPERIMENTAL (Check the type of experimental operation(s) to be conducted) RESEARCH AND DEVELOPMENT RACING n Mis ☐ AMATEUR-BUILT ☐ EXHIBITION ☐ DEMONSTRATION ☐ OTHER 3. AIRCRAFT IDENTIFICATION (Complete all tiens) b. AIRCRAFT MODEL & AIRCRAFT SERIAL NO. Grumman G-73 J-8 d. ENGINE MAKE & ENGINE MODEL Pratt & Whitney Wasp S1H1 4. AIRCRAFT REGISTRATION INFORMATIONS CONDICIONAL DESCRIPTION OF THE PROPERTY LEPERMANENT MAILING ADDRESS B. REGISTERED OWNER'S FULL NAME AIRCRAFT NATIONALITY AND REGISTRATION MARK Frank W. Fuller Jr. 301 Mission St. San Francisco, Calif. N- 2945 5. AIRCRAFT OWNER'S CERTIFICATION (Chest aid complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration: . A CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE _ 12-6-46 b. APPLICATION FOR REGISTRATION. FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED Grank N. Fuller

TACA-319 ACA-337

☐ ACA-317

ATTACHMENTS (Check which)

☐ WEIGHT AND BALANCE REPORT

☐ UNAPPROVED DEVIATION DATA

☐ DATA, DRAWINGS, ETC.

Form ACA-205 (11-51)

Owner

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
AIRCRAFT INSPECTION REPORT
(To be completed by a CAA representative or approved repair station)
The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following: ((Cleate and complete applicable thems) 1. AIRCRAFT AND ENGINE CERTIFICATION BASIS 2. AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 5 3. AIRCRAFT LISTING PAGE NO. THROUGH SHEET REVISION NO. 5 4. AIRCRAFT LISTING PAGE NO. (YEAR) 4. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE) 2. AIRCRAFT AND ENGINE OPERATING RECORDS
에서 본 보다. 불과하다 제한 현급에서 최고 그리 분관인들이 있다. 이미리 바라 ID 그리고 시작되는 보안 스크는 방안 및 환기관이다. 현급인
a. AIRCRAFT NEW-NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. A COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED A ADDREST RECORDS INDICATE THE AIRFRAME HAS REEN OPERATED A TOTAL OF 2092 HOURS
a. Engine records indicate the following operation: SERIAL NO P=327918 TOTAL HOURS 2092
SERIAL NO. P-327918 TOTAL HOURS 2092 SERIAL NO. P-327919 TOTAL HOURS 2092
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SERIAL NO. TOTAL HOURS SERIAL NO. TOTAL HOURS
SERIAL NO. TOTAL HOURS
3, PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-\$19)
a. LAST AIRWORTHINESS INSPECTION.CONDUCTED 10-26-55
BY AIRCRAFT MANUFACTIVER
BY APPROVED REPAIR STATION, CERTIFICATE NO.
M BY MECHANIC, CERTIFICATE NO. AAR M-8172
6. A PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER
4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
■ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
C. I CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. II CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
. I This inspection has been recorded in the aircraft records
C. E CERTIFICATE OF AIRWORTHINESS, FORM ACA-1962, ISSUED TO EXPIRE 10-27-56
e A Previous form Aca-1962 was issued to expire 10-9-55 (DATE)
by Joseph R. Etsel Repair Station No. 115
(NAME OF ISSUING EXPRESENTATIVE) (DESIGNATION NO.)
5. CAA APPROVED REPAIR STATION CERTIFICATION
The aircraft described on the reverse has been inspected under the authority accorded certificated repair station
No by CAR 52 and was found to be:
☐ AIRWORTHY
□ UNAIRWORTHY
(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)
6. CAA REPRESENTATIVE CERTIFICATION
I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY (Check appropriate them)
DESIGNEE'S SIGNATURE CLOSELY DESIGNATION NO. DATE
F.G.Kaeser 1385 19-27-55
AVIATION SAFETY AGENT'S SIGNATURE Reg. 1 N YAA DESIGNATION NO. DATE
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- □ ATTACHMENT

U. S. SOTEPHENT PRINTING OFFICE . 16-80887-2

Form ACA-805a (11-51)

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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous afterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

INSTALLED Collins 618T-3 HF Transceiver with 390J-2 rack and associated 488A-2 Static Inverter in aft portion of rear baggage compartment. Installed antenna coupler Collins 490T-1A and rack in tail section upper left hand side. Installed on swing bracket, under co pilots seat, Collins 714E-2 HF control. Previously installed wiring harness used between transceiver and control with mic and audio wired to existing ARC F-11 audio system.

All work performed in accordance with mfg installation instructions and AC 43.13-1A and -2. Electrical load does not exceed 80% rated alternator/generator capacity.

Weight and balance revision computed.

ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303



FOR FAA USE ONLY

DEPARTMENT OF TRANSPORTATION FEDERAL AVIITOR ADMINISTRATION MAJOR PAPA AND ALTERATION

<u> </u>	(Airframe, Powerplant, Pr	opeller, or Applic	ince)	OFFICE IDENTIF		
INSTRUCT	ONS: Print or type all entries. See			43.9-1 (or subsequen	SDO t revision	CA thereof)
	MAKE		,			<u> </u>
AIDCDAFT	Grumman		MODEL	G 73		.•
. AIRCRAFT	SERIAL NO.		NATIONALITY	AND REGISTRATION A	AADK	
	S/N J8			N2945	nann.	
	NAME (As shown on registration certifi	icate)	ADDRESS (As s	nown on registration cert Mountain Wood	ificate)	· .
. OWNER	Dennis Reid		225	Mountain Wood	Lane	
		2 500 544 1155 5		side, Califor	nia.	
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Oakland	d, Calif. 94614		REPAIR STATION	47	26	•
		MANUFACTURE			• • • •	
and that	that the repair and/or alteration ma- its hereto have been made in accorda- the information furnished herein is to	de to the unit(s) iden nce with the requirement rue and correct to the	tified in item 4 a nts of Part 43 of best of my know	bove and described o the U.S. Federal Avia edge.	n the reve tion Regu	rse or lations
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March	1 24, 1977	POSE A	/w. vueers	nd		
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e Administr	he authority given persons specified batter of the Federal Aviation Administ	ration and is APP	d in item 4 was ROVED REJE	nspected in the manne	r prescrib	ed by
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Aero Flash strobe lights on wing tips including model 907-12 power supply current drain .5 amps. wt. change neg. All work done in accordance with manufacturers installation instructions and methods outlined in FAR AC43-13-2 Chapter 4.

R.W.Kneeland for Bay Aviation Services, Inc. FAA Repair Station #4726 Oakland, Ca.

ADDITIONAL SHEETS ARE ATTAC

U.S. G.P.O. 1972/720-694/545/1303

NT OF TRANSPORTATION Form Approved Budget Bureau No. 04-R060.1 FEDERAL AVIATION ADMINISTRATION FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MAKE MODEL Grumman G-73 1. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate)
225 Mountain Wood Iane
Woodside, Ca. 94062 2. OWNER R. W. Dennis 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE UNIT ALTER SERIAL NO. REPAIR ATION X AIRFRAME es (As described in item 1 above) POWERPLANT PROPELLER APPLIANCE MANUFACTURER CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY . CERTIFICATE NO. TOWER AVIONICS CENTER #3863 U.S. CERTIFICATED MECHANIC Oakland Intl Apt., Hgr. Oakland, Calif. 94614 FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. SIGNATURE OF AUTHORIZED THISLYIDUAL December 16, 1976 7. APPROVAL FOR RETURN TO-SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

INSPECTION AUTHORIZATION

AUTHORIZED

SIGNATURE OF

REJECTION 12-16-76
FAA Form 337 (7-67)

DATE OF APPROVAL OR

FAA FLT. STANDARDS

FAA' DESIGNEE

MANUFACTURER

CERTIFICATE OR

DESIGNATION NO.

X REPAIR STATION

(8320)

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

REMOVED COLLINS 171-7 TRANSMITTER 51X-2 Receiver 390-H Mount

INSTALLED KING KTR-900A Transceiver & Mount (In Nose Compartment)

Electrical load does not exceed 80% rated alternator/ generater capacity. All work performed in accordance with mfg. installation instructions & AC 43.13-1A & -2.

Wt. & Balance revision computed.

ADDITIONAL SHEETS ARE ATTACHED

T. War.

U.S. G.P.O. 1972/720-694/545/1303

FAA FLT. STANDARDS

FAA DESIGNEE

DATE OF APPROYAL OR

FAA Form 337 (7-67)

REJECTION

MANUFACTURER

REPAIR STATION

CERTIFICATE OR

DESIGNATION NO.

GPO: 1971 O - 410-878

ENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION FOR FAA USE ONLY OFFICE IDENTIFICATION (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MAKE MODEL Hallard G-73 1. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK N2945 NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate) 2. OWNER 225 Mountain Wood Lane Dennis, Reid W. Woodside, Calif. 94062 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE UNIT MAKE MODEL SERIAL NO. ALTED. ATION AIRFRAME ********* (As described in item 1 above)***** POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. U.S. CERTIFICATED MECHANIC Bay Aviation Services, Inc. FOREIGN CERTIFICATED MECHANIC P.O. Box 2545 Sirport Station CERTIFICATED REPAIR STATION 4726 Oakland, California 94614 MANUFACTURER D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. DATE SIGNATURE OF AUTHORIZED INDIVIDUAL 4/1/75 7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

INSPECTION AUTHORIZATION

SIGNATURE OF AUTHORIZED INDIVIDUAL

(8320)

OTHER (Specify)

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed foxbord PC 600 series fuel management system according to MFG's Instructions for installation. All work done in accordance with FAR AC 43.13-1A.

Wiring installation furnished by Tower Avionics Center, Oakland Airport FAA Repair Station 3863.

Engineering data furnished by MFG. See attachments 1 through 8. Neg. weight change.

ADDITIONAL SHEETS ARE ATTACHED

Application Engineering Date

AED

372-1

September 1971

CONTINUOUS IN-FLIGHT MONITORING OF AIRCRAFT FUEL SUPPLY AND FUEL CONSUMPTION RATE

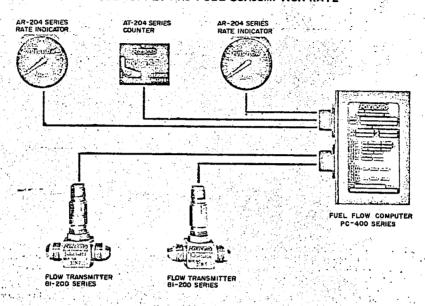


FIGURE 1. AIRBORNE FUEL MANAGEMENT SYSTEM

The flight characteristics of modern high-performance aircraft often impose increased demands on both manufacturer and operator as they work to maintain consistent standards of safety and reliability. A vital part of this challenge is answered by the avionics industry in providing better instruments and improved techniques for navigation and communication.

FOXBORO AIRBORNE FUEL MANAGEMENT SYSTEM

The Airborne Fuel Management System, shown in Figure 1, contributes to flight safety by providing the pilot, at a glance, with a continuous account of fuel status. He has a digital presentation of how much fuel reserved tus. He has a digital presentation of how much fuel remains (or has been consumed), as well as a direct indication of the fuel consumption rate of each engine - pro viding a valuable check on its operation. With its use of accurate flow transmitters and digital electronic tech-niques, this system represents a new concept in aircraft

DESCRIPTION

The Foxboro Airborne Fuel Management System con-

sists of the following components:

1. One 81-200 Series Airborne Turbine Flow Trans-

One 81-200 Series Airborne Turbine Flow Transmitter PER ENGINE, installed in the fuel line (using standard AN fittings)... A PC-400 Series Fuel Flow Computer which may be mounted anywhere in the aircraft. One AR-204 Series (2 inch dia.) Flow Rate Indicator PER ENGINE, mounted on the instrument panel.

An AT-204 Series presettable (4 to 6 digit) "Fuel Consumed" or "Fuel Remaining" Counter mounted on the instrument panel.

The turbine flow transmitter generates electrical pulses at a rate proportional to the volume of fuel flowing through it to the engine. These pulses are conditioned and converted to an analog signal which drives a standard deflection type meter to indicate the fuel con-

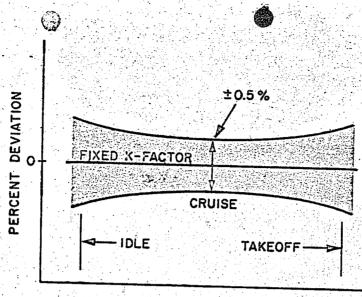
The Foxboro Company Foxboro, Massachusetts, U.S.A. 02035

N2945

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FLOW RATE

Figure 2. Typical Flowmeter Profile

sumption rate in Gallons per Hour or Pounds per Hour.
The conditioned pulses are simultaneously scaled to engineering units and transmitted to an electro-mechanical counter which registers the total amount of fuel consumed or the quanty remaining abroad the aircraft. When a "Fuel Remaining" indication is provided, the quantity of fuel loaded is initially set on the counter. As fuel is consumed, the counter subtracts, leaving an indication of the fuel remaining.

RELIABLE LIGHT WEIGHT COMPONENTS

Special consideration has been given to reliability and to minimizing weight. The shock-proof turbine flow transmitters incorporate design features which have been developed during more than thirteen years of airbome applications. The Fuel Flow Computer is provided with environmental protection. All components of the system meet the requirements of F. A. A. Document TSO-C44a. For a twin-engine aircraft, the total system weight is slightly over four pounds.

NO CALIBRATION NEEDED WHEN REPLACING COMPONENTS

All components are directly interchangeable without requiring a system recalibration.

CALIBRATION IN POUNDS OR GALLONS

The system may be scaled to read out in either pounds or gallons. To minimize the influence of density

on a system reading out in pounds, a family of turbine flow transmitters have been designed - each based on the specific density of a particular aviation fuel.

Using the Foxboro Fuel Management System, the relationship between pounds and gallons may be expressed as follows:

$$K_1 = \frac{K_2}{\sigma}$$

Where:

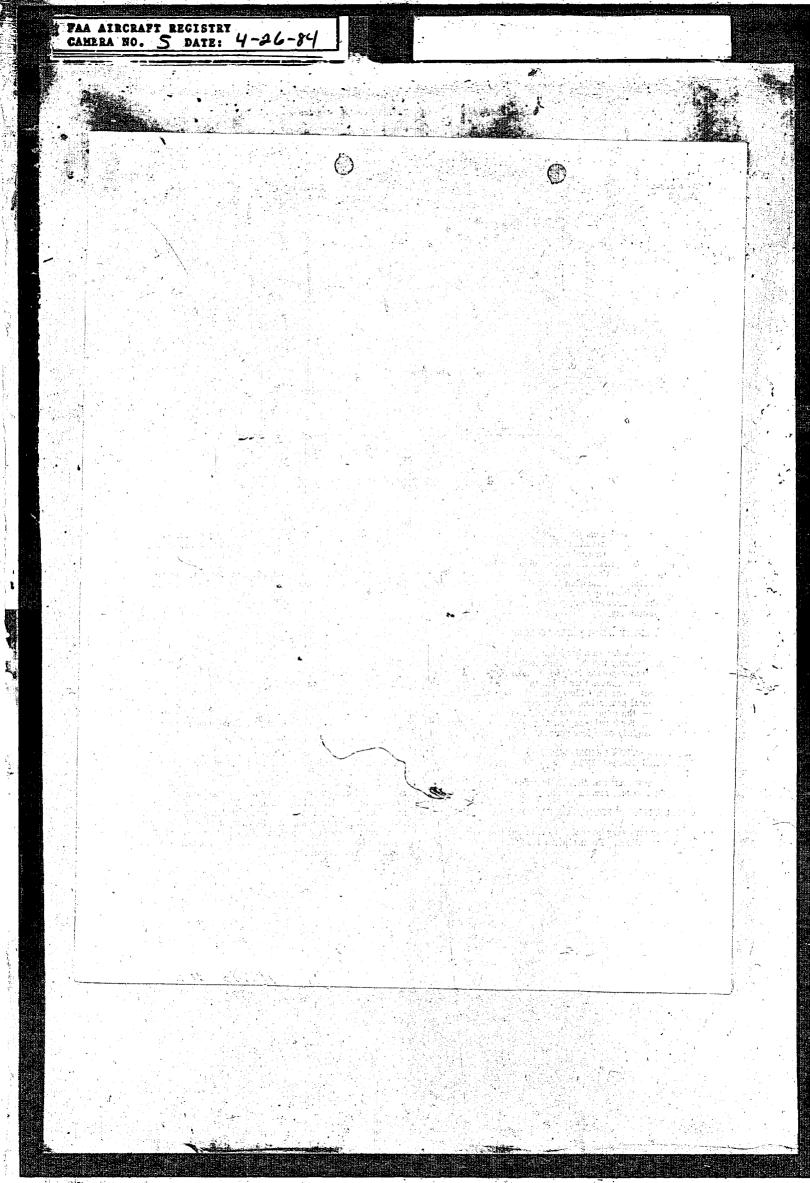
K₁ = pulses per pound

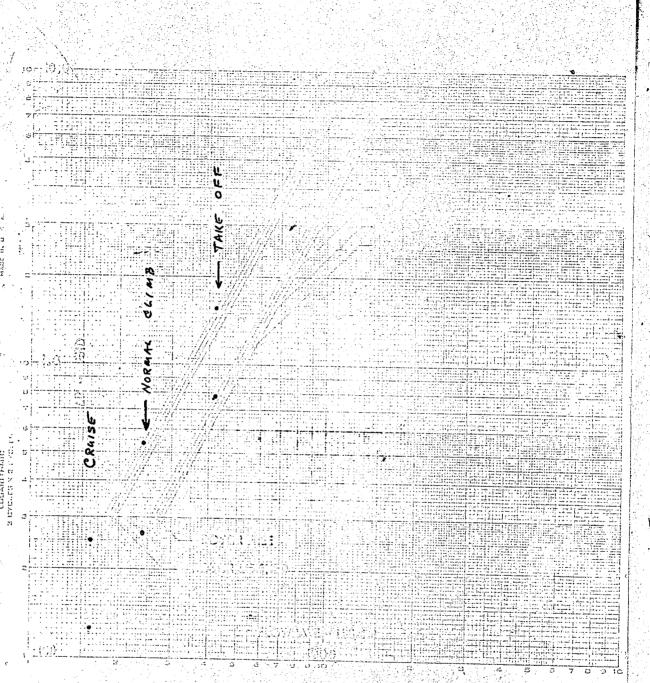
K2 = pulses per gallon

 ρ = density of the fuel at a fixed temperature

MEASUREMENT ACCURACY

The flow transmitter is designed and calibrated to yield a fixed calibration factor (number of pulses per gallon) over the flow range of the aircraft. Figure 2 is a typical design envelope for flow rate versus % deviation, covering the fuel flow range. The point of maximum accuracy is set at cruise where the majority of flight time is accured. Application of digital electronic techniques in conjunction with a flow transmitter having a fixed calibration factor has resulted in an extremely accurate measurement system.





Fressure dady Foxbord V2-3 Amdorat Turdine Meser

N2945 #3

EWA D.I. 713

FLOIT OPERATION

CHECKS BRIDE TO TAKE-OFF

Mixture NA-Y93 — Automatic Rich

Others—Full Rich

Propeller -High rom

Post Pump - As required by airplane manufacturer

Carburetor Heat - Cold

Filtered Air ... As required Cowl Flaps -Full Open

Check the following at 2000 rpm, or at field barometric manifold pressure.

Manifold Pressure

- Field barometric (or pre-start reading)

Magneto Check

- Maximum drop 100 rpm

Oil Pressure

— 60 psi minimum

Fuel Pressure

—∉ psi minimum —93°C maximum

Oil Inlet Temperature

-40°C mininum

Cylinder Head Temperature - Below 200°C desired, to allow for rise during take-off

The final step before taking of is to adjust the cowl flaps (if provided) to a position suitable for take-off and initial climb.

TAKE-OFF

- 1. Advance throttle not to exceed 36.5 in. Hg.
- 2. Adjust propeller control 2250 rpm.
- 3. When operating with grade 91/96 fuel, take-off manifold pressure is \$8.0 in. Hg at sea level and 36.5 in. Hg at critical altitude as shown in curve

POWER REDUCTION AFTER TAKE OFF

- 1. Reduce manifold pressure to 35.0 in. Hg maximum at sea level (reducing to 32.5 in. Hg maximum at 8100 ft).
- 2. Reduce rpm to 2200.

If it is desired to reduce power below normal rated, refer to Engine Operat-

- S. Retard throttle to selected manifold pressure.
- 4. Reduce rpm to the selected value.

PRATE O WHITNEY ARCHAST

N2945 #4

Frank M. S. X.

CLIMB

Mixture NATOJ — Automatic Rich

Others—Full Rich — Lean as required for smooth operation

above 5000 žt. — Climb rpm —2200 rpm maximum Propeller

Throatle — Climb manifold pressure \$2,5 in Hg maximum

Filtered Air — As required

Carburetor Heat — Adjust to maintain 32°C carburetor air temperature

NOTE: For all normal dight operations, \$2°C carouvetor air temperature is desirable. When maximum performance is required, use Full Cold except with MA-Y9C carourder, for which 52°C carourers, air temperature is mandatory. Select desired climb power from Engine Operating Table. pagé 12.

LIMITS

Cylinder Head Temperature — 260°C maximum Oil Inlet Temperature - 93°C maximum

Oil Pressure

Above 2000 rpm —70 psi mlaimum — 60 psi minimum

Below 2000 rpm Fuel Pressure

4 psi minimum Carburetor Air Temperature - 85°C maximum - applies only when using preheat.

—40°C minimum

ESTABLISHING CRUIS?

After reaching cruise altitude and accelerating to cruise airspeed, select desired cruise power (see Engine Operating Table, page 12) and then:

- 1. Adjust throttle to selected manifold pressure for cruise.
- 2. Reduce engine speed to selected rpm for cruise.
- 3. Close cowl fiaps as aircraft speed increase and cruise cylinder head temperatures are obtained.
- 4. Adjust prenent to maintain 32°C carburetor air temperature after engine has cooled to normal hight condition.
- 5. Adjust mixture for cruising. If engine has NA-Y91 carburetor, move, mixture control to automatic lean. It engine has another carburetor and fuel-air ratio instrumentation, lean as follows:

-0.030 minimum F/A =00 bhp.

Below 400 chp - 0.072 minimum F/X

If there is no F/A instrumentation, lean the mixture until smooth engine operation is obtained, particularly above 5,000 feet attitude.

PRATT & WHITE'S ARCRAST

N2945 #5

7

2WA O.1. 71B

CRUISING FLIGHT

Carburetor Heat — Adjust to maintain \$23C Carburetor Air Temperature. Filtered Air - As required.

1.7175

Cylinder Head Temperature — 292°C meximum

-- £00°C or less desired

Oil Inlet Temperature

— 93°C maximum

Oil Pressure

1000 rpm

- 40°C minimum - 00 pst miningan

1900 rpm and below

— 55 psi minimum

Fuel Pressure

— I psi minimum

Carburetor Air Temperature—83°C maximum — applies only when preheat is used.

ICING

ICING CONDITIONS

- 1. Visible freezing or subfreezing moisture forms ice in the airsecop and in and on carburctor metering elements or throttle valve.
- 2. Under certain quite common conditions of high humidity, ice can form in the carburctor and between the fuel discharge nozzle and engine impeller at carburetor air temperatures as high as \$2°C, due to the refrigerating effect of the fuel-air mixture in this part of the induction system. De alert for this type of icing, because it can occur at relatively high temperatures and in sultry atmospheric conditions which are not generally associated with ice formation.
- S. Carburetor ice is particularly apt to occur during part throttle opera-

PREVENTION OF ICENS

- 1. Maintain 32°C to 38°C carburetor air temperature.
- 2. It is most effective to use carburetor preheat at least 15 minutes before entering known icing conditions, such as visible moisture (clouds) at subfreezing temperatures.
- 3. Since some loing conditions are not at all obvious, it is a wise precaution to use carburator preheat for all flight conditions when there is any possi-

PRATT & WHITNEY AIRCRAFT

N2945

ENGINE CHECK CHART WASP (R-1340) S1H1 & S1H1-G ENGINES

CARBURETOR: NA-Y93, and others (1)

FUEL GRADE: 80/87 (5) OIL S.U.S. at 210°F: 100 or 120

POWER SETTINGS: CURVE INST. 7335-1 & .2

	AR.	. ම		7.4	T	T	T			T					T	T		
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	MIN. F/A FOR MANUAL	LEANING	-							0 000	7.00	0.080		0.072				
	MIXTURE CONTROL (1)	Others		Full Rich	Full Rich	· Full Rich	Full Rich		Full Rich	Full Rich		Rich Best Power	Lean	Best Power	Full Rich	Full Rich		Idle Cut-off
	MIXTURE (NA-Y9J	-	Auto Rich	Auto Rich	Auto Rich	Auto Rich		Auto Rich	Auto Rich		Auto Lean		Auto Lean	Auto Rich	Auto Rich		Idle Cut-off
	MAX, MANIFOLD	PRESS. IN. HG		1/10 to 1/4 thratile	1000 rpm	(•)	36.5 (8)		38.0 (8)	35.0 (8)		26.5		27.5 or len	Over 12 (3)	As required		(dlo
	PROP	OR RPM	Low then	High rpm (2)	High rpm (2)	High rpm (2)	2250		2250	2200		2000		1900 or less	2640 mox. (3)	2000 (2)	High then	Low rpm (2)
	•	H H					600		8	550		90	00,	ar less				
	OPERATING	CONDITION	Stort		Warm-up	Ground Test	Toke-off — 80/87 Fuel	Alternate Taka-off	(Grada 91/96 Fual)	Normal Rated Power - [1]		Mox. Cruise	Max. Economy		Dive or Max, Overspeed	Glide and Approach		Stop

OIL PRESSURE, Desired adjustment at 2000 rpm, 60°C. Oil-Inlet Temp., 73-85 psi

Operating Rango: Ē 2000 rpm 1400-1600 r

60 psi minimum 50 psi minimum 10 psi minimum

FUEL PRESSURE:
Above 1200 rpm 5 ± 1 psi
Below 400 rpm 2 psi minimum

.

do not have this unit and require manual mixture adjustment to compensate for changes in altitude and temperature.

(2) Propoller Governor Settings High rpm is full low pitch, low rpm is full high pitch. Counterweight type propallers are stopped and started in low rpm for mechanical reasons.

(3) During dives or rapid descent, use on high a manifold pressure as practicable, preferably over 12 in. Hg, to reduce master ad bearing loads. The maximum rpm (2640) is time limited to 30 seconds maximum.

(4) Sot field barometric manifold pressure, which is equal to that shown on manifold pressure gage before starting. (Approx. 30 in. Hg at Sea (1) The NA-Y92 carburator Incorporates an automatic mixture control unit to maintain uniform mixtures in Auto Rich or Auto Loan. Other models

(5) The ratings for this engine are based upon grade 80/87 fuel. If it is desired to use grade 91/96 or higher, increased take-off manifold pressure may be used as shown in these charts, Higher grade fuels are less desirable due to increased laad content. (6) Carburetor air temparaturo limit of 38°C max, applies only when Preheat is used. With NA-YPC carburetors, always maintain 32°C, CAT for cruiso and climb; with other carburetors, 32°C is desirable for best climb and cruise operation.

€@

Max. manifold pressure limit at sea level. For limits at allitude, refer to Suggested Engine Operation Toble on noxt page. For all ground and Hight operation, 200°C cylinder head temperature or less is recommended far normal use.

SUGGESTED ENGINE OPERATION TABLE

TAKE-OFF, CLIMB, and CRUISE - NO RAM (4)

	% NORMAL RATED	ВНР		MANIFOLD PRESSURE		TURE	APPROX. FUEL	CRITICAL
POWER CONDITION	POWER	(2)	RPM	IN. HG	NA-Y9J	OTHER (5)	GAL./HR.	ALTITUDE (1)
Take-off — 80/87 Fuel		600	2250	35.0	Auto Rich	Full Rich	70	6,400
Take-off — 91/96 Fuel		600	2250	36.5	Auto Rich	Full Rich	74	5,000
Normal Rated	100	550	2200	32.5	Auto Rich	Full Rich	63	8,100
Climb	91	500	2200	29.5	Auto Rich	Full Rich	. 56	10,700
Climb	82	450	2100	28.0	Auto Rich	Full Rich	48	11,500
Climb	73	400	2000	26.0	Auto Rich	Full Rich	40	12,600
Max. Cruise	73	400	2000	26.0	Auto Lean	0,080	33	12,600
Cruise (3)	64	350	1900	24.0	Auto Lean	0.072	29	14,000
Cruise	64	350	1800	25.5	Auto Lean	0.072	29	12,000
Cruise ~	64	350	1700	27.0	Auto Lean	0.072	28	10,000
Cruise (3)	55	300	1800	162130	Auto Lean	/0.072	26	16,000
Cruise	55	300	165	24.0	Auto Lean	0.072	25	12,700
Cruise	55	300	1500	27.0	Auto Lean	0.072	24	8,700
Cruise (3)	4.5	250	1700	19.0	Auto Lean	0.072	22	18,500
Cruise	45	250	1550	21.0	Auto Lean	0.072	21	\ 15,500
Cruise	45	250	1400	23.5	Auto Lean	0.072	21	11,700

NOTES

- Critical altitudes will be increased by the amount of ram developed in any particular installation.
- (2) Specified bhp is at the critical altitude shown, at the designated rpm, manifold pressure, and mixture settings. To obtain this bhp at lower altitudes with part throttle, increase manifold pressure approximately 0.3 in. Hg for each thousand feet below the critical altitudes shown.
- (3) The cruise power settings include a range of rpm, the highest rpm being on propeller load and the lowest at approximately 120 bmep. (bmep = 597 × bhp / rpm)
- (4) All power settings are based upon NACA standard atmospheric conditions of temperature and pressure with no carburetor heat. During climb, cruise, and descent, it is desirable whenever practicable to maintain 32°C carburetor air temperature for best engine operation. With NA-Y9C carburetors, 32°C CAT must be maintained during climb and cruise. This will require increased manifold pressure at part throttle and increased rpm at full throttle to obtain the specified power. The correction amounts to about 0.5 in. Hg more manifold pressure (part throttle) or 20 more rpm (full throttle) for each 10°C increase above NACA standard day values.
- (5) For carburetors not equipped with automatic mixture control units, and when above 5000 feet altitude, lean the mixture to the minimum required for smooth engine operation, or to the desired F/A ratio if such instrumentation is provided.

12

PRATT & WHITNEY AIRCRAFT

N2945 #8

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NOTICE

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BY		NA FLT. STANDARDS ISPECTOR	MANUFA	ACTURER],	INSF	ECTION AUTHORI	ZATION	PEPH (Earlisty	Operator	#22	
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		MAR 25 1968		NATION NO 4022	٥.	-	Edwar	d Kill	guood			

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

CONVEYANCE FILED WITH
Weight and balance of possibility limitation changes shall be entered in the appropriate aircraft record.

An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft national(itx)(make) registration mark and date work completed.) Repaired rib at Sta. 5 and replaced outboard bottom skin, P/N 108201-2, Sta. 1-Sta. 8, in accordance with Grumman Repair Manual and AC43.13-1, Sec. 2. (Repair made to right hand pontoon) 2. No change in Weight and Balance.

ADDITIONAL SHEETS ARE ATTACHE

1165-0918 37 DEC 2'66

FEDERAL AVIATION AGENCY

ARFRAME TYPE A AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICA W1111am W Johnson PO box 182 La Honda Calify D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the r attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Re and that the information furnished herein is true and correct to the best of my knowledge. ALL SIGNATURE OF AUTHORIZED INDIVIDUAL TO - 30.666 7. APPROVAL FOR RETURN TO SERVICE	
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DESIGNATE TO THE AUTHORITY OF THE PROPERTY OF	
arrange to the authority given persons specified below, the unit identified in item A was instanced	· · ·
ursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner presone Administrator of the Federal Aviation Agency and is APPROVED REJECTED	.4 1 *
FAA FIT. STANDARDS MANUFACTURER MANUFACTURE	tibed by
FAA DESIGNEE REPAIR STATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	ribed by
CERTIFICATE OR DESIGNATION NO.	ribed by
A Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000	ribed by

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Oct. 25 1966 Repaired Left Aileron, Replaced Ribs at Stas; 110 57, 66, 76, 85, 93, 102, 119. Spliced trailing edge between Stas. 61-106. All parts were Factory manufactured and new.

Aileron hinge brackets were stripped of paint, checked for alignment and Dye-Penetrant checked for cracks.

Aileron recovered with Ceconite by Mo Rae Asro Crafts, Oakland , Calif.

ADDITIONAL SHEETS ARE ATTAC

FAA AC 45-4091

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					L AVIATION		. S	Budget B	uresu No. 04-R060.
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4. APPLIANCE	. -	•							•
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CATEGORY	Y	EMPT	WEIGHT (Po	unds)*	EMPTY CE	TER OF 6	SRAVITY (Inches from datum)* USE	FUL LOAD (Pounds)*
Standar	₹ D	9839) . 2		219.6	AI	PT OF DATUM	2	910.8 IBS.
5. CONFOR		TATEMENT (Complete and	check)	b. KIND OF AGE	urse .	a factorial and	c. CERTIFICA	1 NO.
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attachme	nts here	to have been	made in a	ccordance wit	he unit(s) ident th the requirement the best of my	nts of .	nder item 3 above ar Part 18 of the U.S.	id described o Civil Air Regu	n the reverse or lations and that
SEPT			<u>4</u>			4/	Fllan	ua .	<u> </u>
(Date rej	pair and/c	r alteration compl	eted) B.	H. THOM	3		(Signature of authorized	individual)	<u> </u>
Pursuant	to the		ified below	the unit ide	plete appropriate item intified in item		nspected in the man	ner prescribed	by the Adminis-
1	PROVE		FAA Desig FAA Flight Standards Inspector			_	adian Department of er (Specify)		CHIEF /
SEPTI	FEBR		<u>54</u>		. //	1	Ell am		Inspect of
		val or rejection)		H. THOM	(Sig	nature of	authorized individual; title	e or identification r	number)
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Form FAA-837 (4-62

INSTRUCTIONS

This form must be completed in duplicate exchulme a major repair aud/or alteration is made of an alterat, 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 FAA 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.

RADIO INSTALLATION
EMPTY WEIGHT, US FFUL LOAD AND C.O. INFORMATION WERE OBTAINED FROM A CA-337 FORM DATED NOVEMBER 26. 1963.

AIR	TTEM WEIGHT G838.0	219.7	2161108.6
1.	WILCOX BLE ATC TRANSPONER AND		6313. A
2.	SHOCKMOUNT WILCOX 97403 ANTENNA AND HOURT PLATE 1.8 GABLES CONTROL	401.0 551.0 97.0	5213.0 991.8 106.7
5.	INTERCONNECTING CABLES (Distributed) 5.6 PIRE EXTINGUISHER (REMOVED) -20.5	211.0 391.0	1223.8 -8015.5

NEW E. W.C.G = 2160928.4 = 219.6" AFT OF DATUM

NEW USEFUL LOAD = 12750.0#-9839.2#=2910.8 LBS.

Titen #1 was installed below floor in compartment aft of lavatory on EXISTING BRACKETS AND PER MANUPACTURER'S SPECIFICATIONS.

IT FM #2 WAS INSTALLED ON BOTTOM OF FUSEIAGE BELOW STABILIZER AND AFT OF PREVIOUSLY INSTALLED HER ANTENNA USING SUPPLIED MOUNTING PLATE PER MANUFACTURER'S SPECIFICATIONS.

FI IM #3 CONTROL WAS MOUNTED IN SPACE PROVIDED ON AIRCRAFT INSTRUMENT PANEL.

ELECTRICAL LOAD MEETS REQUIREMENTS SHY FORTH IN CAM 18, 30-12 PARA I.

QULS. GOVERNMENT PRINTING OFFICE: 1951 O -587160

Form FAA-887 (4-52)

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14	verified by Operator #-		L AVIATION			ureau No. 04-R060.
. AIRCRAFT	mexe Grunhan		G-73	SERIAL NO.		ND REGISTRATION MAP
OWNER	FRANK W. FULLER,			ADDRESS (Street and number, et 1952 FOREST VIE HILLSBOROUGH, C	M AVENUE ALIFORNIA	
CORDANG	TE ONLY FOR UNIT REP CE WITH CIVIL AERONAL MAKE	TICS MANUAL	MODEL			WORK (Check)
. AIRFRAME				SERIAL, NO.	MAJOR REPAIR	MAJOR ALTERATIO
. POWERPLANT		applicabl	e airworthi	fied herein compliness requirements	es with	XX
		approved of	only for the	above described a	ircraft	
. PROPELLER		authorize	d in C.A.R.	18.11 (b).	erson	
APPLIANCE	TYPE AND MANUFACTURER	By Haw	ec 3. Bue	Date Nov 26	- 1867	
*AFTE	T WEIGHT AND BALANCE ER the repairs und/or after attoms lescribed below were made. EMPTY WEIGHT	case of stalled i	a spare compon n an aircraft. able.	apleted by repair or alter ent, it will not be compl At this time, it will be co	eted until such co mpleted by the in	stalling agency
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	AITY STATEMENT (Complete	and check)	6. KIND OF AGEN			1.
6201	Parch Aviation Ser WEST IMPERIAL HIGHWAY, L.A. APPROVED REPAIR STATIO	5, CALIF.	Foreign Certifica Manufac	rtificated Mechanic. Certificated Mechanic. ted Repair Station. cturer. Check if repair or alternose made under delegation procedures.)	1-3-4 RADIO 1-2-3	ME CLASS
26 Nov	hat the repair and/or alter ts hereto have been made in ation furnished herein is tru VEMBER 63 ir and/or alteration completed)	e and correct to	e unit(s) identification the requirement the best of my in the best of the state of	died under item 3 above the of Part 18 of the U.S. cnowledge. Ollud D DEMASI, GEVERAL (Signature of uthorize	Le Wall Foreman	the reverse or tions and that
trator of th	FOR RETURN TO SERV the authority specified be re Federal Aviation Agency	low the unit iden and is	tified in item 3	was inspected in the ma		2 H D
REJ	PROVED BY GRAA De Standard Inspecto	gh t K Repa	ir Station	Canadian Department of Other (Specify)		
TON US	FEMBER 63 of approval or rejection)	1.6		ature of authorized individual; ti		PAIR STATE
(Date o		PEDCONNEL -	(M TO 9)	P	. 6)	
TO BE COI	MPLETED ONLY BY FAA ed for engineering comment of 12 1963 WESTERN (Date)	70.00	ached memoran	Spot Cl	ecked	3 196 3



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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.

- 1. REMOVED LEAR LYTR36 VHF COMMUNICATIONS SYSTEM.
- INSTALLED THE FOLLOWING ELECTRICAL AND ELECTRONIC EQUIPMENT IN ACCORDANCE WITH CAM 18.30-12, CAM 18.30-22, AIRWORTHINGS RELEASE No. 421 AND AIRESEARCH AVIATION SERVICE Co. DEGS:

518-G78-018, COLLINS 618F-IC VNF COMMUNICATIONS SYSTEM WINING DIAGRAM.

606-678-010, 750 VA EMERGENCY INVESTER SYSTEM WIRING DIAGRAM.

410-G73-006, INSTALLATION OF COLLINS 618 AND INVESTER. COLLINS INSTALLED ON RACK AT STA 33, WT. 16.5 LBS. INVESTER INSTALLED ON FLOOR AT STA 418, WT. 32.5 LBS.

THE REMOVED LEAR VHF SYSTEM USED 4.8 AMPS. THE INSTALLED COLLINS VHF SYSTEM USES 5.0 AMPS. THE EMERGENCY INVERTER SYSTEM WILL OPERATE CHLY WHEN MAIN INVERTER SYSTEM IS OFF. NO CHANGE IN THE ELECTRICAL DE LOAD.

WEIGHT AND BALANCE REVISED.

OKLAHONA CITY, OKLA

DEC S 10 TO VII . 23

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Check block if additional sheets are attached.

Form FAA-837 (4-52)

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	1 1 1 1 1	MAKE		MODEL,	SERIAL NO.	·	R REPAIR	MAJOR ALTERATION
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		**************************************	10.74					.55
PROPELLER		<u> </u>						
APPLIANCE	TYPE	AND MANUFACTURER	∤					
		· ·			leted by repair or alt	eration age	ency. 1	lowever, in the
* AFTER	? the renoir	AND BALANCE D and or alterations by there made.	ATA This ite case of a stalled if if applic	a spare component in an aircraft. At	t, it will not be com this time, it will be	pleted unti completed	by the in	<u> </u>
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INSTRUCTIONS

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8. DESCRIPTION OF WORK ACCOMPLISHED.

- 1. Removed the Bendix RTA-1-B HF Transceiver located in aft radio compt. Wt. 701bs.
- 2. Installed Collins 860 E-1 IME Interrogator. Installed on rack vacated by RTA unit Wt. 40Lbs.

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Zaliaida (tengara, alaa

- 3. This installation was made in accordance with AiResearch Aviation Service Co-Dug. #509-073-007 C.A.M. 18-30-12,18-30-22 Airworthiness Release No. A21 and Collins installation instruction manual #523-0050-006.
- 4. The electrical Deploydewise decreased by 14.0 Amps.
 Removal of RTA 20.0 Amps.
 Install DME / 6.0 Amps.
- 5. Weight and Balance Book revised Aircraft Weighed.

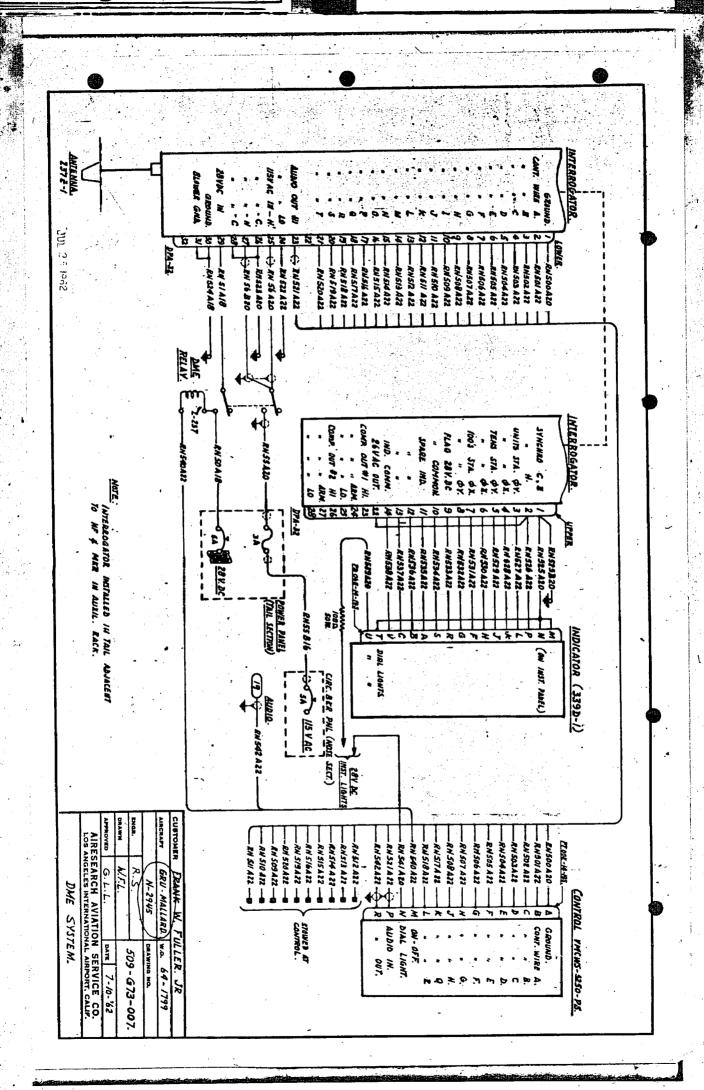
"If additional space is needed attack additional sheets bearing aircraft nationality and registration mark and date work completed.

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U. S. GOVERNMENT PRINTING OFFICE: 1961-0-587360

Form FAA-887 (4-52)

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OLAM	R REF	PAIR AND ALTERATION	ON FORM	(AIRFRAME, P	OWE	RPLANT, PROPEL	LER O	R APP	LIANCE)
1. AIRCRAFT	MAKE	GRUPMAR	·]d	G-73		SERIAL NO.		NALITY AR -2945	ID REGISTRATION MARI
2. OWNER	l	(First, middle, last) BAPK W. PULLER			301	(Street and number, city, 20 Kission Street Francisco, Ci	et i	x).	
3. COMPLET CORDAN	E W	LY FOR UNIT REPAIR! TH CIVIL AERONAUTIC	ED AND/OR	ALTERED. DES	CRIBE	WORK ACCOMPLI	SHED C	ON RE	VERSE IN AC-
UNIT		MAKE		MODEL		SERIAL NO.	NA MAJOR F	-	WORK (Check)
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c. PROPELLER	1			•			1,5		
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F.A.A	APPF	mperial highway, l.a. 45, ROVED REPAIR STATION	CALIF. 4022		Check i	if repair or alteration	n I	140 C 14-3	LASS
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		3, 1961		Alfred	Dalibel	of Common Bo) //	NO	M,
		or alteration completed)	·	- Fee-		(Bignature of authorized in	dividual)		
8. APPROVAL Pursuant to trator of th	to the a	RETURN TO SERVICE authority specified below eral Aviation Agency and	the unit iden	lete appropriate (teme) utified in item 8 v	was ins	pected in the manne	r prescri	bed by	the Adminis-
IE APP	PROVE	D } BY ∫ □ FAA Design			Canad	dian Department of T	ransport	Inspec	tor of Aircraft
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Ostobaj (Date o				(Signal	ture of at	thorized individual; title or	pector	lon nitr	POSS POSS STE
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8. DESCRIPTION OF WORK ACCOMPLISHED.

1. Repaired left wing outboard of postpon by replacing stendard Grammon parts and repairs in accordance with G.A.H. 18.50-4(e).

Repaired Sta. 368 Rib.

- b. Replaced Sta. 394 Rib and Tip attach Structure. G. Replaced Sta. 368-394 \$1 & \$2, & \$3 Lower Stringers.
- d. Replaced Sta. 317-394 #2 Top & Bottom Sting.
- Replaced Sta. 142-394 leading Rigo Skin-Repaired Sta. 249-342 leading Rigo Skin.
- Replaced Sta. 230-394 Aft Fop Skin.
 Replaced Sta. 293-394 Aft Botton Skin.
 Replaced All Alleron Hinge Brackets.
 Replaced VF Pitot Assembly.

- Replaced L/H Mag Tip.
- Replaced Alleron Hell Skin.
- Recovered R/H elleren, R/H & I/H elevators and rudder with irich linen (4) costs clear butyrate dope and (4) costs pignent butyrate dope in accordance with CAM 18-30-3-
- No weight change.

OKLAHOMA CITY. OKLA 19, Hd so 1 3 noy

APPRECIATOR TEPAIR STATION COLD

block if additional sheets are attached.

Form FAA-887 (4-52)

1. ATRERAFT	R REPAIR AND ALTERAT	1 2 3	G-73		SERIAL NO.	NATIONALITY AF	O REGISTRATION MAI
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Form ACA-837 (4-52)

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8. DESCRIPTION OF WORK-ACCOMPLISHED.

8. DESCRIPTION OF WORK ACCOMPLISHED.

REMOVED BENDIX A.D.F. SYSTEM. AND ADDED A COLLIES COMMUNICATION SYSTEM IN ACCORDANCE
WITH CLOVER FIELD REDIOSUP LY CO. SPEC. #314864-A

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MM-37B AZIMUTH			1.4	96	162.75
MB-16C RAMOE FILTER	2		1.75	93	1116.0
WIRING & CABLES			12.0	93	248.2
T-11 ARC VHF TRANSMI	TTER		3.4	73	266.0
P-10POWER UNIT			_3.8_	<u> </u>	8577.6
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INSTRUCTIONS

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See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning SHED.* its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Removed and installed Navigational Radio equipment in accordance with Clover Field Padio Supply Co. Spec.#314864.

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*H additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed. Check block if additional sheets are attached.

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This form must be completed in duplicate each time a major repair and/or a teration is made of an aircraft, airframe, power-plant, 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.

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INSTRUCTIONS



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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.

Following equipment removed overhauled & installed.

Pratt & Whitney R-1340, Sill Wasp engine Serial No. P-327918.

The fabric control surfaces, (allerons, elevators & rudder) were recovered by

Aero Trades, Inc. MacArthur Field, Long Island, H.T.

Weight Change Negligible

*If additional space is needed attach additional sheets bearing sireratt nationality and registration mark and date work completed.

Check block if additional abasts are attached.

PRATT AND WHITNEY AIRCRAFT

Model AIRPORT DEPARTMENT Ser. Bo. EAST HARTFORD, CONNECTICUT Reg. No. Grümme 0-73 H-201.5

Page 2 of 2

MAINTENANCE RELEASE* (POWERPLANT, PROPELLER, OR APPLIANCE)

OWNER

Mr. Frank W. Foller Jr.

ADDRESS

301 Kission Street San Francisco, California.

<u> </u>				
UNIT	MAKE	MODEL	SERIAL NUMBER	
POWERPLANT	Pratt & Whitney	Wasp SINI	F327918	-
PROPELLER			and the second	-
APPLIANCE	a security of			-

The component identified above was repaired and inspected in accordance with current Civil Air Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this agency under our Job Order #

October 8, 1956.

Agency Name

PRATT & WHITNEY AIRCRAFT AIRPORT DEPARTMENT

CERTIFICATE NO.

EAST HARTFORD, CONNECTICUT

DESCRIPTION OF WORK ACCOMPLISHED

Subject engine was given a complete major overhank and passed the Fratt & Whitney overhank test.

The following new major parts were installed: 8 linkpin assemblies, \$1 - 3 - 8\$ pistons, 1 pistonpin assembly, mastered bearing (8/9 - .002), 5 valve tappet rollers.

The following Pratt & Whitney Service Balletins were incorporated during this overhaul: 683, 723, 923, 1097A, 1266, 1306C, 1523, 1352A, 1364A, 1399, 1410, 1443A, 1488A, 1488A-1, 1546A, 1571, 1591, 1595, 1597.

The following accessories were inspected, overhauled, and tested: Model MAY9E1-507 carburetor, Serial #5829136; Model EDGES magnetos, Serial #192329 (right) and #192333 (left); tubular type ignition harness.

Scintilla Service Bulletins #219, 314, 325 were complied with.

Reg. 1 NY ASDO 19

^{*}The use of this Maintenance Release form is approved by CAA in lieu of Form ACA 337 Reference: Civil Aeronautics Manual, Section 18-22-2(a)(2)

JUN 26 1956

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. OWNER	Prank l	. Fuller,	Jr.		301 1	and number, city.	t.	•	
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INSTRUCTIONS

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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.

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or 233.65 - 218.65 5 15.00 Forward of rear face of main wing beam (Sta. 233.65)

Gross Wt. = 12750.0 Lbs. E.Wt. = 9640.1 Lb s.

Useful Load = 2909.9 Lbs.

The above equipment was installed in accordance with the manufacturer's recommendations and CAM 18, using materials of approved aircraft quality.

Hew Wt. & Balance information has been entered in the aircraft log book in accordance with the Grussen system of "Index Units"

"If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed

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Form ACA-887 (4-52)

Reg. 1 NY ASDO 19

(Signature Aviation Safety Agent)



INSTRUCTIONS

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form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

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8. DESCRIPTION OF WORK ACCOMPLISHED.

Pollowing equipment removed, overhauled & installed.

Pratt & Whitney Wasp Slill engine So. P-327919.

Emmilton Standard LK11-54T governor Se. 134634.

HO WEIGHT CHANGE

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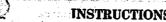
*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airfrance, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this the CAA for administrative purposes.

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.

Governor inspected, overhauled, rebuilt and tested to Hamilton Standard
Repair & Test Specifications.

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MAJOR	REPAIR AND ALTERATI	CIVIL AEF	PARTMENT OF COMPONENTS	RATION		Sureau No. 41-R052.4.
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	or engineering comment		tached memorandum		ecked	ų,
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INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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.

6. DESCRIPTION OF WORK ACCOMPLISHED.

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- 4- INSTALLED GRIVES ROTATING BEACON ON TOP OF PUBBLAGE WITH SWITCH IN COCKPIT.
- 5- INSTALLED ONE COLLING 37P-3 CLIDESLOPE ANTENNA. AND INSTALLED TROLLANSING D-208 SPEAKERS IN THE COCKPIT.
- 6- AIRCRAFT WEIGHED UPON COMPLETION OF WORK.

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*It additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

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, J. S. GOVERNMENT PRINTING OFFICE 10-54010-4

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INSTRUCTIONS

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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. 8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed audio isolation and control system per AiResearch Radio Prints No. 501, 502, 503 and 504.

- Rouinment

1 - F-11A Isolation Amplifier & Mounting Base 1 - Junction Box with Terminals and Ralays 79 Total

*If additional space is needed attach additional sheets bearing aircraft nationality and registrat

Oheck block if additional sheets are attached.

AIRE ECRCH AVIATION SEF ICE CO.

LOS ANGELES INTERNATIONAL AIRPORT

PREPARED BY

REPORT NO. C-334

LOADING CHART AND ACTUAL WEIGHT

PRANK W. FULLER

MODEL: GRUMMAN G-73 DATE: APRIL 5, 1955 (MALLARD)

LICENSE HO: B2945 (STD)

MFG. SERIAL NO: J8

Otto I. Foerstemann
For: AlResearch Aviation Service Company

Joe A. Adams
DMR Repair Station No. 4022
For: Civil Aeronautics Administration

April 5, 1955 Date of Certification RECEIVED
APR 29 11 11 AH "55
ADMIN. & RECORDS BRANCH

AIRE E RCH AVIATION SET ICE CO. LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES, CALIF.

PREPARED BY

ITEM	PAGE NO.
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Certification	1
Preface	3
Loading Chart Data	4 - 5
Actual Weight and Balance	6
Airplane Seating Diagram	7.
Weight and Index Tables:	
Passenger	8
Puel 1	9
Oil, Baggage	10
Balance Limits Graph	11
Equipment List	12

RECEIVED
APR 29 11 11 AM "55
ADMIN. & RECORDS BRANCH

AIRCE RCH AVIATION DELVICE CO.

LOS ANGELES INTERNATIONAL AIRPORT

PREPARED BURNANN
DATE 4-15-55

PREFACE

This report presents the results of the actual weighing of the Grumman G-73 airplane, Manufacturer's Serial No. J8, on April 5, 1955.

Loading Chart Data of the "Index Unit" type are included herein to assist the operator in loading the airplane.

The reference datum for measuring horizontal arms throughout this report is Station 0, which is ten inches forward of the bow of the hull.

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ADMIN. & RECORDS BRANCH
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AIR DECRCH AVIATION SEF ICE CO.

LOS ANGELES INTERNATIONAL AIRPORT

REPORT No. C-334.
FOGISTEMENT
PREPARED BY
DATE 4-15-55

LOADING CHART DATA

The following Loading Chart Data has been prepared to assist the operator in loading the airplane so the resulting gross weight and balance is within the allowable limits which have been approved by the Civil Aeronautics Administration.

1. ALLOWABLE GROSS WRIGHT:

The maximum allowable gross weight for take-off and landing is 12,750 lbs.

2. ALLOWABLE C.G. RANGE

The maximum allowable center of gravity range is 15% MAC to 26.5% MAC to 10,700 lbs. The range is 15% MAC to 26% MAC between 10,700 lbs. and 12,750 lbs.

3. BASIC WEIGHT:

The basic weight represents the unloaded airplane and is the starting point for calculating all loadings. The actual for the airplane is as follows:

	WEIGHT (LBS)	INDEX
Weight Empty (Gear Down)	9,830	215.05
One Pilot (Station 125)	170/	2.12
BASIC WEIGHT (1)	10,000	217.17
Co-Pilot (Station 125)	170	2.12
BASIC WEIGHT (2)	10,170	219.29

4. RESTRICTIONS

- (a) The airplane shall be so loaded that the summation of the basic weight plus passenger, cargo, fuel and cil vs. summation of index units shall fall within the forward and aft limits balance lines on the graph for both take-off and landing.
- (b) Minimum gallons of oil to be carried must be equal to (gallons of fuel carried)

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LOS ANGELES INTERNATIONAL AIRPORT

REPORT NO. C-334
FOO IS tomann
PREPARED BY
DATE 4-15-55

LOADING CHART DATA (CONTINUED)

4. RESTRICTIONS (CONT)

(o) When cargo or baggage is not available, ballast as necessary to load the sirplane within limits must be carried.

5. INSTRUCTIONS FOR USE OF CHART:

- (a) Totalize separately the weight and index units for all items of load including cargo, oil, fuel, passengers and any other items present but not included in the basic weight as shown herein.
- (b) Add the totals obtained in (a) to the basic weight and index as shown on page 4.
- (c) Plot the answer obtained in (b) on the Balance Limits Graph. The point must fall within the indicated allowable region.
- (d) Subtract the fuel weight and index units from the answer in
 (b) and re-plot the point on the Balance Limits Graph. The point must still fall within the indicated allowable region.

6. GENERAL:

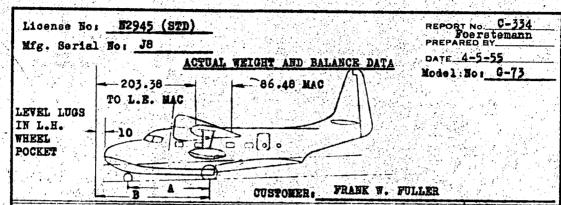
- (a) Equipment and other items which are contained in the weight empty are listed in the Equipment List contained herein.
- (b) Index Units (Weight x Distance from Datum)
 10,000

00

APR 29 IL 11 MN "55 ADMIN. & NECORDS BRANCH

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LOS ANGELES INTERNATIONAL AIRPORT



WEIGHT DATA (AIRPLANE HORIZONTAL AS WEIGHED)

	SCALE	0R088	TARE	Bet
	L.H. MAIH YELLOW	4,350	+ 10	4,340
	R.H. MAIN BLUE	4.335	+ 15	4.350
Ì	BOSE RED	1,272	+ 18	1,290
	TOTAL	9,937	+ 43	9,980

BALANCE DATA (AS WRIGHED)

A • Q Nose	Wheel to Q M	in Wheele -		0.5. 144.75	
B - 4 Main	Wheel to Ref.	Datum -		237.38	
C Main Whee	1 to C.O(1290)(144.79	<u>)</u>	18,71	
		9.980	가운 대통령 전환 등이		·

Ref. Datum to C.G. - 237.38 - 18.71 - 218.67

BALANCE DATA (WEIGHT EMPTY)

ADJUS	TMENTS.			WEIGHT	HA	4	MOMENT
AIRPI	ANE AS	WEIGH	:D 💉	9,980	210	.67 2,1	B2,326.60
011	20 Ga	1.07	-6 <i>#</i>	- 1 50	210	.0 -	32,800.00
	196 (Q.)						32,000.00
EMPTY	CORREC	TED VI	BIGHT	9,830	218	.77 2,1	50,526.60

% MAO - 17.80%

VINEW B. Works 2
Weighed By A/E 15 43 4

- 6 -

Vincent B. Dometz
Witnessed By DMR 57A
4022

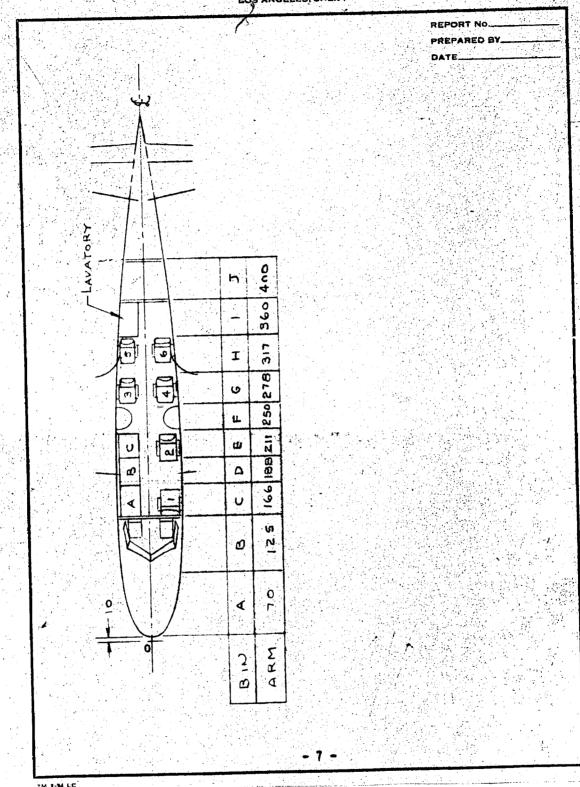
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AIRE E RCH AVIATION SER ICE CO.

LOS ANGELES INTERNATIONAL AIRPORT



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A

AIR. SE. RCH AVIATION SELVICE CO.

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES, CALIF.

PREPARED EY DATE 4-15-55

	PASSENGER				3	PASSENCER WELCHT & INDEA	WK1 CHI	WT TWNER				
TION	POSITION H.ARM 1140 150 160 170 180 190 200 210 220 230	11,0	150	97	170	180	190	200	210	220	230	240
1	106	1.75	1.88	2.8	2.13	2.25	2.38	2.50	2.63	2.75	2,88	,
Co-Pilot 125	125	1.75	1.88	2.00	25.22	2	2.38	1.75 1.88 2.00 2.42 8.25 2.38 2.50 2.63 2.73 2.88 3.00	2.63	2.75	2.88	3.00
Diven	77.	2	V	. 66	1 N 00 70	. 23	3.15	3.32	3.69	3.65	3.62	86.€
	188	2.63	2,82	3.03	3.20	3.38	3.57	3.76	3.95	4-14	4,32	4.91
	277	2.95	5.17	3.38	%	3.80	4-01	2,95 3,17 3,38 3,59 3,80 4.01 4.22 4,43 4.64 4.85 9,06	4.43	4.64	4.85	چ چ
Sest	166	2.32	2.69	2.66	2.82	2.99	3.15	5.15 5.52 3.49 3.65 5.82 5.98	3-49	3-69	3.82	3.98
	12	2.95	3.11	2.95 3.17 3.38 5.59 3.80	5.59	3.80	4.01	4.22	4-43	4.64	4.85	နှ
₩	278	3.69	4.17	4.45	4.13	5.90	5.28	5.28 5.56 5.84 6.12 6.39 6.67	5.84	6.12	6.39	و و و
, v	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	4.44	4.76	4.44 4.76 5.07 5.39 5.71	5.39	5.71	6.02	6.02 6.34 6.66 6.97 7.29	99°9	6.97	7.39	7.61

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APR 29 II 11 AN "55
ADMIN. & RECORDS BRAHCH

AIREJEARCH AVIATION SER. ICE CO.

LOS ANGELES INTERNATIONAL AIRPORT LOS ANGELES, CALIF.

PREPARED ESTEMBLISH DATE 4-15-55

FUEL (MAIB TANK	3)	MA = 219.7			
GAL.	WT.	INDEX	GAL.	WT.	INDEX	
20 40 60 80 100 120 140 160 180 200	120 240 360 480 600 720 840 960 1080 1200	2.64 5.27 7.91 10.55 13.18 15.82 18.45 (21.09 23.73 26.36	220 240 260 280 300 320 340 360 380	1320 1440 1560 1680 1800 1920 2040 2160 2280	29.00 31.64 34.27 36.91 39.55 42.18 44.82 47.46 50.09	

FUEL (FLOAT TAN	KS)		MA = 241.	.0
GAL.	WT.	INDEX	GAL.	WT.	INDEX
10 20 30 40 50	60 120 180 240 300	1.45 2.89 4.34 5.78 7.23	60 70 80 90 100	360 420 480 540 600	8.68 10.12 11.57 13.01 14.46

APR 29 II 11 MM 55
ADMIN. & RECORDS BRANCH

AIRIJE RCH AVIATION LEF ICE CO.

LOS ANGELES INTERNATIONAL AIRPORT

PREPARED BY
DATE 4-15-55

OIL				MA = 21	2.0
GAL	WT.	INDEX	GAL.	WT.	INDEX
2	15	.32	12	90	1.91
4	30	.64	14	105	2.23
6	45	.95	16	120	2.55
8	60	1.27	18	135	2.86
10	75	1.59	20	1 50	3.18

	1 T			1	-
WT.	INDEX		WT.	INDEX	
25	1.00		300	12.00	
50	2.00	l	325	13.00	
75	3.00		350	14.00	
100	4.00		375	15.00	
125	5.00		400	16.00	
150	6.00		425	17.00	٠.
175	7.00	· [450	18.00	
200	8.00		475	19.00	
225	9.00	i	500	20.00	
250	10.00		525	21.00	
275	11.00	: .	550	21.60	

Includes wash water

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TA RUSSIA

BRUNING COMPANT, INC. 20 x 80 to the inch. FRINTED IN U. B. A. APR 29 II 11 MM '55 ADMIN. & RECORDS BRANCH

AIRES .A. CH AVIATION JE. VICE CO.

LOS ANGELES INTERNATIONAL AIRPORT

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	`		-6	4	-)	5-	55		

N DI	T ITEM	EQUIPMENT ADDED:		H. ARM	REF
		MISCELLAREOUS Divan AASC Dwg. M-100-44 Fiberglas Blanket "AA" in Gabin Mica & Cement (.010) in Gabin 6 Waman Lights 1 Rotating Beacon (Grimes 95790) 1 37% Antenna 2 D209 Speakers-Cookpit (Difference) 1 ARC F-11 Iso. Amplifier 1 J Box (Relays, Terminals, etc.)	20.2 30.0 1.2 3.0 .5 8.0 2.0	188.0 208.0 208.0 200.0 350.0 499.0 123.5 35.0 79.0	

APR 29 11 11 AN '55 ADMIN. 8. RECORDS BRANCH

4.2	•	<u>. </u>		<u> </u>		···	
		``		PARTMENT OF CO		Form appr Budget Bu	oved. Ireau No. 41-R052.4.
MAJOR	REPAIR AND	ALTERÁTI	ON FORM	(AIRFRAME, PO	OWERPLANT, PROPEL	LER OR API	PLIANCE)
1. AIRCRAFT	MÂKE ORUMMA	LDF		G-73	SERIAL NO.	NATIONALITY AT	O REGISTRATION MAR
2. OWNER	NAME (First, middle, l	aet)		A	ODRESS (Street and number, city, 20	me and State)	
Z. OWNER	FRANK W	. PULLE	R JR.		301 MISSION SAN PRANCIS	STRET CO 19, C	AL.
3. COMPLET CORDANC	E ONLY FOR U	NIT REPAIR	ED AND/OR	ALTERED. DESC	RIBE WORK ACCOMPLI		
UNIT	MAI	KE		MODEL	SERIAL NO.	NATURE OF	WORK (Check)
a. AIRFRAME		••••	A (40 do				MAJOR ALTERATIO
			- (/III auseriaux	In tiem / Boose)	***********	XX	XX
. POWERPLANT		· · · · · · · · · · · · · · · · · · ·				, \	
PROPELLER		÷ .					
. APPLIANCE	TYPE AND MAI	NUFACTURER	-	in a second of the second of t			
AIRCRAET	WEIGHT AND E	DAL ANCE DA	TA TILL II		<u> </u>		
*AFTE	R the repairs and/or escribed below wers	alterations	case of	a spare component in an aircraft. At	leted by repair or alteration it will not be completed this time, it will be comp	d until such co	lowever, in the imponent is in- stalling agency,
CATEGORY	EM	IPTY WEIGHT (Po			OF GRAVITY (Inches from datum)	USEF	JL LOAD (Pounds)*
STANDAR	ש פ	3981	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	-14.95 218.7 A	TT. REF DATUN	33	351.9
. CONFORM	ITY STATEMEN	T (Complete and	check)				
. AGENCY'S NAME	AND ADDRESS			6. IGND OF AGENCY		c. CERTIFICATI	E NO,
MAC AR	RADES IN THUR AIR BOMA, WE	PORT		☐ Foreign Ce ☐ Certificate ☐ Manufactu		115	1
•				Was	neck if repair or alteration of made under delegation of procedures.)		
attachment	s nereto nave bee	m made in ac	cordance wit	ne unit(s), identified the requirements the best of my kno	i under item 3 above and of Part 18 of the U.S. C	described on ivil Air Regula	the reverse or tions and that
10-9-		,			R. ETZEL AN	ulR	SHI
(Date repai	r and/or alteration con				(Signature of authorized is	dividual)	1
Pursuant to trator and i	FOR RETURN to the authority sp s	TO SERVICE ecified below	(Check and comp the unit ider	dete appröpriate liems) atified in item 3 w	as inspected in the manne	r prescribed by	y the Adminis-
□ Æ APP	ROVED BY [☐ CAA Desig ☐ CAA Avia Safety Age	tion 🗆 🛣 Re		Canadian Department of T	INC MacARTHUR	AIRPORT
10-9-	54	**************************************	f.	JOSEPH	R. ETZELS CHI	RONKONKOMA, I EFC. IM SP	LA.T.
	approval or rejection)			(Signatu	re of authorized individual; title o	r identification num	nber)
	APLETED ONLY						
☐ Accepted	d for engineering (Date)		☐ See at Reinspected	tached memorandi	94 □ Spot Check	red	Dale)
	designation number)		•		(Signature Aviation Safety	Agen4)	
16-54010-4			v •	OCT 14 RE	ለ ፓ	For	m ACA-337 (4-5)

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.

ANNUAL INSPECTION FOR RELICENSE. INSTALLED "DROOP NOSE CONFIGURATION"ON LEADING EDGES IN ACCORDANCE WITH GRUHMAN BLUE PRINT NO. 1069304.

INSTALLED RIGHT WING PITOT MAST, PLUMBING AND WIRING IN ACCORDANCE

WITH GRUMMAN BLUEPRINT NOS. 106090 AND 110556. INSTALLED HULL SPRAY RAILS ALONG L/R CHINES BETWEEN STATION NO. 41 &

180. INSTALLATION APPROVED ON GRUNNAN 6-73 H1628 DEC. 23, 1953. REPLACED BRAKE DISCS AND BISCUITS IN L/R BRAKES.

INSTALLED NEW NOSE WHEEL TIRE AND TUBE.

HYDRAULIC HAND PUMP SELECTOR VALVE REMOVED AND OVERHAULED AND REPLACED

REPLACED LANDING GEAR HYDRAULIC PLEX LINES AS NECESSARY.

REPLACED FLEX LINES AT BRAKE MASTER CYLINDERS.

REPLACED SEALS IN L/R FIREWALL OIL SHUT-OFF VALVES.

REPLACED MAIN WHEEL BEARINGS AND RACES.

REWORKED HEATER DRAIN LINE.

REPLACEL RIGHT REAR BAGGAGE COMPARTHENT WINDOW.

REPLACED BATTERY OVERPLOW JAR.

REMORKED LOOSE COWL PLAPS ON LEFT SIDE.

REPLACED FUEL LINES ON L/R ENGINES WITH AEROQUIP LINES.

INSTALL OVERHAULED PROPELLERS, FORMS ATTACHED.

	ARH
OLD E-N. PRON 337 8-25-54 9339.1	218.9 2044810.95
INSTALLED DROOP SNOOT + 30.0	+ 214.5 643.50 + 222.0 2220.0
NEW EMPTY WEIGHT 9398.1	2055517.95

218.7" BEW C.G. AFT OF REFERENCE DATUM. 2055517.95 = 9398.1

233.65-218.7: -14.95 FWD. OF GAA DATUM.

3351.9 HEW USEPUL LOAD. 12750-9398.1-

END.

Check block if additional sheets are attached.

[&]quot;I additional space is needed attach additional she

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			·	CIVIL	AERON	TMENT OF C	IISTRA	TION	74.		•	reau No. 41-R082.4.
MAJOR	REP/	IR AN	ALTERATI	ON FORI	M (Al	RFRAME, F	OWE	RPLAN	T, PROP	ELLER	OR APP	PLIANCE)
1. AIRCRAFT	MAKE	,			MODE	G-23	i	SERIAL N		NA.	NO CT	RD REGISTRATION MARK
2. OWNER	AME (F	RUMM. irel, middle	las!)		inde:	U=/3		S (Stred or	d number, cit		State)	
			. FULLE.				8.	AH FI	ANGI	sco 1	9, c	
3. COMPLETE CORDANCE	ONL	Y FOR	JNIT REPAIR AERONAUTI	RED AND/C	OR AL AL 18.	TERED. DE	SCRIE	SE WOR	ACCOM	PLISHEL	ra 💉 ya 👵 🤨	VERSE IN AC-
UNIT		þ	AKE	10, 41,71	М	ODEL		SEF	IAL NO.	MAJ	NATURE OF OR REPAIR	WORK (Check) MAJOR ALTERATION
a. AIRFRAME		******	•••••	🏕 (As descr	ibed in	item i above) P	••••	•••••	•••••	2	X	XX
b. POWERPLANT								12.5				
c. PROPELLER		H.S.	P.	3-	23041 6533	0-51 6-18		5 15E	760 1432		X X	X
XXXXXXX		TYPE AND I	MANUFACTURER					四年了	2617 2617		X X	I
4. AIRCRAFT *AFTEI	K tha re		or alterations	cane stal		an aircraft.	ant if	twill not	he como	leted unt	n such co	However, in the omponent is installing agency,
CATEGORY			EMPTY WEIGHT (7	ounds)*			TER OF	GRAVITY (1	nches from da	tum)*	USEF	FUL LOAD (Pounds)*
S TANDA	RD	9	3981			-14.95 218.	7 4	FT.	REF.	D atu	3	351.9
5. CONFORM			NT (Compilete as	ed check)	· · · ·						. CERTIFICA	TE NO
a. AGENCY'S NAME						b. KEND OF AGE		ted Men	hania		CENTIFICA	12 110.
P	mitt		tney Div.			☐ Foreign ☐ Certifier	Certi	ficated M	echanic.			
		ain Si Bartfo	reet rd. Conn.			_ · · · ·	(Chec	k if repa	ir or alter rdelegation.)	ration on op-	in a service a fail a fail	
attachment	ta herc	to have	and/or alterat been made in herein is true	accordance	with t	the requireme	nts oi	Part 18	n 8 above of the U.	and des	oribed or Air Regul	the reverse or ations and that
10-	5-54		completed)	· ·	· · · · · · · · · · · · · · · · · · ·	Arthur I		fiell	are of authori	Ches district	L. Co	helf
6. APPROVAL Pursuant to trator and	o the	RETUR	N TO SERVIC specified belo	E (Check and w the unit	identi	e appropriate item fied in item :	i) 3 was	inspected	in the m	anner pr	escribed ا	by the Adminis-
Ø APF □ RE.	PROVI	ED BY	CAA De	signee				nadian D her (Spec		of Trans	port Insp	effector of Aircraft
10-5	-54 of appro-	ral or reject	ion)			George To	eg e	Tote	d individual;	Ran	la X	Up-CCL, umber)
			LY BY CAA P	ERSONNE	L							
□ Forward b. □ Accepted	_	engineer (Da		☐ S		ached memora	indum / _ S ite)	4	☐ Spot (Ohecked -		(Date)
	2	ation man	per)					(Blgma	Por Aviation	Balety Age	ol (2
16-54010-4	n utsiki	meron num				UCT 14 R	EC'D		•			orm ACA-337 (4-52)

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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.

Propeller inspected, overhauled, rebuilt, balanced and tested to Hamilton Standard Propellers Repair & Test Specifications.

The Hades were converted from Design No. 63834-13 to 65334-18, overhauled and installed in Propeller as replacements.

Check block if additional sheets are attached.

MAIAD	REPAIR AND ALTERATION	CIVIL AER	ARTMENT OF CO	TRATION		reau No. 41-R052.4
	AKE		(AIRFRAINE, PU	SERIAL NO.		LIANUE) ID REGISTRATION MA
2. OWNER	AME (Firel, middle, laii)	·		DRESS (Street and number, city, 20		5
- F	RANK W. FULLER			301 Hibbion San Francisco	o 19, c	
3. COMPLETE CORDANCE	ONLY FOR UNIT REPAIR	ED AND/OR S MANUAL	ALTERED. DESC	RIBE WORK ACCOMPLI	SHED ON RE	VERSE IN AC
UNIT	MAKE		MODEL	SERIAL NO.	NATURE OF MAJOR REPAIR	WORK (Check)
. AIRFRAME	***************************************	• (As described	l in item 1 above) 8004	***********	77	77
. POWERPLANTO.	•					
. PROPELLER	H.S.P.	23D 3-653	40-51 34-18	158762 1472618	X	x
ZWZWIĘZ	TYPE AND MANUFACTURER	· · · · · ·	.	1472730 11548693	X	X
	WEIGHT AND BALANCE DA		· · · · · · · · · · · · · · · · · · ·			
*AFTER	WEIGHT AND BALANCE DA the repairs and/or alterations cribed below were made.	case of	a spare component in an aircraft. At	eted by repair or alteration, it will not be completed this time, it will be comp	until such co	owever, in the mponent is in talling agency
CATEGORY	EMPTY WEIGHT (Pos	inds)*	EMPTY CENTER	OF GRAVITY (Inches from datum)	USEFT	IL LOAD (Pounds)*
TANDARD	93981		-14.95 218.7a	FT. REF. DATI	80	 851 0
. CONFORMIT	TY STATEMENT (Complete and	heck)	B. KIND OF AGENCY	FI. ASF. DATI		
14	rport Dept.		U. S. Certif	lands Mark and	c. CERTIFICATE	. 110.
Un	att & Whitney Div. Lited Aircraft Corp. O Main Street	.* .* .	☐ Foreign Cer	tificated Mechanic. Repair Station.		
Un 40 Es	ited Aircraft Corp. O Main Street at Hartford, Comn.		Foreign Cer Certificated Manufactur (Ch was tion	tificated Mechanic. Repair Station. er. sok if repair or alterationade under delegation of procedures.)) -	
I certify that attachments the informatic	ited Aircraft Corp. O Main Street	n made to th	Foreign Cer Certificated Manufactur (Chewas tion te unit(s) identified the requirements	tificated Mechanic. Repair Station. er. eok if repair or alterationade under delegation of procedures.) under item 3 above and of Part 18 of the U. S. C. wledge.	described on ivil Air Regula	the reverse or tions and that
I certify that attachments the informatic 10-5-5 (Date repair a	O Main Street Street The Hartford, Com. the repair and/or alteration hereto have been made in accomfurnished herein is true and	n made to the correct to a	Foreign Cer Certificated Manufactur (Chewas to unit(s) identified the requirements the best of my known companies to the comp	tificated Mechanic. Repair Station. er. eck if repair or alteration made under delegation of procedures.) under item 3 above and of Part 18 of the U. S. C. wledge. Cofiell Gignature of authorized in	described on ivil Air Regula	Lielf
I certify that attachments the informatic (Date repair a APPROVAL F Pursuant to ti	ited Aircraft Corp. O Main Street at Hartford, Gonn. the repair and/or alteration hereto have been made in accommon furnished herein is true and the made of th	n made to the confidence with the correct to the complete the unit iden the complete	Foreign Cer Certificated Manufactur (Chewas the unit(s) identified the requirements the best of my know Arthur L. Lete appropriate items) tified in item 3 was nufacturer Cepair Station Oe	tificated Mechanic. Repair Station. er. eck if repair or alteration made under delegation of procedures.) under item 3 above and of Part 18 of the U. S. C. wledge. (Signature of authorized in the manne anadian Department of T. ther (Specify)	described on ivil Air Regula Ly L Codividual) r prescribed by ransport Inspec	tions and that
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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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.

Propeller inspected, overhauled, rebuilt, balanced and tested to Hamilton Standard Propellers Repair & Test Specifications.

The Blades were converted from Design No. 63834-13 to 65334-18, overhauled and installed in Propeller as replacements.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Obeck block if additional sheets are attached.

Der 29 4 06 PH '54

U. R. COVERNMENT PRINTING OFFICE 19-54010-4

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	INSTRUCTIONS
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT	Please print or type. Submit this form Civil Aeronautics Administration Aviation Field Representative.
	rieid Representative.
1. TYPE OF APPLICATION (Check which)	
	CERTIFICATION UNDER THE PROVISIONS OF CAR 8
b. Annual inspection for renewal of certificate MI	ILTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR
c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE .	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))	
It is requested that the Certificate of Airworthiness be issued to p worthiness classification(s):	ermit operation of the aircraft in the following
a. Tystandard (normal, utility, acrobatic, transport categories)	
b. LIMITED (SEE CAR 0)	
c. RESTRICTED (SEE CAR 8)	
(Check the restricted special purpose operation(s) to be conducted)	
☐ AGRICULTURAL AND PEST CONTROL ☐ PA	TROLLING
☐ AERIAL ADVERTISING ☐ FO	REST AND WILDLIFE CONSERVATION
☐ AERIAL SURVEYING	ATHER CONTROL
☐ GLIDER TOWING ☐ OT	HER COLUMN TO THE COLUMN TO TH
d. EXPERIMENTAL	
(Check the type of experimental operation(s) to be conducted)	
RESEARCH AND DEVELOPMENT	CING
☐ AMATEUR-BUILT ☐ EX	HIBITION
☐ DEMONSTRATION ₽ ☐ OT	HER
3. AIRCRAFT IDENTIFICATION (Compide all items)	
a. AIRCRAFT IDENTIFICATION (Compare du Lami) b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
	c. AIRCRAFT SERIAL NO.
B. AIRCRAFT MAKE B. AIRCRAFF MODEL	
GRUMMAN G-73	<i>J</i> -8
GRUMMAN G-78	
GRUMMAN G-73 d. ENGINE MAKE b. AIRCRAFT MODEL GRUMMAN c. ENGIN	J-8
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U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
AIRCRAFT INSPECTION REPORT
(To be completed by a CAA representative or approved repair station)
The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(cd
AUDODAST AND ENGINE CERTIFICATION BASIS
A RC AIRCRAFT SPECIFICATION NO. 4783 THROUGH SHEET REVISION NO. 4
b. \square Aircraft Listing page No. 1954 Through Card No. 54-20
AIRWORTHINESS DIRECTIVE SUMMARY 100 THROUGH CARD INC.
4. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)
2. AIRCRAFT AND ENGINE OPERATING RECORDS
. [] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
THE PERSON OF TH
E. A AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1849:15 HOURS
d. Engine records indicate the following operation:
SERIAL NO. P.327918 TOTAL HOURS 1849:15
R. SERIAL NO. <u>P377919</u> TOTAL HOURS <u>1849:15</u>
SERIAL NO. TOTAL HOURS
SERIAL NO. TOTAL HOURS
3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
LAST AIRWORTHINESS INSPECTION CONDUCTED 10-9-54
DV AIDCRAFT MANIFACTURER
By Approved Repair Station, Certificate No. 115
BY MECHANIC, CERTIFICATE NO.
b. [2] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER
and the control of th
4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
a. OPERATION LIMITATIONS. FORM ACA-309, WAS ISSUED (COPY ATTACHED)
L ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. & current approved airplane flight manual is available in aircraft
d. IZ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
THE REPORT OF THE PROPERTY OF THE PERSON OF
CONTRACT OF AIRWORTHINESS, FORM AGA-1362, 185UED TO EXPIRE 10-0-00XED
$\frac{1}{1}$
BY JOSEPH BUNK REPRESENTATIVE) (DATE) FROM TRADES APP. STA. 115
5. CAA APPROVED REPAIR STATION CERTIFICATION
The aircraft described on the reverse has been inspected under the authority accorded certificated repair station
No. 115 by CAR 52 and was found to 363:
THE SURFICE OF THE STATE OF THE
ATTACHMENT OF THE TOTAL
UNAIRWORTHY REPAIR S'ATION AUTHORIZED SIGNATURE) (DATE)
6. CAA REPRESENTATIVE CERTIFICATION
I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY (Check appropriate liem)
Language Ab Loafe
DESIGNATION NO.
CAA DESIGNATION NO. DATE ACCEPTED
AVIATION SAFETY AGENT'S SIGNATURE
200 L REINSPECTED
Thore and 1.07 39 spot CHECKED
□ ATTACHMENT
L ATTACAMENT

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•		CIVIL AERO	ARTMENT OF ONAUTICS ADMI	NISTRAT	TON			reau No. 41-R052.4.
MAJO	R REPAIR AND ALTERATI	ON FORM ((AIRFRAME,	POWE	RPLANT, PROP	ELLER	OR APP	LIANCE)
1. AIRCRAFT	GR UMMAN	МС	G-73		SERIAL NO.	1	V 2945	D REGISTRATION MARK
2. OWNER	HAME (First, middle, last) FRANK W. FULI	LER, JR.		301	(Street and number, cit Mission Str Francisco	eet		
3. COMPLET	TE ONLY FOR UNIT REPAIR	ED AND/OR /	ALTERED. DE					VERSE IN AC-
UNIT	MAKE		MODEL		SERIAL NO.		NATURE OF	WORK (Check)
	-	L				MAJO	R REPAIR	MAJOR ALTERATION
a. AIRFRAME	***************************************	A (As described)	in item I above) (******	*********			x
b. POWERPLANT							• .	11
c. PROPELLER								
Z ADDI LANCE	TYPE AND MANUFACTURER					-		
d. APPLIANCE							*	
*AFTI	T WEIGHT AND BALANCE DA ER the repairs and/or alterations lescribed below were made.	case of s	a spare compor n an aircraft.	ent, it v	by repair or alter will not be comple time, it will be co	eted unti	l such co	mponent is in-
CATEGORY	EMPTY WEIGHT (Po	unda)*			RAVITY (Inches from date		USEFU	IL LOAD (Pounds)*
Standard	9, 339. 1	-	-14. 75" (or 218), 9" aft of d	atum	3,4	10.9
	MITY STATEMENT (Complete and	check)	1.			· · ·		
a. AGENCY'S NAM			6. KIND OF AGE				CERTIFICATE	E NO.
	Hammerseth		1 -		d Mechanic. ated Mechanic.	-	A & E	
	nsley Ave. runo, California		1	ated Rep	pair Station.	1	06774	· 1
			_ · G	(Check a	if repair or altern e under delegation edures.)			
attachmen	hat the repair and/or alteration its hereto have been made in action furnished herein is true a	cordance with	the requireme	nts of P	art 18 of the U. S			
8-24	5-54		<u>Ou</u>	au T	ammers	K.		
	air and/or alteration completed) L. FOR RETURN TO SERVICE	(Chesh and	ela appropriata il	<u> </u>	(Signature of authorize	n ingividus	u).	····
	o the authority specified below				pected in the ma	nner pres	cribed by	the Adminis-
□ API	PROVED BY CAA Desi	—		= -	lian Department (of Transp	ort Inspec	ctor of Aircraft
	Bafety Age				(Speedy)		/i	υ I
		5					V	7.
(Date	of approval or rejection)		(Sign	nature of at	thorized individual; ti	tle or identi	fication num	nber)
7. TO BE CO	MPLETED ONLY BY CAA PER	RSONNEL			•		1	
a ☐ Forward	ed for engineering comment	See att Reinspected	tached memora	ndum	F Spot Ci	ecked	9-17	7-54
M	(Date)		(Da	(e)			(1	Date)
9/1 15:	A designation number)				COE	dw	aids	2868. O 3
18-54010-4	re designation number)		1 300,000 - 100,000		(Signature Aviation S	nety Agent,	For	m ACA-337 (4-52)

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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.

Installed new instrument panel and new instrument panel on co-pilot's side. Installed new instruments after removal of old instruments as shown on table below. All electrical wiring accomplished by United Air Lines engineer. All work was accomplished in accordance with manufacturer's recommendations and CAM-18.

<u>ltem</u>	Weight	<u>Arm</u>	Moment
Old E. W.	9,335.4	219.0	2044452.6
Instrument Panel	1.0	93.0	4 93.0
Sperry H-6-B Horison	4 4.25	93.0	4 395.25√
Bendix Omni Mag.	4 3.0	93.0	4 279.0
Kollsman Air Speed	4 .75	93.0	∮ 69.75
Instrument Condensors	75	75.0	• 55,5
Airpath Compass	75	93.0	• 69.75
Omm Bearing Selector			176.7
Colthe 으 싫끈	- 1.9	-43.0	1/0,
Glide Path & Localizer			
Cross Pointer	- 1.9	93.0	• 176.7
New E. W.	9, 339, 1		2044 810.95

2044810.95 a 218.9" E.W. G. G. Aft of datum 9,339.1 or -14.75 forward of rear face of main beam.

Gross weight 12,750 E. W. 9,339.1 Useful Load 3,410.9

[&]quot;Hadditional space is needed attach additional sheets bearing strengt nationality and registration mark and date work completed.

Check block if additional sheets are attached.

	REPAIR AND ALTERA		DEL	- [SERIAL NO.		1 29L	
IRCRAFT	Grumman		G-73	ADDRESS (Street and number, city, sor	e and State)		
OWNER	NAME (First, middle, last) Frank W. Fulle	r, Jr.		301 San	Mission Rd. Francisco, C	alifor	11a	
	E ONLY FOR UNIT REP	AIRED AND/OR	ALTERED. DES	CRIBE	WORK ACCOMPLI	SHED O	4 REV	ERSE IN AC-
COMPLET CORDANC	E ONLY FOR UNIT REP	ITICS MANUAL I				HAT	URE OF	WORK (Check)
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AIRFRAME	***************************************	eeee. (As described	In them I above) to			1,		
POWERPLANT		•						
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PROPELLER			<u>, </u>		·	-		
	TYPE AND MANUFACTURE	R	•				+ + 1	
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Standar	d 9335	. h	- 1	h.6h				
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Lear, Aircra	Inc.	on Airport	□ Foreign □ Certific	Certificate Certificated Resturer, (Check	cated Mechanic. epair Station. t if repair or altera ade under delegation	A&		
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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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.

Installed the following equipment:

Item	Wt.	Arm.	Moment
Lear LVTR-36 Transmitter, Receiver and Mount	24-0	- 85.5	- 2052
Speakers (two)	4.0	-110.	- 1110
Collins Antenna (37R)	⇒ 3.0	70.	21
Junction Box	1.0	-147.	- 147
Removed Collins Indicator	- 1.0	-130.	130
Installed Collins Indicator	1.0	-139.	- 139
Lear LVTR-36 Control Head	1.0	-128	- 128
Aircraft	9302.4	- 14-4	-133954.6
523	9335.4		-136709.6

9335-4

U. S. GOVERNMENT PRINTING OFFICE 16-54010-4

^{*}If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

APPROVED REPA	ID CUBIECT TO				
	IN SUBJECTION.		COMMERCE	Form appro-	ved. esu No. 41-R052.4.
127 K		ADM	INISTRATION		
MAJOD	PEPAIR AND ALTERATIO	N FORM (AIRFRAME,	POWERPLANT, PRO	OPELLER OR APP	LIANUE)
	LOR, D.A.M.I. 19	MODEL	SERIAL NO.) MATIONALITY AND	D HE GIST LIVE I TO IL WILLIAM
. AIRCRAFT	GRUNHAU	G78	J-8_	STANDARD A	12030
_	AME (First, middle, last)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ADDRESS (Street and number	, city, zone and State)	
OWNER		· San San San San San San San San San San	301 Mission St	reet,San Franc	isco, Calif
	Frank W. Puller, J.				
. COMPLETE	ONLY FOR UNIT REPAIRE	ED AND/OR ALTERED. D S MANUAL 18.	ESCRIBE WORK ACC	JMPLISHED ON IL	
CORDANCE	WITH CIVIL AEROUAD		SERIAL NO.		
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- AFIL	escribed below were made.	stalled in an aircraft if applicable.	. At this time, it will be		·
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e Tan Dai	202.4	13.50	IN WING BEAL	34	47.6
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		U. 8	. Certificated Mechanic. ign Certificated Mechan		ATE WO.
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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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.

Subject engine was given a complete major overhaul and converted from model Wasp Sjill to Wasp Slill and passed the Fratt & Whitney overhaul test.

The following new major parts were installed: mastered and bearing assembly, propeller thrust ball bearing, governor drive gear and pin assembly, starter and generator drive gear jaw, starter gear.

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: #619-1-A, 1682, 1118-A.

Special Instructions Ho. 237-b5 and Ho. 217-53 were incorporated during this overheal.

The following eccessories were inspected, overhauled, and tested: Model HAYGEL-507 carburetor, Serial #5829136; Model SB9RB magnetos, Serial #192329 and #192333; tubular type ignition harness.

Bointilla Service Bullstina #244 and 251-3 were complied with during this overhaul.

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*If additional space is needed attach additional sheets bearing sircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

A. CONTRACT PRINTING OFFICE 18 54010

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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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 C'A for alministrative 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.

Subject engine was given a complete major overhaul and converted from model Wasp SJH1 to Wasp SIH1 and passed the Pratt & Whitney overhaul test.

The following new major parts were installed: propeller thrust ball bearing, mastered and bearing assembly, cam, #5 piston, #8 exhaust valve.

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: #619-A-1, 1082, 1118-A.

Prett & Whitney Special Instructions 237-45 were incorporated.

The following accessories were inspected, everhauled, and tested: Model MAY9E1-507 carburetor, Serial #5962696; Model SB9RH magnetos, Serial #192331 and #188359; tubular type ignition harness.

HOV 12 IS 19 PH "53 ADMIN. & RECORDS BRANCH

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Check block if additional sheets are attached.

S. S. GOVERNMENT PRINTING OFFICE 18-84010-4

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- 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.
- When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
- ized representative of the CAA.

 3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.

 4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair integral of the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
- 5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 8a, 4, 5, 6, and 7. Mechanic-Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft
 - Manufacturer or Approved Repair Station-Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - For a Spare Component—Complete Items 8 (b, c, or d, whichever is applicable), 5, 6, and 7. Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

Manufacturer or Approved Repair Station-Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

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- 1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine,
- When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
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 3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CLA furresentative prior to returning the article to service.

 4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair training may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.

 5. Repair agencies will be guided as follows:
- 5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration-Complete Items 1, 2, 8a, 4, 5, 6, and 7. Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft
 - Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - For a Component Installed in an Aircraft—Complete Items 1, 2, 8 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7. Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

Manufacturer or Approved Repair Station-Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

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- 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.
- or instrument.

 When repairs and/or alterations are made which affect the operation limitations set 10th in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.

 Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the company returning the article to service.

 The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated representative provided the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and one considers not alteration of the operation limitations.
- and/or repair does not change any of the operation limitations.
- 5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 8a, 4, 5, 6, and 7.
 - Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft
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 - For a Component Installed in an Aircraft—Complete Items 1, 2, 8 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - For a Spare Component—Complete Items 8 (b, c, or d, whichever is applicable), 5, 6, and 7.
 - Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 - Manufacturer or Approved Repair Station-Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

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UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
				MAJOR REPAIR MAJOR ALTERATION
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- 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.

 2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been dorrected by an authorized representative of the CAA.

 3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAE representative prior to returning the article to service.
- returning the article to service.

 ADHIN & RECURRENCE THE appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
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5	GRU d. ENGINE PRA 4. AIRCRA a. REGISTI FRA i. I he registere or 502 au a. CERT b. APPL W-300 c. DEAL 'In ordowned by a 1 (13) of the	FT OWNER's reby certify d* with the Carlication for Elication for Elication of the Uricity device of the Urici	FULLER S CERTIFICAT that I am the r ivil Aeronautic ated displays to ated displays to GESTRATION, FOR ITION CERTIFICATE or registration an air itied States, as defined at at of 1938, as an	b. AIRCRAFT RMATION (Check and check o ENG a ENG b PER b PER complete appropriate or (or his agent on as required idence of regis A). DATE OF ISS B). FORM ACA-	SINE MODEL S1H1 MANENT MAILING SOI MIS: AN FRANCE ALIF the tiem) by the Regul tration: the 12.6 SOO, PART A. FOR	ADDRESS SION ST. CISCO Aft identified in ations of the A	e. AIRCRAFF AND REG N- 2. 1 Item 3 abc Administrate	945 Ove which is or, Part 501 ORDS BRANCH.	
5.	GRU d. ENGINE PRA 4. AIRCRA a. REGISTI FRA i. I he registere or 502 au a. CERT b. APPL W-300 c. DEAL 'In ordowned by a 1 (13) of the	FT OWNER's reby certify it with the (ad when open circation for F. I.I.CATION F. I.I.CAT	FULLER S CERTIFICAT that I am the r livil Aeronautic GISTRATION, FOR IGISTRATION, FOR IGISTRATION ARE TO CERTIFICATE TO TEGISTRATION an elit ited States, as defined at act of 1038, as an hich)	b. AIRCRAFT RMATION (Check and check o ENG a ENG b PER b PER complete appropriate or (or his agent on as required idence of regis A). DATE OF ISS B). FORM ACA-	SINE MODEL S1H1 MANENT MAILING SOI MIS: AN FRANCE ALIF the tiem) by the Regul tration: the 12.6 SOO, PART A. FOR	SADDRESS SION ST. CISCO Aft identified in ations of the A.	e. AIRCRAFF AND REG N- 2. 1 Item 3 abc Administrate	945 Ove which is or, Part 501 ORDS BRANCH.	
5.	GRU d. ENGINE PRA 4. AIRCRA a. REGISTI FRA I he registere or 502 as a. Cerri b. APPL W-300 c. DEAL 'In ordowned by a 1 (13) of the CATACHMI ACA-319	FT OWNER's reby certify id with the (ad when open circation for Fe included in the United in the Uni	FULLER S CERTIFICAT that I am the r ivil Aeronautic ated displays to get a displays to EGISTRATION, FOR ITON CERTIFICAT or registration an elit ided States, as defined and Act of 1938, as am hich) IT AND BALANCE R	b. AIRCRAFT RMATION (Car RMATION (Car registered owne as Administrati the following ev M ACA-500 (PART RM ACA-500 (PART E. FORM ACA-1707, craft must be lended.	o ENG a ENG b PER b PER complete appropriate or (or his agent on as required idence of regis A). DATE OF ISS B). FORM ACA-	SINE MODEL S1H1 MANENT MAILING SOI MIS: AN FRANCE ALIF the tiem) by the Regul tration: the 12.6 SOO, PART A. FOR	ADDRESS SION ST. CISCO Aft identified in ations of the A	e. AIRCRAFF AND REG N- 2. 1 Item 3 abc Administrate	945 Ove which is or, Part 501 ORDS BRANCH.

CIVIL AERON	TMENT OF COMMERCE		
(To be completed by a CAA r	NSPECTION REPO	ved repair station)	
The aircraft described in Item 8 on the reverse of this	form has been inspected	and found to conform to	the following:
(Check and complete applicable terms) 1. AIRCRAFT AND ENGINE CERTIFICATION BASIS		3	
AL AIRCRAFT SPEC TICATION NO.	(OUGH SHEET KEVISION NO		
b. ☐ AIRCRAFT LISTING PAGE NO. e. ☐ AIRWORTHINESS DIRECTIVE SUMMARY 1948	THROUGH CARD NO	53.20	
d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIF	ICATE)		
2. AIRCRAFT AND ENGINE OPERATING RECORDS			
B. AIRCRAFT NEW-NO PREVIOUS OPERATION OR MAINTEN	ANCE HISTORY	b	
b. Z COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECT	IVES RECORDED	594:55_ HOURS	Salar Salar
b. Compliance with applicable airworthiness direct c. Aircraft records indicate the airframe has been	n.		
d. \square engine records indicate the following operation R • serial no. P 327919	TOTAL HOURS	<u>:55</u>	
L . SERIAL NO. P 327918	TOTAL HOURS 1594	<u>:55</u> _	
	TOTAL HOURS		
SERIAL NO.	TOTAL HOURS		
	DECORDED ON FORM	ACA-319)	
3. PREVIOUS INSPECTION RECORD (INSPECTION	O /E Z		and the second
a. LAST AIRWORTHINESS INSPECTION CONDUCTED	2/33 (DATE)	•	
BY AIRCRAFT MANUFACTURER	115_		•
BY APPROVED REPAIR STATION, CERTIFICATE NO)	≥	
BY MECHANIC, CERTIFICATE NO.		¥	©
b. A PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-3	19, WAS RETURNED TO OWNER		
4. AIRWORTHINESS DOCUMENTS ISSUED OR RE	VIEWED	₩E	T. C.
OTERATION LIMITATIONS FORM ACA-309, WAS ISSUED	(COPY ATTACKED)	W-300	₹
CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS	AVAILABLE IN AIRCRAFT	88	15
TO CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AV	AILABLE IN AIRCRAFT	8	-D
d. TCURRENT WEIGHT AND BALANCE INFORMATION IS AVA	ILABLE IN AIRCRAFT	æ A	
OF THIS INSPECTION HAS BEEN RECORDED IN THE AIRCR	AFT RECORDS	10/6/ C	မ္မာ့
FOR CURTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISS	JED TO EXPIRE	(DATE)	~~ f
g. Ø PREVIOUS FORM ACA-1962 WAS ISSUED TO EXPIRE 1	0/10/08: 470		
BY F.C (NAME OF ISSUING REPRESENTATIVE)	(DESIGNATION	TIÓN NO.)	
5. CAA APPROVED REPAIR STATION CERTIFICA	TION		
B. CAA AFFROVED	increased under the aut	hority at office extince	ted repair station
The aircraft described on the reverse has been No. 115 by CAR 52 and was found	to heid	TATION INTES	
No D) Only of the	an 1. Tel	MacARTHUR AIRPORE	10.150
X□ AIRWORTHY	R. ETZEL	HUREONY CELL	/2/53
UNAIRWORTHY JUS . JU	(REPAIR STATION AUTHORIZED SIG	NATURE)	(BRILE)
6. CAA REPRESENTATIVE CERTIFICATION			
I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVI	ERSE AND FOUND IT AIR	WORTHY UNAIRWORTH (Check appropriate ttem)	Y 1
DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☐ ACCEPTED
1 2 2 1		11-9-53	REINSPECTED SPOT CHECKED
119 Tools	ASENT	111-9-10	SI PLOT CHECKED

U. S. SOVERHMENT POINTING OFFICE 18-C-137-

ATTACHMENT

Form ACA-805a (11-51)

			COUL AER	ARTMENT OF	INISTRAT	FION		. ~	approved. it Bureau No. 41-R052	2.4.
MAJO		R AND ALTERAT		MODEL	POWE	SERIAL NO.	•	I NATIONALI	IL VUD KERISTUVITON W	IARK
1. AIRCRAFT	MAKE	RUMMAN		073		J-8		ARD N	2945	
		t, middle, last)					number, city, 20		n e	
2. OWNER	RRAN	K W. PULLE	R JR.,				IBBION		ALIF	
· .		and the second second second			4	SAH E	RANCIS	CUED ON		.c.
3. COMPLE CORDAN	TE ONLY	FOR UNIT REPAIL	RED AND/OR	ALTERED. D	ESCRIBI	E WORK	ACCOMPLI	NATU	RE OF WORK (Check)	_
UNIT		MAKE		MODEL		SERIA	L NO.	MAJOR REP		
···-			 	1						,
a. AIRFRAME	. •	************	MA (As describe	d in item I above)	*******	····	•••••	XX	X .	
									and the same	<i>i</i>
b. POWERPLAN	r	*			<u> </u>					~
PROPELL ER				44 1 1	-					
c. PROPELLER					-+			<u> </u>		
	T	PE AND MANUFACTURER	-							
 a. APPLIANCE 						<u> </u>	,	<u></u>		the
4. AIRCRA	FT WEIGH TER the rep described t	IT AND BALANCE of and or alterations below were made.	case c	d in an aircraft. licable.	At thi	s lime, it	will be com	pleted by the	. However, in ch component is he installing agen	in-
CATEGO	RY	EMPTY WEIGHT	(Pounds)*	219.246			ches from datum			
STAND.		9302.4	and check)	14.40 MAIN	FWD BING	OF RI	EAR PA	CE OF	3447.6	
d. AGENCY'S N	AME AND ADD	RESS								
MAC	AR THU	ES, INC., R AIRPORT A N. Y.		Forei	ign Certificated F ufacturer	b if rena	echanic. tion. ir or alteral	1.	15	
					was m	ade unde rocedures	r delegation .)	ор-		-
attachu the info	rmation fu	repair and/or alter o have been made i traished herein is tra	e and correct	the unit(s) ide with the require to the best of r	ny know	ledge.	n 8 above a of the U.S.	A.R.	ed on the reverse Regulations and to	that
		alteration completed)	UCE (Chark	omalete noorhuriste	items)			1	0	
Pursuat trator a	nt to the a	RETURN TO SERV	low the unit	identified in ite	m o was		Table 1.1		t Inspector of Airc	
	APPROVE REJECTE	D BY { CAA CAA Safety		Manufacturer Repair Station		her (Spec	ify)	O	AEROTRA INC. MacARTHUR AI	WE
	2 19				Signature	of authorize	d Individual, ti	tle ordentific	RUSSONKOMA L	
		al or rejection) TED ONLY BY CAA	PERSONNEL	-t	/	-		0		
3			_	e attached men	norandur	m				
a ☐ Forw		engineering commer	_		(Date)		Epot Cl	hecked	(Date)	
	10	FAIR				· .	RG	100	6	<u> </u>
	(CAA design	ation number)				(Signa	ture Aviation 6	Safety Agent)	Form ACA-3	37. (4-
76-54010-										

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.

Sec CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

LEFT SIDE.

100 HOUR INSPECTION ON AIRPRAME REMOVED L/R ENGINES AND RE-INSTALLED PRATT & WHITNEY OVERHAULED AND FACTORY CONVERTED ENGINES S3M1 TO S1H1 LEFT - S1H1 P-327918 RIGHT - S1H1 P 327919 REWORKED ENGINE AIR SCOOPS AN D COWLINGS ACCORDING TO GRUMMAN DRAWINGS NOS. 109051C, 108320M FOR ENGINE CONVERSION. MAGNAFLUXED E/R ENGINE MOUNTS. INSTALLED OVERHAULED PROPELLERS REPLACED L/R ANDNOSE WHEEL TRUBION BUSHINGS REMOVED AND REPLACED NOSE WHEEL ASSY. OVERHAULED BY CENTRAL AVIA. REMOVED AND REPLACED L/R MAIN LANDING GEAR ASSYS. AND BRAKES. REPLACED SEALS IN L/R FIREWALL OUT SHUT-OFF VALVES INSTALLED NEW TIRES ON LR. WHEELS INSTALLED NEW L/R NOSE WHEEL FLEX LINES INSTALLED N EW L/R GEAR DOWN LOCK FLEX LINES. INSTALLED NEW L/R BRAKE PLEX LINES. REBUSHED L/R COWL FLAP CYLINDERS. REPLACED WITH FLEX LINES SOLID HYDRAULIC LINES TO COWL FLAP REPLACED L/R REAR SEC TIONS OF RUDDER CABLES. REWORKED AND LUBRECATED OR CHANGED DEFECTIVE AILERON AND FLAP INSTALLED 4 NEW REAR CABIN WINDOWS IN PASSENGER COMPT. COMPLETE HINGE BEARINGS. REPLACED LEFT BAGGAGE AND LAVATORY WINDOWS WITH NEW SEALS REPAIRED DAMAGED NOSE ON LEFT FLOAT, TEST AND REPAIR LEAKS. REPAIRED DAMAGED NOSE ON RIGHT FLOAT. REPAIRED DAMAGED RIBS ON BOTTOM OF RIGHT FLOAT AND INSTALLED NEW LOWER OUTBOARD FRONT SKIN SECTION AND TESTED FOR LEAKS DISASSEMBLED RIGHT FLOAT PEDESTAL TO REHOVED WRINKLED SECTION

REMOVED HEATER, REMOVED SUROUD AND INSTALLLED AND RE-INSTALLED HEATER.

INSTALLED DOUBLER PATCH AT STATION 160 AND STRINGER #10 LEFT SIDE.

INSTALLED DOUBLER PATCH AT STATION 180 AND STRINGER #10

STRAIGHTENED SKIN AND RERIVITED ALONG SERINGER AT 3 AND 202 LEFT SIDE. INSTALLED PATCH AROUND CRACKED SKIN AT STA 180 AND STRINGER #4

H & SOVERHEEST PRINTING OFFICE 10-54010-4

[&]quot;If additional space is needed attach additional sheats bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

CONTINUED FROM 3

INSTALLED U CHANNEL DOUBLER PLATS BETWEEN STATIONS 140 AND 160 AND STRINGER 7 AND 8 INSTALLED INSIDE PATCHES OF LEFT SIDE AT STA. 2252 AND STRINGER #12 STA 225# STREVOER #11 INSTALLED DOUBLERS OVER CRACKED L/R CENTERSECTION TO HULL ANGLES INSTALLED RE-INFORCEMENT GUBBETS AT LOWER NACELBE OPENINGS IN CENTERSECTION. INSTALLED RE-INFORCEMENTS BRACES ON LOWER NACELLE OPENINGS. REHOVED AND RE-INSTALLED RIGHT LOWER PRAME ASSYS. AT FOLLOWING STATIONS 59,69,,72,86 REPLACED WITH FACTORY SUPPLIED LOWER RIGHT HULL SKIN BETWEEN STATIONS 53 AND 93. INSTALLED U CHANNEL DOUBLER PLATES IN FRONT AND REAR OF FRAME AT STATION 72 ABOVE CHINE STRAIGHTENED SKIN AND INSTALLED U CHANNEL GUSSETS BETWEEN STA 140 AND 160 AND STRINGERS 5 AND 6 RT. SIDE. BETWEEN 160 AND 180 AND STRINGERS 9 AND 10 RIGHT SIDE. STRAIGHTENED SKIN AND INSTALLED U CHANNEL GUBBET ON HULL BOTTON BETWEEN STA. 124 AND 140 AND STRINGERS 16 AND 17 RIGHT SIDE. STRAIGHTENED SKIN AND INSTALLED INSIDE PATCHES AT FOLLOWING PLACES ON RIGHT SIDE OF HULL 108 AND STRINGER # 11 108 108

TOUCHED UP PAINT WHERE NECESSARY,

Nov is Seconds Branch

OBVIBOBA?"

	-		/	<u> </u>		N.2	40		
				PARTMENT OF C			For Bu	m appro dget Bur	oved. eau No. 41-R052.4.
IOLAM	R RE	PAIR AND ALTERAT					LLER OF	APP	LIANCE)
1. AIRCRAFT	MAKE			MODEL	2	SERIAL NO.			D REGISTRATION MARK
	NAME	TUMPEN (First, midale, last)		G-73		J8 Street and number, city, 2		N29	945
2. OWNER	Fre	ank W. Fuller Jr	•			lission St. Francisco Cal	if.		
3. COMPLET CORDANG	CE WI	LY FOR UNIT REPAIL TH CIVIL AERONAUT	RED AND/OR ICS MANUAL	ALTERED. DES	CRIBE	WORK ACCOMPL	ISHED O	N RE	ERSE IN AC-
דואט		MAKE		MODEL		SERIAL NO.	NAT		WORK (Check)
a. AIRFRAME		***************************************	₩ (As described	din item I above) #4	******				X
b. POWERPLANT	-								, ,
c. PROPELLER									
		TYPE AND MANUFACTURER	-						::
4. APPLIANCE		-						-	
4. AIRCRAF	T WE! IR the i leacribe	GHT AND BALANCE D repairs and/or alterations of below were made.	case of	a spare compone in an aircraft. A	nt, it wi	v repair or alterati il not be complete me, it will be comp	d until su	ich coi	nponent is in-
CATEGORY		EMPTY WEIGHT ()		EMPTY CENT		ITY (Inches from datum)	•	USEFU	L LOAD (Pounds)*
•		9302.4	•	14 #0 fw	d.of	ref. datum rear face of		344	17.6
5. CONFORM	IITY S	L STATEMENT (Complete on	d check)	main win	2 Dear				
a. AGENCY'S NAM	E AND A	DDRESS		6. KIND OF AGENC	Υ		e. CER	TIFICATE	NO,
Lawr	ence	M. Norton		U. S. Cer	Certificat	ed Mechanic,	A&B	103	1120
SIS				☐ Manufact	urer.				
San	MAT	oo, Calif		W	Check if as made on proces	repair or alteration of under delegation of iures.)	р- р-	fust d	174
attachinen	ts here	e repair and/or alterati eto have been made in a furnished herein is true	ccordance wit	h the requirement	s of Par	t 18-of the U.S. (d describe	d on t	the reverse or ions and that
S/IB/=	ir and/o	or alteration completed)		Lawren		Norton	ndividual)		
73	o the s	RETURN TO SERVIC			vas insp	ected in the manne	er p rescr it	oed by	the Adminis-
⊠ APF □ RE.	PROVI	ED BY EAA Des	ignee		Canadi Other (on Department of T Specify)	'ransport	Ілярес	tor of Aircraft
_ (o - 2 c) – :	<u>≽_3</u>	şent.	w Sa	ot	Rockey	64	01	
		ral or rejection) TED ONLY BY CAA PE	, , , , , , , , , , , , , , , , , , ,	(Bigna	ure of suth	orized individual:/fitle	r identificati	lon num	ber)
	ed for	engineering comment		tached memorano	lum	Spot Chec	ked		
	- A	-257		(Date)	To	ned Do	Rye	(D	ale)
(CAA	design	ation number)			<u> </u>	ignature Aviation Safet	/Agent)		

Form ACA-337 (4-52)

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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.

B. DESCRIPTION OF WORK ACCOMPLISHED.

The following equipment was removed from the aircraft:

(I) A Sperry Directional Gyro Indicator (Air driven)

(2) A Kollsman Magnetic Direction Indicator

The following equipment was added to the aircraft:

(I) A II5 volt-400 cycle single phase A.C. power supply system.

(2) A Sperry Type C-2A "gyrosyn" compaes system

(3) Supplementary instrumentation for the existing VHF and ADF ratio navigation equipment. Namely ADual Radio and Magnetic Indicator, ServoAmplifier, and an Omdil-Bearing Indicator

An existing bilge pump(portable) was relocated.
All added Squipment is listed on the attached drawings (sheets 182)

All equipmentwas installed in accordance with the manufacturers Recommended

Corobadus and in accordance with CARIS and CANIS

 P	revieus WI. & Bal.	Wt.(lbs)	Arm(ine)	Moment	Index Unit
- -		9252.8	219.534	2031307.15	203.13
				206.0	•,
Remove	Directional Gyro	-4 .35	91	-396.0	
	Direction Ind.	-I _• 75	100	-175.0	
•	Bilge pump	-8 _• 75	41	_359	•
Add	Bilge pump	8275	456	∴399 0- 0	
: D	C-2A indicator	4.00	90	360	
*C2A		2.47	58	143.2	
-CZA	C-2A flux valve	1.25	498	623.0	
1 -	Flux valve J. box	-30	468	T40.5	
		. 35	498	174.5	• ·
	* bracket	. 85	85	72.2	ranga ranga beragai kecamatan dan kecamatan beragai kecamatan beragai kecamatan beragai kecamatan beragai kecam Kecamatan beragai kecamatan beragai kecamatan beragai kecamatan beragai kecamatan beragai kecamatan beragai ke
	Cempase J. box	. 08	93	7.5	47.5%
* *	Slaving outout switch		41	1137.5	Santa and
" Inve	rter & bracket	27.72		280.0	
	Relay & circuit breakers	1.15	243	284.0	
	Radio magnetic indicator	2.87	99		
g.	OBI & ServoAmplifier assem.	5.54	1 58	321.5	
р .	Phase adapter	1.50	47	70.5	
ø	Voltmeter & control switch	. 50	117	58.5	
	Ct. brkrs. & bracket	-5 5	41	22.6	
	Wiring & electric cables	6.57	224	T47T.0	# 4 <u>4 _ + 1</u>
1 3 4	Total increase	49.60	I65.856	8226 5	9.82
:	New Weight & Balance	9302.4	219.245	2039533.65	203.953

[&]quot;If additional space is needed attach additional a

Check block if additional sheets are attached.

	U. S. DEPARTMENT OF COMME! CIVIL AERONAUTICS ADMINISTRAT		INSTRUCTIONS
	THE TOTAL TON A PROPERTY OF	CERTIFICATE	Please print or type. Submit this form to the
	APPLICATION FOR AIRWORTHINESS		Civil Aeronautics Administration Aviation Safety
-	AND/OR ANNUAL INSPECTION OF	AN AIRCRAFT	Field Representative.
			Tield Representative.
	1. TYPE OF APPLICATION (Check which)		
-	■ ☐ ORIGINAL ISSUANCE OF CERTIFICATE	4 ☐ RECE	RTIFICATION UNDER THE PROVISIONS OF CAR 8
1.	- -		
	b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICAT	E e □ Wnrı	TIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
	. AMENDMENT OR MODIFICATION OF CURRENT CERT	IFICATE L	
- 1			
17	2. AIRWORTHINESS CLASSIFICATION (Check appr	opriate item(s))	
- 1	It is requested that the Certificate of Airworthin	iess be issued to per	mit operation of the aircraft in the following air-
ı	worthiness classification(s):		
	Ti	MOT CATECORIES	
	. X STANDARD (NORMAL UTILITY, ACROBATIC, TRANSF	OK! CHIESCHIES)	en francisco e exemplo, que a como como como como como como como co
.	b. [] LIMITED (SEE CAR 9)		
	e RESTRICTED (SEE CAR 8)		
	(Check the restricted special purpose operation(s) to be cond	ucled)	
1	AGRICULTURAL AND PEST CONTROL	☐ PATR	OLLING
		FORE	ST AND WILDLIFE CONSERVATION
	AERIAL ADVERTISING		and the second of the second o
1	AERIAL SURVEYING		HER CONTROL
١.	GLIDER TOWING	÷ ☐ OTHE	R:
	d. TEXPERIMENTAL		
-	(Check the type of experimental operation(s) to be conducted)	
i	RESEARCH AND DEVELOPMENT	. □ RACII	NG
.		` ☐ EXHII	
-	AMATEUR-BUILT	. -	
- 1	DEMONSTRATION	☐ OTHE	iR .
- 1			
- 17	3. AIRCRAFT IDENTIFICATION (Complete all tients)		
	3. AIRCRAFT IDENTIFICATION (Compide all tiens) a. AIRCRAFT MAKE b. AIRCRAFT	AFT MODEL	e. AIRCRAFT SERIAL NO.
		AFT MODEL	
	s. AIRCRAFT MAKE 3s. AIRCRA	AFT MODEL G=73	e. AIRCRAFT SERIAL NO.
	a. AIRCRAFT MAKE h. AIRCRA Grumman	· G-73	1-8
-	s. AIRCRAFT MAKE 3s. AIRCRA		1-8
	Grummen d. Engine make	· G-73	J-8
	a. AIRCRAFT MAKE h. AIRCRA Grumman	· G-73	1-8
-	Grumman d engine make Pratt & Whitney	• G-73	J-8
-	Grumman d. ENGINE MAKE Pratt & Whitney 4. AIRCRAFT REGISTRATION INFORMATION	G=73 © ENGINE (Complete all Ucus)	J=8 MODEL 83H1
-	Grumman d engine make Pratt & Whitney	G=73 © ENGINE (Complete all Ucus)	J-8
-	Grumman d. ENGINE MAKE Pratt & Whitney 4. AIRCRAFT REGISTRATION INFORMATION	G=73 © ENGINE (Complete all Ucus)	J=8 MODEL 83H1
-	a. AIRCRAFT MAKE Grumman d. ENGINE MAKE Pratt & Whitney 4. AIRCRAFT REGISTRATION INFORMATION a. REGISTERED OWNER'S FULL NAME	G-73 Complete all lieus) b. Perman	J-8 MODEL S3H1 ENT MAILING ADDRESS C. AIRCRAFT NATIONALITY AND REGISTRATION MARK
-	Grumman d. ENGINE MAKE Pratt & Whitney 4. AIRCRAFT REGISTRATION INFORMATION	G-73 Complete att terms b. Perman 301. 165	J-8 MODEL 83H1 ENT MARLING ADDRESS - AIRCRAFT NATIONALITY AND REGISTRATION MARK LESSION St. N-2945
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Form Approved. Budget Bureau No. 41-R041.5,

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	
AIRCRAFT INSPECTION REPOR	RT ed repair station)
(To be completed by a Chartepression	I found to conform to the following:
he aircraft described in Item 3 on the reverse of this form has been inspected a	and found to comorat to the following.
heck and complete applicable tems)	
a. Z AIRCRAFT AND ENGINE CERTIFICATION D	<u>3</u>
AUDCRAFT LISTING PAGE NO	
THROUGH CARD NO.34	<u> 23 </u>
L. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)	
the state of the s	
AIRCRAFT AND ENGINE OPERATING RECORDS	
a. AIRCRAFT NEW-NO PREVIOUS OPERATION OR MAINTENANCE HISTORY	
b. TO COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED	
b. TO COMPLIANCE WITH APPLICABLE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF	396 HOURS
d. T ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:	
d. IN ENGINE RECORDS INDICATE THE FOLLDWING OF LEAST TOTAL HOURS 626	<u>randa ja jam</u> ang kalanggan kalangga
SERIAL NO 100000 626	
SERIAL NU.	
SERIAL NU.	
SERIAL NO.	
PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM A	ACA-319)
B. LAST AIRWORTHINE'S INSPECTION CONDUCTED (DATE)	
BY AIRCRAFT MANUFACTURER	
BY APPROVED REPAIR STATION, CERTIFICATE NO.	
BY MECHANIC, CERTIFICATE NO	
b. T PERIODIC AIRCRAFT INSPECTION REPORT, FORM ROTTON	
4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED	
. OPERATION LIMITATIONS. FORM ACA-309, WAS ISSUED (COPY ATTACHED)	그 하는 이 겨울이 가꾸 그 때문에
b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT	
b. CURRENT OPERATION LIMITATIONS, FURTH ACCEPTAGE AVAILABLE IN AIRCRAFT C. A CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT	
e. S CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT d. S CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT	그는 결심 것이 되었다.
d. A CURRENT WEIGHT AND BALANCE INFORMATION IS STATED	H 발 No
e. IN THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS	-53 SM W
c. IN CERTIFICATE OF AIRWORTHINESS, FORM ACA-1962, ISSUED TO EXPIRE 10-10	(DATE)
g. IR PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 10-20-52 (DATE) 138 BY F. C. KROSET (DESIGNATION (DESIGNAT	<u> 5 </u>
BY F.C. KROSOT (DESIGNATIVE) (DESIGNATIVE)	ON RO.)
ASSOCIATION CERTIFICATION	
5. CAA APPROVED REFAIR STATION TELES	ority accorded certificated repair station
The aircraft described on the reverse has been inspected under the auth	mini acceptance
No by CAR 52 and was found to be:	
AIRWORTHY	
UNAIRWORTHY (REPAIR STATION AUTHORIZED SIGN.	ATURE) (DATE)
6. CAA REPRESENTATIVE CERTIFICATION	WORTHY UNAIRWORTHY
I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT	(Check appropriate item)
DESIGNATION NO.	DATE
DESIGNEE'S SIGNATURE	10-10-52
F-C-RASSET	DATE ACCEPTED
AVIATION SAFETY AGENT'S SIGNATURE CAA DESIGNATION NO.	REINSPECTED
1-529m-13	16-21 SPOT CHECKED
	<u> </u>

i0837-9

ATTACHMENT

Form ACA-305a (11-51)

FORH ACA-905		THENT OF COM		·	FORM APP	
(3-5-4-7)	CTVIL AERON	NAUTICS ADMI	NISTRATION	BUDG	ET BURBAU N	O. 41-R041.3
	ON FOR AIRWORTHINESS CERTIONUAL INSPECTION OF AN AIR		/OR	Please subm	IMSTRUCT it this form inistration F	FIONS n to the Civil Ae ield Representati
APPLICATION (Chec				<i>.</i> .		
ORIGINAL AIRWO		and the second s	OTHER (Sp.	eclfy)		
ANNUAL INSPECT	I DN NX	□ NL	1045		·	
MA KE		AIRC	MODEL			
FORE	Grumman -		HODEL	G-73		
REGISTRATION NO.	MANUFACTURER'S SER		DATE MANUF 1-23		TYPE CERTIFI	CATE NO. 783
=			INE			
MAKE			MODEL		ta Talah Ma	11.
	att & Whitney			53H1		
OWNER'S NAME		A7.3	PERMANENT (ADDRESS (Stre	et and number	, City, Zone and
Frank W.	Fuller Jr.			Mission S	t.	
		.* .	San	Francisco	, Calif.	
TTACHMENTS (Chec	t shick)	I CERTICE	<u> </u>	:	<u> </u>	1
	WEIGHT AND BALANCE REPORT	1 CENTIFY	THAT THE ABI	OVE STATEMENT	ALL TRUE	t.
	SPECIAL APPROVALS			/VGT	ent C. Rut	h
	DATA, DRAWINGS, ETC.		ing the same	04	DER OR AUTHOR	IZED AGERT
	UNAPPROVED DEVIATION DATA	10-	1-51		Agent	
		D.1	ATE		TITLE	
FORM ACA-905a (FO	MERLY ACA-3071 AIR	CRAFT INSP	ECTION REP	ORT		
	be completed by a CAA inep					
	NDATORY NOTES, INSTRUMENT WAR					
WITH TO YES 🗀 N	· · · · · · · · · · · · · · · · · · ·		LHOANDING K		AVE DEEN COM	
(AIRCRAFT SPECIFI	Cation - Airworthiness direct	CIVE MOIS).	783 re	vision 2	ADS th	ru 51-23
	24.10% - KINGONTHINESS DIRECT	172, 40(07.			(SPECIFY)	
AUTHORITY FOR EXC	EPTIONS (If any)			*		
FORM 4C4 1363 CF	DISTANCE A LONGOTHANCE					
FORM ACA-1302, LE	RTIFICATE OF AIRWORTHINESS, I	SSUED _	ORIGINAL	X ANN	UAL INSPECTI	ON
(Check shether)						
and the same of th	TATIONS FORM ACA-309 WAS ISSU	JED. OR				" AM
	ANE FLIGHT NANUAL IS IN THE A		• • • • • •	•		
		FIND	INGS _	1.00		
	DESIGNEE'S SIGNATURE AND NO.		Á		DAT	_
A IRWORTHY			F.C.Kajese	it stage		10-20-51
UNAIRWORTHY	CAA INSBECTOR'S SIGNATURE	-		ACCE	TED DAT	11-1
EASON EOD DISABB	IOVAL, OR REMARKS (Endicate in	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>		REINS	PECTED	1 - 4
ther Item 🔲 Yes		r you nave t	usea the Pev	erme to conti	Inue this or	
	ating date 10-1-51.		•	• •		
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OEC 12 9 09 AM '51

1. AIRCRAFT M.	TOUR AUD BEITHVILL	A PURM (ration LLERS, ENGINES, I		proved. Bureau No. 41-R052.
1. AIRCRAFT	(SEE REVE			R INSTRUCTIONS)	HOINUM IN	10)
	ake GRUMMAN	1	40DEL G-73	SERIAL NO.	NATIONALITY A	ND REGISTRATION MAI
2. OWNER	AME (First, middle, lost) vank W. Fuller, Jr.		ADDRESS (Street and num 501 Mission St.	ber, city, sone, and State) San Francisco	, Californ	ia.
3. FILL IN INF	ORMATION IN THIS ITEM	ONLY FOR	THE UNIT REPAIRE	D AND/OR ALTERED		
UNIT	MÅKE		MODEL	SERIAL NO.	MAJOR REPAIR	MAJOR ALTERATIO
AIRCRAFT	***************************************	(As described	in item I above) \$000000	*****************		x
PROPELLER BLADE OR HUB						
. ENGINE						
STRUMENT	TYPE AND MANUFACTURER					
AFTER the repairs described below			14.12 in. fut Kain wing bea	ft hull sta. 0 i of rear face	:	LOAD (Pounds)*
. AGENCY	ME rant C. Ruth N OF WORK (ALL WORK M)	ADDRE 1416 Burl	SS (Street and number, ciry, Vancouver Ave. Ingame, Califor	D _{alfr}	May 4,	ACCOMPLISHED
Previou Cabin hi Bot Reg Bot Lin Total in New weig see oth	s weight and balance igh pressure caygen ttle gulator ttle & Regulator mones, outlets, etc.	enter civil	#Ex. 9217.8 installed 20.5 6 6 35 9252.8	219.1070 347 347 347 260 332.0857 219.5343	2,019 7 2	,113.5 ,684.15 ,113.5 ,867.5 ,082 ,560 ,623 ,307.15
FORWARDED FOR ENGINEERING APPROVAL	R he above statements are true	and carrect	to the best of my kno	wledge.		<i>V</i> -
Grant C.	Ruth ature of supervising mechanic)	•	A&F 50664-40 (Certificate number	er and rating)	May 4,	1952
Grant C.	ature of supervising mechanic)	<u> сомрієт</u>				<u> </u>

INSTRUCTIONS

- 1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine,
- When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or
 Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
- 3. Certificated mechanics must, in all cases, obtain approval of the repair and/or altegation from the CAA representative prior to returning the article to service.
- 4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
- 5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.

 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 - Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component-Complete Items 8 (b, c, or d, whichever is applicable), 5, 6, and 7.
 - Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 - Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

High pressure oxygen Flow data for Grumman (Mallard), G-75, M2945 Based on Bottle capacity of 58.5 cubic feet (1070 liters) 2 liters required per passenger.

- 1 outlet operating -- endurance: 8 hours 55 minutes
- 2 outlets operating Fidurance: 4 hours 28 minutes
- 5 outlets operating end ance: 2 hours 59 minutes
- 4 outlets operating endurance: 2 hours 16 minutes
- 5 outlets operating endurance: 1 hour 47 minutes

Weight and balance data entered in sirplane operation manual based on index system and copy submitted to CAA, original installed in operation manual.

All parts supplied by or manufactured in accordance with United Airlines approved procedures.

·.	REPAIR AND AI	LTERATIO	N FORM	(AIRCRAFT	, PROPE	LLERS,	ENGINES	, INS	TRUMENT	rs)
50.		SEE REVE	RSE SIDI	E OF THIS	FORM FO			(S)		
1. AIRCRAFT	MAKE	CM		MODEL	0-73	SERI	AL NO. J8	-	N-29	ID REGISTRATION MA
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INSTRUCTIONS

- 1. 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.

 When repair and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an author-fired representative of the CAA.

Certificated mechanics must, in all cases, obtain approval of the repair and/or sterrior from the CAA representative prior to returning the article to service.

The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair static to service without prior approval of an authorized CAA representative, provided the alteration and/or renair does not change any of the operation limitations and/or repair does not change any of the operation limitations.

5. Repair agencies will be guided as follows when completing this form.

a. For an Aircraft Repair and/or Alteration-Complete Items 1, 2, 8a, 4, 5, 6, and 7. Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft

Manufacturer or Approved Repair Station-Submit original to aircraft owner, forward copy to CAA district office or CAA

b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7.

Distribute copies as in a above. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.

Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the agency in necessary). After installation original form should be submitted to since the contraction of the contracti agency who will distribute the forms as follows: (No fundier approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

Manufacturer or Approved Repair Station-Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

The fabric control surfaces, elevators, allerons & rudder were recovered by Liberty Products Corp. Farringdale, L.I. N.T. Surfaces were covered in accord with standard practice for Grupman G-73 aircraft & manual 18.

The flaps were converted from fabric covering to metal covered by Grummen Aircraft Engineering Co. 33 lbs. Weight increase over fabric flaps

The cabin heater fuel control box was replaced with Weight increase a revised box. Gruman bulletin #24.

7.5 1bs. +431.5"

Total weight increase 40.5 lbs.

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12,674.25in. 1bs.

New Weight & Balance.

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FORM ACA-1	387		DEPARTMENT OF COMMERS		OBT BURBAU NO. L EXPIRES DECE	
	REPAIR AND ALTEI	RATION FOR	M (AIRGRAFT, PROPEL	LERS, ENGINES, 1NS	TRUMENTS)	
Of an ai (A) Fo. (B) Fo.	IONS - This form must be rcraft, propeller, engine r an Aircraft - Complete r a Component Installed 5, and 6, and submit as	e, or instr items 1, 2 is an Aiscr	ument, as follows: , 8a, 4, 5, 6, and 7 aft - Complete items	and submit to CAA re	presentative f	or approval.
(C) Fo Ap Ai	r a Spare Component - Co proval. When approved, rcraft. At that time, i rward forms as described	mplete iten retain both tems 1, 2,	ma 3(b, c, or d), 5, h copies of this for and 4 must be complet	m with the component ted by the installing	o CAA represe until install g agency, whic	ntative for ation on an h will then
1. AIRCRAFT	Grummen "Mallard"		G-73	J-8	N-2945	I FICATION MARK
2. OWNER	NAME (Pirat; middle, la Frank W. Fuller Jr	et)	*	d number, city, some, et. San Francisc		1.5
3. FILL IN	INFORMATION IN THIS ITEM				o, carriorn	
UNIT	MAKE		HODEL	SERIAL NO.		ORK (Check)
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C. ENGINE						
d. INSTRUMENT	TYPE AND MANUFACTURER					
		1			2.269	
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- T	NAME	ADDR		EPECIFY) er, city, zone, and a	tere) DATE WOR	K ACCOMPLISHED
6- AGENCY	Glenn D. Lenert	nce:	an Blvd. And Sar	nta Rosa ave.		ay 1950
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	VHF rad ment includes a VO	io equip R receiv	tment has been s er,(Collins 51F	idded to the shi	p. This red itter (Airc	io raft
Radio	Corporation Type 1	8); Glid	e Path Rece iver (R-89B/ARN-5A); Power su	pply
for VO	R receiver, and VH viation indicator	for VOR	itter; collins o	ontrol box, rad	ial selecto	r, ons
mitter	; and antermaes f	or the V	OR receiver, VHF	transmitter. a	nd Glide Pa	th
Receiv	er. Attached are d	rawings a	and detailed ext	lanations of th	is installa	taion.
manuia		This wor	k performed in a	ccordance with	ed Air Line: C.A.M. 18.	our .
I CERTIFY T	HAT THE ADOVE STATEMENTS	ARE TRUE A	ND CORRECT TO THE BE	ST OF MY KNOWLEDGE		
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The following is a list of the weight, arm, and "index units" of the units that have been installed in the Grumman Mallard in this alteration (Grumman Aircraft Co. recomends using the "index unit" instead of moment in inchpounds for our records. "index unit is moment in inch pounds divided by 10,000)

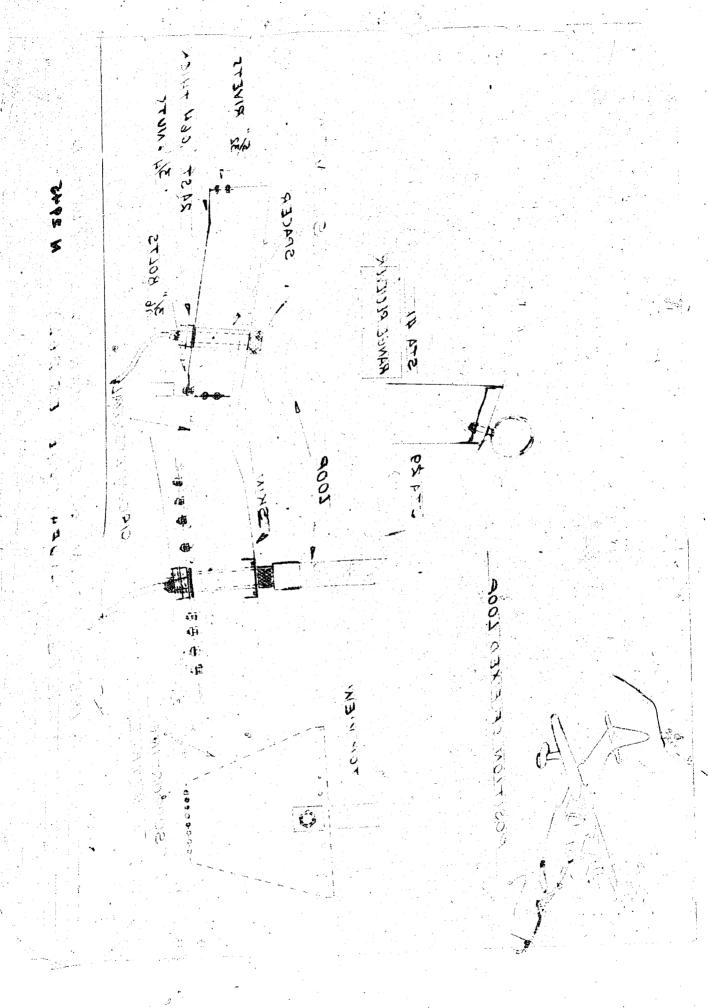
Basic Weight & Index Unit before VOH equiptment installed;

	weight	arm	index unit
	9256.9	218.32	202.10
Removed wood ADF cover	-5.0	65.5	≟. 03
Removed fixed loop	-5.8	140	08
Removed conduit and wire	-3.0	95	03
Added VOK receiver	30.6	64.75	•20
Glide slope receiver	12.0	70.25	.08
VOR power Supply	9.5	58.5	.06
VHF transmitter	3.5	74.25	.03
VHF power supply	3.8	67.25	.03
Shelves & support	7.4	66.3	.05
Junction box	2.8	73.5	.02
Wood cover	3.2	65.5	.02
Wiring & conduit	9.1	85	-08
Deviation indicator	1.9	90.5	.02
Bearing & Frequency			<u> </u>
& Panel	3.5	103.25	-04
VOR Antennae	5.0	145	.07
Glide path antennae	2.9	106.5	.03
VHF Antennae	2.5	386	.10
Fixed Loop	2.5	41	.01
Coax cables	4.0	182	.01
The second secon	A	in the settle of the control of the	

Basic Weight & Index Unit after VOR equiptment installed; 9347.30 217.07 202.81

Forward and aft C.G. limits are 15% to 25 of M.A.u. or 216.35 to 226.29 inches aft of Reference Datum Line.

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N 2945

DESCRIPTION OF FIXED LOOP (E.S. 262)INSTALLATION

When the original fixed loop was removed to install the VOR antennae on its pedestal another fixed loop (United Airlines mammfacture, E. S. 262) was in stalled forward of the bow hatch, 2% aft of station 29. This spot was chosen because the loop will be in an ideal location to receive signals from stations we are approaching, other advantages are the fact that it is an easily accessable place to service and inspect the installation and riveting and drilling the supporting plate was a simple matter because of the ample room.

The supporting plate was made of 24ST aluminum .064% thick, bolted to the circumferential at station 29, bent 90 degrees and riveted to the circumferential at station 41 with 5/32% rivets. A 3/4% hole was drilled through the skin and through the plate for the shaft of the loop, which has a large spacer on it to hold the plate and the skin apart, and two 3/4% muts, which are on the bottom side of the plate. A short length of co-ax cable runs from the loop to the range receiver which is located between stations 41 and 53.

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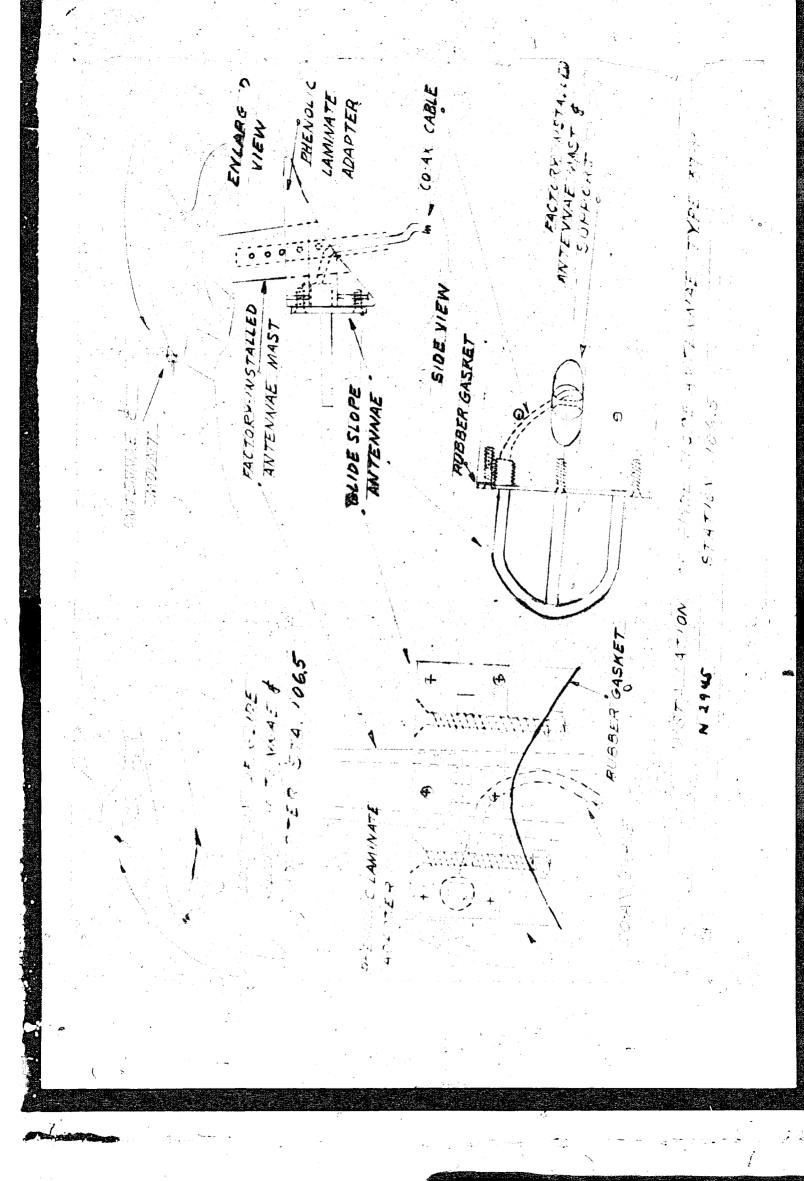
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N 2945

DESCRIPTION OF VOR ANTENHAL TYPE, 37 J INSTALLATION

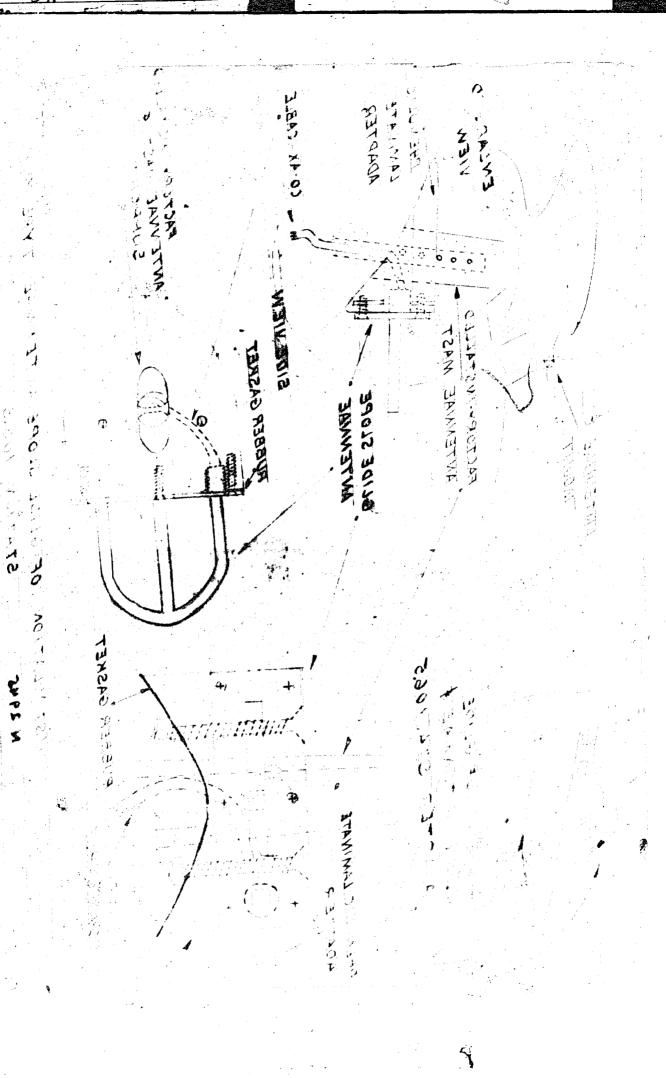
The VOR antennae was installed on a pedestal plate installed on the Grumman Mallard at the time of manufacture for the fixed loop (weight 5.8 lbs.). The fixed loop is now installed at station 41. The original loop has been discarded and replaced by a new antennae, lighter and easier to install. The mounting of the VOR antennae was accomplished by bolting a plate of 75 ST aluminum .072" thick to the pedestal and then bolting the 37 J Antennae to the adapter plate.

PAA AIRCRAFT REGISTRY 11-2-83



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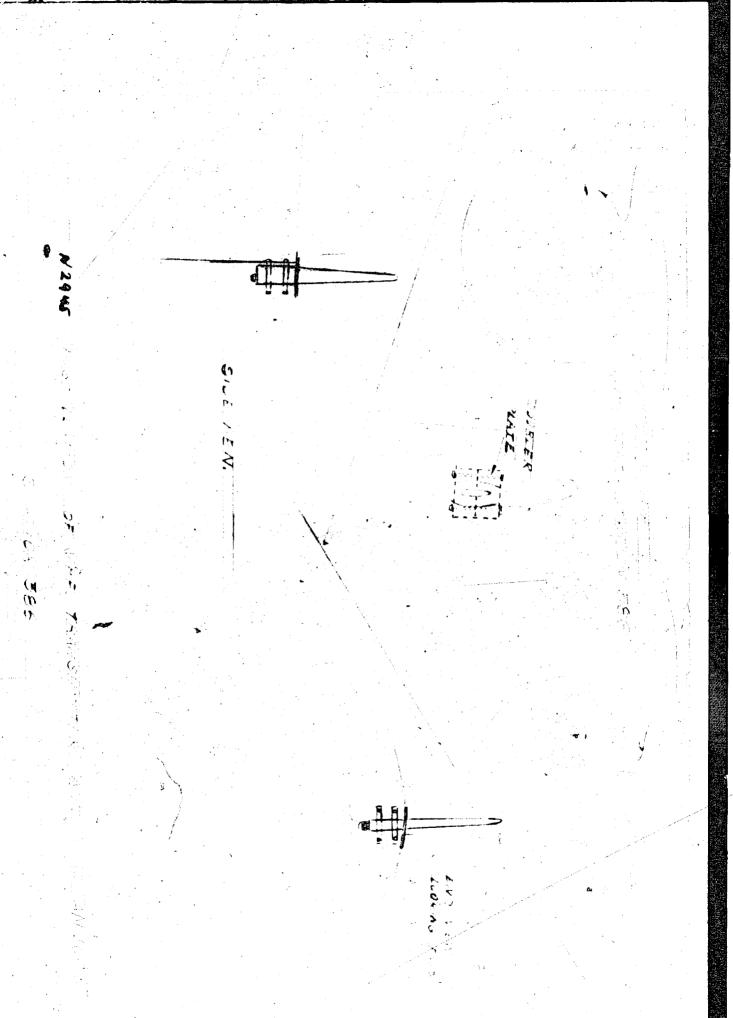


N 2945

DESCRIPTION OF THE LADE PATH ANTENNAE (TYPE37P) INSTALLATION

The 37P antennae was mounted on the Grumman Mallard at station106.5 by using a three section laminated adapter made of three 1"thick flat pieces of Phenolic Laminate, glued and bolted together, curved to fit the contour of the fuselage above the windshield, and bolted to the skin. The adapter has a rubber gasket and a fillet of waterproof sealant around it for sealing purposes. The adapter is held from sideways movement by the factory installed antennae mast which goes through the middle of it, and by two bolts which go through the skin. The 37P antennae is bolted to the adapter and has a gasket under it. The Co-axial cable goes from the antennae to the glide path receiver through a drilled hole in the adapter. The adapter does not have to be removed to change antennaes.

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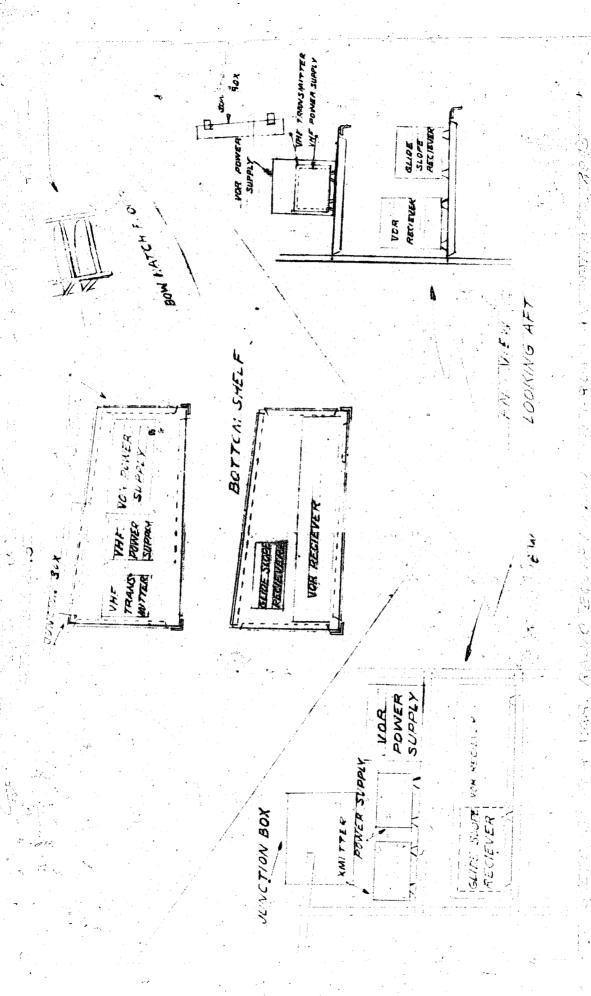
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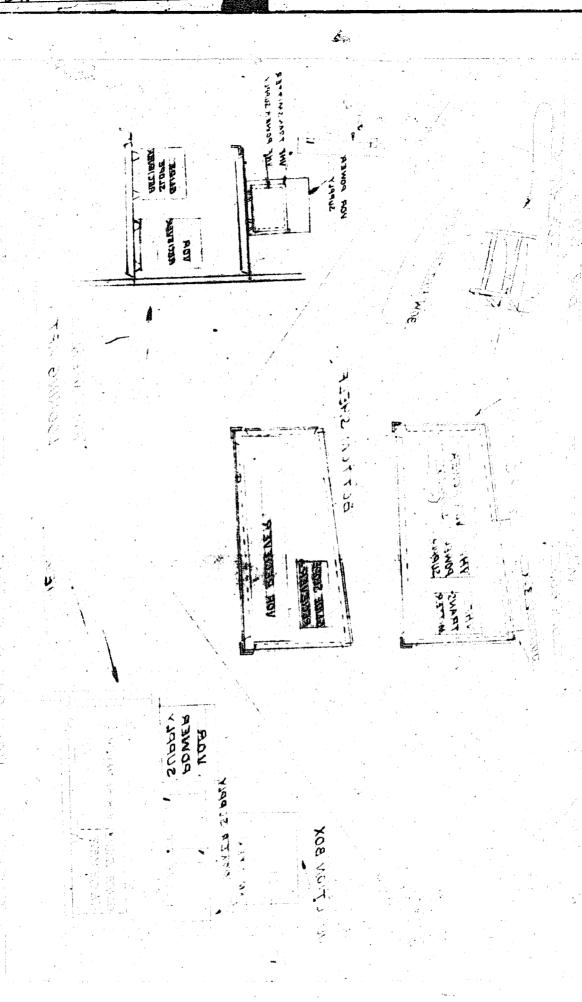
DESCRIPTION OF THE VHF NSMITTER ANTENNAE (TYPE AN 104-B, ANSTALLATION

The AN 104-B antennae is installed on the Grumman Mallard at station 386, 4" to the right of the center line. where it goes through the skin a doubler plate is riveted. Two pairs of split Phenolic Laminate clamps are bolted firmly around the antennae and through the bulkhead at station 384. A Co-exial cable goes to the VHF transmitter through an already existing factory-strung bundle of wires.

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DESCRIPTION OF NEW RALL RACK FOR VHF EQUIPTMENT

A radio rack has been added to the Grumman Mallard which contains the VOR receiver (type 51-R-2, Collins), Glide Path Receiver (type R-89 ARN-5), VHF transmitter (Aircraft Radio Corporation type 18), Power Supply Units for The VOR receiver and VHF transmitter, and a junction box for the VHF equipthes been mounted on two circumferentials at station 73.5. The radio rack is constructed of 1/1 inch aluminum angle which is used for legs and supports for the two shelves (24st .064 25"long and 15" wide). The rack is attached to the Bow Gompt.floor and circumferentials at stations 53 and 79 with 5/32" rivets and number 10 bolts. The entire inboard face of the rack is covered with a single sheet of 3/16" waterproof plywood to prevent water and baggage from getting on the equiptment.

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MASHINGTON

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
ONL ABBRIDGE ADBRIDGE
WASHINGTON
AIRCRAFT AIRWORTHINESS CERTIFICATE NO.

THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES

2845

This Certifies that

GRUMMAN G73

manufacturer's serial No. 12 ; has been inspected and this day found to be in condition for safe operation when operated and maintained in accordance with the regulations and practices prescribed by the Civil Aeronautics Board.

The aircraft for which this certificate is issued (a) shall not be operated unless there is attached hereto the currently effective Aircraft Operation Record issued by the Administrator of Civil Aeronautics for the aircraft, and (b) shall not be operated in flight unless a pilot possessed of a currently effective and appropriate pilot certificate is in command.

This certificate is of 60 days' duration and, unless the holder hereof is otherwise notified within such period, shall continue in effect indefinitely thereafter, unless suspended, revoked, or cancelled by the Civil Aeronautics

Board, except that it shall immediately expire (1) at the end of after the date of issuance of this certificate or after the date of last endorsement hereof, whichever is later, if within such period this aircraft is not examined or inspected by an authorized Civil Aeronautics inspector, or (2) at any time an authorized Civil Aeronautics inspector shall refuse to endorse this certificate after examination or inspection. By direction of the Administrator of Civil Aeronautics:

L Harry No. 10040. Refus 1 on endorse: Civil Agronautics Inspe 12/6/46 Date of In Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or is

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If this certificate is lost or destroyed, a duplicate may be obtained from the Certificate Division Civil Aeronautics Administration. Washington. D. C., for \$1.00 per page. (Money order or chec should be made payable to the Tressurer of the United States.)

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WEIGHT AND BALANCE REPORT

AND

LOADING CHART

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MODEL 0-73

SERIAL NO. J8

CERTIFICATE NO. NC 2945

Date: November 18, 1946

Prepared by:

William Jesso

HILLIAM FIG

Checked by:

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Approved by:

MACHINA I PARADA

REPORT NO. G73-8

9-3-40

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PAGE 2 VALLARD LOADING CHART TABLE OF CONTENTS Page Item | 3 Introduction 4 Trapped Puel & Oil Sample Loading Airplane Weighing Data - Derivation of Empty Weight 7 Passenger & Cargo Loading Diagram Log - Basic Weight and Index Unit Fuel Leading Chart 10 Oil Loading Chart Baggage or Cargo Loading Chart 10 Center of Gravity Limit Chart Equipment Installed when Weighed: 12-14 15 REPORT NO. G73- 8 GRUMMAN AIRCRAFT ENGINEERING CORPORATION

PAGE 3

MALLARD

LOADING CHART

INTRODUCTION

The Civil Aeronautics Administration requires that a loading chart or device be prepared and made a part of the Weight and Balance Report for each individual airplane. This is done by Grumman for every new airplane and also for any airplanes altered at the factory. When the airplane is altered in the field the Loading Chart must be altered accordingly. A method for keeping a running log of the airplane "Basic Weight and Index" is provided on page 9 where all changes may be entered.

In an attempt to provide a more usable Loading Chart, a tabular type chart has been prepared rather than a graph type. Although this method is not quite as accurate as the coordinate graph, it is satisfactory. With this type chart the operator is able to determine take-off and landing weight, center of gravity location to the nearest percent of the M.A.C., and ascertain if these C.G. locations fall within the airplane operational limits. These limits are more conservative than the absolute C.G. limits (15% to 26%) in that they have been brought in to take into account C.G. travel during flight due to fuel and oil consumption and landing gear retraction.

For simplicity, and in order to agree with all the drawings on the airplane, Hull Station "O", which is 250 inches forward of the Main Step and 10 inches forward of the nose of the airplane, has been selected as the zero datum point for preparing the loading chart.

To simplify the method of depicting moments of the airplane, the term "Index Unit" is used. The "Index Unit" for an item is computed by substituting in the following expression:

Index Unit = $\frac{A \times W}{10000}$

where: A = arm to C.G. of item in inches aft of datum (Hull Sta. 0)

W = weight of item in pounds.

REPORT NO. G73- 8

9-3-46

G103-10M-6-45

PAGE 4

MALLARD

LOADING CHART

If the engine, cil coolers, cil tank are changed, and the airplane is reweighed before the engine is run, the following weights of residual fuel and cil must be added to obtain the weight empty on page 7. (Add only the ones which apply).

TRAPPED FUEL & OIL

	Weight	Arm	Moment	Index Unit
Fuel & Oil Trapped in: - Oil Cooler (10" Dia) - Oil Tanks - Engines - Propeller Syst.Lines - Oil Lines - Fuel Tanks-3 Pt. Position - Fuel Lines - Carburetor	20.0 h.0 li6.3 6.1 7.0 26.0 3.0	212 178 190.6 197 220 215	3869 848 8241 1163 1379 5720 645 190	. l l l l l l l l
Trapped Fuel & Oil - 3 Pt. Additional Fuel Trapped in in Flight. (Glide 125 mp and L.G. Dow Total Non-Usable Fuel & Oi	Tanks h flaps loo.	220	2201,6 4404	2.2

The airplane selected as an example includes two three place divans in the forward cabin and four passenger chairs in the rear cabin arranged as indicated on the plan-view outline of the standard airplane on page 8 of the Loading Chart. The passenger locations are numbered according to type of seat and rows reading from front to rear, e.g. D-1, Divan, forward seat. Page 8 shows standard and alternate arrangements, but the positions not applicable to this airplane have been blocked out. The Index unit noted is for one passenger per location. This Index unit is calculated by substituting in the Index Unit Formula, using 170# for each passenger and the arm for each individual chair or place as in the case of the divan. Since the weight of the pilot and co-pilot are added to the empty weight to obtain a basic weight and index unit (on p.8), the index unit is not shown for their position on the diagram.

The next step is to determine the index unit for the Basic airplane. Referring to the Basic Loading Calculation on p.8, the Basic weight is carried forward to the Basic Weight Log on p.9. The "Moment" is then divided by 10,000 and entered under "Index Unit", because

Findex Unit = $\frac{\text{W} \times \text{A}}{10000}$ and $\text{W} \times \text{A} = \text{Moment}$

REPORT NO. 073-8

9-3-46

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GRUMMAN AIRCRAFT ENGINEERING CORPORATION

G103-19M-5-49

PAGE 5

KALLARD

LOADING CHART

To clarify the use of the loading chart, the following sample loading will be discussed in detail:

SAMPLE LOADING

Item		Weight In	dex Unit
Basic Weight (Sample Only)		9000	195.h
Plus items of Useful Load: Fuel (180 Gals.) Oil (20 Gals.)		1030 150	23.7 3.2
Passengers: Position D-1 (1) D-2 (2) D-3 (1) RC-1 (2) RC-2 (2)		170 340 170 340 340	2.8 6.4 3.6 9.4 10.8
Baggage: Compt. A Compt. I Compt. J		50 20 220	.14 .7 8.8
Take-Off Gross	Weight	11880	265.2

The basic weight and index unit is obtained from the Log on p.9. For loading 180 gals. of fuel in the wing tanks, refer to fuel chart on p.10, and follow down the gallon column until 180 is reached, then read across to the right for the weight in the next column and the index unit in the third column. The weight and index unit for the oil and cargo are determined in a similar manner by referring to the appropriate chart on the same page.

The take-off gross weight and index unit is totaled, (the Gross Weight must not exceed the maximum allowable), and by referring to the Center of Gravity Limit Chart (p.11), it is possible to determine the airplane C.G. to the nearest percent of the K.A.C. The index unit will appear on line with the gross weight used only if C.G. is within allowable limits. Since the take-off gross weight for the sample above is 11880 lbs. it is well within the gross weight limitations (p.8). The index unit for

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PAGE 6

MALLARD

LOADING CHART

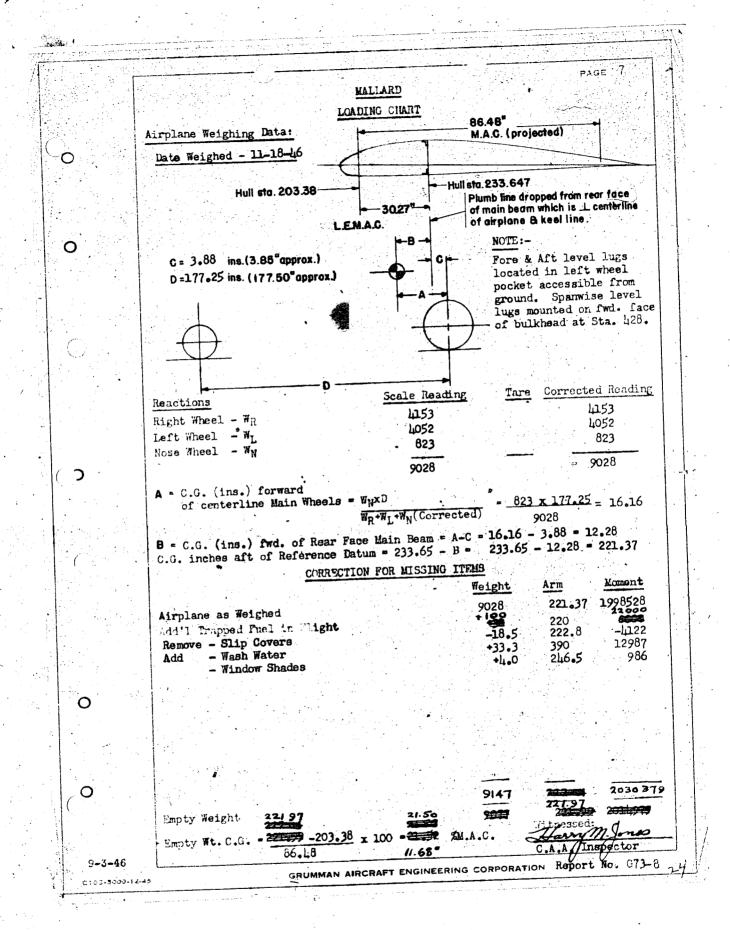
this weight is 265.2. Now run your pencil point down the "Gross Weight" side of the chart to 11900# which is closest to 11880#. Then follow across to the right until you reach 265.7 (Reading vertically upward shows a C.G. of 23% N.A.C.). However the index unit representing 11900# at 22% N.A.C. is 264.7, and 265.2 is exactly halfway between. The take-off C.G. then is at approximately 22.5% N.A.C. Since the loading condition falls within the loading limits, the loading is satisfactory. If the C.G. should fall outside the maximum indicated loading limits, the loading must be revised by shifting either passengers or cargo, or both, so that these maximum limits are not exceeded.

It should be noted that cargo or baggage can be substituted for a passenger at the passenger position at any time.

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PAGE 8

MALLARD

LOADING CHART

PASSENGER AND CARGO LOADING DIAGRAM

Maximum Allowable Take-Off Gross Weight 12500

Maximum Allowable Landing Gross Weight 12500

STANDARD

ALTERNATE

		LO	ADING CI	IART	D,	ATUM -	HULL S	TATI	ON	<u>.o.</u>	.	
	Passenge	r at 170	# Each	7	1	COMPT.	ARM	7	abla		- 10·	
	INDEX U	NITS	ROW			A	70			ROW	INDE	X UNITS
	1 PASS.	2 PASS.		F		В	125				I PASS.	2 PASS.
	2.8	-56	D-I		F	C	166	P	X	FC-I	2.9	==
•	3.2	**	D-2	X		(D	188					,
	3.6	₹	D-3	M	_	E	211		X	FC-2	3.5	7.0
				7		F	250	•	•			
	4.7		RC-1			G	278			RC-I	4.7	
	5.4		RG-2	口.		Н	317			RC-2	5.4	
						. 1	360		3	- T-1. :	6.1	
						J	400		\exists			

Basic Loading

The following values apply to this airplane as Licensed:

Item	Weight	Arm Moment	Unit
Empty Weight (p.7) Pilot & Co-Pilot	914 7 340	221.97 2030379 125 4250C	203.04
Basic Weight & Index Un	1t ² 9487	218.51 2012.97.9	207.29

* See p.9 for latest Basic Weight & Index Unit.

NOTE: 1. The airplane shall be so loaded that the plot of Gross Weight vs. Index Units falls within the limiting lines on the Center of Gravity Limit Chart on page 11. Basic Weight and Index Units for the empty airplane plus Pilot & Co-Pilot are given above or on page 9. Index Units for Fuel, Oil, Cargo or Baggage, and Miscellaneous items (Incl. Wash Water) are obtained from their respective tables, and Index Units for Passengers from diagram above.

2. Before adding, removing, or relocating any items of equipment, contact an Inspector of the Civil Aeronautics Administration. See pages 12 to 15 of this report for items of equipment included in the Weight Empty.

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				Page 9
	MALLARD	7		
	LOADING CHART			
-	THE MATE WITHIN C THIEF	r inite	•	
	LOG - BASIC WEIGHT & INDEX (List all changes made subsequent	to meighin	g)	
O	(List all changes made subsequent			
	<u>Item</u>	Weight	Arm	Index Unit
	Basic Weight & Index Unit as Weighed at Factory	y 安華	21.8±16	205.70
		9487	218.51	207.29
				<u> </u>
0				
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9-3-46				<u> </u>

PAGE 10

MALLARD

LOADING CHART

Fuel (6 Lb./Gal.)
(Arm 219.7)

Baggage or Cargo

Gal. Lbs. 20 120 40 240 60 360 80 480 100 600 120 720 140 840 160 960 180 1080 200 1200 220 1320 240 1140 260 1560 280 1680 300 1890 320 1920		
h0 240 60 360 80 480 100 600 120 720 140 840 160 960 120 1200 220 1320 240 1140 260 1560 280 1680 300 1800	Gal.	Index Units
340 2040 360 2160 380 2280	100 100 120 140 160 180 200 210 260 280 300 300 310 360	2.6 5.3 7.9 10.5 13.2 15.8 18.4 21.1 23.7 26.4 29.0 31.6 34.3 36.9 5.2 42.8 47.4 50.1

			Sect	tion l	Lette	r * û	Inde	z Uni		
Lbs.	Α	В	С	D	E	F	G	Н	** 	J
39	.2	.4	•5	.6	.6	.8	.8	1.0	1.1	1.2
60	-li	.8	1.0	1.1	1.3	1.5	1.7	1.9	2.2	2.1.
90	.6		1.5	1.7	1.9	2.2	2.5	2.9	3.2	3.6
120	.8	1.5	2.0	2.3	2.5	3.0	3.3	3.8	4.3	
150	1.0		2.5	2.8	3.2	3.8		4.8	5.4	
180	1.3		3:0	3.4	3.8	4.5	5.0	5.7	6.5	7.2
210	1.5	2.6	3.5	4.0	4.4	5.2	5.8	6.7	7.6	
240	1.7	3.0	4.0	4.5	5.1	6.0	6.7	7.6	8.6	9.6
270		3.4	4.5	5.1	5.7	6.8	7.5	8.6		10.8
300	2.1	3.8	5.0	5.6	6.3	7.5	8.3	2.5	10.8	
330 360	2.3	4.1	5.5	6.2	7.0	8.2 9.0	30.0	10.5	11.9 13.0	
320	2.5	4.5	6.5	6.8 7.3	7.6	9.8		12.1	111.0	
420	2.9		7.0	7.9	8.9	10,5	11.7	13.3	15.1	:
1,50	3.2		7.5	8.5	9.5	11.2	12 5	1)•7 11:3	16.2	
480	1200	6.0	8.0	9.0	10.1	12.0	1400	113 15.2	17.3	
510	1	6.4	8.5	9.6	10.8	12.8		16.2	18.1	
51.0		8.3	9.0	7.00		13.5		17.1	19.4	:
5110 570		7.1	9.5	 	 	14.2		18.1	20.5	
600		7.5	10.0	-	į	15.0		19.0	21.6	
630			10.5	1		2.5.7		20.0		
660			11.0	i		16.5		20.9	23.8	1.
690			11.5		1	17.2		21.9	24.3	
720	l		12.0					22.8	25.9	
750				1				23.8		
780		1	ļ ·					24.7		
810					<u> </u>			25.7		
840								26.6		[
870					1			27.6		
900		<u> </u>	<u> </u>	<u> </u>	 _ _ 	<u> </u>		28.5		
930\		į						29.5	İ .	
960								30.4		
990		<u> </u>	 	<u> </u>	ļ	<u> </u>		31.4	<u> </u>	
1020		Ì				İ		32.3		

Oil (7.5 Lb./Gal.) (Arm 212,0)

Gal.	Lbs.	Index Units
5	37 .5	.8
10	75	1.6
15	112 . 5	2.1
20	150	3.2

Note:1. Maximum Fuel- 1080 1110 011 Ratio 25 to 1

*** Floor Loading must not exceed 50 lbs. per sq. foot.

* See diagram on page 8. ** Includes Wash Water.

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MALLARD LOADING CHART

CENTER OF GRAVITY LIMIT CHART Gross Center of Gravity in Percent of M.A.C. 18% | 19% | 20% | 21% | 22% | 23% | 24% Weight 15% 16% 17% 25% 26% 26.5% 216.4 217.2 218.1 219.0 219.8 220.7 221.5 222.4 223.3 224.1 225.0 225.9 226.4 217.4 218.3 219.2 220.0 220.9 221.8 222.6 223.5 224.4 225.3 226.1 227.0 227.5 218.5 219.4 220.3 221.1 222.0 222.9 223.8 224.6 225.5 226.4 227.3 228.1 228.6 10000 10050 10100 219.6 220.5 221.4 222.2 223.1 224.0 224.9 225.7 226.6 227.5 228.4 229.2 229.7 220.7 221.6 222.4 223.3 224.2 225.1 226.0 226.9 227.7 228.6 229.5 230.4 230.9 221.8 222.7 223.5 224.4 225.3 226.2 227.1 228.0 228.9 229.7 230.6 231.5 232.0 10150 10200 10250 221.8 222.7 223.5 224.4 225.3 226.2 227.1 228.0 228.9 229.7 230.6 231.5 232.0 222.8 223.7 224.6 225.5 226.4 227.3 228.2 229.1 230.0 230.9 231.8 232.6 233.1 223.9 224.8 225.7 226.6 227.5 228.4 229.3 230.2 231.1 232.0 232.9 233.8 234.3 225.0 225.9 226.8 227.7 228.6 229.5 230.4 231.3 232.2 233.1 234.0 234.9 235.4 226.1 227.0 227.9 228.8 229.7 230.6 231.5 232.4 233.3 234.2 235.1 236.0 236.5 227.2 228.1 229.0 229.9 230.8 231.7 232.6 233.5 234.4 235.3 236.3 237.2 237.7 228.2 229.2 230.1 231.0 231.9 232.8 233.7 234.6 235.5 236.5 237.4 238.3 238.8 229.3 230.3 231.2 232.1 233.0 233.9 234.8 235.8 236.7 237.6 238.5 239.4 239.9 230.4 231.3 232.3 232.3 234.1 235.0 235.9 236.9 237.8 238.7 239.6 240.5 241.0 231.5 232.4 233.3 234.3 234.3 235.2 236.1 237.0 238.0 238.9 239.8 240.8 241.7 242.2 233.5 232.4 233.3 234.3 235.2 236.1 237.0 238.0 238.9 239.8 240.8 241.7 242.2 10300 10350 10400 10450 10550 10600 | 229.3 | 230.3 | 231.2 | 232.1 | 233.0 | 233.9 | 231.8 | 235.8 | 236.7 | 237.6 | 238.5 | 239.1 | 230.1 | 231.3 | 232.3 | 231.2 | 231.1 | 235.0 | 235.9 | 236.9 | 237.0 | 238.7 | 239.6 | 240.5 | 231.5 | 232.1 | 233.3 | 231.3 | 235.2 | 236.1 | 237.0 | 238.0 | 238.9 | 239.8 | 240.8 | 241.7 | 232.6 | 233.5 | 231.1 | 235.3 | 236.1 | 236.3 | 237.2 | 236.2 | 239.1 | 240.0 | 241.0 | 241.9 | 242.8 | 231.7 | 235.7 | 236.6 | 237.6 | 238.5 | 237.1 | 238.3 | 239.3 | 240.2 | 241.1 | 242.1 | 243.0 | 243.9 | 235.8 | 236.8 | 237.7 | 238.7 | 239.6 | 240.5 | 241.5 | 241.5 | 242.2 | 243.2 | 241.1 | 2415.1 | 2415.1 | 235.8 | 236.8 | 237.7 | 238.7 | 239.6 | 240.5 | 241.5 | 242.1 | 243.1 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 | 245.5 | 246.3 | 247.3 | 248.8 | 255.3 | 251.3 | 252.3 | 253.3 | 254.3 | 255.2 | 245.6 | 246.6 | 247.5 | 248.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 249.6 | 24 10650 10700 10750 10800 10850 10900 10950 11000 11050 3.1100 11150 11200 11250 11300 11350 11400 11550 11600 11650 11700 11750 11800 11850 11900 258.5 259.6 260.6 261.6 262.7 263.7 264.7 265.8 266.8 267.8 268.9 269.9 259.6 260.7 261.7 262.7 263.8 264.8 265.8 266.9 267.9 269.0 270.0 272.0 11950 12000 260.7 261.8 262.8 263.8 264.9 265.9 267.0 268.0 269.0 270.1 271.1 272.2 261.8 262.8 263.9 264.9 266.0 267.0 268.1 269.1 270.2 271.2 272.3 273.3 262.9 263.9 265.0 266.0 267.1 268.1 269.2 270.2 271.3 272.3 273.4 274.4 12050 12100 12150 263.9 265.0 266.1 267.1 268.2 269.3 270.3 271.3 272.4 273.5 274.6 275.6 276.7 266.1 267.2 268.2 269.3 270.4 271.4 272.5 273.5 274.6 275.6 276.7 266.1 267.2 268.2 269.3 270.4 271.4 272.5 273.6 274.6 275.7 276.8 277.8 267.2 268.3 269.3 270.4 271.5 272.5 273.6 274.7 275.7 276.8 277.9 278.9 268.3 269.4 270.4 271.5 272.6 273.6 274.7 275.7 276.8 277.9 278.9 268.3 269.4 270.4 271.5 272.6 273.6 274.7 275.8 277.9 279.0 280.1 270.4 270.4 270.4 271.5 272.6 273.6 274.7 275.8 277.9 279.0 280.1 270.4 270.4 270.4 270.4 271.5 272.6 273.6 274.7 275.8 276.9 277.9 279.0 280.1 270.4 12200 12250 12300 12350 12400 12450 269.4 270.4 271.5 272.6 273.7 275.8 276.9 278.0 279.1 280.1 281.2 274.7 12500 270.4 271.5 272.6 273.7 274.8 275.9 276.9 278.0 279.1 280.2 281.3 282.3

to upon a proper designer.

	Page 1	2 .
MALLARD LOADING CHART		
STANDARD FQUIPMENT		
(Installed items are checked "x")	ere i	
O (Installed items are checked "x") Item No. Item Each	Arm	Index Unit
Propellers & Propeller Accessories (Except De-Icing Equipment)		
Two Hamilton Std. Propellers - 8'7" Dia. 252 3 Blade #6533A-18, Hub 23D40-51	155	3.91
x Two Ham.Std. Propeller Governors #4K11-T4T 5.8	163	.09
Two Ham.Std. Prop.Feathering Motor Relays 1.9 #62730-1	197	•04
Two Ham.Std. Prop.Feathering Motors 11.9 #59664-11	197	.23
x Two Ham.Std. Prop.Feathering Switches .3 #54267	120	- -
Engines & Engine Accessories - Fuel & Oil Systems		
x Two Pratt & Whitney #R-1340-S3Hl Engines 858	172.1	14.77
Two Sets Stainless Steel Exhaust Collectors (GAEC 109025 Manifold assembly 109004 Exhaust System Instal.)	r 190	.78
Two Ten Gal. Oil Tanks (GAEC 109126, 9.9 109002 Oil System Instal.)	212	-21
Two Aluminum Oil Coolers (Clifford 18.0 lo" Dia.x9" Long #B-36690 with UAP 4 Port Valve #UD4785)	193	.35
x Two Eclipse Starters #11,16-15 26.7	192	.51
One Engine Compt. Fire Control System Using Walter Kidde Cylinders #80939 3	225	1.48
#82199 Valves Residual Fuel & Oil in Drained System		
Fuel - 30.0 83.1	218.5 185.7	1,55
Landing Gear		
Two Main Landing Shock Struts Bendix 88 #69629 LH - 69630 RH	237.5	2.09
one Nose Wheel Shock Strut Bendix #69631 50	57	.28
Two Alum. Wheel Assemblies - Goodyear 9.50x16 (Incl. Brakes, 6-Ply Nylon Tires and Tubes)	237.5	2.85
x One Nose Wheel-Bendix #115308 19x6.80-10 (Incl. Fairing 6-Ply Goodrich Rayon Tire and Tube)	60	•22
Two Auxiliary Wing Floats GAEC #108201 35	225	•79
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1011120				
MAILARD LOADING CHART			·	
STANDARD EQUIPMENT (Cont.)	· · · · · · · · · · · · · · · · · · ·			
	c") Weight	ı . Ir	ndex Unit	
(Installed items are checked "y	Each	Arm & -	Bach	
Flectrical & Radio Equipment	27 0	175.5	.56	
Two Generators Type 1273-3 Eclipse (J-1,	31.9	117.7		-
J-2, J-3, only) One Battery AN3150 3h AH (12-Ts-9L)	72.6	230	1.67	
mar Londing Lights #G-3601-1 Grimes	6.5	220	.14 .56	
Is an Radio Instal. Bow Compt.	93.3	60	3.91	-
Rear Compt.	94.5	14:0	.97	-
Kisc.	97.0	-		ļ
Interior Equipment			ļ	
Wiscollaneous Gabin Furnishings		007	1,04	1
(\ Page Dagger Chairs (Rear Cabin)	35	297	1.004	ļ
(a) Four Fassenger Chair Leather Upholstery(e) (b) Passenger Chair Leather Upholstery(e) (c) 2000, 2, 2000 Passenger Chairs	35	188		
I I I (Forward Cabin)	00	188		
I forward Cability	92 -	188	-	
(d) 131 (e) Divan Leather Upholstery (Each) (f) Two End Tables GAEC #111350 (f) Two End Tables GAEC #111350	2.4	240	.06	
(g) One Revolving Table GALL FILLD40(Su	owed) 5.8	1,25	.25	
/il n Ctompage Cabinets				
(n) Four Storage Compt. (Incl.Wash Basin Tank)	1 .	-1.3	ا م	
x (j) Thermos Jug Instal.(Incl. 9 Glasses (2 Qt.)	1 .	21111	.15 .40	
(%) Cornet Floor Covering	17.0.	238	.,	ĺ
/1\ One Cabin Heating & Ventilating				
System Using Surface Combustion Heater #ADS-100N-PLIC			.16	
(m) Two Hand Operated Fire Extinguished	rs 7	2 2 5	•10	
1 Qt. Pyrene		330	.17	
x Control Column with Throw-Over Wheel &	15.9	110	• 1	
Auxiliary Arm	70.5	100	.70	
x Instruments - As listed in Maliard	10.7			
Engineering Spec. #3.1	•			
Heavier Exterior Finish (White Maximum)				
Miscellaneous (Not Listed Above)		200	-	
One Windshield Wiper Instal. (Kearfott)	3.1	25 102	•33	
One LK IV Danforth Anchor with 100 Ft.	19	00.		1.
1/2" Nylon Rope	3	345	.10	
x One First Aid Kit	1	747		
Literature (2 Engine Log Books, 1 Airpl Log Book and 1 Loading Schedule)				
	2.0	1	7.02	
Che Map Case Two Parachute Flares - 3 Min.	23.		1.06	
One Bilge Pump - Perko	8.	6 112	- 04	
A	CORPORATIO	N Report	No. G73-8	
GRUMMAN AIRCRAFT ENGINEERING	. CONPORATIO			

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		_	Page 1lt
	LALLARD		
	LOADING CHART		
	STANDARD EQUIPMENT (Cont.)		
O	(Installed items are checked ")	x") Weight	Index Unit
	No. Item	Each Arm	Each.
7.	Miscellaneous (Cont.)		
x	One Boarding Ladder	4.7 390	.18
	The following items are Not included in	401 350	•10
	Weight Empty:-		
	One Erection & Maintenance Manual One Engine Manual		
	One Propeller Manual One Set of Engine & Propeller Tools		
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	and the second of the second o		
0.5.40			
- УŞ-46 <u>1</u> - стор-темненая	GRUMMAN AIRCRAFT ENGINEERING CORPOR	ATION Report To	
	GIOSINIAN AIRCRAFT ENGINEERING CORPOR	ATION REPORT NO	. 31,70

• /	P.	AGE 15	1
*)			
		Index Unit	
Weight !			
Each_			
125			
60			
	220	10	
ارمدا			5
12.5	-	· -	
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50.0		•	
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1		t No. G73-8	
	50.0 12.5 60 12.5 12.5 12.5 1.2	Weight Arm Each 150 125 60 4.5 220 12.5 50.0 19.0 2.0 90 9.7 107 2.1 1.2 120	Tindex Unit Weight Arm Each 150 125 60 4.5 220 .10 12.5 50.0 19.0 105 2.0 9.7 107 2.1 1.2 1.2 1.2 1.7

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DEPARTMENT OF COMPERCE