DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N73556
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Larry Johansen V. I. Seaplane Shuttle, Inc. Christiansted, St. Croix USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1897629

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
6-24-82	Lawrence E Johansen

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/24/82	1617154	Charles R Fulling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

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.)*

1. Repaired elevator s/n 013. Removed all dope, surface tape and rib stitching. Repaired ribs at Station 99¼ and 90-3/4, installed new rivets in end cap, replaced rib assembly Station 108¼, p/n 106757-3, replaced outboard hinge. Recovered elevator from Station 84 to tip with Grade A cotton. Rerib stitched complete elevator, installed new surface tape, doped, and painted.

All above work done in accordance with AC 43.13-1A, Chapter 3, Section 1 and Section 2, Chapter 2, Section 3, and Grumman Service Manual Section IV.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 9-20-90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

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.

1. AIRCRAFT	MAKE Grumman	MODEL G73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DE
2. OWNER	NAME (As shown on registration certificate) Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate) Seaplane Ramp Christiansted, St. Croix USVI 00820

Supersedes

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin V. I. Seaplane Shuttle, Inc. Christiansted, St. Croix USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	2227109

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
8/26/82	Claude Austin

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 [X] APPROVED [ ] REJECTED

BY								
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8/26/82	1617154	Charles Fulling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 9-20-90

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.)*

Repaired rudder s/n AAB183. Removed all dope, surface tape and rib stitching Installed sector control p/n 112216, Station 90½. Recovered rudder from Station 130 to bottom of rudder with Grade A cotton. Rerib stitched complete rudder. Installed new surface tape, doped and painted.

6 coats brush clear
3 coats brush silver
4 coats brush white pigment

All work done in accordance with AC43.13-1A, Chapter 3, Section 1 and Section 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO 7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N 26DF
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	327937	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. 455 SEBRING AIR TERMINAL SEBRING, FLORIDA 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
September 30, 1983	John M. DeCosta JOHN M. DeCosta

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 [X] APPROVED [ ] REJECTED

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 30, 1983	3610	John M. DeCosta JOHN M. DeCOSTA

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. All steel parts magnafluxed. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.
FAA A.D. Note 56-6-2 complied with (cylinder & stud inspection).
Service Bulletin 1658-B complied with (converted from ball to plain blower).
Service Bulletin 1758-B complied with (flyweights & flyweight liners).
Service Bulletin 1546 complied with (reworked master rod bearing).
Parts listings on file this station under WO#8732

END

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4906

☆ U.S. GPO: 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO 7561

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.

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N 26DF
2. OWNER	NAME *(As shown on registration certificate)* Virgin Islands Seaplane Shuttle	ADDRESS *(As shown on registration certificate)* West Seaplane Ramp, Christiansted St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ *(As described in item 1 above)* ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Raphael Javier West Seaplane Ramp, Christiansted St. Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 584282564

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
August 19, 1983	[signature]

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 XX APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER *(Specify)*	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 19, 1983	1617154	Charles R. Freehling [signature]

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

GRUMMAN G-73 RUDDER S/N 007

This rudder was stripped, cleaned and inspected. Installed new rib nuts for bleed seal. Replaced top hinge P/N 112214, replaced center hinge P/N 112204 and bottom bearing assembly hinge P/N 112215, removed and installed new ribs P/N 106852-3, 2 and 1. Installed missing fairing tail light P/N 106680. Par-Al-Ketoned inside leading edge to reduce metal corrosion. All sharp edges covered with cellophane as per Grumman Mallard Service Manual. New Grade A Cotton envelope installed, rib stitched complete rudder, installed new surface tape, doped and painted.

4 Coats Brush Clear
4 Coats Brush Silver
3 Coats Spray White Pigment

All work done in accordance with AC 43.13-1A, Chapter 2, Section, Chapter 3, Sections 1 and 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SJU FSDO
7-5-01

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N 26DF
2. OWNER	NAME (*As shown on registration certificate*): Virgin Islands Seaplane Shuttle	ADDRESS (*As shown on registration certificate*): West Seaplane Ramp, Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(*As described in item 1 above*)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Lawrence Johansen C/o Seaplane Shuttle West Seaplane Ramp Christiansted, St.Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1897629

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
April 28, 1983	Lawrence E Johansen

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

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (*Specify*)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4/28/83	1617154	Charles R. Freehling Charles R Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8329)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

Grumman G-73 Aileron S/N 3035-1

This Aileron was stripped, cleaned and inspected.
Repaired leading edge, painted balance weights with epoxy and covered weight with a coat of Par-Al-Ketone to reduce dissimilar metal corrosion. Installed new hinge P/N 112004-2. All sharp edges covered with cellophane as per Grumman Mallard service manual. New Grade A cotton envelope installed, rib stitched complete aileron, installed new surface tape, doped and painted.

4 Coats Brush Clear
3 Coats Brush Silver
3 Coats Spray White Pigment

Balance not checked at this time.

All work done in accordance with AC 43.13-1A, Chapter 2, Section 3.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SU FSDO
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N 26DF
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	P327953	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. 455 SEBRING AIR TERMINAL SEBRING, FLORIDA 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
February 17, 1983	John M. DeCosta JOHN M. DeCOSTA

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 [X] APPROVED [ ] REJECTED

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 17, 1983	3610	John M. DeCosta JOHN M. DeCOSTA

FAA Form 337 (7-67) GPO : 1972 O - 475-509 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

Engine received this station for overhau. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.
FAA A.D. Note 56-6-2 complied with (cylinder & stud inspection).
Service Bulletin 1758-B complied with (flyweights & flyweight liners).
Service Bulletin 1546 complied with (reworked master rod bearing).
Parts listings on file this station under WO#8545

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE SYMBOL
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin V. I. Seaplane Shuttle, Inc. Christiansted, St. Croix USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	2227109

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
8/26/82	Claude Austin

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: [X] APPROVED [ ] REJECTED

BY					
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8/26/82	1617154	Charles R. Fielding

FAA Form 337 (7-67)

☆ U.S. Government Printing Office 1977—772-648/141

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

Repaired rudder s/n AAB183. Removed all dope, surface tape and rib stitching Installed sector control p/n 112216, Station 90½. Recovered rudder from Station 130 to bottom of rudder with Grade A cotton. Rerib stitched complete rudder. Installed new surface tape, doped and painted.

6 coats brush clear
3 coats brush silver
4 coats brush white pigment

All work done in accordance with AC43.13-1A, Chapter 3, Section 1 and Section 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION SJU-FSDO
7-5-6

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin V. I. Seaplane Shuttle, Inc. Christiansted, St. Croix USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	2227109

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
8/26/82	Claude Austin

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8/29/82	1617154	Charles Fuehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office : 977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

GRUMMAN G73 ELEVATOR S/N AAB225.

This elevator was stripped, cleaned, and inspected. Manufactured a new leading edge, painted balance weights with epoxy and covered weight with a coat of paral-ketone to reduce dissimilar metal corrosion. All sharp edges covered with cellophane as per Grumman Mallard Service Manual. New Grade A cotton envelope installed, rib stitched complete elevator, installed new surface tape, doped and painted.

6 coats brush clear.
3 coats brush silver
2 coats brush white pigment
2 coats spray white pigment

Balance not checked at this time.

All work done in accordance with AC43.13-1A, Chapter 3, Section 1 and Section 2; Chapter 2, Section 3.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R1060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO 7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin V. I. Seaplane Shuttle, Inc. Christiansted, St. Croix USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	2227109

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
8/26/82	Claude Austin

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 [X] APPROVED [ ] REJECTED

BY					
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8/20/82	1617154	[illegible]

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

GRUMMAN G73 ELEVATOR S/N 003.

This elevator was stripped, cleaned and inspected. New leading edge, painted balance weights with epoxy and covered weight with a coat of par-al-ketone to reduce dissimilar metal corrosion. Installed new Rib Assembly STA. 107-5/8 and 108-1/4, p/n 106757-2 and -3, also installed new hinge assembly p/n 112203 and 112206 with new bearings. All sharp edges covered with cellophane as per Grumman Mallard Service Manual. New Grade A cotton envelope installed, rib stitched complete elevator, installed new surface tape, doped and painted.

6 coats brush clear
3 coats brush silver
2 coats brush white pigment
2 coats spray white pigment

Balance not checked at this time.

All work done in accordance with AC43.13-1A, Chapter 2, Section 3.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (*As shown on registration certificate*): ANTL., INC.	ADDRESS (*As shown on registration certificate*): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	********** (As described in item 1 above) **********			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of 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
December 26, 1980	Charles Freehling

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

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (*Specify*)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles Freehling

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

1. Left elevator S/N 3035-2 found installed on Aircraft N26DF, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla., 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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
December 26, 1980	Charles Freehling

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: [X] APPROVED [ ] REJECTED

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-645/1341 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

INCREASE GROSS WEIGHT TO NORMAL 12,750 POUNDS

1. To supercede 337 dated November 30, 1979. Reduction of maximum take-off weight from 12,750 to 12,500 pounds in accordance with STC SA635S0.

2. Installed Bendix Fuel Flow which is an engine incline fuel metering system as per FAR 121.307 (b).

3. Installed Low Fuel Pressure Warning Device as per FAR 121.307 (k)

Normal Gross, Model Grumman G-73, 12,750 pounds.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0[illegible]

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 195 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Mike Homa Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	151363186

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: December 26, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Mike Homa

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles [illegible]

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-546/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.

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

LOW FUEL PRESSURE WARNING INSTALLATION

1. Installed AN tee fittings in fuel gauge pressure lines in leading edges of left and right wings of Grumman G-73, N26DF, at Station 50.5.

2. Attached low fuel pressure sensor switches P/N 3135 (Barfield) to nose ribs (left and right) at Station 50.5, as per optional original equipment installations to G-73 aircraft.

3. Connected sensor to tee fitting with standard AN plumbing and fittings per manufacturer's recommendations.

4. Routed new AWG #16 mil. spec. wires in existing bundles from cockpit to wing leading edges.

5. Installed MS25041-6 "press to test" warning lights in instrument panel, wired entire installation according to Grumman G-73 Service Manual Wiring Schematic Sec. 111, Pg. 217, Fig. 152, and in accordance with AC 43.13-1A, Chapter 11, Section 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R666 1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Florida 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: EA148ANMOD, EA88A-B1CM-03 MANUFACTURER: Simmons				X

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Hugh O'Donnell Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	78423537

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
December 26, 1980	Hugh O'Donnell

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles N. Fulling

FAA Form 337 (7-67) U.S. GOVERNMENT PRINTING OFFICE: 1974 — 773-230/134/7 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

INSTALLATION LIQUIDOMETER

1. Removed existing left and right General Electric Liquid Level Transmitter Type TJ-13 Model 8TJ13L-JE and General Electric Fuel Level Indicator Type DJ-12 Model 8DJ12-LAW.

2. Installed in same location modified Simmons P/N EA14AN-46L, -47L Indicator overhauled to T.O. 5L6-3-1-3 3/34 and 33D2-6-14-1. Installed Simmons Liquidometer P/N EA88A-B1CM-03 overhauled and modified by Barfield Instrument Corporation.

3. All work done in accordance with Barfield Instrument Corporation Overhaul Procedure dated November 2, 1977, Proc. No. 2651-3844 and AC 43.13-1A, Chapter 15, Section 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (*As shown on registration certificate*): ANTL., INC.	ADDRESS (*As shown on registration certificate*): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Darryl Long Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	530361413

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
December 26, 1980	Darryl Long

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

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (*Specify*)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles F. [illegible]

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

1. Removed all existing radio equipment antennas and wiring.

2. Flight instrument panel modified to provide standardization throughout the fleet. Standardization of layout allows more effiecient scanning of instruments by pilot and also permits improved arrangement of pitot, static and vacuum lines.

   A. Panel material 2024T3 .090 anodized, mounting: original G-73 location and shock mounts.

3. Installed following systems:

   Bendix AS2015A Audio System
   Bendix #1 NAV/COMM CN2012A system with IN2014B ind.
   Bendix #2 NAV/COMM CN2012A system with IN2014B ind.
   Bendix DF2071A ADF system
   Bendix TR2061A Transponder System
   Bendix DM2031A DME system
   Gables Interphone System

4. Above systems installed in existing center lower panel modified to receive Bendix equipment. Installation instructions provided by Bendix. Mounting complies with AC 43.13-1A, Chapter 2 and AC 43.13-2A, Chapters 1 and 2; antenna, Chapter 3.

5. All above work done in accordance with Bendix Installation Manual and AC 43.13-1A, Chapter 2; AC 43.13-2A, Chapters 1, 2, and 3.

6. New equipment list entered in aircraft folder (Antilles Air Boats) aircraft weighed, log book entry made.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Darryl Long Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	530361413

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
December 26, 1980	Darryl Long

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

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles Nuhling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)

INSTALLATION FUEL FLOW

1. Removed existing fuel line from the engine fuel pump to the carburetor, left and right engines.
2. Installed Fuel Flow Transmitters Model 9100-5A-B1A, shockmounted panel on the lower right leg, left and right engine mounts.
3. Installed new fire sleeve, fuel lines to and from the flow transmitter.
4. Installed Fuel Flow Indicator Model 6300-B5F-A in engine instrument panel, range lb/hr 100-1000.
5. Installed Inverter P/N 442A-A right cabin "J" box Station 230 with terminal board.
6. All work done in accordance with Pioneer-Central Division of Bendix Aviation Corporation Publication 56-86, Installation Aids Fuel Flow Transmitter Type 9100 and AC 43.13-1A, Chapter 11, Section 2 and Sections 3, 5, and 6.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0140

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	2227109

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
December 26, 1980	Claude Austin

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: [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles F. Milling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141

837

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

CURRENT LIMITED INSTALLATION

1. Installed in bottom left and right Nacelle Junction Box Wing Station 92, an 100 amper current limiter (Bussman Mfg. Co., P/N ANL-100) between the battery and the starter relay using original starter wire and a jumper of the same size as the starter wire.

2. All of the above work is in accordance with Advisory Circular 43.13-1A, Chapter 11, Sections 1, 2, 3, 5, 6, and 7.

3. This installation similar to approved Form 337 dated April 14, 1980 N51151.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0011

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DE
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin Antilles Air Boats Christiansted, St. Croix	[X] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [ ] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	2227109

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
December 26, 1980	Claude Austin

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 [X] APPROVED [ ] REJECTED

BY					
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles Nuelling

FAA Form 337 (7-67) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 773-230/134/7 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

N26DF WING REPAIR

1. Repaired right center wing front spar as per FAA approved drawing SO-EMDO-43, dated 8/2/77.

2. Replaced top right wing skin over fuel tank Station 51 to Station 125, ref. No. 2, Figure 136, Wing Skin Plating Diagram Section 4, Page 229, Mallard Service Manual.

3. Replaced top right wing skin, ref. No. 1, Figure 136, Wing Skin Plating Diagram Section 4, Page 229, Mallard Service Manual, aft of wing box beam; cleaned structure from Station 34 to Station 90; inspected and repaired structure as necessary.

4. Replaced bottom right wing skin fuel tank Station 49 to Station 125 ref. No. 15, Figure 136, Wing Skin Plating Diagram Section 4, Page 229, Mallard Service Manual.

5. Replaced right wing center section P/N 108434R bulkhead and trough assembly - firewall r. h.

6. All work done in accordance with approved drawing, Grumman Service Manual and AC 43.13-1A, Chapter 2, Section 3.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Lawrence Johansen Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1897629

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
December 26, 1980	Lawrence E. Johansen

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 [X] APPROVED [ ] REJECTED

BY								
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-26-80	1617154	Charles Fuehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-645/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

1. Installed 3-place divan Station 339 to Station 373, divan manufactured by Dean Franklin Aviation Enterprises, Inc. as per Aeronautical Engineers Incorporated, Drawing #AE2233 "Three Place Coach Seat Installation in Grumman Mallard G-73" dated 10 December, 1972 and Aeronautical Engineers Incorporated Report #R-350 "Substantiation Three-Place Coach Seat Installation in Grumman Mallard G-73 Aircraft" dated December 1972. The floor track installed as per Note #6 Drawing #AE2233 and improved by using channel under floor as per Aeronautical Engineers Incorporated Drawing FA-3016 Seat Installation Grumman Mallard G-73 Note 9 and Note (AA) Channel. Minor changes to this installation which improve the structural integrity of the installation, are as follows:

   A. Bolting the Coach Seat to existing bulkhead Station 384 with angle on rear side.

   B. Installation of channel under floor track attachments.

   Statement of Compliance of Aircraft or Aircraft Components with the Federal Aviation Regulations dated 11 December 1972 Designation #SO-195.

2. The seat belt attachment is seperate from the above coach seat and is made up from 1/8" aluminum plate backed with two 1½ X 1½ X 1/8" angle riveted together and bolted with 10/32 AN bolts to aircraft structure at Station 340, 351, 362, 373, and 384. Total length is 45-3/8" long.

   A. The test carried out for the seat belt attachment installation to the aircraft structure as per AC 43.13-2, Chapter 1, Structural Data, Static Test, Figure 1.1 and Part 23.561 General. A load of 1644 pounds was demonstrated on each belt installation.

3. All work done in accordance with approved Aeronautical Engineers Report R-350, Statement of Compliance #SO-193 AC 43.13-1A, Chapter 2, Section 3 and AC 43.13-2, Chapter 1.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R066.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DE
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Lawrence Johansen Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1897629

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
December 26, 1980	Lawrence E. Johansen

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles Nulling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1967—272-640/41 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO 2 DATE 2-7-88

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.)*

INSTALLATION EDISON FIRE DETECTION SYSTEM

1. Remove existing Wilcolator spot detectors - left and right engines
2. Installed Edison type "B" continuous cable fire detection for Grumman G-73 in accordance with Supplemental Type Certificate Number SA36NE. Minor changes to STC SA36NE which increase the detection capability and the serviceability of the system are:

   A. Control assemblies P/N 377-02836 mounted at Station [illegible] in nose less acceptable to environmental corrosion.
   B. Used MS-3100R-18-15 (G) fire wall cannon plug lower part of firewall out of known hot area. Wires behind cannon plug installed in D-130/D V.C. tubular fiberglass and run with existing wire bundles.
   C. Extending end (G) (Fig A) down the front oil cooler bracket, resulting in a shorter lead to firewall cannon plug.
   D. Extending end (D) (Fig A) up the left side of firewall and to center, resulting in more detection capability.

3. All work done in accordance with Supplemental Type Certificate Number SA36NE, Armtec Industries, Inc., Drawing No. 910907, and AC 43.13-1A, Chapter II, Section 2 and Sections 3, 5, and 6.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-[illegible]-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04 R030.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Tomas O'Neill Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1630355

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
December 26, 1980	Tomas O'Neill

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-26-80	1617154	Charles M. Erukling

FAA Form 337 (7-67) 8[illegible]

FAA AIRCRAFT REGISTRY
CAMPPA NO. 17 DATE: 1-7-88

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.)*

1. Removed spherical baldder type accumulator P/N AA14007 having 54.7 cubic inch displacement.

2. Installed two Bendix P/N 548650 piston type accumulators having fifty cubic inch displacement each, in left lower nacelle behind wing spar, utilizing existing angles and ¼ inch "U" bolts. Installed accumulators in system parallel to each other.

3. All work accomplished in accordance with AC 43.13-1A, Chapter 10, Section 1 and 43.13-2A Figure 2.7. This installation was previously approved for duplication on FAA Form 337 dated September 24, 1979, Grumman G-73 S/N J-28 N2970.

NOTHING FOLLOWS

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
Tomas O'Neill Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1690355

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
December 26, 1980	Tomas O'Neill

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

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles N. Willing

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/14 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

INSTALLATION OF TWO-BOTTLE FIRE EXTINGUISHER SYSTEM

1. Removed existing one-bottle installation Station 230.
2. Installed new brackets which hold two bottles Station 230. Brackets are the same as installed on J32 and subsequent.
3. Installed new Walter Kidde Check Tee P/N 966301, new tube assembly from top and bottom bottles to check tee.
4. Installed two new Walter Kidde Discharge Indicators P/N 921937 left side main cabin Station 240.
5. Wired the bottle installation using existing system wiring and additional wires as per Figure 140 Fire Extinguisher Circuit, Grumman manual.
6. Cabin heater system removed.
7. All work done in accordance with Grumman Maintenance Manual G-73, AC 43.13-1A, Chapter 2, Section 3, Chapter 11, Sections 1 and 2, AD 80-13-02 PRF (E).

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 1-7-88

ALTERATIONS/REPAIRS N26DF - FAA

337	ALTERATION/REPAIR	DATE
✓	Fuel Flow	✓
✓	Increase Gross	12/26/80
✓	Edison Fire Detection	✓
✓	Rudder	12/26/80
✓	Aileron Left	12/26/80
✓	Aileron Right	10/7/80
✓	Elevator Left	12/26/80
	Elevator Right	
✓	Low Fuel Pressure	✓
✓	Bendix Radio	✓
✓	Current Limited	✓
✓	Hydraulic Accumulator	✓
✓	Two-Bottle Fire Extinguisher	✓
✓	Wing Repair	✓
	Fuel Gauge	✓
	Rear Seat	✓
	Interior	

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE. 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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: December 26, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles Freehling

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 [X] APPROVED [ ] REJECTED

BY						
		FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles Freehling

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

1. Left aileron S/N 3035-1 found installed on Aircraft N26DF, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE 1967 O - 272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R066

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 9[illegible] E. 125th St, North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	********** (As described in item 1 above) **********			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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
December 26, 1980	Charles Freehling

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 [X] APPROVED [ ] REJECTED

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/26/80	1617154	Charles Freehling

FAA Form 337 (7-67) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 773-210/134/7 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-83

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.)*

1. Rudder S/N 1443 found installed on Aircraft N26DF, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-17-88

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	••••••••••••••••••••••(As described in item 1 above)••••••••••••••••••••••			XX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
F. J. Iandre P.O.Boxx 2403 Hialeah, Fla., 33012	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AE 13138999

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
Oct.7, 1980.	F J Iandre

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 [X] APPROVED [ ] REJECTED

BY							
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10/7/80.	IA 1313890	F J Iandre

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 11-7-88

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.)*

Grumman G-73 R. H. Aileron, S/N FL1447. This aileron was stripped, cleaned, inspected & recovered with Ceconite in accordance with Ceconite Inc. STC SA1351WE & AC43.13-1A, Ch. 3, Sec. 1 & 2.
Nitrate dope was applied as follows,
6 coats brush clear,
4 coats spray clear,
4 coats spray silver pigment.
Trim tab & inspection covers not installed.

---------- E N D ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N26DF	GRUMMAN	G-73	1947	3951802
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		52016
J-10	PRATT + WHITNEY	R-1340-S1H1		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS: NEW / ✓ USED / IMPORT
2	HAMILTON STANDARD	23D40		

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 ✓ STANDARD AIRWORTHINESS CERT. (Indicate category) — NORMAL | UTILITY | ACROBATIC | ✓ TRANSPORT | GLIDER | BALLOON

B — SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 2 — LIMITED
- 5 — PROVISIONAL (Indicate class): 1 CLASS I; 2 CLASS II
- 3 — RESTRICTED (Indicate operation(s) to be conducted): 1 AGRICULTURE & PEST CONTROL; 2 AERIAL SURVEYING; 3 AERIAL ADVERTISING; 4 FOREST (Wild life conservation); 5 PATROLLING; 6 WEATHER CONTROL; 0 OTHER (Specify)
- 4 — EXPERIMENTAL (Indicate operation(s) to be conducted): 1 RESEARCH AND DEVELOPMENT; 2 AMATEUR BUILT; 3 EXHIBITION; 4 RACING; 5 CREW TRAINING; 6 MKT. SURVEY; 0 TO SHOW COMPLIANCE WITH FAR
- 8 — SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side): 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE; 2 EVACUATE FROM AREA OF IMPENDING DANGER; 3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT; 4 DELIVERING OR EXPORT; 5 PRODUCTION FLIGHT TESTING

C 6 — MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) — IF DEALER, CHECK HERE →

NAME: ANTL INC.
ADDRESS: 915 N.E. 125TH STREET N. MIAMI, FLA. 33161

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

✓ AIRCRAFT CERTIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): A-783 REVISION 7

✓ AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): ✓ 67-31-7

AIRCRAFT LISTING (Give page No(s).): N/A

SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

✓ CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173 ✓

TOTAL AIRFRAME HOURS—Enter for used aircraft only: 16197.

3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed: 13.0

D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
3-29-79	THOMAS P. ANUSEWICZ MANAGER MAINT. PLANNING	Thomas P. Anusewicz

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)

2 — FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)
3 ✓ — CERTIFICATED MECHANIC (Give Certificate No.): IA 1617157
6 — CERTIFICATED REPAIR STATION (Give Certificate No.)
5 — AIRCRAFT MANUFACTURER (Give Name of Firm)

DATE	TITLE	SIGNATURE
3-29-79	CHIEF INSPECTOR.	Charles Fruehling

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [1] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S SIGNATURE
3-29-79	SO FSDO61 7-5-61		Felix D. Kenney

FAA Form 8130-6 (7-70)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [X] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [X] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA 337 *(Attach when required)*
- [X] F. This Inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 317 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [X] I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.191(b) CAR _____ *(Original attached)*
- [X] J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) _____ *(Copy attached)*

☆ U.S. GOVERNMENT PRINTING OFFICE: 1977 - 772-386/105/7

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N-26DF	GRUMMAN G-73	G-10	TRANSPORT

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Re-issued 03-29-79	FRITZ D. SHUMBERY	SO-FSDO-61 7-5-61

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO : 1967—O-270-931

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CLASSIFICATION: EXPERIMENTAL		
	PURPOSE: SHOWING COMPLIANCE WITH REGULATIONS		
B	MANUFACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N—26DF		SERIAL NO. J-10
	BUILDER GRUMMAN		MODEL G-73
E	DATE OF ISSUANCE 03-27-79		EXPIRY 04-03-79
	OPERATING LIMITATIONS DATED 03-27-79		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE H.A. Heyliger		DESIGNATION OR OFFICE NO. SO-FSDO-61

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 — SEE REVERSE SIDE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

OPERATING LIMITATIONS AND APPLICABILITY CHART

AIRCRAFT Grumman R-1340 S/N J-10 Reg. No. N26DF
(Make & Model)

1. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules.

2. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers. For jet and high performance piston-powered aircraft, to advise tower of minimum runway requirements.

3. This aircraft shall not be flown unless it is maintained and operated in accordance with appropriate military technical publications or manufacturer's instructions for the type and model of aircraft. (Inspector may identify publications if deemed necessary.)

4. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33, this aircraft shall be operated Day VFR only.

5. This aircraft shall contain the placards, markings, etc., required by FAR 91.31.

6. No person may operate this aircraft for carrying persons or property for compensation or hire.

7. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.

8. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

9. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.

March 27, 1979
Date

H.A. Heyliger
H.A. Heyliger
Aviation Safety Insp. Airworthiness

Typed by # 22

OPERATING LIMITATIONS AND ADDITIONAL INFORMATION

AEROSPAT Grumman G-164D S/N 1-10 Reg. No. N260W
(Make & Model)

1. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules.

2. Operation of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers. Non jet and high performance piston-powered aircraft, to advise tower of minimum runway requirements.

3. This aircraft shall not be flown unless it is maintained and operated in accordance with appropriate military technical publications or manufacturer's instructions for the type and model of aircraft. (Operator may identify publications if deemed necessary.)

4. Under meteorologically required for night and/or instrument flight in accordance with FAR 91.33, this aircraft shall be operated by VFR only.

5. This aircraft shall contain the placards, markings, etc., required by FAR 91.31.

6. No person may operate this aircraft for carrying persons or property for compensation or hire.

7. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.

8. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

9. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.

March 27, 1979
Date

H.A. Heylmun
Aviation Safety Eng. Airworthiness

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Budget Bureau No. 04-R0191

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: US N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL INC	ADDRESS (As shown on registration certificate): 915 NE 125th Street, North Miami, Florida, 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CLAUDE AUSTIN c/o ANTILLES AIR BOATS INC CHRISTIANSTED, ST CROIX, USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 2227109

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
January 26, 1979	CLAUDE AUSTIN

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

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 26, 1979	IA 1617154	CHARLES R. FREEHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-845/141 (ET 20)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1. Installed 3-place divan Station 339 to Station 373, divan manufactured by Dean Franklin Aviation Enterprises Inc as per Aeronautical Engineers Incorporated, Drawing # AE2233 "Three Place Coach Seat Installation in Grumman Mallard G-73" dated 10 December 1972, and Aeronautical Engineers Incorporated Report # R-350 "Substantiation Three-Place Coach Seat Installation in Grumman Mallard G-73 Aircraft" dated December 1972.

   Statement of Compliance of Aircraft or Aircraft Components with the Federal Aviation Regulations dated 11 December 1972 Designation #SO-195.

   The seat belt attachment is similar to approved FAA Form 337, December 23 1968 MIA GADO 7-3-05 for aircraft N7356, the floor track installed as per Note #6 Drawing AE 2233 and improved by using channel under floor as per Aeronautical Engineers Incorporated Drawing GA-3016 Seat Installation Grumman Mallard G-73 Note 9 and Note (AA) Channel. Minor changes to this installation which improve the structural integrity of the installation, are as follows:

   A. Bolting the Coach Seat to existing bulkhead Station 384 with angle on rear side.

   B. Installation of channel under floor track attachments.

2. All above work done in accordance with AC 43-13-1A, Chapter 2, Section 3.

NOTHING FOLLOWS

( ) ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

(MENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	P328080	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. RT. 2 BOX 513 SEBRING AIR TERMINAL SEBRING, FLA. 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
December 31, 1980	HANK GODWIN H. Godwin

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 [X] APPROVED [ ] REJECTED

BY:							
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 31, 1980	3610	HANK GODWIN H. Godwin

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturers specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.
FAA A.D. Note 56-6-2 complied with (Cylinder & Stud Inspection).
Service Bulletin 1758-B complied with (Flyweights & flyweight liners).
Service Bulletin 1658-B previously complied with (Converted from ball to plain blower).
Parts listings on file this station under WO#7780

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N.E. 125th St. N. Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	ALTERATION
AIRFRAME	********** (As described in item 1 above) **********			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
F. J. Landre P.O.Box 2493 Kissimmee, Fla., 33032	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AD 13138909

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
Oct.7, 1980.	F.J. Landre

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

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10/7/80.	IA 1313890	F.J. Landre

(8320)

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977 — 772-646/141

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.

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

Grumman G-73 R. H. Aileron, S/N PL1447. This aileron was stripped, cleaned, inspected & recovered with Ceconite in accordance with Ceconite Inc. STW SA1351WE & AC43.13-1A, Ch. 3, Sec. 1 & 2.
Nitrate dope was applied as follows.
6 coats brush clear,
4 coats spray clear,
4 coats spray silver pigment.
Trim tab & inspection covers not installed.
---------- E N D ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

ITMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. N. Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆			XX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
F. J. Landre P.O.Box 2403 Hialeah, Florida., 33012	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AR1313890

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
Sept. 15, 1980.	F. J. Landre

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

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9/15/80.	IA1313890	F. J. Landre

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Grumman G-73 Rudder, S/N 1143. This rudder was stripped, cleaned, inspected & recovered with Ceconite in accordance with Ceconite Inc. STC SA1351WE & AC43.13-1A, Ch. 3, Sec. 1 & 2. Nitrate dope was applied as as follows,
6 coats brush clear,
4 coats spray clear,
4 coats spray silver pigment.
Trim tab & inspection plates not installed.

---------- E N D ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0010.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL. INC.	ADDRESS (As shown on registration certificate): 915 N.E. 125th STREET NORTH MIAMI, FLORIDA 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
DARRYL LONG A&P c/o ANTILLES AIR BOATS CHRISTIANSTED, ST. CROIX 00820	X U.S. CERTIFICATED MECHANIC; FOREIGN CERTIFICATED MECHANIC; CERTIFICATED REPAIR STATION; MANUFACTURER	A&P 530361413

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: JULY 23, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Darryl Long

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 [X] APPROVED [ ] REJECTED

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JULY, 23, 1980	1617154	Charles M. Cutling

(8320)

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1. REMOVED GOODYEAR BRAKE ASSEMBLY P/N 9540148 FROM LEFT & RIGHT MAIN GEAR AXLES.
2. MODIFIED P/N 69822 (GRUMMAN) AXLE FLANGE,USING MOUNTING TEMPLATE PER PARKER HANNIFIN INSTALLATION DRAWING 50-55.
3. INSTALLED PARKER HANNIFIN CONVERSION KIT 199-81, CONSISTING OF CLEVELAND MAIN WHEELS P/N 40-137, CLEVELAND BRAKE ASSEMBLY, P/N 30-103 AND MOUNTING BOLTS, NUTS AND WASHERS (AN HARDWARE).
4. ALL WORK DONE IN ACCORDANCE WITH GRUMMAN G-73 SERVICE MANUAL AND S.T.C. NUMBER SA412GL.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 9 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	P-327926	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. RT. 2 BOX 513 SEBRING AIR TERMINAL SEBRING, FLA. 33870	U.S. CERTIFICATED MECHANIC / FOREIGN CERTIFICATED MECHANIC / X CERTIFICATED REPAIR STATION / MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
June 10, 1980	JAMES W. TURNER James W. Turner

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 has been inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: X APPROVED ☐ REJECTED

BY				
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 10, 1980	3610	JAMES W. TURNER James W. Turner

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—771-646-143 (1120)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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 ensure continued conformity with the applicable airworthiness requirements.

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

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.
F.A.A.A.D. Note 50-6-2 complied with (Cylinder & Stud Inspection).
Service Bulletin 1755-D complied with (Fly weights and fly weight liners).
Service Bulletin 1[illegible] complied with (converted from ball-plain blower parts listings on file this station under WO-7424

☒ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

TMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. N. Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	21711	Z	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. SEBRING AIR TERMINAL Rt 2 BOX 513 SEBRING, FLA 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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: April 23, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: James W. Turner

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

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 23, 1980	3610	James W. Turner

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

FAA A.D. Note 56-06-02 complied with (Cylinder and Stud Inspection).
Service Bulletin 1758-B complied with.
Service Bulletin 1658-B previously complied with.

Parts listing on file this station under W.O. #7344.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

TMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N 26DF
2. OWNER	NAME (*As shown on registration certificate*): ANTL, INC.	ADDRESS (*As shown on registration certificate*): 915 N.E. 125th Street, North Miami, Florida 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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
November 30, 1979	Charles R. Freehling *Charles R Freehling*

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 [X] APPROVED [ ] REJECTED

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (*Specify*)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 30, 1979	1617154	Charles R. Freehling *Charles R Freehling*

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1. Reduction of maximum certificated take-off weight from 12,750 lbs. to 12,500 lbs in accordance with STC SA635SO.

----------NOTHING FOLLOWS----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. N. Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Pratt & Whitney	R-1340-S1H1	ZP101978	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Sebring Air Depot, Inc. 198 Sebring Airport Sebring, Fl. 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	708-43

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: 18 June 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: Laurie F. Dicks

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 [X] APPROVED [ ] REJECTED

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
18 june 1979	708-43	Laurie F. Dicks

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

June 18,1979 Engine R-1340 S1H1 S/N ZP 101978 was completly disassembled, cleaned, inspected & major overhauled. A.D. note 56-6-2 was C/W during disassembly. Block performance test was satisfactory. Front & rear harness was overhauled 6-15-79 by Sebring Air Depot, Inc. Repair station 708-43. Magneto SB9RN S/N 193682 was overhauled 5-18-79 by Air Parts & Supply Co. Miami, Fl. under W/O 5230. Magneto SB9RN S/N 183187 was overhauled by Air Parts & Supply Co. Miami, Fl. under W/O 5230 5-18-79. Pertinent details are on file at Sebring Air Depot, Inc. under W/O 528

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1977—771-021/290

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. N. Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: L/H Elevator MANUFACTURER: Grumman	G-73	3035-2	X	

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Hill Air Co. 4300 S.W. 12th Terrace Fort Lauderdale, Fla. 33335	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CRS 705-80

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
May 3, 1979	Victor Kaloski

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 [X] APPROVED [ ] REJECTED

BY							
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-3-79	CRS 705-80	Victor Kaloski

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.*)

REPAIRED ELEVATOR AS FOLLOWS:

Manufactured a new thirdtheenth and fourthened (13th and 14th)rib of same thickness as original of 2024-T3 aluminum and installed at elevator sta. 90.75 and sta. 99.75.

Manufactured new cover plates of same thickness as original of 2023-T3 aluminum and installed on top and bottom of elevator between stations 5.8125 and sta. 10.25 (same as Mallard p/n 106757-1L).

Removed all counterweights from leading edge, cleaned, chromated and reinstalled in new manufactured leading edge.

Manufactured a complete new leading edge of same thickness as original of 2023-T3 aluminum and installed from sta. 5.8125 to sta. 108.1875.

Installed factory new ribs, Mallard p/n's 106757-1, 106757-2 and 106757-3 at the hinge point which is at sta. 108.1875.

Installed a factory new Fitting Assembly hinge, p/n 11203 at sta. 52.875 and a Fitting Assembly hinge, p/n 112206 at sta. 106.1875.

Recovered the aileron with an envelope of Ceconite 101 material, one (1) coat of brushed and six (6) coats of sprayed clear CAB dope, and eight (8) coats of sprayed aluminum CAB dope.

All metal repair accomplished in accordance with AC 43.13-1A; Chapter 2, Section 3 and similiar to Fig. 2.24, and in accordance with Mallard Service Manual.

The elevator was recovered in accordance with Ceconite, Inc., STC SA1351WE and AC 43.13-1A; Chapter 3; Section 1 and Section 2.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. N. Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: L/H Aileron MANUFACTURER: Grumman	G-73	3035-1	X	

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Hill Air Co, 4300 S.W. 12th Terrace Fort Lauderdale, Fla. 33335	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CRS 705-80

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
March 8, 1979	Victor Kaloski

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
3-8-79	CRS 705-80	Victor Kaloski

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Manufactured a complete new Leading edge of same thickness as original of 2024-T3 aluminum and installed from inboard of aileron to the tip. Repositioned the No. 6, 7, 9, 10, 11 and No. 12 ribs in order to have the trailing edge in line, manufactureda trailing edge thirty-six (36) inches long of same thickness as original of 2024-T3 aluminum and installed it seventy (70) inches from inboard or from the 8th rib from the inboard to the 12th rib.

Recovered the aileron with an envelope of Ceconite 101 material, four (4) coats of brushed and four (4) coats sprayed of Clear CAB dope, and eight (8) coats of sprayed Aluminum CAB dope.

All metal repair accomplished in accordance with AC 43.13-1A; Chapter 2, Section 3 and similiar to Fig. 2.23 and Fig. 2.24.

The aileron was recovered in accordance with the Ceconite Inc. , STC SA1351WE and AC 43.13-1A; Chapter 3; Section 1 and Section 2.

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SO-FSDO-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N 26UF
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): 915 N. E. 125th Street, North Miami, Florida 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
TOMAS O'NEIL Apt. 92 Bldg E-9, 49th St. Rio Piedras, P.R.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1680355

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
August 17, 1979	TOMAS O'NEIL Tomas O'Neil

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 X APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 17, 1979	I.A. 1617154	CHARLES R. FREEHLING Charles R. Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1) Removed corroded aileron hinge assembly, left and right wing.

2) Installed new aileron hinge assembly station #270, #317 and #368 left and right wing, aircraft total time 16,582.8 hrs.

3) Complied with A.D. 67-31-7, Par. (c).

----------NOTHING FOLLOWS----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form Approved 19
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N26DF	GRUMMAN	G-73	1947	395.802
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		52016
J-10	PRATT + WHITNEY	R-1340 S1H1		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**		**11. AIRCRAFT IS:**
2	HAMILTON STANDARD	23D40		~~NEW~~ ~~USED~~ IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 STANDARD AIRWORTHINESS CERT. (Indicate category) NORMAL UTILITY ACROBATIC TRANSPORT GLIDER BALLOON

B X SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 2 LIMITED
- 5 PROVISIONAL (Indicate class) — 1 CLASS I; 2 CLASS II
- 3 RESTRICTED (Indicate operation(s) to be conducted) — 1 AGRICULTURE & PEST CONTROL; 2 AERIAL SURVEYING; 3 AERIAL ADVERTISING; 4 FOREST (Wild life conservation); 5 PATROLLING; 6 WEATHER CONTROL; 0 OTHER (Specify)
- 4 X EXPERIMENTAL (Indicate operation(s) to be conducted) — 1 RESEARCH AND DEVELOPMENT; 2 AMATEUR BUILT; 3 EXHIBITION; 4 RACING; 5 CREW TRAINING; 6 MKT. SURVEY; 0 X TO SHOW COMPLIANCE WITH FAR
- 8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side) — 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE; 2 EVACUATE FROM AREA OF IMPENDING DANGER; 3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT; 4 DELIVERING OR EXPORT; 5 PRODUCTION FLIGHT TESTING

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME ANTL INC

ADDRESS 915 NE 125 STREET N. MIAMI FL 33161

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) A-783 REVISION 7

X AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 67-31-7

AIRCRAFT LISTING (Give page No(s).) N/A

SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173 ✓

TOTAL AIRFRAME HOURS—Enter for used aircraft only 16184 hrs.

3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed

D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
3-21-79	T. P. ANUSEWICZ MANAGER MAINTENANCE PLANNING	Thomas P. Anusewicz

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)

2 FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)

3 CERTIFICATED MECHANIC (Give Certificate No.)

6 CERTIFICATED REPAIR STATION (Give Certificate No.)

5 AIRCRAFT MANUFACTURER (Give Name of Firm)

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: ☐ The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☐ FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.

DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S SIGNATURE
3-27-79	SO-FSDO 7-5-61		H. A. Hayliger Jr

FAA Form 8130-6 (7-70)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [X] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [X] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA 337 *(Attach when required)*
- [ ] F. This Inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 317 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [X] I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.183(a) CAR _____ *(Original attached)*
- [X] J. Current Airworthiness Certificate Issued in Accordance with FAR 21.191 (b) _____ *(Copy attached)*

☆ U.S. GOVERNMENT PRINTING OFFICE: 1977 - 772-386/105/7

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CLASSIFICATION: EXPERIMENTAL		
	PURPOSE: SHOWING COMPLIANCE WITH REGULATIONS		
B	MANUFACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N—26DF		SERIAL NO. J-10
	BUILDER GRUMMAN		MODEL G-73
E	DATE OF ISSUANCE 03-27-79		EXPIRY 04-03-79
	OPERATING LIMITATIONS DATED 03-27-79		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF AUTHORIZED REPRESENTATIVE H.A. Heyliger		DESIGNATION OR OFFICE NO. SO-FSDO-61

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-8 SEE REVERSE SIDE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 a[illegible]he Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N26DF	GRUMMAN G-73	J10	Transport

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE		DESIGNATION NUMBER
9/27/78	FAA REPRESENTATIVE OSCAR C. TIDWELL	MIA-EMDO 7-0-43

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

OPERATING LIMITATIONS AND APPLICABILITY CHART

AIRCRAFT Grumman R-1340 S/N J-10 Reg. No. N26DF
(Make & Model)

1. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules.

2. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers. For jet and high performance piston-powered aircraft, to advise tower of minimum runway requirements.

3. This aircraft shall not be flown unless it is maintained and operated in accordance with appropriate military technical publications or manufacturer's instructions for the type and model of aircraft. (Inspector may identify publications if deemed necessary.)

4. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33, this aircraft shall be operated Day VFR only.

5. This aircraft shall contain the placards, markings, etc., required by FAR 91.31.

6. No person may operate this aircraft for carrying persons or property for compensation or hire.

7. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.

8. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

9. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.

March 27, 1979
Date

H.A. Heyliger
H.A. Heyliger
Aviation Safety Insp. Airworthiness

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Photo by # 22

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SO-FSDO-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): 915 N. E. 125th Street, North Miami, Florida 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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: September 28, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles R Freehling

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 28, 1979	1617154	CHARLES FREEHLING Charles R Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1) Removed from each engine Pesco Hydraulic which is obsolete.

2) Installed on each engine to improve the reliability of the hydraulic system, Vickers Hydraulic pump P/N PF9-2713-10-ME with adapter and drive in accordance with 337 approved for duplication dated September 24, 1979 on G-73 S/N J-28, N 2970. All work done in accordance with AC48.13-19, Chapter 10 and Chapter 14.

----------NOTHING FOLLOWS----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SJU-FSDO-C1

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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: j-10	NATIONALITY AND REGISTRATION MARK: N26DF
2. OWNER	NAME (As shown on registration certificate): Antl Inc.	ADDRESS (As shown on registration certificate): 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

The ~~data~~/alteration identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43 section 43.7.

9-25-79 Date — Vernon O'Key FAA Inspector

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin P.O. Box 2237 Fredriksted St. Croix, U.S.V.I. 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 2227109

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
September 25, 1979	Claude Austin

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 X APPROVED ☐ REJECTED

BY:	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9/25/79	1617154	Charles R. Freehling CHARLES R. FREEHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

N26DF

Installed emergency watertight breakaway door in wheel well, same as approved on G-73 N8371 dated 3/1/79, to allow access of emergency extension rod from inside cabin at Sta. 240 on both sides of fuselage. Emergency door is 4" X 6" hinged at the bottom and has a safety clip at top center not attached to door but is riveted to A/C, sealant applied to surface between door and wheel well to prevent intrusion of water. Inside cabin has a sliding cover plate which can be removed by grasping the lip at the top and drawing the door upward awarding access to emergency door cut out.

An emergency Main Landing Gear up lock release is installed with one eights stainless cable and Neco Press Cable Eye and attached to the slot in the upper end of up locking cylinder and a Tee Handle on the inside of wheel well in A/C. End.

☐ ADDITIONAL SHEETS ARE ATTACHED

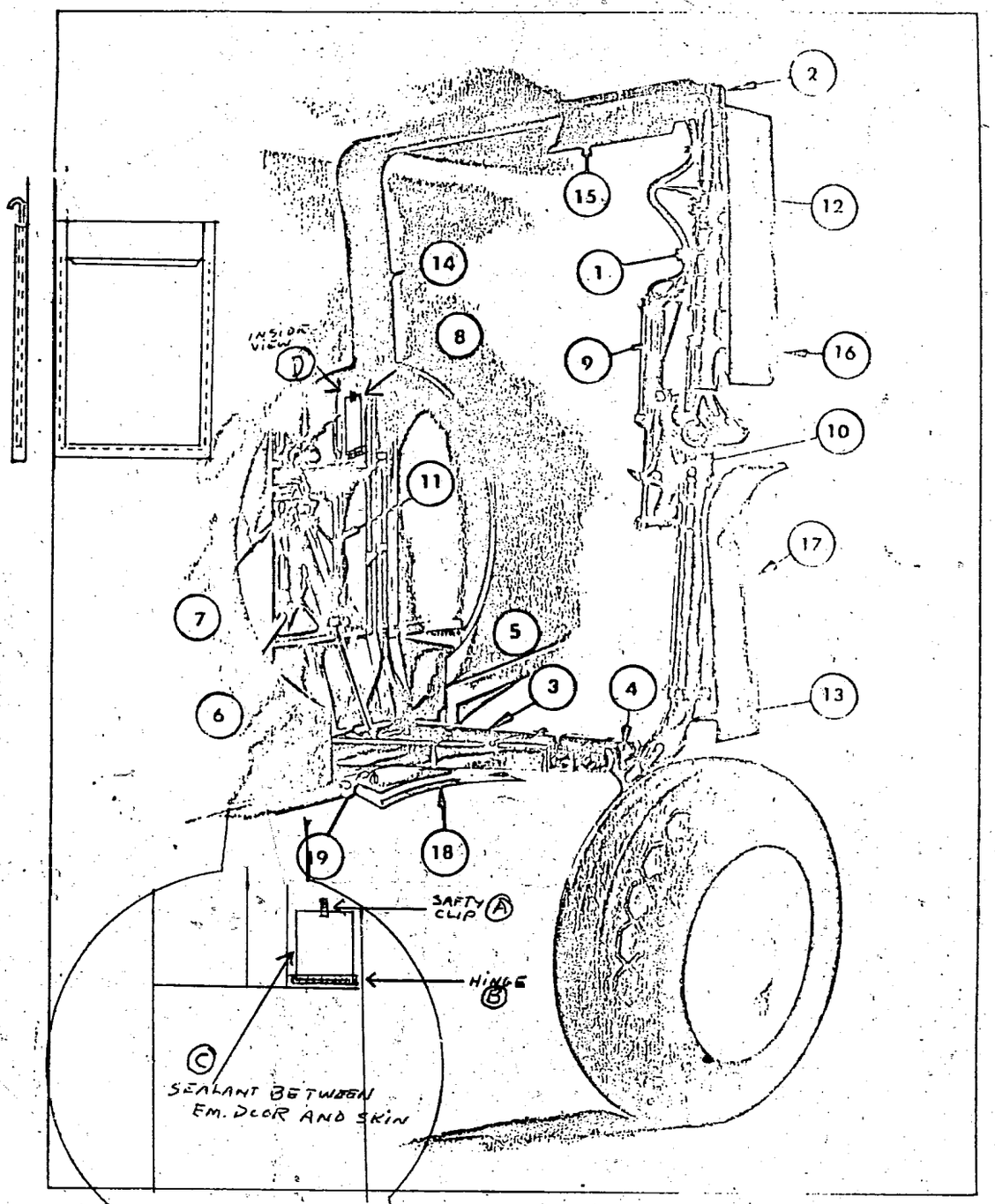
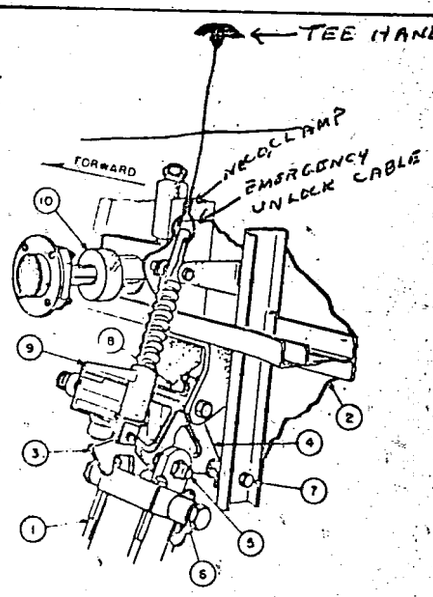


Figure 48—Main Wheel Assembly Installation

(A) SAFTY CLIP RIVITED TO A/C BUT NOT TO EM. DOOR
(B) HINGE ATTACHED TO DOOR AND A/C AT BOTTOM
(C) SEALANT APPLIED BETWEEN EM. DOOR AND A/C

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

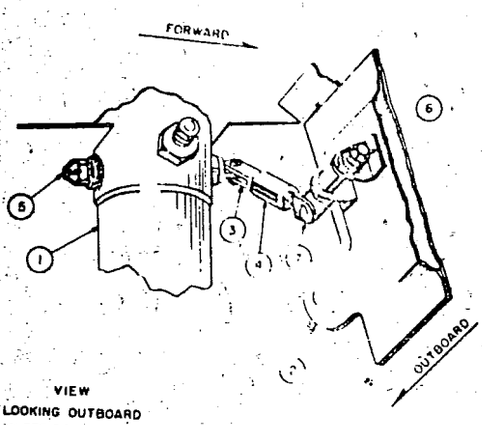


"DETAIL D"

1. Actuating Cylinder
2. Hull Structure
3. Lock—No. 108028-1.
4. Idler No. 108029.
5. Attachments—Cylinder to Mechanism:
   Bushing—No. 112509A
   Bolt—No. 112510
   Nut—AN310-6
   Cotter—AN380C3-3
6. Hydraulic Line Fittings.
7. Attachments—Lock Mechanism to Hull:
   Bushing—No. 112507
   Bolt—AN4-34
   Nut—AN310-4
   Cotter—AN380-C2-2.
8. Up-Lock Fitting on Hull.
9. "Up Position" Micro Switch.
10. Bumper Dashpot Assembly No 109571 (Refer to figure 52).
    Attachments—Dashpot to Hull:
    Bolt—AN4-31A (2)
    Washer—AN960-D416L (2)
    Nut—AN365-428 (2).

"DETAIL E"

1. Shock Strut.
2. Door Assembly—No. 108033(L/R).
3. Fork—No. 112528.
4. Fork—No. 112529.
5. Attachments—Fork Assembly to Strut:
   Bushing—No. 112523
   Eye Bolt—AN44-31
   Washer—AN960-516
   Nut—AN364-524
   NOTE
   Grind threaded end of eyebolt to allow only one thread to protrude through nut fibre.
6. Eye Bolt Assembly on Door Fitting:
   Bushing—G25H-5-106
   Eye Bolt—No. 112527
   Washer—AN960-516
   Nut—AN310-5
   Cotter—AN380-C2-2.
7. Attachments and Fork Assembly to Eye Bolt on Door:
   Bolt—AN24-11
   Nut—AN320-4
   Cotter—AN380-C2-2.



VIEW
LOOKING OUTBOARD
(LEFT SIDE ASSEM)

Figure 49 (Sheet 2 of 2 Sheets)—Main Wheel Assembly Details

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO-FSDO-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: US N-26DF
2. OWNER	NAME (As shown on registration certificate): ANIL INC	ADDRESS (As shown on registration certificate): 916 NE 125th Street, North Miami, FLORIDA 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
George Molitor C/o Antilles Air Boats Inc West Seaplane Ramp, C'sted, St Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 5552444314

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: April 24, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: GEORGE MOLITOR

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 24, 1979	IA 1617154	CHARLES R. FREHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

(1) Removed King VHF Comm KTR-900 Station 45 and Remote Head Station 100.

(2) Installed NARCO Voltage Converter Station 45 on Grumman, installed remote power supply mount, installed NARCO Escort 110 Nav./Com. Transceiver Station 100 in panel, same mount as previously installed remount heads.

(3) All work done in accordance with NARCO Installation Manual and AC 43-13-1A Chapter 2, Section 3 and AC 43-13-2, Chapter 2, Section 27.

---------- NOTHING FOLLOWS ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form Approved AC250
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N-26DF	Grumman	G-73	46	3951842
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		52016
J-10	P & W	R-1340-S1H1		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS:
Two	Hamilton Standard	23D40-51		~~NEW~~ / IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 [X] STANDARD AIRWORTHINESS CERT. (Indicate category) [ ] NORMAL [ ] UTILITY [ ] ACROBATIC [X] TRANSPORT [ ] GLIDER [ ] BALLOON

B [ ] SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 2 [ ] LIMITED
- 5 [ ] PROVISIONAL (Indicate class)
  - 1 CLASS I
  - 2 CLASS II
- 3 [ ] RESTRICTED (Indicate operation(s) to be conducted)
  - 1 AGRICULTURE & PEST CONTROL; 2 AERIAL SURVEYING; 3 AERIAL ADVERTISING
  - 4 FOREST (Wild life conservation); 5 PATROLLING; 6 WEATHER CONTROL
  - 0 OTHER (Specify)
- 4 [ ] EXPERIMENTAL (Indicate operation(s) to be conducted)
  - 1 RESEARCH AND DEVELOPMENT; 2 AMATEUR BUILT; 3 EXHIBITION
  - 4 RACING; 5 CREW TRAINING; 6 MKT. SURVEY
  - 0 TO SHOW COMPLIANCE WITH FAR
- 8 [ ] SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)
  - 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE
  - 2 EVACUATE FROM AREA OF IMPENDING DANGER
  - 3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT
  - 4 DELIVERING OR EXPORT; 5 PRODUCTION FLIGHT TESTING

C 6 [ ] MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) — IF DEALER, CHECK HERE →

NAME: Amphibian Sales, Inc.
ADDRESS: 4041 N W 25th. St. Miami, Florida, 33142

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

[X] AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) A-783
[X] AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 78-18
[ ] AIRCRAFT LISTING (Give page No(s).)
[ ] SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

[X] CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173
TOTAL AIRFRAME HOURS—~~Enter for used aircraft only~~ 15,697:9
3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed

D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
Sept. 27, 78	F. J. Landre, Agent	F J Landre

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)

- 2 [ ] FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)
- 3 [✓] CERTIFICATED MECHANIC (Give Certificate No.) IA 1313870
- 4 [ ] CERTIFICATED REPAIR STATION (Give Certificate No.)
- 5 [ ] AIRCRAFT MANUFACTURER (Give Name of Firm)

DATE	TITLE	SIGNATURE
Sept 27-78	Chief Engineer	F J Landre

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [ ] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S SIGNATURE
9/27/78	SEMDO 7-043		Dean C. Tidwell

FAA Form 8130-6 (7-70)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

Typed by # 1

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [X] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [X] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA 337 *(Attach when required)*
- [X] F. This Inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 317 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [ ] I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
- [X] J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N26DF	GRUMMAN G-73	J10	Transport

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
9/27/78	OSCAR C. TIDWELL	MIA-EMDO 7-0-43

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

☆U.S. Government Printing Office — 1969-675-608

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-FSDO-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: US N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL INC	ADDRESS (As shown on registration certificate): 915 NE 125th Street, North Miami FLORIDA 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ABELARDO GOMEZ c/o Antilles Air Boats West Seaplane Ramp, Christiansted.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1736931

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
February 14, 1979	Abelardo Gomez Ramos ABELARDO GOMEZ

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 14, 1979	IA 1617154	Charles R. Freehling CHARLES R. FREEHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1. The left windshields of Grumman G-73 S/N J-10, N26DF, was replaced with ROHM-HAAS "TUFFAK", polycarbonate material, US Government specification 393A. The windshield was fabricated in accordance with Chalks' International Airlines Drawing # 1-7306-56. The Manufacturer's Specifications of the polycarbonate windshields will meet strength requirements of C.A.R. 04A.505 as amended. The impact strength of the "TUFFAK" windshields is 12.0-18.0 foot pounds, reference ASTM Test Method # D256.

2. All work done in accordance with approved data, FAA Form 337 Grumman G-73, N7306, S/N J-6, date November 27 1978 and AC 43-13-A, Chapter 9, par. 377.

---------- NOTHING FOLLOWS ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION 50-FSDO-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: US N26DF
2. OWNER	NAME (As shown on registration certificate): ANTL INC	ADDRESS (As shown on registration certificate): 915 NE 125th Street, North Miami FLORIDA 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CLAUDE AUSTIN c/o ANTILLES AIR BOATS INC WEST SEAPLANE RAMP, CHRISTIANSTED	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 2227109

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: January 26, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: CLAUDE AUSTIN Claude Austin

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 X APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 26, 1979	IA 1617154	Charles R. Freehling CHARLES R. FREEHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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 hull floor Station 93 to Station 140, Figure 40 Grumman Service Manual Floor Panels #1, 2, 3 and 4.
Replaced with Gillfloor 5007A attached to floor beams same as original.

---------- NOTHING FOLLOWS ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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.

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK US N26DF
2. OWNER	NAME (*As shown on registration certificate*) ANIL INC	ADDRESS (*As shown on registration certificate*) 915 NE 125th Street, North Miami FLORIDA 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CLAUDE AUSTIN c/o ANTILLES AIR BOATS INC WEST SEAPLANE RAMP, CHRISTIANSTED	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 2227109

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
January 26, 1979	CLAUDE AUSTIN Claude Austin

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (*Specify*)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 26, 1979	IA 1617154	Charles R. Freehling CHARLES R. FREEHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1. The right windshields of Grumman G-73 S/N J-10, N26DF, was replaced with ROHM-HAAS "TUFFAK", polycarbonate material, US Government Specification 393A. The windshield was fabricated in accordance with Chalks' International Airlines Drawing # 1-7306-56. The Manufacturer's Specifications of the polycarbonate windshields will meet strength requirements of C.A.R. 04A.505 as amended. The impact strength of the "TUFFAK" windshields is 12.0-18.0 foot pounds, reference ASTM Test Method # D256.

2. All work above done in accordance with approved data, FAA Form 337 Grumman G-73, N7306, S/N J-6, date November 27 1978 and AC 43-13-A, Chapter 9, par. 377.

---------- NOTHING FOLLOWS ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R

FOR FAA USE ONLY
OFFICE IDENTIFICATION SO-FSDO-61

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) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N 26 DF
2. OWNER	NAME (As shown on registration certificate): ANTL Inc.	ADDRESS (As shown on registration certificate): 915 NE 125 Street, N. Miami, Florida 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin C/O Antilles Air Boats C'sted., St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 2227109

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
Dec. 8, 1978	Claude Austin

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Dec. 8, 1978	IA. 1617154	Charles N. Freeling

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

1. Removed equipment including complete cabin heater installation, at station 439, tail strut actuator electric, at station 440 and cabin rug, patch over heater exhaust and over heater air intake.

2. All work above in accordance with AC 43-13-1A, chapter 2, section 3 and Chapter 13, par 662 D.(1).

nothing follows

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SO-FSDO-61

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N 36 DF
2. OWNER	NAME (As shown on registration certificate): ANTL INC.	ADDRESS (As shown on registration certificate): 915 N.E. 125 ST. NORTH MIAMI FLA. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin, PO Box 2237, Fredericksted St Croix, V.I. 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A+P 222 1107

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
September 25, 1977	Claude Austin

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

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/25/77	[illegible]	[illegible]

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.*)

(1.) Received two modified cockpit chairs, assembly P/N 111020 from Chalk's International Airline, installed with TSO shoulder harness in compliance with FAR 135.171. This installation previously approved on Form 337, May 5, 1979 on Aircraft N7306 for duplication. Modification Drawing AE 3580, Load Test Report and Statement of compliance form 8110 approved by DER Mr. J. Patterson, SO-211 attached.

Nothing Follows

☒ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION
N2947	STANDARD

3. This Certificate of Airworthiness is issued pursuant to the Civil Aeronautics Act of 1938 as amended. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.

4. UNLESS SOONER SURRENDERED, SUSPENDED, REVOKED, OR A TERMINATION DATE IS OTHERWISE ESTABLISHED BY THE CIVIL AERONAUTICS BOARD THIS CERTIFICATE WILL ~~XXXX~~ REMAIN IN EFFECT AS LONG AS THIS AIRCRAFT IS MAINTAINED IN ACCORDANCE WITH PART 43 OF THE CIVIL AIR REGULATIONS.

5. DATE OF ISSUANCE OR RENEWAL	6. FAA REPRESENTATIVE	7. DESIGNATION NO.
9-28-56	Felix E. Sanduski FELIX E. SANDUSKI	NY G-7

8. *Any alteration or misuse of this Certificate is punishable by a fine of not exceeding $1,000 or imprisonment not exceeding 3 years, or both.*

GPO 16—63778-1 FORM ACA-1362 (12-50)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

OCT 1 . 1955

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

47

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G-73	J-10

d. ENGINE MAKE	e. ENGINE MODEL
2-- Pratt & Whitney	Wasp 1H1

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Bower Roller Bearing Company	3040 Hart Avenue Detroit 14, Mich.	N- 2947

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and 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 December 20, 1948
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)
☒ ACA-315
☒ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

Merwood Wirt
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

9-28-55 (DATE) Agent (TITLE)

9-55

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☒ AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 5
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1954 (YEAR) THROUGH CARD NO. 55-19
   - d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS
   - a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
   - b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
   - c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 3770 HOURS
   - d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. P-327969 TOTAL HOURS 0 Just majored by factory
     - SERIAL NO. P-328039 TOTAL HOURS 0 " " " "
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED 9-28-55 (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
     - ☒ BY MECHANIC, CERTIFICATE NO. 90072
   - b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE September 28,1956 (DATE)
   - g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 9-11-55 (DATE) BY Anthony A Rohr (NAME OF ISSUING REPRESENTATIVE) 385 (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 ☐ UNAIRWORTHY (Check appropriate item)

DESIGNATED SIGNATURE	DESIGNATION NO.	DATE	
Michael Lukon Michael Lukon	3812	9-28-55	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☑ ACCEPTED
P. A. Baretta	Reg. 3 KO ASDO 5	10-12-55	☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

RECEIVED OCT 20 8 36 AM '55 ADMIN. & RECORDS BRANCH W-300

OCT 20 8 36 AM '55 ADMIN. & RECORDS BRANCH W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA ... EB

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION W - GADO
2-1-02 2-0-04

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N2947
2. OWNER	NAME (As shown on registration certificate): FRAKES AVIATION, Inc.	ADDRESS (As shown on registration certificate): Route 3, Box 229-B, Cleburne, Texas 76031

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Helmut Fischer RILEY TURBOSTREAM Madison Cooper Airport Waco, Texas	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1937322

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
November 26, 1974	Helmut Fischer

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-26-74	1A 1396512	Jim M Rodd

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Installed seat track in accordance with STC GA310EA.

Installed fiberglass panels. All work done F.A.W.

AC 43-13-1A. All materials used for interior panels

meet CAR 46.381, 46.382 and 46.383.

RECEIVED
DEC 2 1974

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA EB

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION: DAL GADO 2-0-04

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: I-10	NATIONALITY AND REGISTRATION MARK: N2947
2. OWNER	NAME (As shown on registration certificate): FRAKES AVIATION, Inc.	ADDRESS (As shown on registration certificate): Route 3, Box 229-B Cleburne, Texas 76031

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Allen M. Lemmons FRAKES AVIATION Route 3, Box 229-B Cleburne, Texas 76031	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1922202

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
11-25-74	Allen M. Lemmons

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

BY: FAA FLT. STANDARDS INSPECTOR ☐ | MANUFACTURER ☐ | X INSPECTION AUTHORIZATION | OTHER (Specify)
FAA DESIGNEE ☐ | REPAIR STATION ☐ | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT ☐

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-25-74	IA 1396512	[illegible]

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Installed FRAKES AVIATION Nose Wheel per STC #SA1862SW dated August 14, 1974 using FRAKES AVIATION DWG FA5096 Rev. D. Dated June 21, 1974 and applicable instruction sheet.

RECEIVED
2-1974

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA MP EB

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION NW - GADO
2-0-04

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N2947
2. OWNER	NAME (As shown on registration certificate): FRAKES AVIATION, Inc.	ADDRESS (As shown on registration certificate): Route 3, Box 229-B Cleburne, Texas 76031

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Robert Edwin Seamount, Jr. FRAKES AVIATION Route 3, Box 229-B Cleburne, Texas 76031	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1988648

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
IA 11-25-74	Robert Seamount

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 X APPROVED ☐ REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-25-74	IA 1396512	[illegible]

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Recovered ailerons, elevators and rudder using Grade "A" cotton fabric and butenate Dope. All work accomplished per AC43:13-1A Chapter 3, Sections 1 & 2.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION - GADO
2-0-04

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.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N2947
2. OWNER	NAME (As shown on registration certificate): FRAKES AVIATION, Inc.	ADDRESS (As shown on registration certificate): Route 3, Box 229-B Cleburne, Texas 76031

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Allen M. Lemmons FRAKES AVIATION Route 3, Box 229-B Cleburne, Texas 76031	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1922202

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
11-25-74	Allen M. Lemmons

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 [X] APPROVED [ ] REJECTED

BY					
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-25-74	IA 1922202	Allen Lemmons

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

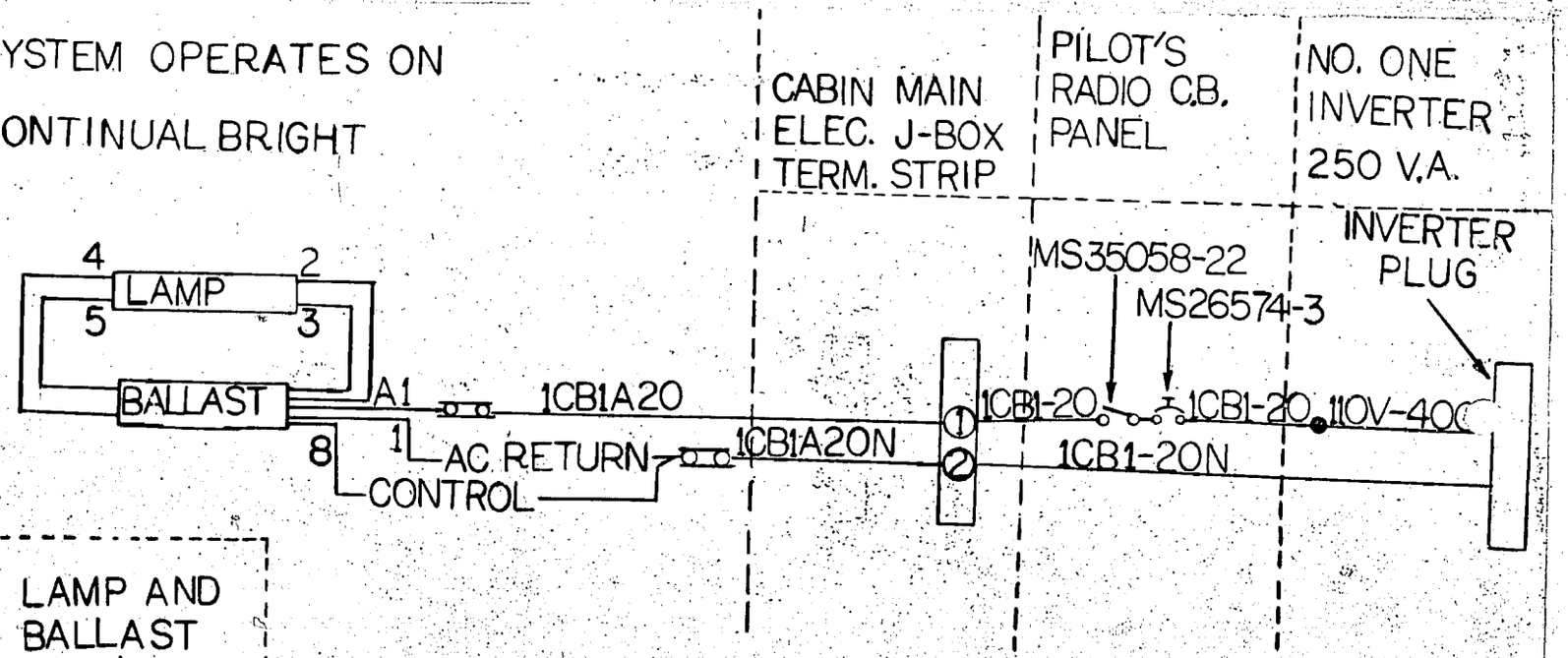
Removed Cabin Lighting System and installed Bruce Lighting indirect lighting system per manufacturers recommendations; AC 43: 13-1A Chapter 11, Sections 2,3,4 & 7 and the attached electrical schematic.

☒ ADDITIONAL SHEETS ARE ATTACHED additional sheet

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

SYSTEM OPERATES ON

CONTINUAL BRIGHT



LAMP AND
BALLAST
INST'L TYP.
6 PLACES
(3 EA. SIDE
OF A/C)

WIRING DIAGRAM: BRUCE IND. INC. CABIN COVE LIGHTS 02345
FOR GRUMMAN G-73, S/N J-10

FRAKES AVIATION
RT 3 BOX 229 B
CLEBURNE, TEXAS 76031

SHT 2 OF 2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION KB-GADO
3-2-05

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.

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. 710	NATIONALITY AND REGISTRATION MARK N2947
2. OWNER	NAME (As shown on registration certificate) FEDERAL MOGUL CORP.	ADDRESS (As shown on registration certificate) P.O. BOX 1966 DETROIT, MICHIGAN 48235

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
PAUL E. CHARLES FOR FEDERAL-MOGUL CORP. P.O. BOX 1966 DETROIT MICHIGAN 48235	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	IA. 756251

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
July 1, 1969	Paul E. Charles

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 Agency and is ☒ APPROVED ☐ REJECTED

BY							
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-1-69	IA. 756251	Paul E. Charles

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.)*

Installed Hoskins Twilighter MK III installed in accordance with manufacturers installation manual, and

F.A.A. manuals - AC 43-13-1 CH. 11 Sections 1 thru 7
AC 43-13-2 CH-1, 2 and 4.

Basis of approval - for installation
F.A.A. advisory Circular 20-30 dated 10-19-64

OKLAHOMA CITY, OKLA.
JUL 22 12 00 PM '89
CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

☐ ADDITIONAL SHEETS ARE ATTACHED

* U.S. GOVERNMENT PRINTING OFFICE : 1965 OF—761-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

701 1720

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-10	N9947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Federal Mogul-Bower Bearing, Inc.	11031 Shoemaker Detroit 13, Michigan

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)			X	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	Amphibious 9760 Landplane 9518	-12.75 -12.87	2990 3128

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Heldex Corporation Perryville Airport Route # 3 Perryville, Missouri	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	[illegible]01

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

3-17-64 (Date repair and/or alteration completed)

Bernard M. Korando
Bernard H. Korando-Repairman #1461[illegible] (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

6 ☒ APPROVED ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

3-17-64 (Date of approval or rejection)

Mark T. Bond
Mark T. Bond Chief Inspector (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

28 APR - 6 1964

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted 3-17-64 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

CENTRAL-KC
GADO 17 3-17 (FAA designation number)

R. D. Laubman (Signature Flight Standards Inspector)

Form FAA-337 (4-62)

K

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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 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.*

1. Repaired Bulkhead at Sta. 250.0, in accordance with Rennert-Werner Drawing SK 10564 Bulkhead Sta. 250.0, Keel Doubler - Mallard G-73.
2. Repaired left hand center section bottom wing skin and doubler at landing gear attachment in accordance with Rennert-Werner Drawing SK-10563, Center Section Bottom Wing Skin Doubler- Mallard G-73.
3. Replaced skin panel from sta. 180-250 from chine down to keel. L.H. side bottom of hull using anodized .072 alum. mate rial, rivets size and spacing same as original. All seams were sealed as per Grumman Mallard G-73 Maintenance Manual, Chapter under repairs. Repaired Three stringer in this area, first stringer up from keel repaired at sta. 215, second stringer repaired at sta. 227 and third stringer repaired at sta. 235. Repairs made per CAM 18 page 176 and per Rennert-Werner Engineering.
4. Replaced section of keel P/N 107171 from sta. 210.5 to sta. 250. Splice was installed at Sta. 210.5 per Grumman Engineering Repair Manual 401-85AB-8 Section IV, Page 241.

////////////////// END //////////////////

*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. ☐

☆ U.S. GOVERNMENT PRINTING OFFICE : 1961 O - 587360

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

522 591

FEDERAL AVIATION AGENCY Verific... by Operator JAN 13 1964 Form approved. Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Gruman	G-73	J-10	N2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Federal Mogul-Bower Bearing, Inc	11031 Shoemaker Detroit 13, Michigan

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				**
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11(b)

1-9-64

Frank W. Skoplnski Sr.
Principal General Maintenance Inspector

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	Amphibious 9760 Landplane 9518	-12.75 -12.87	2990 3126

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Meinrad Wirtz 11073 Engleside Detroit 5, Michigan	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P 90072

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

January 9, 1964 (Date repair and/or alteration completed)

Meinrad Wirtz (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED ☐ REJECTED BY ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

January 9, 1964 (Date of approval or rejection)

Meinrad Wirtz (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted Jan 13, 1964 (Date) ☐ Reinspected (Date) ☐ Spot Checked JAN 16 1964 (Date)

GADO-5
DETROIT, MICH.
(FAA designation number)

Frank W. Skoplnski Jr.
(Signature Flight Standards Inspector)

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

8

MICRO

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 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.*

Installed the following radio equipment in the above airplane

RCA Mi-591003 R-T unit & mount	27 lbs at	36"
RCA Mi-591005 radar indicater	10	120
RCA Mi-591000 12" antenna	6	17
White P-1 Phase adapter	1.5	58.5
McMillan 7501M1 Radome kit	15	13
Chamberlain 299-05 scope mount	3.5	120
Leland SE-16-3 250VA inverter	14.6	61
Leland SE-16-3 250VA inverter	14.6	66.5
Sperry 66992606 Indicater	1.7	91
Sperry Annucitor Meter & Switches	.5	96
Sperry 684535 Amplifier	6.7	475
Sperry 656520 Flux valve	1.5	506
Sperry 673447 Gyrosyn	6.8	467
Wilcox 814B Transponder & Mount	13	472
Wilcox 97402 Antenna	.5	242
Wilcox 758A Function tester	1	464
Gables VC-150-W-PM76 Control Head	1	96
Radio equipment shelf	5	472
Sperry AN5735-1 Directional Gyro (removed)	3.9	90.5
Eclipse Pioneer remote compass indicater (remov)	3.	506
Eclipse Pioneer compass transmitter(removed)	5.8	14
Nose Cap and Bracket (removed)	6	10
Remote Compass Inverter (removed)	2	50.75
Radar Junction box	2.5	57
C4-A Junction Box	1.5	487
Wire, plugs, Ect	21.	245

Installed Chamberlain underseat radar scope P/N 299-05 according to drawing except unit attached to two alum angles 3/4 xl 3/4 x .125 attached to seat.

Placard installed: "Radar Scope to be retracted during take-off and landing"

Mounted units on existing mounts in nose radio compartment, installed radio rack shelf in rear compartment at sta. 472.

Installed Radar unit according to STC SA3198W.
Field approval for radio rack and under seat scope mounting
Eletrical load tested at 72 amps.

*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. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

NOV 1 1961

Form approved.
Budget Bureau No. 41-R0324.

FEDERAL AVIATION AGENCY

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

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
2. OWNER	Federal Mogul-Bower Bearings, Inc.	11031 Shoemaker Ave. Detroit 13, Michigan

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				XX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	Amphibian 9621.5 Land Plane 9495.5	-12.09 -12.25	3128.5 3254.5

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Clement A. Clift 950 Fernhill Avenue Detroit 3, Michigan	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P 1241152

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

10-30-61 (Date repair and/or alteration completed)

Clement A. Clift (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED ☐ REJECTED BY ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Insp. Authorization

10-30-61 (Date of approval or rejection)

Anthony A. Rohr A&P 1136[illegible] (Signature of authorized individual; title of identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted Nov 1, 1961 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date) DEC 11 1961

(FAA designation number)

(Signature Flight Standards Inspector)

F. C. GADO 5 DETROIT, MICH.

16—84010-5

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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 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.*

1. Removed lead acid battery (AN3150-2 Dyice 12-T5-11M) and installed nickel cadmium battery (CA-6) in accordance with manufacturer's recommendations and Manual 1[illegible]-1[illegible] (3) (2).

AMPHIBIAN CONFIGURATION

Item	Wt.	Arm	Moment
Aircraft empty	9644.	-12.07	-116403.08
Lead acid battery removed	- 80.	- 4.0	320.0
Nickel cadmium installed	57.5	-4.0	- 230.0
	9621.5	-12.09	-116313.08

Amphibian configuration EW 9621.5
" " CG-12.09
" " Useful load 12750-9621.5 = 3138.5

LANDPLANE CONFIGURATION

Item	Wt.	Arm	Moment
Aircraft empty	9621.5	-12.09	-116313.08
Wing floats removed	- 126.0	.35	- 44.10
	9495.5	-12.25	-116357.18

Landplane configuration EW 9495.5
CG- 12.25
Useful load 3254.5

END

*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. ☐

U.S. GOVERNMENT PRINTING OFFICE 16—54010-6

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-10	N2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Federal Mogul-Bower Bearing, Inc.	11031 Shoemaker Ave. Detroit 13, Michigan

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				XX
b. POWERPLANT	The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft				
c. PROPELLER	subject to conformity inspection by a person authorized in CAR 18.11(b).				
d. APPLIANCE	TYPE AND MANUFACTURER	October 30, 1961	Robert F. Koester General Maintenance Inspector		

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	Amphibious 9644. Landplane 9518.	12.07 12.23	3106. 3232.

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Clement A. Clift 950 Fernhill Ave. Detroit 3, Michigan	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P 1241152

RECEIVED NOV 2 1961 MAINTENANCE BRANCH

d. I certify that the repair and/or alteration on the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

10-30-61
(Date repair and/or alteration completed)

Clement A. Clift
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED ☐ REJECTED } BY { ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☒ FAA Flight Standards Inspector ☐ Repair Station ☐ Other (Specify)

10-30-61
(Date of approval or rejection)

Robert F Koester GADO 5 DETROIT, MICH
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 10-30-61 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

GADO 5 DETROIT, MICH
(FAA designation number)

Robert F Koester
(Signature Flight Standards Inspector)

N. C. U. DEC 1 1961 F. C.

16—54010-5

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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 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.*

Installed:
Landing gear warning system (3 amps).
Throttle switches mounted according to attached sketch at throttle lever controls.
Warning horn and relay "J" box mounted on forward left side of pilot rudder pedal shield with AN526-6 screws and AN365-6/32 nuts.
Circuit wired with Belden #3011018 18 gauge wire and vinyl tubing protected with 5 amp circuit breaker.

Item	Wt.	Arm	Moment
Gear warning	.5	113.0	56.5
Throttle switches	.75	79.	59.25
Warning horn	1.5	79.	118.5
Relay "J" box			

The above items were installed on aircraft at the time it was weighed 12-28-60.

The following weight and balance will be in effect when wing floats are removed for winter operation, making it a landplane only.
This installation for removal of floats for winter operation approved on aircraft N5118, 337 dated 4-3-53 by:
Jack Wilburn Eng. Chi.
Dale Westwall Eng. Chi.
Bob Curry, Inspector.

Amphibious configuration	9644	221.58	2136917.52
Wing floats removed	- 126	234.00	- 29484.00
	9518	221.42	2107433.52

Land configuration EW 9518
" " CG 221.42 station or -12.23 from datum.
" " Useful load 12750-9518 is 3232 lbs.

NOTE:
1. With floats removed rearward C.G. range is moved forward one inch (17.3 to -8.4)
2. Future removal and installation (See maintenance Manual pg. 38 to 40) of floats can be recorded by log book entry. , by a certificated mechanic.
3. PLACARD: WING FLOATS REMOVED LANDPLANE ONLY.

END ****

NOV 15 1 45 PM '61
OKLAHOMA CITY, OKLA.
FAA
MAIL BRANCH

*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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form approved.
Budget Bureau No. 41-R052.4.

J. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	GRUMMAN	G-73	J-10	N2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
2. OWNER	Federal-Mogul-Bower Bearing, Inc.	11031 Shoemaker Ave. Detroit, Michigan

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in Item 1 above)				X
b. POWERPLANT	The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11(b).				
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER		Robert F. Koester Robert F. Koester General Safety Inspector		FSDO #305(Gen

Date - 1/11/61

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	9644	-12.07	3106

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Clement A. Clift 950 Fernhill Avenue Detroit 3, Michigan	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P1241152

RECEIVED
JAN 16 1961
MAINTENANCE BRANCH
FS-3300

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

1-11-61 (Date repair and/or alteration completed)

Clement A. Clift (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☐ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify) AUTHORIZED INSPECTOR

1-11-61 (Date of approval or rejection)

Anthony A Rohr AP 11366 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 1-12-61 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date) 3-8-61

Reg. 3 KJ
ASFO K
(CAA designation number)

Robert F. Koester (Signature Aviation Safety Agent)

USCOMM-DC 32277

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

INSTALLED:

1. Wing ice light (3.6 amps.) Grimes #41502-4594 28V 100 watt. installed on left outboard wing to Nacelle Fairing using .04024ST4 mount bracket and .051 2024T3 attaching bracket, securing it to firewall with AN3 bolts and AN366-1032 nuts. Circuit wired with Belden #3011018 18 gauge wire, vinal tubing installed and protected with 10 amp. circuit breaker.

2. Wheel well lights (1.4 amps.) Grimes 2-3555A-24 with 309 bulb installed in wheel well compartments riveting .032 2024T3 bracket to structure and securing light to bracket using 4 AN526-6-R7 screws. Circuit wired with Belden #3011018 18 gauge wire, vinal tubing installed and protected with 10 amp. circuit breaker.

3. Flux gate compass (1.0 amps.)
Transmitter and mount bracket secured on top hull stringers and forward vertical fin mount bulkhead with AN526-6 screws and An365 nuts, mount bracket manufactured out of .051 2024T3. Indicator mounted in cockpit radio panel. Inverter mounted on left rear radio rack using 4 AN526-6 screws and AN365-632 nuts. Circuit wired with Belden #3011018 18 gauge wire and Packard AN-C-168 Trade #646 wire and protected with 2 amp. circuit breaker.

ITEM	WEIGHT	ARM	MOMENT
Installed wing ice light & bkt.	1.0	190.5	190.50
" wheel well lights (2 each)	.5	240.0	120.0
Flux gate compass			
Indicator	1.5	96.0	144.0
Inverter	2.0	50.75	101.5
Transmitter (including bkt.)	3.0	506.0	1518.0

The above items were installed on aircraft at the time it was weighed 12-28-60.

Amperage drain checked and found not to exceed 80% of generator output.

The above covers only the installation of the flux gate compass. This flux gate compass will be calibrated by an Approved Repair Station.

OKLAHOMA CITY, OKLA.
FEB 8 3 29 PM '61
FAA
RECORDS BRANCH

*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. ☐

USCOMM-DC 32277

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-10	N2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Federal-Mogul-Bower Bearings, Inc.	11031 Shoemaker Ave. Detroit, Michigan

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)			XXX	XXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

RECEIVED JAN 3 1961 AC50 MEACHAM FIELD

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	9644	12.07" Fwd.	3106

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
A. O. Young, Jr. c/o Modification Center Meacham Field FortWorth, Texas	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E399134

RECEIVED JAN 4 1961 Maintenance FLIGHT STANDARDS DIVISION

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

12-28-60 (Date repair and/or alteration completed)

A. O. Young Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED ☐ REJECTED BY ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

12-28-60 (Date of approval or rejection)

A. O. Young Jr. A&P 399134 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 1-3-61 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked 1-17-61 (Date) ACU

Reg. 2 FW ASDO 8 (FAA designation number)

Robert E. Richardson VR (Signature Flight Standards Inspector)

FS-2340

Form FAA-337 (4-62)

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 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.*

1. Left and right main fuel tanks were modified in accordance with the following Aircraft Tank Service drawings:

1901 dated 11-22-55 - latest change dated 11-8-60
1902 dated 11-20-55
1903 dated 11-23-55

The above drawings were approved by Mr. F. E. Snow, Designated Engineering Representative, No. LA-26, FAA Region 4. All work has been accomplished by the original modifier. These modifications were necessary to gain access to repair fuel tanks.

*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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-10	N2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Federal-Mobul Bower Bearing, Inc.	11031 Shoemaker Ave. Detroit, Michigan

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)			XXX	XXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

RECEIVED JAN 3 1961 ASDO MEACHAM FIELD

4. AIRCRAFT WEIGHT AND BALANCE DATA *(AFTER the repairs and/or alterations described below were made)* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	9644	12.07" Fwd.	3106

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
A. O. Young, Jr. c/o Modification Center Meacham Field Fort Worth, Texas	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 399134

RECEIVED JAN 2 1961 Maintenance FLIGHT STANDARDS DIVISION

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

12-28-60 (Date repair and/or alteration completed) — A. O. Young Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED / ☐ REJECTED BY ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

12-28-60 (Date of approval or rejection) — A. O. Young Jr. A&E 399134 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 1-3-61 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked ACU 1-17-61 (Date)

Reg. 2 FW ASDO 8 (FAA designation number) — Robert E. Richardson (Signature Flight Standards Inspector)

FS-2340 Form FAA-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, 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.*

1. Recovered left and right aileron, left and right elevator and rudder with Grade A fabric and finished with 10 coats of clear dope, 4 coats of silver dope, 1 coat of pigmented dope and 1 coat of enamel.

   Controls covered in accordance with C.A.M. 18.30-3.

2. Metalized flaps in accordance with Supplemental Type Certificate # SA2-947.

3. Repaired bottom of fuselage hull forward of the main step by replacing a section of skin on each side of bottom center line from station 182.5 to station 250 and from bottom center line outboard 28". Skin installed in accordance with Grumman Aircraft Corporation recommendations and drawings furnished by Grumman Aircraft (figure B-6, AN01-85AB-3). New skin is .071 2024T-3 which is two gages thicker than the original skin.

4. Overhauled main landing gear and nose gear. All steel parts magnafluxed.

5. Overhauled the following hydraulic units:
   Left and right wing flap actuating cylinders
   Left and right cowl flap actuating cylinders.
   Left and right landing gear strut lock cylinders.
   Left and right landing gear actuating cylinders.
   Nose gear actuating cylinder.
   Wing flap selector valve
   Landing gear selector valve.
   Cowl flap selector valves.
   Hand pump selector valve.
   Landing gear dashpots (L.H. & R.H.)
   Hand pump.
   Four master brake cylinders.
   Vent and dump valve.
   Brake shuttle valves.
   Main relief valve.
   Wing flap relief valve.
   Hydraulic reservoir.
   Windshield wiper control unit.
   Windshield wiper window units.

6. Weighed aircraft.

*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. ☐

U.S. GOVERNMENT PRINTING OFFICE: 1950—O-538224

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N2947
2. OWNER	NAME (First, middle, last) Federal-Mogul-Bower Bearing, Inc.		ADDRESS (Street and number, city, zone and State) 11031 Shoemaker Ave. Detroit, Michigan	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				XXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

ALTERATION
The data identified herein conform with applicable airworthiness requirements and is a [illegible] for the airworthiness of the aircraft subject to conformity inspection by a person authorized in CAR 18.11 (b).
12/28/60 Date — Robert E. Richardson CAA Inspector

RECEIVED JAN 3 1961 ASDO MEACHAM FIELD

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	9644	12.07" Fwd.	3106

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
A. O. Young, Jr. c/o Modification Center Meacham Field Fort Worth, Texas	X U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 399134

RECEIVED JAN 4 1961 FAA REG. 2 Maintenance Branch

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

12-28-60 (Date repair and/or alteration completed)

A. O. Young Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED / ☐ REJECTED BY ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft X ☐ Other (Specify) Inspection Authorization

12-28-60 (Date of approval or rejection)

A. O. Young A&P 399134 (Signature of authorized individual; title of identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum ☐ Spot Checked ACU 1-17-61 (Date) VR

b. ☒ Accepted 1-3-61 (Date) ☐ Reinspected

Reg. 2 FW
ASDO 8
(FAA designation number)

Robert E. Richardson (Signature Flight Standards Inspector)

TS-2340 TDS

FORM FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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 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.*

1. Installed oxygen system consisting of the following components:

One Zep # C-250-48 oxygen cylinder
Two Scott # 8590 cylinder bracket assemblies
One Scott # 8383 oxygen regulator
One Scott # 8595 high pressure shut-off valve
Ten Scott # 8571 outlets.

The oxygen cylinder is mounted on aft side of bulkhead at station 384 in right side of baggage compartment. Cylinder installed in an upright position as shown on attached drawing and is sitting on a piece of 1" plywood 6-3/4" x 6-3/4" with a 4"hole cut in the center for the cylinder to sit in. Plywood attached to baggage compartment floor with four AN526-832 screws and stopnuts. Cylinder attached to bulkhead Z-angles with two Scott # 8590 cylinder brackets with two AN3 bolts and stopnuts, per bracket. The high pressure line is routed from cylinder along right side of fuselage above windows to the shut-off valve and regulator, which is mounted in an .025 2024T-3 box 7-1/2" x 5" x 3" deep, in top right side of cockpit. Box attached to top cockpit skin with six AN470AD4 rivets. The low pressure line is routed from regulator back along right side of fuselage with the high pressure line to the cabin outlets on the right side and is routed over the top of cabin to the outlets on left side. The low pressure line tees off at the regulator and goes to the two cockpit outlets. See attached drawing # N2947 for line routing and clamping.

The high pressure line is 1/4" stainless steel and the low pressure line is 1/4" 52SO aluminum. High pressure side of system tested with cylinder pressure and low pressure side of system tested with 25 p.s.i.

2. Modified four Warren McAuthor chairs by adding a piece of AND10133-0601 (2024T-6) angle to each side of chair as shown in attached sketch # A-6081-1 and photos # 1 and 2. Chairs previously removed from a Lockheed 18. One chair was load tested in accordance with CAM 4a.193 with a downward load of 4.5 g. Chairs installed on floor structure listed in item 3 of this 337.

3. Installed floor structure for the chairs listed in item 2 of this 337, in accordance with Engineering Report # SRX3792. Installation approved on Form ACA-1600 by A. H. Cronkhite, D. E. R. # 2-107.

4. Installed two card tables in cabin. One on each side at station 186. Tables made of basswood and covered with light weight Formica. Tables installed in accordance with attached drawing # X6070 except that the mounting channel was installed in accordance with attached drawing # A-6081-2. Bottom attachment made in accordance with Detail "B". Table weight - 12 lbs. ea.

*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. ☐

Form FAA-337 (4-52) (continued)

Grumman, G-73
Serial # J-10, N2947
Federal-Mogul-Bower Bearing, Inc.

12-28-60

5. Installed bar in right side of cabin at station 236. Bar made of bass wood and covered with light weight Formica. Bar attached to the same fuselage structure as the original cabinet which was removed. The fuselage structure is a piece of 1/2" aluminum bar stock which runs fore and aft with two pieces going down from it. This stock is taped for 1032 screws. Bar attached with five AN526-1032 screws in the taped holes with spacers used in the wood of the bar.

6. Aircraft weighed.

7. All Items installed meet The Load Requirements of Part 4a.

FS-2340

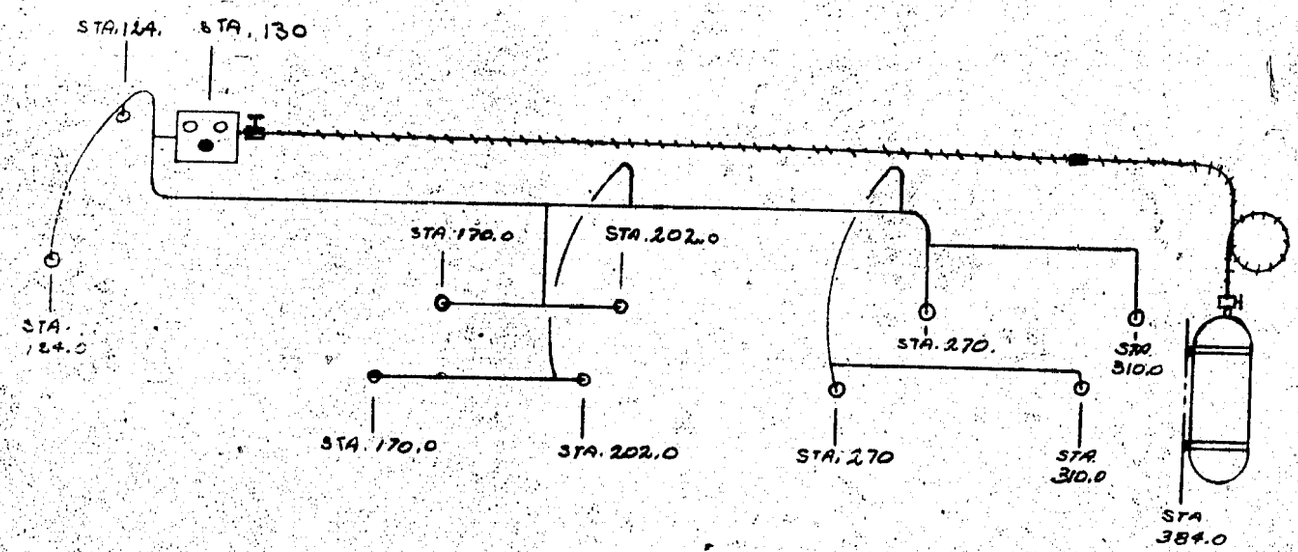
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

By BRIDGEFORD Date 12/14/60 Ck

OXYGEN SYSTEM (MALLARD)

Meacham Field Fort Worth, Texas

Page Dwg. No. N-2947 Airp. Model



MATERIAL:

- 1/4" OD AL TUBING (L. PRESSURE)
- 1/4" OD S.S. TUBING (H. PRESSURE)
- 8571 SCOTT OUTLET (10)
- 8584A TEE (9)
- 8596SS UNION (1)
- 8883 SCOTT REG. (1)
- 48 CU FT. ZEP BOTTLE & SHUT OFF VALVE (1)
- 8595 SCOTT VALVE

(BOTTLE MOUNTED TO AFT SIDE OF BULKHEAD 384.0 WITH (4) AN3 BOLTS)

(CLAMP EVERY 18" OR CLOSER WITH ADEL CLAMPS)

FS-2340

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

By BRADFORD

Date 12/19/60

Ck

ORTON & HORTON CUSTOM W KS, INC.

CHAIR BRACE (MALLARD)

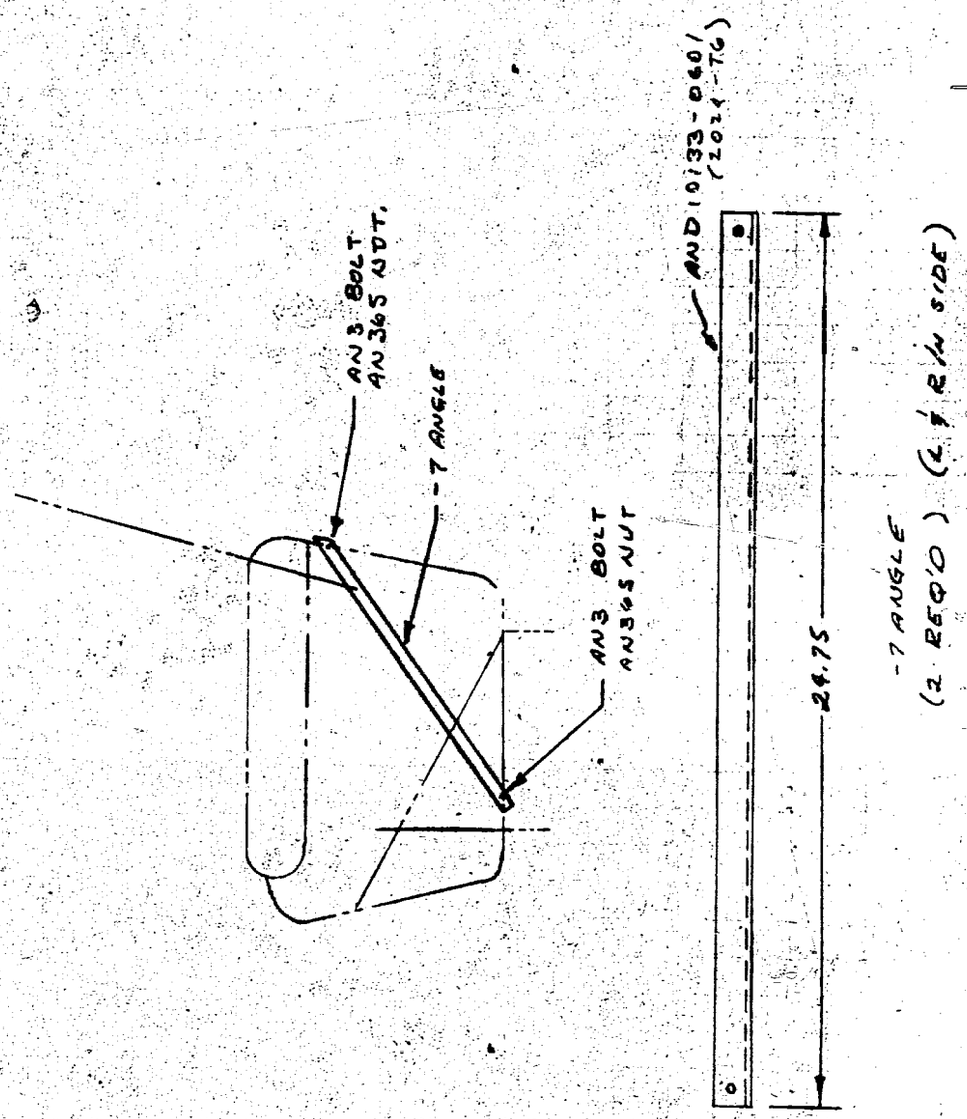
Meacham Field Fort Worth, Texas

Page

DWG. # A-6081-1

Airp

Model



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CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

By BRADFORD

Date 12/16/60

Ck

HORTON & HORTON CUSTOM WORKS, INC.

TABLE BRACKET (MALLARD)

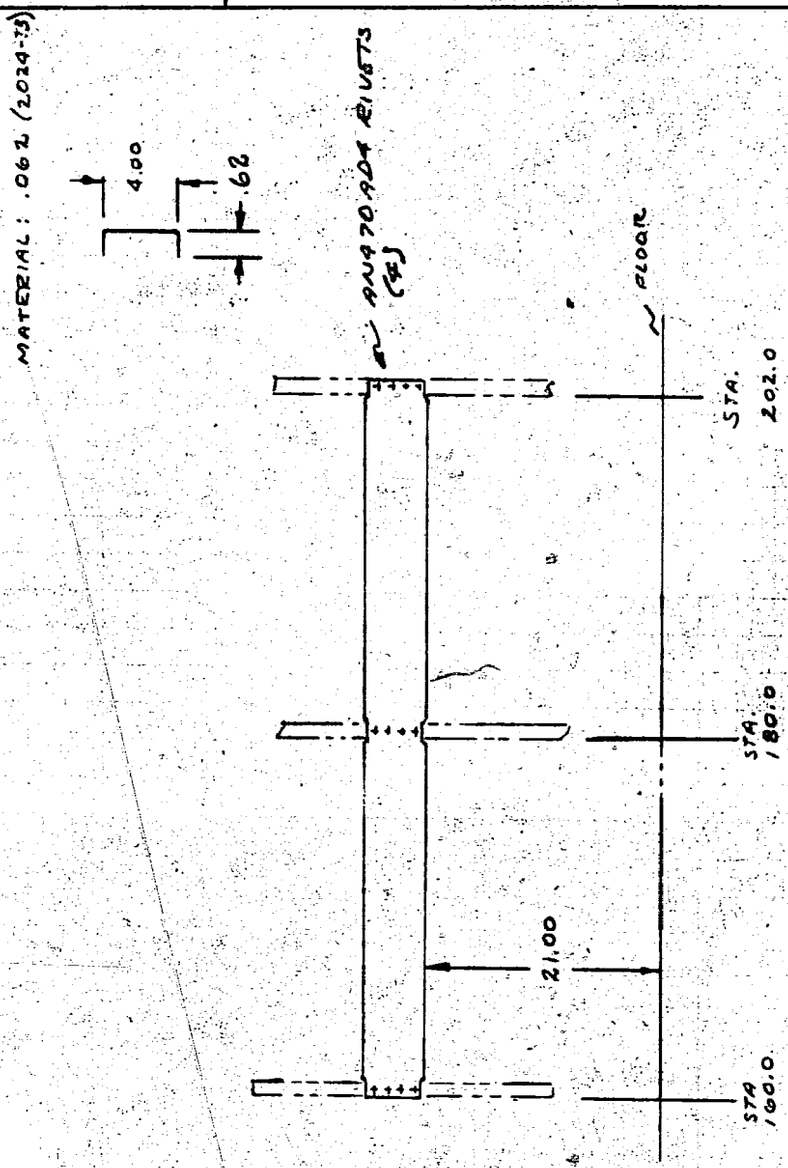
Meacham Field — Fort Worth, Texas

Page

Dwg. A-6081-2

Airp.

Model



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CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

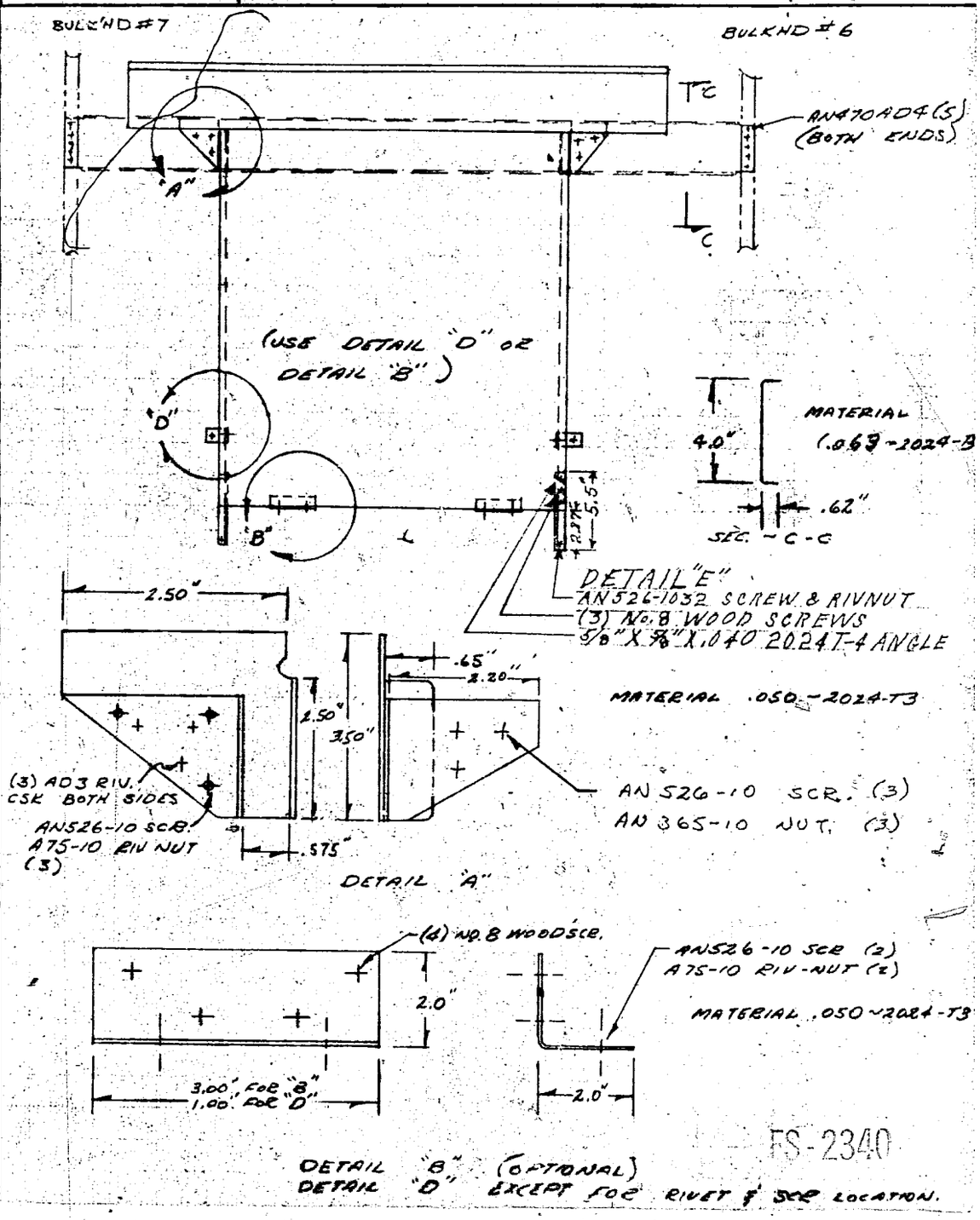
By BRADFORD
Date 10-25-60
Ck

ORTON & HORTON CUSTOM W RKS, INC.

TABLE BRACKETS & INSTALLATION

Meacham Field — Fort Worth, Texas

Page 1
DWG X6070
Airp BEECH
Model 18



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CAMERA NO. 3 DATE: 8-9-83

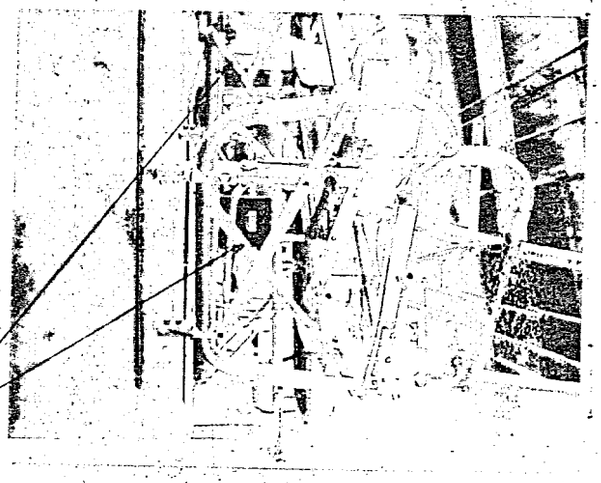

PHOTO #1

ADDED ANGLES

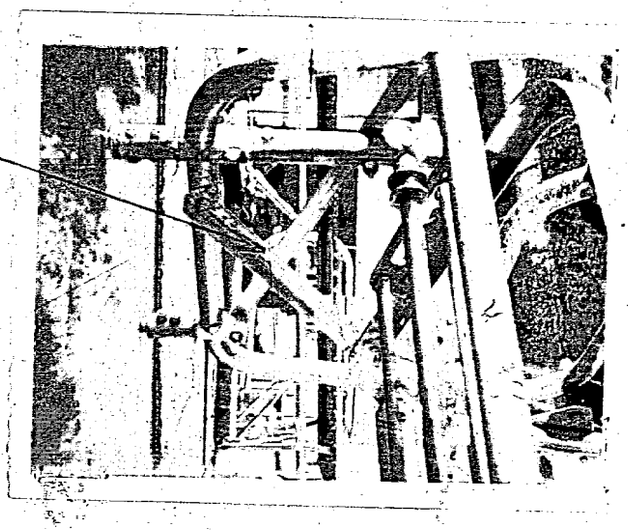

PHOTO #2

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

STATEMENT OF COMPLIANCE OF AIRCRAFT OR AIRCRAFT COMPONENTS WITH THE CIVIL AIR REGULATIONS

DESIGNATION NO. 2-107

DATE DECEMBER 20, 1960

CLASSIFICATION OF DESIGNEE STRUCTURE, SYSTEMS, AND EQUIPMENT.

MODEL NO. GRUMMAN MALLARD

MODEL TYPE (Airplane, Radio, Helicopter, etc.) AIRPLANE

NAME OF EMPLOYER SELF

LIST OF APPROVED REPORTS AND DATA

NUMBER	TITLE
REPORT SRX3792	STRUCTURAL SUBSTANTIATION COVERING DESIGNS AND INSTALLATIONS OF PASSENGER SEATS SUPPORT STRUCTURE. SERIAL # J10 IDENTIFICATION # N2947 THE ABOVE ARE DER APPROVED FOR STRUCTURES ONLY. EXCLUDED AND NOT EFFECTED ARE FLIGHT, FLUTTER AND VIBRATION; POWER PLANT AND SYSTEMS AND EQUIPMENT (EXCEPT ELECTRICAL). EFFECTED ARE WEIGHT AND BALANCE ~~AND ELECTRICAL~~.

CERTIFICATION

UNDER THE AUTHORITY VESTED IN ME BY THE CIVIL AERONAUTICS ADMINISTRATION, I HEREBY CERTIFY THAT THE DATA LISTED ABOVE AND ON ATTACHED SHEETS NUMBERED XXXXXXXXXXX HAVE BEEN EXAMINED IN ACCORDANCE WITH ESTABLISHED PROCEDURES AND FOUND TO COMPLY, TO THE BEST OF MY KNOWLEDGE AND BELIEF WITH THE PERTINENT REQUIREMENTS OF THE CIVIL AIR REGULATIONS.

I THEREFORE ☐ RECOMMEND APPROVAL OF ☒ APPROVE THESE DATA. AS NOTED ABOVE.

A. H. Crookston
SIGNATURE OF ENGINEERING REPRESENTATIVE

FS-2340

COMM-DC 30149 FORM ACA-1600 (8-6-47)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

A. H. CRONKHITE
CONSULTING ENGINEER
FAA DER
1015 BROOKHOLLOW DR.
IRVING, TEXAS

HORTON-HORTON CUSTOM WORKS, INC.

MEACHAM FIELD FORT WORTH, TEXAS

ENGINEERING REPORT Nº SRX 3792

LOADS & STRESS ANALYSIS SUBSTANTIATION FOR FABRICATION & INSTALLATION OF PASSENGER SEATS SUPPORT STRUCTURE IN GRUMMAN "MALLARD" AIRPLANE.

AIRPLANE MODEL: G 73

SERIAL Nº: J-10
10 N2947

PREPARED BY A.H. CRONKHITE
FAA DER 2-107
11/60

REVISIONS:

FS-2340

INTRODUCTION

PRESENTED IN THIS REPORT ARE SKETCHES AND DETAIL DRAWINGS FOR THE FABRICATION AND INSTALLATION OF SUPPORT STRUCTURE FOR THE PASSENGER (4) SEATS LOCATED IN THE FORWARD CABIN SECTION OF THE GRUMMAN MALLARD AIRPLANE (SERIAL #N2947) OWNED BY THE FEDERAL MOGUL BOWER AND BEARINGS, INC.

INCLUDED WITH THE SKETCHES AND DRAWINGS ARE THE DESIGN LOADS AND STRESS ANALYSIS FOR SUBSTANTIATION OF THE SUPPORTING STRUCTURE.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

By Crumbliss

Date 1/60

Ck

HORTON & HORTON CUSTOM WORKS, INC.

FLOOR PLAN & SEAT ANCHOR POINTS
(SCALE: APPROX 1/10)

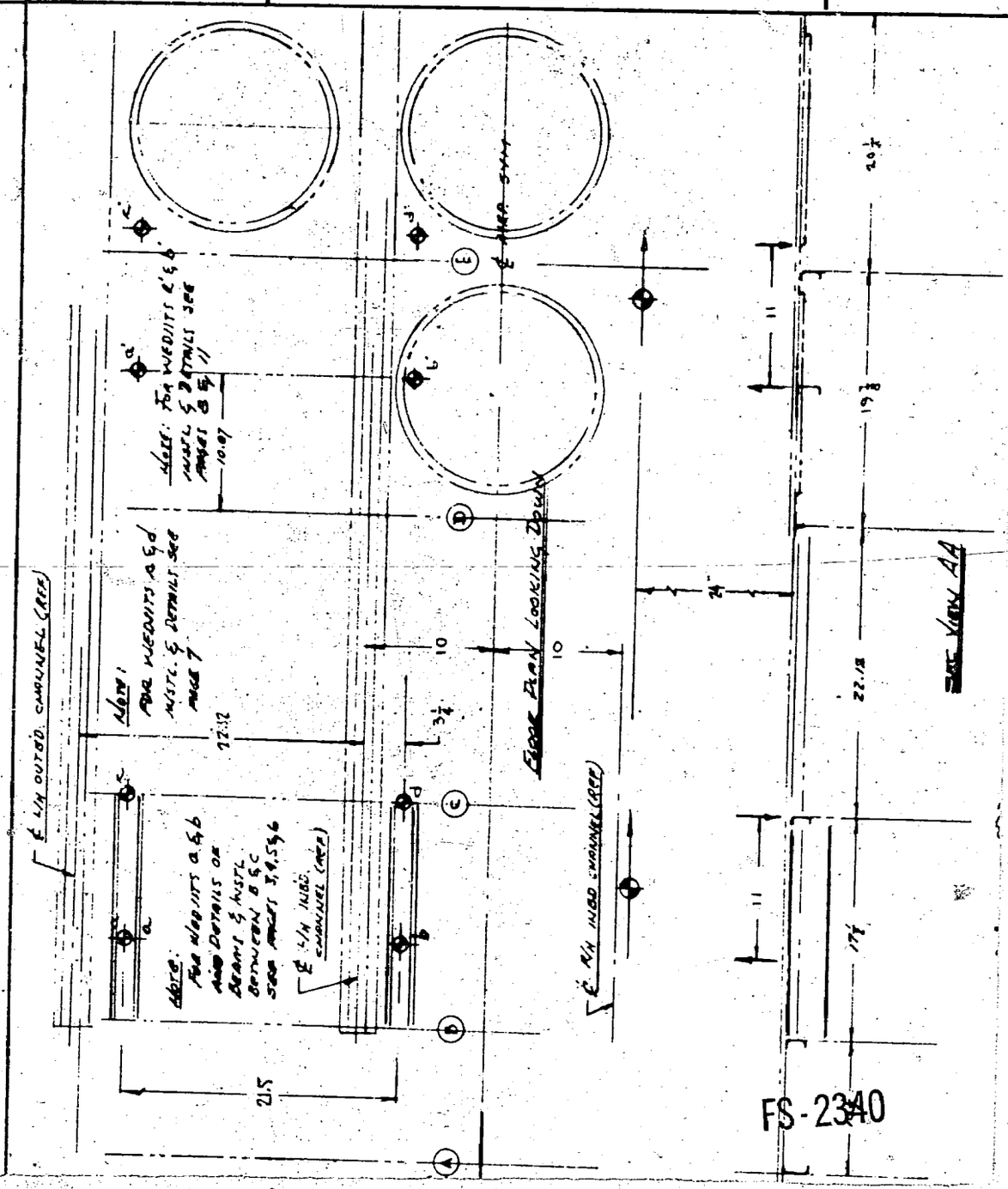
Meacham Field — Fort Worth, Texas

Page 1

RPT. 3K

Airp. GRUMMAN

Model



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SEAT COUPLE LOADS AT FLOOR - 6 g FWD

PASSENGER WT	190#
SEAT WT.	50
COMPOSITE WT	240#

COMPOSITE C.G. ABOVE FLOOR 24"

FWD THRUST AT C.G. = 6 × 240 = 1440 #

COUPLE AT FLOOR LINE AT EACH SEAT LEG ANCHOR POINT

$$K = (1440/2)\ 24''/11 =$$

$$= 720 \times 24/11 = 1570\ \#$$

BEAM LOADS, SHEARS & MOMENTS

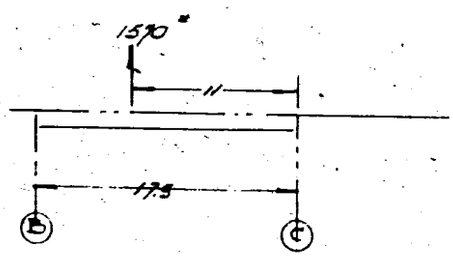
REAR FORWARD FACING SEAT

SHEAR @ B

$$S_B = 1570 \times 11/17.5 = 985\ \#$$

SHEAR @ C

$$S_C = 1570 - 985 = 593\ \#$$



MAXIMUM BENDING MOMENT

$$= 593 \times 11 = 6520\ ''\text{-}\#$$

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CAMERA NO. 3 DATE: 8-9-83

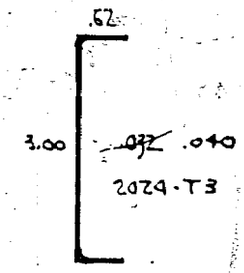
BEAM SECTION PROPERTIES

SECTION I = .59 × .032 × 1.43² × 2 + 2.94³ × .032 / 12

= .0772 + .0677

= .1449 IN.⁴

SECTION I/C = .1449 / 1.43 = .101 IN.³



CHANNEL

BEAM BENDING STRESS

BENDING MOM. / BEAM = Mc / I

= 6520 / .101 × 2 = 32100 p.s.i.

ALLOWABLE CRIPPLING STRESS FOR FLANGES

b/t_TK (FOR FREE EDGE FLANGE 1/TK = .928)

= (.62 / .032)(.928) = 18

σ_CR = 23000 p.s.i (FOR F_TY = 40000 p.s.i & 5% CLAD)

σ_CR IS TOO LOW INCREASE GAGE TO .040

b/t_TK = .032/.040 × 18 = 14.4

σ_CR = 29000 p.s.i

BENDING FOR .040 CHANNELS

= 32100 × .032/.04 = 25700 p.s.i

M/S = 29000 / [illegible] − 1.12

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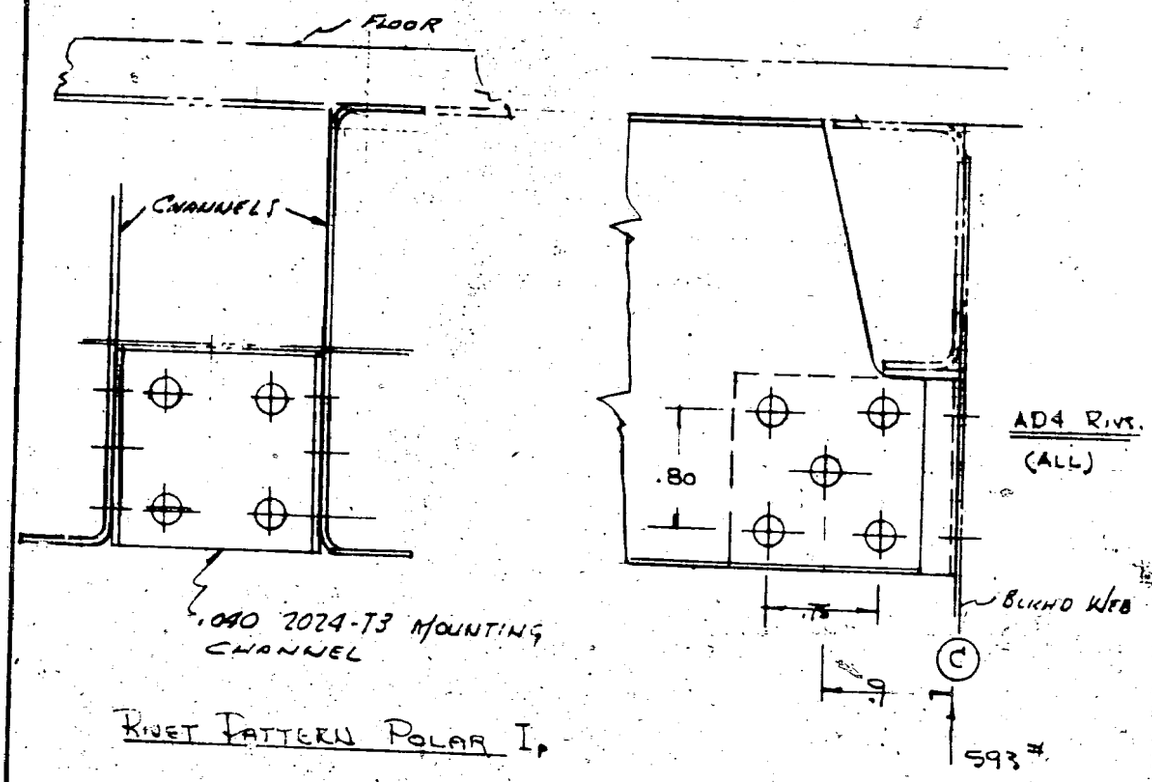
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

CHANNEL BEAMS END ATTACHMENTS – REAR FWD FACING SEAT

ATTACHMENT FWD END OF BEAMS TO BLKHD WEB "C"



RIVET PATTERN POLAR I_p

$I_p = (x^2 + y^2)4 = 4(.4^2 + .375^2) = 4(.16 + .1407) = 4 \times .3 = 1.2 \text{ IN}^4$

ECCENTRIC MOM. $= \frac{593}{2} \times .9 = 267''\text{-}\#$

ECCENTRIC SHEARS $S_y = \frac{Mx}{I_p} = \frac{267 \times .375}{1.20} = 89^{\#}$

$S_x = \frac{My}{I_p} = \frac{267 \times .4}{1.20} = 89^{\#}$

DIRECT SHEAR $= 297/4 = 70^{\#}$

FS-2340

Resultant $= \sqrt{89^2 + 89^2} = 89 \sqrt{2} = 126$

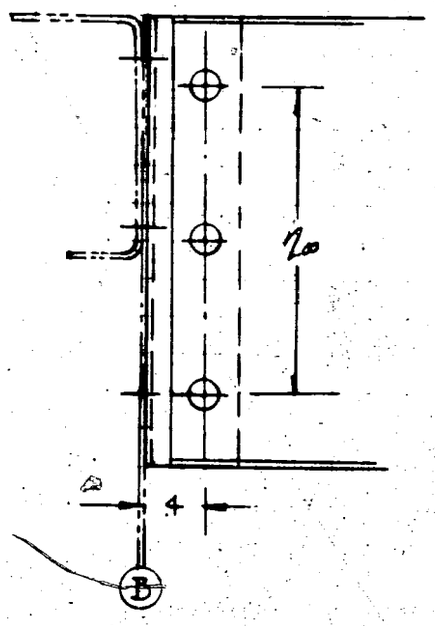
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

CHANNEL BEAMS END ATTACHMENTS - REAR END FACING SEAT

ATTACHMENT AFT END OF BEAMS TO BLKHD WEB "B"

ATTACH RIVETS THRU BEAMS & END CHANNEL CLIP

AFT END SHEAR / BEAM = 985 / 2 = 493#



ECCENTRIC SHEAR / RIVET

= 493 × 4" / 2" = 100# (APPROX)

DIRECT SHEAR / RIVET

= 493 / 3 = 164#

RESULTANT SHEAR (MAX)

$= (\overline{100}^2 + \overline{164}^2)^{1/2} = 193^{\#}$

RIVS. ARE AD4

$M.S. = \frac{389}{193} - 1 =$ +1.01

SHEAR ON RIVETS ATTACHING END CHANNEL CLIP TO WEB & CHANNEL OF BLKHD AT "B"

DIRECT SHEAR / RIV. = 164#

$M.S. = \frac{389}{164} - 1 =$ +1.37

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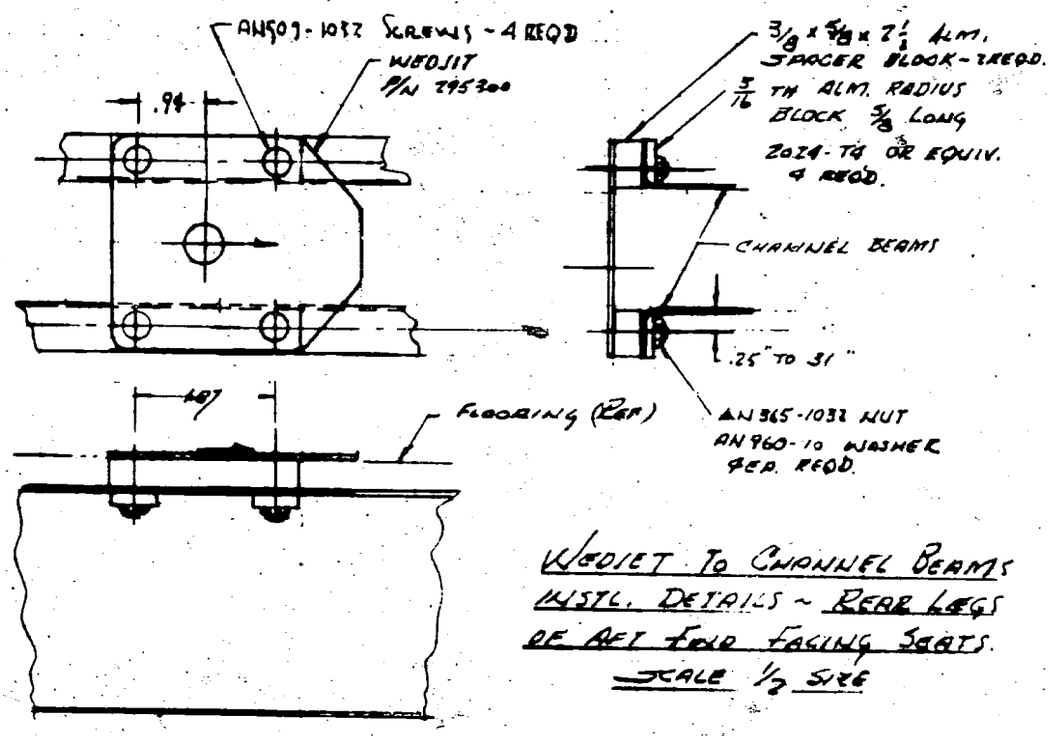
WEDJIT TO BEAMS ATTACHMENT ~ REAR FWD FACING SEAT



WEDJET TO CHANNEL BEAMS INSTL. DETAILS ~ REAR LEGS OF AFT FWD FACING SEATS.
SCALE 1/2 SIZE

FWD THRUST

ASSUME WEDJIT TO TAKE 1/2 FWD THRUST = 1/2 x 1440# = 720#

VERTICAL LOAD = K • 1570#

LOAD TO MOST STRESSED SCREWS ATTACHING WEDJIT TO BEAMS

$= (1570/2)(1/2) + (720/2)(.38/1.87)$

$= 393 + 73 = 466^{\#}$

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

WEDJIT TO BEAMS ATTACHMENT ~ REAR SEAT FWD FACING SEAT

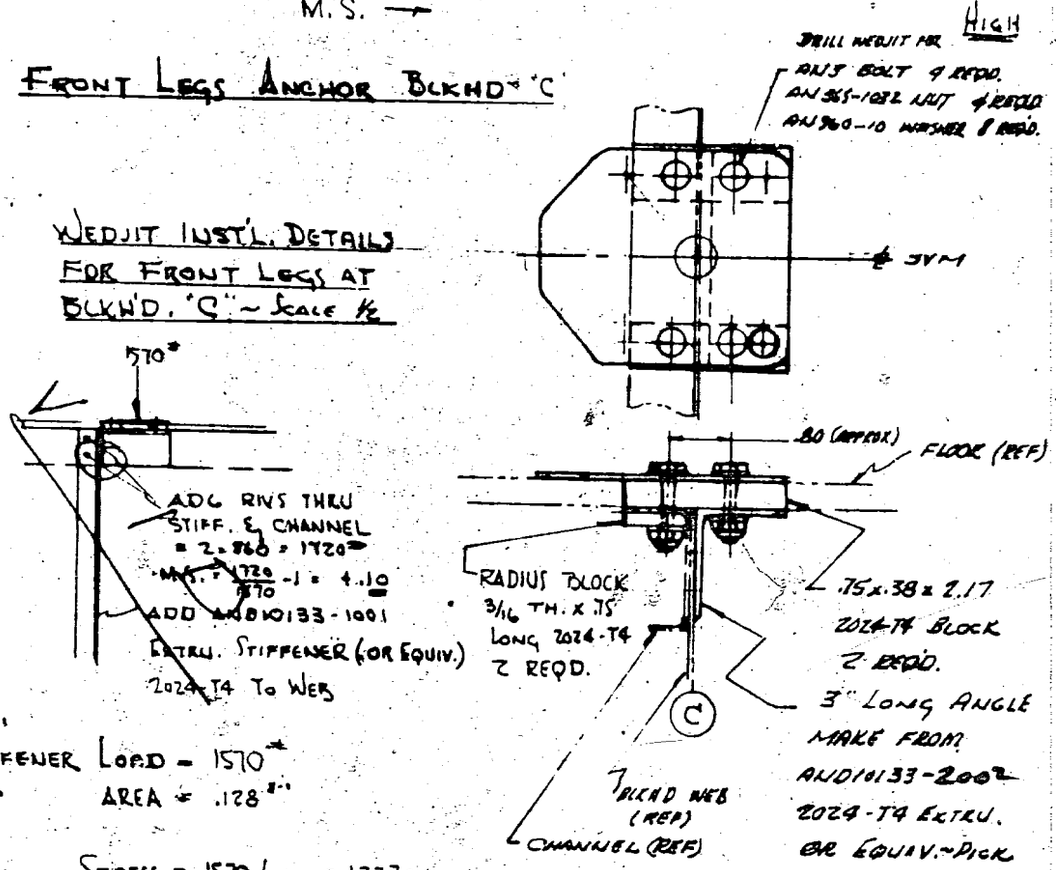
BOLTS ARE AN 509-1032

SHEAR STRENGTH = 2070#

TENSILE " = 2200#

M.S. →

FRONT LEGS ANCHOR BLKHD "C"



STIFFENER LOAD = 1570#

" AREA = .128 in²

" STRESS = 1570/.128 = 12270 p.s.i.

$b/t\sqrt{K} = \frac{.93}{.063} \times .928 = 13.7$; $\sigma_{CR} = 31500$ p.s.i.

$M.S. = \frac{31500}{12270} - 1 =$ + 1.57

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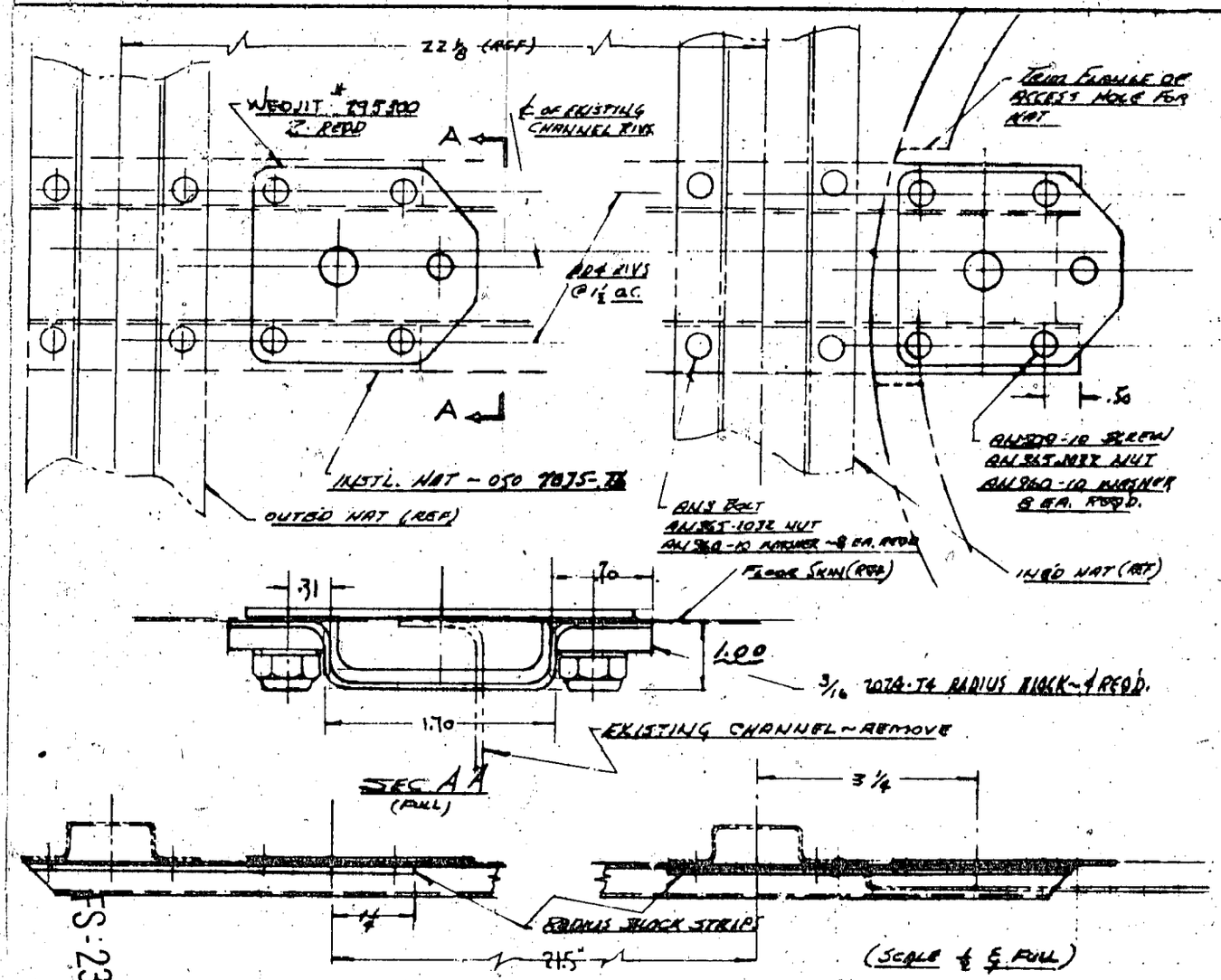

AFT FACING FWD SEAT SUPPORT STRUCTURE INSTL. FOR SEAT FRONT LEGS

FS-2340

By Crutchfield
Date 4/60
Ck

DETON & HORTON CUSTOM WORKS, INC.
Meacham Field Fort Worth, Texas

Support Structure - Passenger Seats

Page B
Rpt
Ship Commercial
Model

Y

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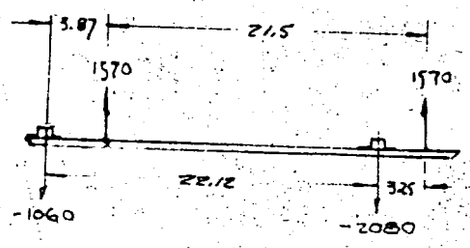
SUPPORT STRUCTURE ~ AFT FACING FWD SEAT FRONT LEGS

BENDING MOMENTS & STRESSES

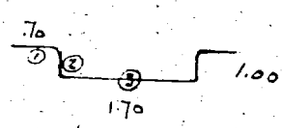


REACTION OF EXISTING SEAT MOUNTING HAT MBRS

$R_1 = 3140 \times 14.62 / 22.12 = 2080$; $R_2 = 3140 - 2080 = 1060$

ADDED HAT SECTIONS B.M.

Max. B.M. = 5100 "-#



HAT SECTION PROPERTIES

ITEM	DIMS	AREA	Y	AY	AY^2	I_o
1	1.30 x .05	.065	.95	.0617	.0585	~
2	.70 x .10	.090	.60	.0540	.0324	.0061
3	1.6 x .05	.080	0	0	0	~
		.235	.491	.1157	.0909	.0061

$I = .097 - .491 \times 1157 = .097 - 057 = .040$

FOR COMP. $I/y = .04/.95 - .49 = .04/.46 = .087$

FOR TENS. $I/y = .04/ - .01 =$

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CAMERA NO. 3 DATE: 8-9-83

SUPPORT STRUCTURE - AFT FACING FWD SEAT FRONT LEGS

BENDING STRESSES

COMPRESSION IN FLANGES

$\sigma = \frac{My}{I} = 5100/.087 = 58600$ p.s.i.

COMPRESSION IN CROWN

$\sigma = \frac{My}{I} = 4200/.0815 = 51500$ p.s.i.

CRIPPLING STRESSES

FLANGES $b/t\sqrt{K} = (65/.05)(.928) = 12.05$

$\sigma_{MAX} = 35000$ p.s.i. ; $\sigma_{MAX} = 56000$ p.s.i.

FOR 2024-T3 ; FOR 7075-T6

CROWN $b/t\sqrt{K} = (160/.05)(.525) = 16.8$

$\sigma_{MAX} = 30000$ p.s.i. ; $\sigma_{MAX} = 45500$ p.s.i.

FOR 2024-T3 ; FOR 7075-T6

SINCE FLOOR SKINS & RADIUS BLOCK STRIPS WERE CONSIDERED. FLAT OF .05 7075-T6 IS SATISFACTORY.

BECAUSE OF THE DIFFICULTY BENDING 7075-T6 MATERIAL AN OPTIONAL ARRANGEMENT.

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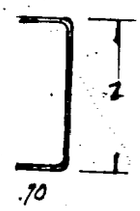
CAMERA NO. 3 DATE: 8-9-83

SUPPORT STRUCTURE - AFT FACING FWD SEAT FRONT LEGS

OPTIONAL BEAMS IN LIEU OF HAT MBRS.

IN LIEU OF HAT SECTION USE TWO (2) CHANNELS SHOWN



.050
2024-T3

CHANNEL $I = (.65 \times .05)(2)(.975)^2 + \frac{(1.95)^3 \times (.05)}{12}$

$= .0617 + .0309 = .0926 \text{ in}^4$

$I/c = .0926/.975 = .095$ /CHANNEL

BENDING STRESS - MAX. IN FLANGE

$\sigma = \frac{Mc}{I} = 5200/.095 \times 2 = 27400$ p.s.i.

FROM PAGE 10

$\sigma_{MAX} = 35000$ p.s.i. FOR 2024-T3

$M.S. = \frac{35000}{27400} - 1 =$ +.28

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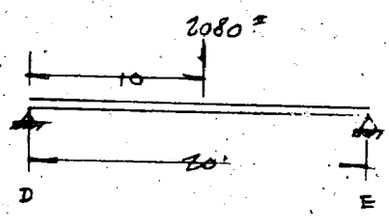
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

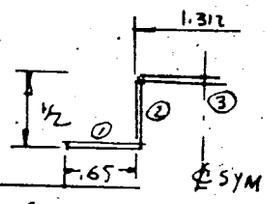
EXISTING HAT CHANNEL MBR. (INBD) ~ SPAN DE

ASSUME LOAD FROM PAGE 9
= 2080# TO BE AT MID-SPAN
(APPROX. CORRECT)



MAX B.M. = 1040 x 10 = 10400 ·#

HAT CHANNEL SECTION PROPERTIES



ITEM	DIMS	AREA	Y	AY	Ay^2	I_o
①	1.30 x .072	.0936	0	0	0	—
②	.356 x .144	.0513	.214	.011	.00235	.00054
③	1.168 x .072	.0841	.428	.036	.01540	~
		.2290	.205	.047	.01775	.00054

$I = .01829 - .205 \times .047 = .01829 - .00965 = .00864$

$I/c_2 = .00864/.205 = .042$

BENDING STRESS $= \sigma_2 = \frac{Mc_2}{I} = \frac{10400}{.042} = 248000$ p.s.i.

STRESS IS TO HIGH! MUST BE RELEIVED.

TO RELEIVE CHANNEL LOAD RUN A TIE FROM INBD WEDJIT @ 6' DOWN TO CROSS CHANNEL AT BOTTOM HULL LOCATED ALMOST DIRECTLY BELOW WEDJIT.

FS-2340

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

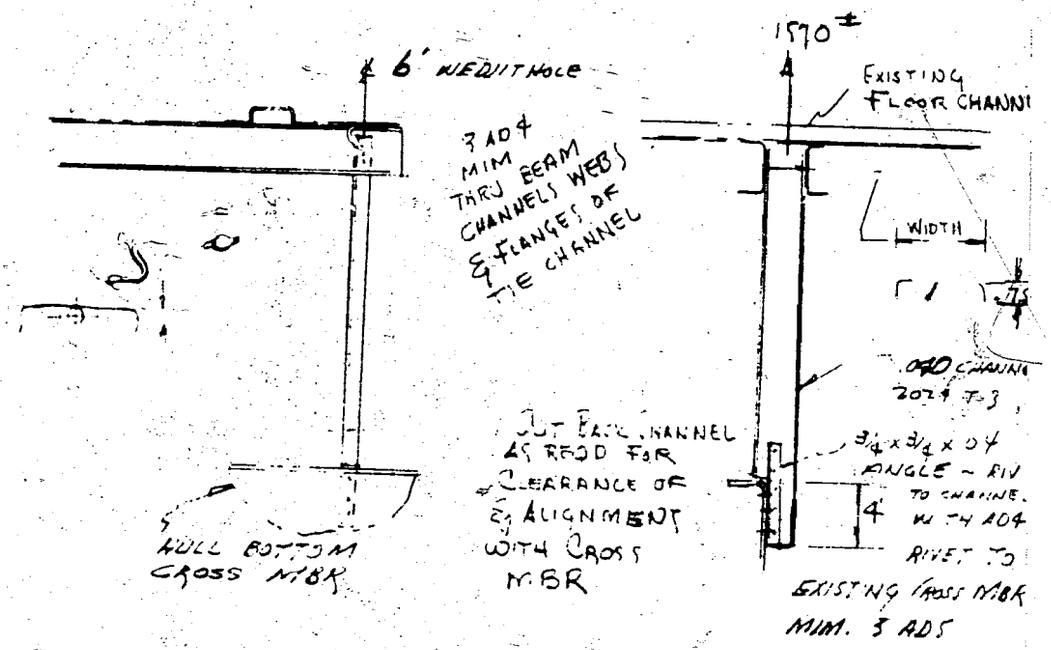
By
Date
Ck

HORTON & HORTON CUSTOM WORKS, INC.

Meacham Field — Fort Worth, Texas

Page 13
RPT
Airp.
Model

TIE M/BR FROM APPROX POINT 'b' TO CROSS MBR HULL BOTTOM



CHANNEL AREA = 3 x .04 = .12 in²

STRESS (9g END LANDING) = 1570/.12 = 13100 p.s.i. TENS.

M.S. — High

STRESS (6g VERT.~FLIGHT)

$6 \times 240 \times \frac{1}{2} \times \frac{1}{2} = 360^{\#}$ COMP = LEG DOWNLOAD

360/.12 = 3000 p.s.i.

SECTION I & $\rho = \sqrt{I/A}$ FOR COLUMN CHECK

ITEM	DIMS	AREA	y	Ay	Ay²	I_o
WEB	.154 x .04	.0616	0	0	0	
FLANGES	.71 x .08	.0568	.375	.0213	.0080	.00119
		.1184	.18	.0213	.0080	.00119

FS-2340

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

THE MBR. FROM APPROX POINT 'b' TO CROSS MBR AWL BOTTOM

SECTION $\rho = \sqrt{I/A} = \sqrt{\frac{.0556}{.1184}} = \sqrt{.0453} = .213$

COL LENGTH = L = 24"

$L/\rho = 24 / .213 = 113$

FROM BC. CURVES FOR ALM COLS USING

$F_{COL} = 8000$ p.s.i. (EULER RANGE)

$M.S. = \frac{8000}{3000} - 1 =$ +1.66

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

By BRADFORD
Date 12/19/60
Ck

HORTON & HORTON CUSTOM WORKS, INC.

DEVIATIONS

Meacham Field — Fort Worth, Texas

RPT
Airp
Model

PAGE 1 CHANGE DEMINSION BETWEEN 'D & B_1 FROM 10.87 TO 9.87.
CHANGE 11.00 DEMINSION BETWEEN WEDJITS TO 10.75.

PAGE 4 CHANGE MATERIAL THICKNESS OF CHANNEL FROM .040 TO .032.

PAGE 7 CHANGE SPACER FROM 2.17 TO 4.50 AND ADD TWO AN3 BOLTS PER SPACER AFT OF WEDJIT. MOVE WEDJIT .25 FORWARD. LOCATION OF BOLTS TO REMAIN THE SAME IN RELATION TO THE STRUCTURE.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO: 3 DATE: 8-9-83

NOV 14 '60

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73	J-10	N-2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	FEDERAL-MOGUL-BOWER BEARING, INC.	11031 SHOEMAKER AVENUE DETROIT, MICHIGAN

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	DATA IDENTIFIED HEREIN COMLIED WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE-DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN CAR 18.11(b)				X
b. POWERPLANT					
c. PROPELLER			Robert J Hoerter		
d. APPLIANCE	TYPE AND MANUFACTURER	11-9-60	RECEIVED		

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

NOV 3 1960
MAINTENANCE BRANCH
FS-3300

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches)*	USEFUL LOAD (Pounds)*
STANDARD	9250.95	14.74 FORWARD OF DATUM	3,499.05

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
ANDERSON AIRCRAFT RADIO CO. DETROIT CITY AIRPORT DETROIT 13, MICHIGAN	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3935 RADIO CLASS I, II AND LTD III

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

11-9-60 (Date repair and/or alteration completed)

D. R. Anderson (Signature of authorized individual)

D. R. ANDERSON

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED / ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

11-9-60 (Date of approval or rejection)

D. R. Anderson (Signature of authorized inspector)

D. R. ANDERSON CHIEF INSPECTOR (Inspector's title or identification number)

A.C.U.
JAN 9 1961
F.C.
Reg. 3 KC
ASDO 5

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 11-28-60 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

(FAA designation number)

Robert J Hoerter (Signature Flight Standards Inspector)

FS-3340

Form FAA-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, 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.*

Removed equipment and installed equipment as shown below. Equipment installed on existing structure. Installation and wiring done in accordance with drawings as follows:

ARC - 22868C, ARC 20654B, ARC 21264G, DGS-20-7-3, 618F-1 Drawing 2-3.

All work conforms to CAM18.30-22(a) thru (e). Total electrical load does not exceed 80% of generator capacity. Below are weight and balance computations:-

	ITEM	WEIGHT	ARM.	MOMENT
	AIRPLANE	9,409.6	220.10	2,066,871.06
	REMOVED:-			
1	MN-36C Loop and Dehydrator	-10.2	144.0	- 1,468.80
1	MN-36C Loop and Dehydrator	-10.2	192.0	- 1,958.40
1	MN-42C Dual Azemuth	- 2.0	96.0	- 192.00
1	MN-31C Loop Control Unit	-17.6	46.0	- 809.60
2	T-11A Transmitter	- 6.8	125.0	- 850.00
1	R-15 VHF Receiver and Mount	- 8.5	125.0	- 1,062.50
1	C-17 Remote Control	- .8	125.0	- 100.00
	Control Cable and Wiring for R-15	- 1.2	125.0	- 150.00
1	ARC-1 Transceiver	-51.4	485.0	-24,929.00
1	Spike Antenna	- 3.0	386.0	- 1,158.00
1	MN-26K Receiver and Mount	-37.9	65.0	- 2,463.50
1	MN-26K Receiver and Mount	-37.9	41.0	- 1,553.90
1	MR-39B Dual Audio Amplifier	- 5.1	37.0	- 188.70
	Miscellaneous panels, controls and cables	-48.4	132.0	- 6,388.80
1	R-89B Receiver and Mount	-13.8	125.0	- 1,725.00
1	BC-732A Control and Mount	- .6	120.0	- 72.00
1	ID-48 Cross Pointer Indicator	- 2.1	93.0	- 195.30
1	R-13 Receiver	- 8.5	125.0	- 1,062.50
1	B-10 Converter	- 5.8	125.0	- 725.00
1	Mount for R-13 and B-10	- 2.4	125.0	- 300.00
1	F-10 Filter Amplifier and Mount	- 5.4	125.0	- 675.00
1	P-10 Power Unit with D-10 Dynamotor	- 3.8	35.0	- 133.00
1	AN-104B Antenna Mast	- 2.8	234.0	- 655.20
1	To-From Indicator	- .4	93.0	- 37.20
1	Course Selector Indicator	- 1.5	93.0	- 139.50
1	C-12 Control Unit and Mount	- 1.5	120.0	- 180.00
1	Range Antenna	- .5	144.0	- 72.00

*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. ☒

U.S. GOVERNMENT PRINTING OFFICE: 1960—O-538224

NOVEMBER 9, 1960 FORM FAA-337

GRUMMAN MODEL G-73 SERIAL NO. J-10 NATIONALITY AND REGISTRATION MARK - N-2947

CONTINUATION SHEET

INSTALLED:-

	ITEM	WEIGHT	ARM.	MOMENT
1	DGS-20 Glide Slope Receiver and Mount	+9.3	47.0	+ 437.10
1	R-30A ADF Receiver	+ 7.25	32.0	+ 232.00
1	P-14A Power Supply	+ 5.40	26.0	+ 140.40
1	P-15A Power Supply	+ 6.8	27.0	+ 183.60
1	427D-1 Power Supply	+ 7.5	34.0	+ 255.00
2	Smith Model 1012 Iso Amp.	+ 1.0	47.0	+ 47.00
1	618F-1 Transceiver	+ 5.4	96.0	+ 518.40
1	L-11 ADF Loop	+ 4.5	144.0	+ 648.00
1	DRA-1 VHF Antenna	+ 3.0	340.0	+ 102.00
1	A-15 Antenna	+ .5	248.0	+ 124.00
2	IN-10 Course Selector/Indicator	+ 6.6	93.0	+ 613.80
2	Junction Box	+ 4.0	53.0	+ 212.00
1	IN-12 ADF Indicator	+ 1.8	96.0	+ 172.80
1	Radio Control Panel	+ 5.2	97.0	+ 504.40
1	Cables and Miscellaneous	+15.0	75.0	+ 1,125.00
2	ARC 15F VOR Receiver, Converter and Mount	+34.4	47.0	+ 1,616.80
1	ARC 210 Comm. System Transceiver and Mount	+13.8	43.0	+ 593.40
		9,250.95		2,025,151.86

NEW EMPTY WEIGHT 9,250.95
NEW MOMENT 2,025,151.86

$\frac{2,025,151.86}{9,250.95}$ = 218.91" AFT OF NOSE REFERENCE

OR 14.74" FORWARD OF DATUM - NEW EMPTY CG.

Anderson Aircraft Radio Co.
Detroit City Airport

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

This propeller installed on left side at Rennert-Werner Inc. Toledo, Ohio June 20 1957

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N2947
2. OWNER	NAME (First, middle, last): Power Roller Bearing Co.		ADDRESS (Street and number, city, zone and State): 3040 Bart Ave. Detroit 11, Mich.	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				
b. POWERPLANT					
c. PROPELLER	Hamilton Standard	Hub 23D40-51 Bl. 6533A18-8	Hub 160403 Bl. 12342	X Overhauled.	
d. APPLIANCE (TYPE AND MANUFACTURER)			228916 274373		

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9390.6	-23.36	3359.4

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H & S Prop Shop 25210 Ryan Road Centerline, Michigan	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Limited Rating 3734

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

June 20, 1957 (Date repair and/or alteration completed)

Jm Stanley (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

June 20, 1957 (Date of approval or rejection)

Jm Stanley (Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 7-5-57 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

NY 6-6 (CAA designation number)

Frank Bogo (Signature Aviation Safety Agent)

Reg. 1 NY
ASDO 6

JUL 5 1957

9-16-7

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Complete overhaul in accordance with the manufacturer's specifications.

*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. ☐

U. S. GOVERNMENT PRINTING OFFICE — 16—54010-6

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

OCT 12 1955

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-10	N-2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Bower Roller Bearing Company	3040 Hart Avenue, Detroit 14, Mich

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)			X	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	9390.6	-13.36	3359.4

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Michigan Aviation Company Bay #9 Detroit City Airport Detroit 13, Michigan	☐ U. S. Certificated Mechanic. ☒ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A & E. 90072

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

9-28-55 (Date repair and/or alteration completed)

Mienrad Wirtz (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED BY ☒ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

9-28-55 (Date of approval or rejection)

Michael Lukon (Signature of authorized individual, title or identification number) 3012

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 10-12-55 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

3-5 (CAA designation number)

P. A. Baretta (Signature Aviation Safety Agent)

Reg. 3 KC
ASDO 5

16—54010-4

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, 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.*

Both ailerons,both elevators and rudder overhauled inspected and recovered. Used Grade A fabric, and tapes,New stitching and reinforcing tape from mfg. Used Nitrate dope and thinner.6 coats clear brushed on,6 coats silver sprayed on and two coats Gray enamual sprayed on. all workmanship as per CAM-18. All new brgs installed in all control hinge points, Installed both engines majored by factory on airplane. Engines run up and airplane test hopped ok.

*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. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

783

NOV 14 1955

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE Grumman ~~Bower Roller Bearing Co.~~	MODEL G-73	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N-2947
2. OWNER	NAME (*First, middle, last*) Bower Roller Bearing Company		ADDRESS (*Street and number, city, zone and State*) 3040 Hart Avenue Det. 13, Mich	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)				
b. POWERPLANT					
c. PROPELLER	Hamilton Standard	Hub 23D40-51 Blades 6533A-18	Hub 160403 Blades 12341	Overhauled	
d. APPLIANCE	TYPE AND MANUFACTURER		12342 228916		

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Normal	9390.6	-13.36	3359.4

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H & S Prop Shop, 25210 Ryan Road, Centerline, Michigan	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Limited Rating 3734

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

August 22, 1955 (Date repair and/or alteration completed) — Jm Stanley (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED / ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☒ ~~Repair~~ Station ☐ Other (*Specify*)

August 22, 1955 (Date of approval or rejection) — Jm Stanley (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted 11/14/55 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

(CAA designation number) — (Signature Aviation Safety Agent)

Reg. 3 KC
~~ASDO 5~~

16—64010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Complete overhaul in accordance with manufacturer's specifications.

*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. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FEB 14 1955

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Company		ADDRESS (*Street and number, city, zone and State*): 3040 Hart Avenue, Detroit 14, Mich.	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)			XX	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Normal	9390.6	-13.36	3359.4

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Anderson Aircraft Radio Company Detroit City Airport Detroit 13, Michigan.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E #M-17228

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

1-18-1955
(Date repair and/or alteration completed)

Paul A. Johns
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED / ☐ REJECTED } BY { ☒ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

2-10-55
(Date of approval or rejection)

Anthony A Rohr 385
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted 2/14/55 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

KC-257-S
(CAA designation number)

(Signature of Aviation Safety Agent)

16—64010—4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

REMOVED

Item	Weight	Arm	Moment
RTA-1B	80.8	414	33451.2
Ant. Loading Coil	3.5	414	1449.0
AntennaWire	1.5	315	472.5
	85.8		35372.7

INSTALLED

Item	Weight	Arm	Moment
ARC Transceiver	51.4	485	24929.0
VHF Spike Ant.	3.0	386	1158.0
	54.4		26087.0

85.8
54.4
Net wt.decrease 31.4

35372.7
26087.0
Net moment decrease 9285.7

RECEIVED FEB 24 1 4 PM '55 ACTIVE RECORD

Old Empty Weight - 9422.0
31.4
New Empty Weight - 9390.6

Old CG - 220.53

Old Moment - 2077914.96
9285.70
New Moment - 2068629.26

$\frac{2068629.26}{9390.6}$ = 220.29

233.65
220.29
13.36 New C.G.

New Useful Load

3359.4

Forward of Station

233.63

*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. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

This engine installed on left side at Bennert-Warner Inc. Toledo, O June 20 1957

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N2947
2. OWNER	NAME (First, middle, last): Bower Roller Bearing Co.	ADDRESS (Street and number, city, zone and State): 3040 Hart Ave. Detroit 14, Mich.		

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				
b. POWERPLANT	Pratt & Whitney	R1340AN-1	P325767	XX	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	Superseded 6-20-57 by (S.S) 557445		
Standard	9390.6	-33.36	3359.4

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Engine Works, Incorporated Lambert Field St. Louis 21, Missouri	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3933

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

September 27, 1954 (Date repair and/or alteration completed)

Jesse F. Napier E341467 (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

September 27, 1954 (Date of approval or rejection)

Samuel K. Wenneker, Chief Inspector (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 7-5-57 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Reg. I NY ASDO 6 JUL 5 1957

NY G-6 (CAA designation number)

Earl Boyce (Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

9-16-7

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Engine, magnetos, carburetor, ignition harness given major overhaul.

All steel parts magnetic inspected. List of parts replaced in engine:

1. Piston Rings
2. Super charger bearings, pins and locks
3. Thrust Bearing
4. Front and Rear Main Bearings
5. Eight (8) Push Rod Covers
6. Starter Shaft Bearing
7. Starter Jaw Washer
8. Vertical Drive Gear Bearings
9. Generator Drive Bearings
10. Crankshaft drilled for hydromatic propeller.

*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. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G73	J10

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney	S1H1

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Bower Roller Bearing Company	3040 Hart Avenue Detroit 14 Michigan	N- 2947

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and 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 ~~December 20 1948~~
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)
☒ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

L. James Kanor
~~L James Kanor~~ (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

~~9-11-54~~ (DATE) ~~Agent~~ (TITLE)

10-60857-2

Form ACA-305 (11-51)

aw 10-19-4

694

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

SEP 13 1954

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:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. [X] AIRCRAFT SPECIFICATION NO. 783 THROUGH SHEET REVISION NO. 4
   - b. [ ] AIRCRAFT LISTING PAGE NO. _____
   - c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1954 (YEAR) THROUGH CARD NO. 54-18
   - d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS
   - a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
   - b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
   - c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 3274.25 HOURS
   - d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. P-327969 TOTAL HOURS 581.55
     - SERIAL NO. P 328039 TOTAL HOURS 581.55
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED 9-11-54 (DATE)
     - [ ] BY AIRCRAFT MANUFACTURER
     - [ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
     - [X] BY MECHANIC, CERTIFICATE NO. A&E 27556-40
   - b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
SEP 21 9 01 AM '54
ADMIN. & RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 9-11-55 (DATE)
   - g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 9-11-54 (DATE)
     BY F.C.Keeser (NAME OF ISSUING REPRESENTATIVE) 1585 (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 [X] AIRWORTHY [ ] UNAIRWORTHY
   (Check appropriate item)

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Anthony A Rohr Anthony A Rohr	385	9-11-54	[X] ACCEPTED
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[ ] REINSPECTED
H J Maley	KC-257-5	9/15/54	[ ] SPOT CHECKED

[X] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60837

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved. Budget Bureau No. 41-R052.3.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (First, middle, last): Bower Roller Bearing Co.	ADDRESS (Street and number, city, zone, and State): 3040 Hart Ave. Detroit 14, Michigan		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)			X	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9422	-13.12" (fwd. of datum)	3328

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☒ CERTIFIED MECHANIC

6. AGENCY	NAME: United Aircraft Corp. Pratt & Whitney Div. Airport Dept.	ADDRESS (Street and number, city, zone, and State): 400 Main St. East Hartford 8, Conn.	DATE WORK ACCOMPLISHED: 3-11-53

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Following equipment removed, overhauled & installed.
Pratt & Whitney S1H1 engines No. P-327969 & No. P-328039.
Hamilton Standard 23D40 propellers No. 160166 & No. 160403.
Hamilton Standard 4K11 governors No. 130525 & No. WH 48668.

NO WEIGHT CHANGE

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. OVER

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Robert Nagel (Signature of supervising mechanic) — A&E N-16910 (Certificate number and rating) — 9-11-53 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: F.C. Kaeser	NO.: 1385	DATE: 9-11-53
	CAA AGENT SIGNATURE:	☑ ACCEPTED ☐ REINSPECTED	DATE: 9-16-53

16—54010-8

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—84011—3 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Job #3-7052

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
C.W. Kayser

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

WALTER J. PAJOR D.A.M. 19 (SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N-2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Bower Roller Bearing Co.	3040 Hart Avenue, Detroit 14, Michigan

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S1H1	P-327969	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	8-31-53

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

The following new major parts were installed: crankshaft 9X outer flyweight, 8 linkpin assemblies, 4 valve tappet assemblies, 2 valve tappet rollers, propeller thrust ball bearing, #2, 5 pistons, 3 exhaust valves.

Pratt & Whitney Service Bulletin #1266 was incorporated during this overhaul.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)

☐ FORWARDED FOR ENGINEERING APPROVAL ---

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson — (Signature of supervising mechanic)
George V. Dickerson, Chief Inspector — (Certificate number and rating)
August 31, 1953 — (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED

DESIGNEE'S SIGNATURE: F.C. Kassap F.C. Kass — NO. 1385 — DATE 9-11-53

CAA AGENT SIGNATURE: R. Butt — ☒ ACCEPTED ☐ REINSPECTED — DATE 9-16-53

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

10—54010-2 U. S. GOVERNMENT PRINTING OFFICE

The following accessories were inspected, overhauled, and tested. Model NAY9E1-507 carburetor, Serial #5962847; Model SB9RN magnetos, Serial #192399 and #192402; tubular type ignition harness.

Scintilla Service Bulletin #251 was complied with during this overhaul.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Job # B-70323

APPROVED REPAIR SUBJECT TO FINAL CAA INSPECTION.
WALTER J. PAJOR, D.A.M.I. 19

Form 1-45 (11-45)

Form Approved.
Budget Bureau No. 41-R052.2.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N-2947

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Bower Roller Bearing Co.	3040 Hart Avenue, Detroit 14, Michigan

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S1H1	P-328039	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

**AFTER the repairs and/or alterations described below were made.*	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	8-31-53

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

The following new major parts were installed: masterod and bearing assembly, 7 valve tappet rollers, vacuum pump drive gear, #6 piston, 1 intake rocker assembly, 1 linkpin assembly.

The following accessories were inspected, overhauled, and tested: Model MAY9E-507 carburetor, Serial #5963168; Model SB9RN magnetos, Serial #192531 and #192615;

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)

☐ FORWARDED FOR ENGINEERING APPROVAL ---

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson — (Signature of supervising mechanic)
George V. Dickerson, Chief Inspector — (Certificate number and rating)
August 31, 1953 — (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C.Kaeser F. C. Kaeser	1385	9-11-53
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE 9-16-53

16—54010-2.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

and tubular type ignition harness.

Scintilla Service Bulletins #244 and 251 were complied with during this overhaul.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

APPROVED REPAIR SUBJECT TO INSPECTION.
C. Kaser

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

WALTER J. PRIOR, D.A.M.I. 19 (SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-10	N-2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
	Bower Roller Bearing Co.	3040 Hart Ave. Detroit 14, Michigan

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	********** (As described in item 1 above) **********				
b. PROPELLER BLADE OR HUB	H.S.P.	23D40-51 PL10365 ~~65334-19~~	160166 ~~519963,64 & 65~~	X	
c. ENGINE				X	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main Street East Hartford, Conn.	8-26-53

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Modified tips incorporated and length reduced one-half inch changing design to 65334-19.
Propeller inspected, overhauled, rebuilt and tested to Hamilton Standard Propellers Repair and Test Specifications.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL ---

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Coffey (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 8-26-53 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED ☐ REJECTED	F.C.Kaeser F. C. Kaeser	1385	9-11-53
	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 9-16-53

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form AGA-125 (11-45)

APPROVED REPAIR SUBJECT TO FINAL CAA INSPECTION.
WALTER J. PAJOR, D.A.M.I. 16

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N-2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Bower Roller Bearing Co.	3040 Hart Ave. Detroit14, Michigan

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	H.S.P.	23D40-51 PL10365 65334-19	160403 520706-7 A5	X X	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

[X] MANUFACTURER [ ] APPROVED REPAIR STATION NO. _____ (Specify) [ ] CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main Street East Hartford, Conn.	8-26-53

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Modified tips incorporated and length reduced one-half inch changing design to 65334-19.
Propeller inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

[ ] FORWARDED FOR ENGINEERING APPROVAL ---

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Odell	Inspector in Charge	8-26-53
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

[X] APPROVED	DESIGNEE'S SIGNATURE F.C. Kaesser	NO. 1385	DATE 9-11-53
[ ] REJECTED	CAA AGENT SIGNATURE	[X] ACCEPTED [ ] REINSPECTED	DATE 9-16-53

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
WALTER J. PAIOR, D.A.M.I. 19

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co.	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Ave. Detroit 14, Michigan		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER: H.S.P. Governor	4H11-U4T	VH 45668	X	

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME: Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	ADDRESS (*Street and number, city, zone, and State*): 400 South Main Street East Hartford, Conn.	DATE WORK ACCOMPLISHED: 8-17-53

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

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

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofield (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 8-17-53 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: F.O. Kaeser F. O. Kaeser	NO.: 1385	DATE: 9-11-53
	CAA AGENT SIGNATURE: [illegible]	☒ ACCEPTED ☐ REINSPECTED	DATE: 9-16-53

16—54010-2

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.
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 corrected by an authorized representative of the CAA.
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   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 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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   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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

~~APPROVED REPAIR SUBJECT TO INSPECTION.~~
(11-48)
Walter J. Pajor
WALTER J. PAJOR, D.A.M.I. 19

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co.	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Ave. Detroit 14, Michigan		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER: H.S.P. Governor	4K11-T4T	130525	X	

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME: Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	ADDRESS (*Street and number, city, zone, and State*): 400 South Main St. East Hartford, Conn.	DATE WORK ACCOMPLISHED: 8-17-53

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

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

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofield (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 8-17-53 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: F.C. Kaesser F.C. Kaesser	NO. 1385	DATE 9-11-53
	CAA AGENT SIGNATURE: L. Hunter	☐ ACCEPTED ☐ REINSPECTED	DATE 9-16-53

16—54010-2

INSTRUCTIONS

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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 corrected by an authorized representative of the CAA.
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   a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

12-9-46

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G-73	J-10

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney	Wasp S1H1

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Bower Roller Bearing Co.	3040 Hart Ave. Detroit 14, Michigan	N-2947

aw 12-1-3

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and 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 Oct. 20, 1948
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)
☒ ACA-319
☒ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

Raymond G. Brubaker
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

8-10-53 (DATE)
Agent (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. [X] AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 3
b. [ ] AIRCRAFT LISTING PAGE NO. _____
c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1953 revision (YEAR) THROUGH CARD NO. 53-16
d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 2693 HOURS
d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. P-328969 TOTAL HOURS 1983
SERIAL NO. P-328039 TOTAL HOURS 2168
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 9-11-53 (DATE)
[ ] BY AIRCRAFT MANUFACTURER
[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
[X] BY MECHANIC, CERTIFICATE NO. A&E M-16910
b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Sept. 11, 1954 (DATE)
g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 3-12-54 (DATE)
BY Anthony A. Rohr (NAME OF ISSUING REPRESENTATIVE) 385 (DESIGNATION NO.)

RECEIVED
NOV 12 12 22 PM '53
ADMIN. & RECORDS BRANCH
W-300

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 [X] AIRWORTHY [ ] UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE F.C. Kaeser	DESIGNATION NO. 1385	DATE 9-11-53	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[✓] ACCEPTED [ ] REINSPECTED [ ] SPOT CHECKED

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—80827-2

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MAR 13 1953

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

12-46

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Gr umman	G-73	J-10

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney	WASP R- 1340 S1H1

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Bower Roller Bearing Company	3040 Hart Avenue, Detroit 14, Michigan.	N-2947

one/ 4-6-3

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and 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 December 20, 1948.
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)

☒ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

Raymond G. Brubaker
Raymond G. Brubaker
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

3-12-53 (DATE)
Agent (TITLE)

033

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. [X] AIRCRAFT SPECIFICATION NO. A783 THROUGH SHEET REVISION NO. 3
b. [ ] AIRCRAFT LISTING PAGE NO. _____
c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 53-5
d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 2857:05 HOURS
d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. P-327969 TOTAL HOURS 561:35
SERIAL NO. P-328039 TOTAL HOURS 561:35
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 5-12-53 (DATE)
[ ] BY AIRCRAFT MANUFACTURER
[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
[X] BY MECHANIC, CERTIFICATE NO. A&E114691
b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 5-12-54 (DATE)
g. [ ] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 5-12-53 (DATE)
BY F.C.Kees sr (NAME OF ISSUING REPRESENTATIVE) 1385 (DESIGNATION NO.)

RECEIVED
MAR 25 12 28 PM '53
ADMIN. & RECORDS BRANCH
W-300

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 [X] AIRWORTHY [ ] UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Anthony A Rohr	885	3-12-53	[X] ACCEPTED
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[ ] REINSPECTED
J K Bach	3-5794-3	3/23/53	[ ] SPOT CHECKED

[ ] ATTACHMENT

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-305
(11-49)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved
Budget Bureau No. 41 R041.4

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative

1. APPLICATION (CHECK WHETHER)
- ☐ ORIGINAL AIRWORTHINESS CERTIFICATE
- ☒ ANNUAL INSPECTION

2. AIRWORTHINESS CLASSIFICATION
- ☒ STANDARD ☐ RESTRICTED
- ☐ EXPERIMENTAL ☐ LIMITED ☐ OTHER _____

AIRCRAFT

3. MAKE: Grumman
4. MODEL: G-73
5. NATIONALITY AND REGISTRATION MARK: N-2947
6. MANUFACTURER'S SERIAL NO.: J-10

ENGINE

7. MAKE: Pratt & Whitney
8. MODEL: Wasp S1H1

9. OWNER'S NAME: Bower Roller Bearing Company.

10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500)
3040 Hart Ave.
Detroit 14, Michigan

11. ATTACHMENTS (CHECK WHICH)
- ☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT
- ☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
- ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

12. I CERTIFY that the above statements are true.

Raymond G. Bridbaker
(OWNER OR AUTHORIZED AGENT)

3-8-52 (DATE)

Supervisor of maintenance (TITLE)

Form ACA-305a
(11-49)

AIRCRAFT INSPECTION REPORT
(To be completed by CAA representatives)

13. It has been determined that the aircraft described in 305 above is in conformity with the following:
(CHECK AND COMPLETE APPLICABLE ITEMS)
- a. ☒ AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 2
- b. ☐ AIRCRAFT LISTING PAGE NO. _____
- c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1951 (YEAR) THROUGH CARD NO. 52-5
- d. ☐ OPERATIONS LIMITATIONS FORM ACA-309 ISSUED.
- e. ☐ OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT.
- f. ☒ CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT.
- g. ☒ ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH.
- h. ☒ CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED.

FINDINGS

14.	15. DESIGNEE'S SIGNATURE	16. DESIGNATION NO.	17. DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	F.C.Kasser	1385	3-12-52
	18. AVIATION SAFETY AGENT'S SIGNATURE	19. ☒ ACCEPTED ☐ REINSPECTED	20. DATE
			3-21-52

21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) ☐ YES ☒ NO

Last operating date 1-24-52.

aw
5-1-52
W + dof
Eng dof

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ~~ATA~~-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co.	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Ave. Detroit 14, Michigan.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	********** (*As described in item 1 above*) **********			XX	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

**AFTER the repairs and/or alterations described below were made*	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	9422	220.53" aft of nose ref. 13.12" fwd. of datum.	3328

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☒ CERTIFIED MECHANIC

6. AGENCY	NAME: ~~United Aircraft Corp.~~ Pratt & Whitney Aircraft Airport Dept.	ADDRESS (*Street and number, city, zone, and State*): 400 South Main St. East Hartford 8, Conn.	DATE WORK ACCOMPLISHED: 3-10-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Following equipment removed, overhauled & installed.
Pratt & Whitney S1H1 engines No. P-327969 & No. P-328039.
Hamilton Standard 23D40-51 propellers No. 160166 & No. 160403.
Hamilton Standard 4K11-T4T governors No. 130525 & No. WH-48668.

Engines were converted from Model S3H1 to S1H1. Weight change negligible.
The airplane flight manual was revised in accord with Grumman Aircraft Customer Bulletin No. G-73-No. 74, for aircraft equipped with S1H1 engines.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. OVER

☐ FORWARDED FOR ENGINEERING APPROVAL ****

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Gene R. Slifer (Signature of supervising mechanic)	A&E M-8172 (Certificate number and rating)	3-10-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.O.Kaeser	NO. 1385	DATE: 3-10-52
☐ REJECTED	CAA AGENT SIGNATURE:	☒ ACCEPTED ☐ REINSPECTED	DATE: 3-12-52

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Engine cowling & air ducts were converted for use with S1H1 wasp engines per Grumman Aircraft instructions.

CORRECTION: to empty weight & balance. The previous weight & balance shown on form 337's was not correct in that it actually was the basic weight & C.G. IE: (contained weight of the pilot 170 lbs. @ 125" moment 21250.) Deducting this item, the true (computed) weight & balance is:

E.W.		9422
Useful load		3328
E.C.G.	220.53"	1.12" fwd. of datum.
Moment	2,077,914.96	

Previous weight & balance was:

E.W.		9592
Useful load		3158
E.C.G.	216.63"	

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Job # B-54164

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
(11-46)
W. J. Pajor
WALTER J. PAJOR, D.A.M.I. 19

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (First, middle, last): Bower Roller Bearing Co.	ADDRESS (Street and number, city, zone, and State): 3040 Hart Avenue, Detroit, Michigan		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp 31H1	P-321969	Overhaul	Conversion
d. INSTRUMENT (TYPE AND MANUFACTURER)					

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	2-26-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and converted from model Wasp S3H1 to Wasp 31H1 and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: 1 linkpin assembly, front and rear main roller bearings, impeller shaft assembly, 2 collector intermediate ball bearings, blower intermediate gear, 3 pistonpin assemblies, cam, #6 cylinder barrel, #9 cylinder machining and studs assembly.

The following Pratt & Whitney Service Bulletins were incorporated during this

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL — (over)

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson (Signature of supervising mechanic) George V. Dickerson, Chief Inspector (Certificate number and rating) February 26, 1952 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.C.Kaeser F C Kaeser	NO. 1385	DATE 3-10-52
☐ REJECTED	CAA AGENT SIGNATURE: L J Pastor	☐ ACCEPTED ☐ REINSPECTED	DATE 3-17-52

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.
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 corrected by an authorized 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 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

overhaul: #1082, 871, 598, 977.

Special Instructions #237-45 (plain impeller bearings) were incorporated.

The following accessories were inspected, overhauled, and tested: Model MAY9E1-507 carburetor, Serial #5968847; Model [illegible] magnetos, Serial #192402 and #192399; tubular type ignition harness; vacuum pump, Serial #[illegible] 04697; fuel pump, Serial #PEY23W.

Scintilla Service Bulletins #178-A, 194, 217 were incorporated during this overhaul and conversion.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Job # B-54165

~~APPROVED REPAIR SUMMARY TO~~
~~FOLLOW INSPECTION~~
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

WALTER J. MAJOR, D.A.M.I. 19 (*SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS*)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co.	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Avenue, Detroit 14, Michigan		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S1H1	P-328039	Overhaul	Conversion
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.

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

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	2-26-52

DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and converted from model Wasp S3H1 to Wasp S1H1 and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: front and rear main roller bearings, impeller shaft assembly, 2 collector intermediate ball bearings, blower intermediate gear, 1 pistonpin assembly, impeller.

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: #1082, 598, 977, 871.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)

☐ FORWARDED FOR ENGINEERING APPROVAL —

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson — (Signature of supervising mechanic)
George V. Dickerson, Chief Inspector — (Certificate number and rating)
February 26, 1952 — (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.C.Kassen F.C.Kassen	NO.: 1385	DATE: 3-10-52
☐ REJECTED	CAA AGENT SIGNATURE: A.H.Stern	☐ ACCEPTED ☐ REINSPECTED	DATE: 3-12-52

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Special Instructions 23F-45 (plain impeller bearings) were incorporated.

The following accessories were inspected, overhauled, and tested: Model MAY9E1-507 carburetor, Serial #5963168; Model SB9RN magnetos, Serial #192531 and #192615; tubular type ignition harness; fuel pump, Serial #FEA151W; vacuum pump, Serial #DE62373.

Scintilla Service Bulletins #178-A, 194, 213, 217 were incorporated during this overhaul and conversion.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

APPROVED REPAIR SUBJECT TO INSPECTION.
(11-48)
Walter J. Pajor, D.A.R. 19

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co.	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Ave. Detroit 14, Michigan.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB	H.S.D.	23D40-51, PL10365 3-6533A-18	160166 519963,64&65	X X	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	2-7-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

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

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL —

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofill	Inspector in Charge	2-7-52
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: F.C.Kaeser	NO.: 1385	DATE: 3-10-52
	CAA AGENT SIGNATURE: A.O.Barton	☒ ACCEPTED ☐ REINSPECTED	DATE: 3-17-52

10—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—64010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
(11-48)
W. J. Pajor

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

WALTER J. PAJOR, D.A.M.I. 19 (SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-10	N-2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
	Bower Roller Bearing Co.	3040 Hart Ave. Detroit 14, Michigan.

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	H.S.D.	23D40-51, PL10365	160403	X	
c. ENGINE		3-6533A-18	520706,07&08	X	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	2-7-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

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

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL —

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofield (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 2-7-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE	NO.	DATE
	F.C.Kaeser F. C. Kaeser	1385	3-10-52
	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE
	A. Brito		3-17-52

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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 mechanic, except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010–2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

APPROVED REPAIR SUBJECT TO INITIAL AND FINAL INSPECTION.
(11-48)
W. Pajor
WALTER J. PAJOR, D.A.M.I. 19

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N-2947

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Bower Roller Bearing Co.	3040 Hart Ave. Detroit 14, Michigan.

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER H.S.P. Governor	4K11-T4T	130525	X	

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	1-30-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

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

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL —

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofiell (Signature of supervising mechanic)	Inspector in Charge (Certificate number and rating)	1-30-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C. Kaeser F. C. Kaeser	1385	3-10-52
☐ REJECTED	CAA AGENT SIGNATURE L. A. Bastian	☒ ACCEPTED ☐ REINSPECTED	DATE 3-17-52

16—54010-2

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.
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 corrected by an authorized representative of the CAA.
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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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
WALTER J. PAJOR, D.A.M.I. 19

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co.	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Ave. Detroit 14, Michigan.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER: H.S.P. Governor	4K11-U4T	WH 48668	X	

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	1-30-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

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

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL —

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofiell (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 1-30-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.C.Kaeser F.C.Kaeser	NO. 1385	DATE 3-10-52
☐ REJECTED	CAA AGENT SIGNATURE: A. Bistrow	☐ ACCEPTED ☐ REINSPECTED	DATE 3-17-52

16—84010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-305
(11-49)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

JAN 7 1952

Form Approved
Budget Bureau No. 41-R041.4

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative

1. APPLICATION (CHECK WHETHER)
- ☐ ORIGINAL AIRWORTHINESS CERTIFICATE
- ☒ ANNUAL INSPECTION

2. AIRWORTHINESS CLASSIFICATION
- ☒ STANDARD
- ☐ RESTRICTED
- ☐ EXPERIMENTAL
- ☐ LIMITED
- ☐ OTHER

AIRCRAFT

3. MAKE: Grumman
4. MODEL: G-73
5. NATIONALITY AND REGISTRATION MARK: N2947
6. MANUFACTURER'S SERIAL NO.: J-10

ENGINE

7. MAKE: Pratt & Whitney
8. MODEL: Wasp S3H1

9. OWNER'S NAME: Bower Roller Bearing Company

10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500)

11. ATTACHMENTS (CHECK WHICH)
- ☒ ACA-319
- ☐ WEIGHT AND BALANCE REPORT
- ☐ ACA-337
- ☐ DATA, DRAWINGS, ETC.
- ☐ ACA-317
- ☐ UNAPPROVED DEVIATION DATA

12. I CERTIFY that the above statements are true.

Raymond G Brubaker
Raymond G Brubaker
(OWNER OR AUTHORIZED AGENT)

12-28-51 (DATE) Agent (TITLE)

Form ACA-305a
(11-49)

AIRCRAFT INSPECTION REPORT
(To be completed by CAA representatives)

13. It has been determined that the aircraft described in 305 above is in conformity with the following:
(CHECK AND COMPLETE APPLICABLE ITEMS)

a. ☒ AIRCRAFT SPECIFICATION NO. 783 THROUGH SHEET REVISION NO. 2
b. ☐ AIRCRAFT LISTING PAGE NO.
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1951 (YEAR) THROUGH CARD NO. 51-28
d. ☐ OPERATIONS LIMITATIONS FORM ACA-309 ISSUED.
e. ☐ OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT.
f. ☒ CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT.
g. ☒ ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH.
h. ☒ CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED.

FINDINGS

14.
- ☒ AIRWORTHY
- ☐ UNAIRWORTHY

15. DESIGNEE'S SIGNATURE: Anthony A Pohr
Anthony A Pohr

16. DESIGNATION NO.: 385

17. DATE: 12-28-51

18. AVIATION SAFETY AGENT'S SIGNATURE: C. J. Walthy

19.
- ☒ ACCEPTED
- ☐ REINSPECTED

20. DATE: 1-10-52

21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) ☐ YES ☒ NO

1-31-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

JAN 8 1951

Form ACA-305
(12-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative

APPLICATION (*Check whether*)
- [ ] ORIGINAL AIRWORTHINESS CERTIFICATE
- [x] ANNUAL INSPECTION

AIRWORTHINESS CLASSIFICATION
- [x] STANDARD
- [ ] RESTRICTED
- [ ] EXPERIMENTAL
- [ ] LIMITED
- [ ] OTHER

AIRCRAFT

MAKE	MODEL	TYPE CERTIFICATE NO.
Grumman	G-73	783

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.
2947	J-10

ENGINE

MAKE	MODEL
P&W	-S3H1

OWNER'S NAME: Bower Roller Bearing Company

PERMANENT ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Avenue, Detroit 14 Michigan

ATTACHMENTS (*Check which*)
- [x] ACA-319
- [ ] WEIGHT AND BALANCE REPORT
- [ ] ACA-337
- [ ] DATA, DRAWINGS, ETC.
- [ ] ACA-317
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY that the above statements are true.

Raymond G. Brubaker
Raymond G Brubaker
Owner or authorized agent.

1-2-51 (DATE) Agent (TITLE)

Form ACA-305a

AIRCRAFT INSPECTION REPORT

(*To be completed by a CAA inspector or a designated inspector or representative*)

It has been determined that the aircraft described in 305 above is in conformity with the following:

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

AIRCRAFT SPECIFICATION—AIRWORTHINESS DIRECTIVE NO(S). Spec. 783Rev. 2 AD5 1950 thru. 50-52 (*Specify*)

FORM ACA 1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

(*Check whether*)
- [ ] OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- [ ] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

- [x] AIRWORTHY
- [ ] UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. Anthony A Rohr 385 — DATE 1-2-51

CAA INSPECTOR'S SIGNATURE C J Walther — [x] ACCEPTED [ ] REINSPECTED — DATE 1-8-51

REASON FOR DISAPPROVAL, OR REMARKS (*Indicate if you have used the reverse to continue this or other item.*) [ ] Yes [x] No

aw
2-27-1
nwx

U. S. GOVERNMENT PRINTING OFFICE 16—54326-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

JAN 2 1951

Form Approved.
Budget Bureau No. 41-R052.2

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N 2947

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Bower Roller Bearing Co.	3040 Hart Ave. Detroit 5, Michigan

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				#
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

**AFTER the repairs and/or alterations described below were made.*	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	9592	216.63	3158

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☒ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	R.G.Brubaker	16877 Carlisle Dr. Detroit 5, Michigan	November 13, 1950.

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Installed additional VHF Radio equipment
Installed complete Instrument panel right side

(OVER)

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

R. G. Brubaker (Signature of supervising mechanic) — A&E #114691 (Certificate number and rating) — NOv. 13, 1950 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	Anthony A Rohr	385	11-13-50
☐ REJECTED	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 1-2-51

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.
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 corrected by an authorized 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 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Additional Radio Equipment A.R.C.

Airplane	Weight	Arm	Moment
	9557.4	217.04	2074359.2
Transmitter T11A	3.4	125.	425.0
Receiver R15	8.5	125.0	1062.5
Control Head C17	.8	125.0	100.0
Control Cables & Wire	1.2	125.0	150.0
Instruments - Panel & Plumbing	20.75	91.0	1888.2
	9592.05		2077984.9

$\frac{2077984.9}{9592.05}$ New C.G. 216.63 Useful Load 3158

Instruments Installed
1 Airspeed Indicator - Kollsman 586 BK- 0148
1 Sensative Altimeter - Kollsman 671Ck-01
1 Artificial Horison - Sperry AN 5736-1
1 Directional Gyro - Sperry AN 5735-1
1 Rate of Climb - Kollsman 613K-023
1 Turn and Bank - Pioneer 1722
1 8-Day Clock - Elgin
1 Suction Gage - Kollsman 97-02
1 I.L.S. Indicator - 101
1 Vacuum Selector
Total Weight 20.75 lbs.

Loading schedule revised to new basic weight.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337 (11-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co.	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Ave. Detroit 14, Michigan.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)			XX	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

**AFTER the repairs and/or alterations described below were made.*	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	9557	16.61" fwd. of datum. 217.04" (aft of nose reference)	3193

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☒ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	United Aircraft Corp. Pratt & Whitney Aircraft. Airport Dept.	400 South Main St. East Hartford 8, Conn.	4-4-50

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

The following equipment was removed, overhauled & installed.

Pratt & Whitney S3H1 Wasp engines No. P-327969 & No. P-328039.
Hamilton Standard 23D48-51 propellers No. 160166 & No. 160403.
Hamilton Standard 4K11-governors No. WH-48668 & No. 180525.

NO WEIGHT CHANGE.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Gene R. Slifer (Signature of supervising mechanic)	A&E M-8172 (Certificate number and rating)	4-4-50 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.C.Kaeser	NO. 1385	DATE 4-4-50
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE 4-18-50

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Job #B-42917

APPROVED REPAIR SUBJECT TO FUNDAMENTAL INSPECTION.
(11-45)
W J Pajor

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

WALTER J. PAJOR, D.A.M.I. 19 (SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N-2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Bower Roller Bearing Co.	5043 Hart Avenue, Detroit 14, Michigan

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S3H-1	P-527969	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	3-30-50

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: impeller, impeller shaft 1 exhaust rocker assembly.

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: #871, 977.

The following accessories were inspected, overhauled, and tested: carburetor

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson — (Signature of supervising mechanic)
George V. Dickerson, Chief Inspector — (Certificate number and rating)
March 30, 1950 — (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C.Keeser	1385	4-4-50
☐ REJECTED	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 4-18-50

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Serial No. 5962847, Model and Setting NAY9E1, Stock List No. 590814-1, magnetos, Serial Nos. 192402 and 192599, Model No. SB9RN, ignition harness, fuel pump, Serial No. PEX25W, Type AN4100, vacuum pump, Serial No. 14757, Type 548, starter, Serial No. 53, Type 1416-15-D.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337 (11-48)

APPROVED REPAIR SUBJECT TO INSPECTION.

Form Approved.
Budget Bureau No. 41-R052.2.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (First, middle, last): Bower Roller Bearing Co.	ADDRESS (Street and number, city, zone, and State): 5040 Hart Avenue, Detroit 14, Michigan		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S3H1	P-328039	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME: Pratt & Whitney Aircraft Airport Department	ADDRESS (Street and number, city, zone, and State): East Hartford, Connecticut	DATE WORK ACCOMPLISHED: 3-30-50

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 15 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: front and rear main bearings, 9 tappet rollers.

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: #871, 977.

The following accessories were inspected, overhauled, and tested: carburetor Serial No. 5965168, Model and Setting NA-9E1, Stock List No. 390814-1, magnetos,

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson (Signature of supervising mechanic) | Chief Inspector (Certificate number and rating) | March 30, 1950 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F. L. Kaeser	NO.: 1385	DATE: 4-4-50
☐ REJECTED	CAA AGENT SIGNATURE:	☒ ACCEPTED ☐ REINSPECTED	DATE: 4-1-50

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Serial Nos. 192551 and 192615, Model No. SB9RN, ignition harness, fuel pump, Serial No. PEA151W, Type AN4102, vacuum pump, Serial No. 12885, Type RD-5870-A, starter, Serial No. 104, Type 1416-15-D.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-10	N-2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Power Roller Bearing Co.	3040 Hart Ave. Detroit 14 Michigan.

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	H.S.P.	23D40-51 PL10365 3-6533A-18	160166 519963,64&65	X X	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	3-24-50

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.
A serviceable Spider used as a replacement.

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
W. Pajor
WALTER J. PAJOR, D.A.M.I. 19

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofiell (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 3-24-50 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C. Kaney F.C. Kaney	1385	4-4-50
☐ REJECTED	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 4-18-50

16—84010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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 mechanic except that it is not necessary to submit to CAA representative for inspection or approval.

16—64010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (First, middle, last): Bower Roller Bearing Co.	ADDRESS (Street and number, city, zone, and State): 3040 Hart Ave. Detroit 14, Michigan.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	NATURE OF WORK (Check): MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	H.S.P.	23D40-51 PL10365 3-6533A-18	160403 520706,07&08	X X	
c. ENGINE					
. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	---	---	---

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME: Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	ADDRESS (Street and number, city, zone, and State): 400 South Main St. East Hartford, Conn.	DATE WORK ACCOMPLISHED: 3-24-50

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.
A serviceable Spider used as a replacement.

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
W. Pagot
WALTER J. PAJOR, D.A.M.I. 19

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Colielf (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 3-24-50 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.C.Kaeser F.C. Kaeser	NO.: 1385	DATE: 4-4-50
☐ REJECTED	CAA AGENT SIGNATURE: [illegible]	☐ ACCEPTED ☐ REINSPECTED	DATE: 4-18-50

18—84010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (First, middle, last): Bower Roller Bearing Co.	ADDRESS (Street and number, city, zone, and State): 3040 Hart Ave. Detroit 14, Michigan.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER: H.S.P. Governor	4K11-U4T	WH 48668	X	X

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	3-23-50

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Governor converted from 4K11-U2T to 4K11-T4T. Conversion parts are new.

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

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
W. J. Pajor
WALTER J. PAJOR, D.A.M.I. 19

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofiell (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 3-23-50 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.C. Kaeser F.C. Kaeser	NO.: 1385	DATE: 4-4-50
☐ REJECTED	CAA AGENT SIGNATURE:	☒ ACCEPTED ☐ REINSPECTED	DATE: 4-10-50

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N-2947
2. OWNER	NAME (First, middle, last): Power Roller Bearing Co.	ADDRESS (Street and number, city, zone, and State): 3040 Hart Ave. Detroit 14, Michigan.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
INSTRUMENT	TYPE AND MANUFACTURER: H.S.P. Governor	4K11-T4T	130525	X	X

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	—	—	—

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	3-23-50

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Governor converted from 4K11-T2T to 4K11-T4T. Conversion parts are new.
Governor inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
W. J. Major
WALTER J. MAJOR, D.A.M.I. 19

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL.

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofiell	Inspector in Charge	3-23-50
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F. C. Kaeser	NO.: 1385	DATE: 4-4-50
☐ REJECTED	CAA AGENT SIGNATURE: J. H. Bustian	☐ ACCEPTED ☐ REINSPECTED	DATE: 4-18-50

16—54010-2

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman Mallard	MODEL: G-73	SERIAL NO.: J-10	NATIONALITY AND REGISTRATION MARK: N2947 Standard
2. OWNER	NAME (*First, middle, last*): Bower Roller Bearing Co	ADDRESS (*Street and number, city, zone, and State*): 3040 Hart Avenue, Detroit 14, Michigan		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*): MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in Item 1 above*)			X	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

**AFTER the repairs and/or alterations described below were made.*	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	9557.4	217.04	3192.6

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3719 (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	OHIO AVIATION COMPANY	P.O. Box 305, VANDALIA, OHIO	JAN. 25, 1950

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Recovered flaps, ailerons, elevators and rudder with grade A fabric.

Two coats of clear dope brushed on, two coats of clear dope sprayed on, two coats of aluminum pigmented sprayed on and three coats of gray pigmented dope sprayed on.

No. Weight change.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Charles M. Borel (Signature of supervising mechanic)	A&E 41305-40 (Certificate number and rating)	January 25, 1950 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: Charles M. Borel	NO. 3403	DATE: Jan. 25, 1950
☐ REJECTED	CAA AGENT SIGNATURE: [illegible]	☒ ACCEPTED ☐ REINSPECTED	DATE: 8-8-1950

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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.
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 corrected by an authorized 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 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, 3*a*, 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 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.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEC 20 1949

Form ACA-305
(12-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative

APPLICATION (*Check whether*)
- [ ] ORIGINAL AIRWORTHINESS CERTIFICATE
- [x] ANNUAL INSPECTION

AIRWORTHINESS CLASSIFICATION
- [x] STANDARD
- [redacted]
- [ ] EXPERIMENTAL
- [ ] LIMITED
- [ ] OTHER

AIRCRAFT

MAKE	MODEL	TYPE CERTIFICATE NO.
Grumman	G-73	783

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.
2947	J-10

ENGINE

MAKE	MODEL
P&W	S3H1

12-46

OWNER'S NAME
Bower Roller Bearing Company

PERMANENT ADDRESS (*Street and number, city, zone, and State*)
3040 Hart Avenue
Detroit 14 Michigan

ATTACHMENTS (*Check which*)
- [x] ACA-319
- [ ] WEIGHT AND BALANCE REPORT
- [ ] ACA-337
- [ ] DATA, DRAWINGS, ETC.
- [ ] ACA-317
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY that the above statements are true.

R.G. Brubaker
R.G. Brubaker
Owner or authorized agent.

12-17-49 (DATE)
Agent (TITLE)

Form ACA-305a

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA inspector or a designated inspector or representative)

It has been determined that the aircraft described in 305 above is in conformity with the following:

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

AIRCRAFT SPECIFICATION—AIRWORTHINESS DIRECTIVE NO(S). A- ~~SPEC. 783 Rev. 1~~ ~~ADS 1949 thru. 49-49~~ (*Specify*)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED
- [ ] ORIGINAL
- [x] ANNUAL INSPECTION

(*Check whether*)
- [ ] OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- [x] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

- [x] AIRWORTHY
- [ ] UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO.
Anthony A Rohr 385

DATE 12-17-49 AEE

CAA INSPECTOR'S SIGNATURE
E O Hammond
- [x] ACCEPTED
- [ ] REINSPECTED

DATE 12/20/49

REASON FOR DISAPPROVAL, OR REMARKS (*Indicate if you have used the reverse to continue this or other item.*) [ ] *Yes* [x] *No*

acw 1-23-50 NW

acw 1-27-50 NW

acw 3-2-50

JPO

U. S. GOVERNMENT PRINTING OFFICE 16—54220-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEC 20 1949

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:-

(A) *For an Aircraft* - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman, Mallard	G-73	J-10	N 2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	Bower Roller Bearing Co.	3040 Hart Ave. Detroit, 14 Michigan

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in Item 1 above)				X
PROPELLER BLADE OR HUB					
c. ENGINE		MN 31C Control Unit			
d. ~~INSTRUMENT~~ Radio	TYPE AND MANUFACTURER Bendix	MN 36C Loop MN 42C Indicator			X

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	9557.4	217.04	3192.6

**AFTER the repairs and/or alterations described below were made.*

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)
☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (SPECIFY) ☒ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
6. AGENCY	R.G.Brubaker	16649 Bringard, Detroit5, Mich.	December 17,1949

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (*If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark*) Airplane Empty

		Wt.	Arm	Moment	Index Unit
	Airplane Empty	9580.8	218.54	2093788.03	209.38
Added:	MN 36C Loop & Dehydrator	+10.2	144	1468.8	+.15
	MN 42C Dual Azimuth Ind.	+2.0	96	192.0	+.02
	MN 31C Loop Control Unit	+17.6	46	809.6	+.08
Removed:	2ea. Parachute Flares	-46.0	455	-20930.0	-.2.1
	MN 54A Loop Antenna	-5.8	144	-835.2	-.08
	MN37B Bearing Indicator	-1.4	96	-134.4	-.01
	Revised Wt. & C.G.	9557.4	217.04	2074359.2	207.44

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

(OVER)

R.G.Brubaker — SIGNATURE OF SUPERVISING MECHANIC
~~A7B~~ A&E 114691 — CERTIFICATE NUMBER AND RATING
12/17/49 — DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE Anthony A. Robr	NUMBER 385	DATE 12-17-49
	SIGNATURE OF INSPECTOR E.D.Hammond	☒ ACCEPTED ☐ REINSPECTED	DATE 12/20/49

21372

Continued

$$\frac{\text{Total Moment}}{\text{Total W't}} = \text{New C.G.}$$

$$\frac{2074359.2}{9557.4} = 217.04$$

```
            217.04
9557.4 /2074359.200
        191148
         162879
          95574
          673052
          669018
           403400
           382296
              X
```

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-309n—Page 1 (2-45)

DUPLICATE:8/29/49

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

CA T. MARK NC2947

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
P & W	S3H1	Grumman	G73	12/46	J-10	12PCAmM	783

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS

	MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.
TAKE-OFF	1 min.	one	SL	36	2250	600	91
TAKE-OFF						
MAXIMUM EXCEPT TAKE-OFF: SEA LEVEL	X	TO				
SEA LEVEL		SL	34	2200	550	91
ALTITUDE	FROM					
ALTITUDE		5000	32.5	2200	550	91
LOW IMP.						
LOW IMP.						
HIGH IMP.						
HIGH IMP.						

TRUE INDICATED AIR SPEED

	WEIGHT	M. P. H.	KNOTS
CLIMB OR LEVEL FLIGHT	12500	220	
GLIDE OR DIVE (Smooth Air Only)	12500	270	
FLAPS EXTENDED	12500	125	
CLIMB OR LEVEL FLIGHT	See chart in the Approved Operations Manual		
GLIDE OR DIVE (Smooth Air Only)			
FLAPS EXTENDED			

DATUM

Rear face of main wing beam at hull Sta. 233.65

USEABLE CEILINGS AND ADDITIONAL CONDITIONS*

CEILINGS (FT.)	WEIGHT	R. P. M.	M'FOLD PRESS.	FUEL OCT.	T. I. A. S.	PROP. DEICER	WING DEICER
SEE CAA APPROVED OPERATING MANUAL							

*...ndard air, any engine inoperative, inoperative propeller fully feathered, carburetor air intake on "cold air."

MAXIMUM TAKE-OFF WEIGHT		MAXIMUM LANDING WEIGHT	
LAND 12,500	SEA 12,500	LAND 12,500	SEA 12,500

OPERATIONS AUTHORIZED

This airplane shall be operated in accordance with the CAA Approved Operating Manual which shall be carried in the pilot's compartment at all times.

George W. Haldeman

DIRECTOR, AIRCRAFT SERVICE

DATE January 22, 1947

ADDITIONAL OPERATIONS AUTHORIZED YES [X] NO [ ] (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

FOLD HERE

15—45129-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

"The Airwor' 'ness Certificate for this airc. t is based on a tentative app. al of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owner's responsibility to comply with all pertinent provisions of the final **Aircraft Specification and Airworthiness Directive**.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DUPLICATE: 8/29/49

Form ACA 309a Page 2

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	SPECIFICATION NO. A-783-1	CERTIFICATE NO. (Only) 2947

EQUIPMENT No.				SPECIAL EQUIPMENT		
NUMBER	NUMBER	NUMBER	NUMBER	ITEM (Description)	WGT.	ARM
See approved operating manual dated 1/22/47, for current list of standard and special equipment.						
E.W.(actual). 9275						
Useful load 3225						
E.C.G. 11.76" aft of datum						

C. G. LIMITS (LAND)	C. G. LIMITS (SEA)
NORMAL -17.25 to -7.37 inches	NORMAL -17.25 to -7.37 inches
IN FLIGHT	IN FLIGHT
DATE January 22, 1947	INSPECTOR'S SIGNATURE DIRECTOR, AIRCRAFT SERVICE

16—46123-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 **DATE:** 8-9-83

REVERSE OF PAGE 2—FORM ACA-609a

REPAIR AND ALTERATION RECORD

REPAIR AND ALTERATION FORM DATED
BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR

REPAIR AND ALTERATION FORM DATED
BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR

REPAIR AND ALTERATION FORM DATED
BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR

REPAIR AND ALTERATION FORM DATED
BY (*Agency name and number*)
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REPAIR AND ALTERATION FORM DATED
BY (*Agency name and number*)
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BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR

REPAIR AND ALTERATION FORM DATED
BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR

REPAIR AND ALTERATION FORM DATED
BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR

SUPPLEMENTAL PAGE NO.	ISSUED (*Date*)	BY	TITLE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

DEC 9 RECD 2088

FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check whether)
☐ ORIGINAL AIRWORTHINESS CERTIF.
☒ ANNUAL INSPECTION

CAA IDENTIFICATION
☒ NC ☐ NR ☐ OTHER (Specify)
☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Grumman "Mallard"	G-73		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC 2947	J-10	1/1/47	783

ENGINE

MAKE	MODEL
Pratt & Whitney	S3H1

OWNER'S NAME: Popular Mechanics Magazine

PERMANENT ADDRESS (Street and number, City, Zone and State): 200 East Ontario Street, Chicago, Illinois

ATTACHMENTS (Check which)
☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ SPECIAL APPROVALS
☐ ACA-805 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

OWNER OR (AUTHORIZED AGENT)

11-16-48
DATE

TITLE

FORM ACA-305a (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**
(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- 783-2 ADI's thru 48-45 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)
NONE

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

(Check whether)
☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
☒ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

☒ AIRWORTHY
☐ UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO.
Fred R. Armstrong DMIR 1008

DATE 12-6-48 AEF

CAA INSPECTOR'S SIGNATURE
Edwin W. Schroeder

☒ ACCEPTED
☐ REINSPECTED

DATE 12-8-48

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No) This ship found to be in generally good condition at the time of this inspection.

** Returned to Owner

aw 1-17-49

(JEG)

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

JUL 15 RECD 1842 -06 HGL

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) *For an Aircraft* - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
	Grumman Mallard	G-73	J-10	NC 2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
	Popular Mechanics Magazine	200 E. Ontario Str. Chicago, Il, Illinois.

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	Mallard (As described in item 1 above)			X	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9411 comp.	-13.41 comp.	3339 comp.

*AFTER the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 18 (SPECIFY) ☒ CERTIFIED MECHANIC

AGENCY	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
	Grumman Aircraft Engineering Corp.	Bethpage, N.Y.	July 14, 1948

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (*If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark*)

Repaired worn spot 3/8" in length on right engine motor mount; at center of lower left tubular leg. Repair made in accordance with Manual 18, Figure 18, under sections 18.6111 and 18.613. Weight change negligible.

Repaired damaged keel, Sta.412-428, with replacement of same Grumman material, plus addition of splice 10" in length by .125 centered over butt. See attached drawing. Weight change negligible.

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

C J Lewis	A & E 1706	July 14, 1948
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE: Charles J. Farina	NUMBER: DTMR 1038	DATE: July 15, 1948
	SIGNATURE OF INSPECTOR: Edwin W. Schwoebel	☒ ACCEPTED ☐ REINSPECTED	DATE: July 15, 1948

21372

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FORM 337-0027 ©
(11 1-66)

U.S. DEPARTMENT OF TRANSPORTATION
CIVIL AERONAUTICS ADMINISTRATION

APPROVAL EXPIRES ON REVERSE SIDE
BUDGET BUREAU NO. 21-R040.1
EFFECTIVE BUREAU BULLETIN DECEMBER 31, 1966

REPAIR AND ALTERATION FORM (AIRCRAFT, AIRFRAMES, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate when making a major repair and/or alteration to make of an aircraft, propeller, engine, or instrument, as follows:

(1) For an Aircraft - Complete items 1, 2, 3, 4, 5, and 7 and submit to CAA representative for approval.

(2) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b), 5, 6, and 7, whichever is applicable, 5, 6, and 8, and submit as described in (1) above.

(3) For a Spare Component - Complete items 3(b), 5, or 6, 5, and 8, and submit to CAA representative for approval. When approved, retain "back copies of this form with the component until installation on an aircraft. At that time, item 2, 5, and 7 must be completed by the installing agency, which will then forward forms as described in (1) above.

1. AIRCRAFT	NAME	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
	Grumman Mallard	C-73	1-10	NC 2947

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
	Popular Mechanics Magazine	200 N. Ontario Str. Chicago, Il, Illinois.

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	NAME	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	Mallard (As described in item 1 above)			X	
b. PROPELLER OR BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a manufacturer, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4a. AIRCRAFT	EMPTY WEIGHT (Pounds)	EMPTY CENTER OF GRAVITY (Inches from datum)	DESIGN LOAD (Pounds)
	9411 comp.	-13.41 comp.	8339 comp.

MARK the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 18 ☒ CERTIFIED MECHANIC

AGENCY	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
	Grumman Aircraft Engineering Corp.	Bethpage, N.Y.	July 14, 1942

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is required, continue on reverse, or attach separate sheet bearing aircraft identification mark)

Repaired worn spot 3/8" in length on right engine motor mount; at center of lower left tubular leg. Repair made in accordance with Manual 18, Figure 18, under sections 18.611 and 18.615. Weight change negligible.

Repaired damaged keel, Sta.412-428, with replacement of same Grumman material, plus addition of splice 10" in length by .125 centered over butt. See attached drawing. Weight change negligible.

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

SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE
[signature]	[illegible]	July 14, 1942

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF INSPECTOR	NUMBER	DATE
☒ APPROVED	Charles L. Farina	DLM 1038	July 15, 1942
☐ REJECTED			
☐ FORWARDED FOR ENGINEERING APPROVAL		☒ ACCEPTED	
		☐ REINSPECT	

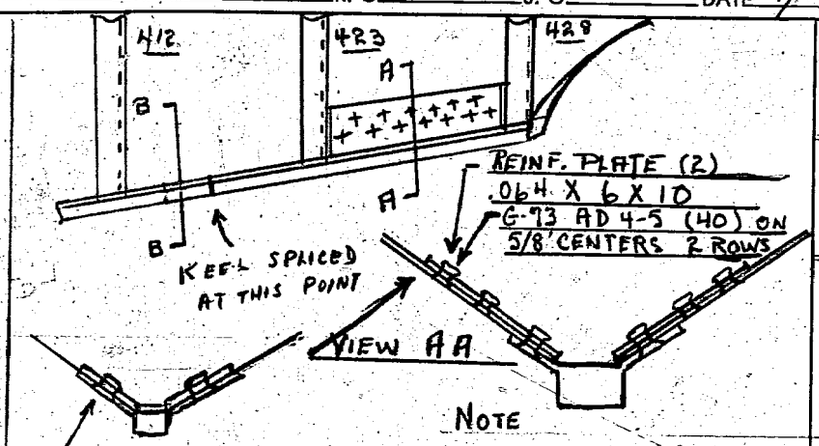
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Nº 90115 SALVAGE ORDER

SHIP # J-10

DEPT. ~~VENDOR~~ 86 MODEL G-73 NO. PCS 1 PART NAME KEEL

P. O. ____ R. R. ____ R. C. ____ J. O. ____ DATE 7/13/47 PART NO. 10010-126



VIEW BB

NOTE
HULL SKINS STRAIGHTENED
BETWEEN STA 423-428 (2) .064
PLATES ADDED

10 in by .125"
STANDARD KEEL SPLICE
20" SECTION OF KEEL REPLACED
BETWEEN STA 408-428

FILE

G 60B

NOTED	INSPECTOR Brevnik
	FOREMAN Combes
	S. C. MAJOR ✓
	S. C. MINOR
O. K.	CHIEF INSP. Farina
	STRESS R. V. Benito
	PROJ. ENG.
	~~[illegible]~~ DIMR 1038: Farina
INSTRUCTIONS	REJECT
	PAINT RED
	RETURN TO VENDOR
	MUTILATE
	DESTROY
	SALVAGE ✓
	PAINT BLUE
	REWORK ✓

DO NOT WRITE IN THIS SPACE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Can JAN 30 RECD 1530.

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) *For an Aircraft* - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman Mallard	G-73	J-10	NC 2947

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	Popular Mechanic Magazine Inc.	200 E. Ontario Street, Chicago, Ill.

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	X (As described in item 1 above)				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	Basic 9580.8	(basic)-15.11	3339.2

*AFTER the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 18 (SPECIFY) ☒ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
AGENCY	Grumman Aircraft Engineering Corp.	Bethpage, New York	1/28/48

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)

See attached sheet.

Weight and balance report revised in accordance with the above figures in item #4.

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

C. J. Lewis	A&E 1706	Jan. 28, 1948
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF DESIGNEE	NUMBER	DATE
☒ APPROVED ☐ REJECTED	Fred R. Armstrong FRED R. ARMSTRONG	1008	JAN. 29, 1948
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR Edwin W. Schwoebli EDWIN W. SCHWOEBLI	☒ ACCEPTED ☐ REINSPECTED	JAN. 29, 1948

21372

NC 2947 J-20

Installed

VHF OMNI - RANGE EQUIPMENT (per dwg. 110292)

C-12 Control Unit with Mount
J-11 Junction Box with Mount
R-13 Receiver & B-10 Converter with Mount
F-10 Filter Amplifier with Mount
Crosspoint & "To-From" Indicators
Course Selector Indicator
AS-27A/ARN-5A Antenna
MR - 39B Dual Audio Amplifier
ARC D-10 & P10 Power Unit with Plugs

Tot.Wt. 41.0 C.G. -131.25

VHF TRANSMITTING EQUIPMENT (per dwg. 110292)

ARC D-10 & P-10 Power Unit
T-11A Transmitter, Crystals & Mount
AN-104B Antenna Mast
VHF Selector Switch
Switch Assembly Dwg. #110279
Set of Cables Dwg. #110287

Tot.Wt. 14.1 C.G. -116.35

G.P. & L. EQUIPMENT (per dwg. 110293)

R-89B/ARN-5A Receiver & Mount
AS-27A/ARN-5 Antenna
BC-732A Control & Mount
I-101 Pilots Indicator
Complete set of Cables & Plugs

Load Coil Install. (Incl. 8 Add'l. Channels)

Tot.Wt. 31.5 C.G. -36.35

Added:

Propeller Anti-icing system	18.2 lbs	item 502
Dual carb. heat control	3	
Pontoon fuel tanks install.	37.2 lbs	item 106
Cowl flaps reinforced	.6 lbs	E.O. 1352
Nose spinnings reinforced	1.6 lbs	E.O. 1218
Add'l. airspeed ind.	1.2	
Add'l altimeter	2.0 lbs.	
Oil dilution system	2.9 lbs.	item 108
Radio telephone hand set	4.5 lbs.	

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

NOV 6 RECD

FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check whether)
- [ ] ORIGINAL AIRWORTHINESS CERTIF.
- [x] ANNUAL INSPECTION

CAA IDENTIFICATION
- [x] NC
- [ ] NR
- [ ] OTHER (Specify)
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL		
GRUMMAN	G-73 (MALLARD)		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC 2947	J-10	DEC. 1946	783

ENGINE

MAKE	MODEL
PRATT & WHITNEY	S3H1 R-1340

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
GRUMMAN AIRCRAFT ENGR. CORP.	BETHPAGE, NEW YORK.

ATTACHMENTS (Check which)
- [ ] ACA-319
- [ ] ACA-337
- [ ] ACA-805
- [ ] ACA-317
- [ ] WEIGHT AND BALANCE REPORT
- [ ] SPECIAL APPROVALS
- [ ] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Joseph J. Gaeta
OWNER OR (AUTHORIZED AGENT)

10-27-47
DATE

(Pilot)
TITLE

FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT
(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A-783 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)
NONE

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

(Check whether)
- [ ] OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- [x] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

[x] AIRWORTHY [ ] UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Fred Armstrong DMIR 1008		DATE 11-6-47 AEF
	CAA INSPECTOR'S SIGNATURE Harry M. Jones	[x] ACCEPTED [ ] REINSPECTED	DATE 11-6-47

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item [ ] Yes [x] No)

Weight and balance report revised to cover the latest modifications. Picked up old ACA 309-A no longer required, since approved airplane flight manual is in the plane. This plane formly a Co. demonstrator, has been sold to Popular Mechanics Magazine, old registration form ACA 500 picked up. New registration applied for, and part "B" of ACA 500 was installed in plane.

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA-309a—Page 1 (2-46)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

CAA IDENT. MARK: NC2947

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
P & W	S3H1	Grumman	G73	Dec. 1946	J10	12PCAmM	783

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS

	MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.
TAKE-OFF	1 Min.	one	SL	36	2250	600	91
TAKE-OFF						
MAXIMUM EXCEPT TAKE-OFF: SEA LEVEL		TO SL	34	2200	550	91
SEA LEVEL						
ALTITUDE	FROM	5000	32.5	2200	550	91
ALTITUDE						
LOW IMP.						
LOW IMP.						
HIGH IMP.						
HIGH IMP.						

TRUE INDICATED AIR SPEED

	WEIGHT	M. P. H.	KNOTS
CLIMB OR LEVEL FLIGHT	12500	220	
GLIDE OR DIVE (Smooth Air Only)	12500	270	
FLAPS EXTENDED	12500	125	
CLIMB OR LEVEL FLIGHT	See Chart in the Approved Operations Manual.		
GLIDE OR DIVE (Smooth Air Only)			
FLAPS EXTENDED			

DATUM

Rear face of main wing beam at hull Sta. 233.65.

USEABLE CEILINGS AND ADDITIONAL CONDITIONS*

CEILINGS (FT.)	WEIGHT	R. P. M.	M'FOLD PRESS.	FUEL OCT.	T. I. A. S.	PROP. DEICER	WING DEICER
SEE CAA APPROVED OPERATING MANUAL.							

*Standard air, any engine inoperative, inoperative propeller fully feathered, carburetor air intake on "cold air."

MAXIMUM TAKE-OFF WEIGHT		MAXIMUM LANDING WEIGHT	
LAND 12,500	SEA 12,500	LAND 12,500	SEA 12,500

OPERATIONS AUTHORIZED

INSTRUMENT FLIGHT RULES, NIGHT

This airplane shall be operated in accordance with the CAA Approved Operating Manual which shall be carried in the pilot's compartment at all times.

INSPECTOR'S SIGNATURE: Harry N. Jones
Harry N. Jones

DATE 1/22/47

ADDITIONAL OPERATIONS AUTHORIZED YES [X] NO [ ] (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

STAT.

FOLD HERE

16—46123-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

ADDITIONAL OPERATIONS AUTHORIZED

"The Airworthiness Certificate for this aircraft is based on a tentative approval of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owner's responsibility to comply with all pertinent provisions of the final Aircraft Specification and Airworthiness Directive.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Form ACA 309a Page 2

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

SPECIFICATION NO. A-783-1

CAA IDENT. NO. (Only) 2947

EQUIPMENT No.

SPECIAL EQUIPMENT

NUMBER	NUMBER	NUMBER	NUMBER	ITEM (Description)	WGT.	ARM
				SEE APPROVED OPERATING MANUAL DATED 1/22/47, FOR CURRENT LIST OF STANDARD AND SPECIAL EQUIPMENT, EMPTY WEIGHT, EMPTY C. G., AND USEFUL LOAD.		
				E. W. (ACTUAL) 9275		
				Useful Load 3225		
				E. C. G. 11.76" Aft of Datum		
				Harry M. Jones		
				CAA Aircraft Factory Inspector		

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN
MAR 5 9 40 AM '47
MAIL ROOM-2
WASHINGTON

C. G. LIMITS

(LAND)	(SEA)
NORMAL -17.25 to -7.37 inches	NORMAL -17.25 to -7.37 inches
IN FLIGHT	IN FLIGHT

DATE 1/22/47

INSPECTOR'S SIGNATURE Harry M. Jones

16—46123-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

Reverse of Page 2—Form ACA-309a

REPAIR AND ALTERATION RECORD

REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
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LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	

SUPPLEMENTAL PAGE NO.	ISSUED (*Date*)	BY	TITLE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

FORM ACA-305
(3-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R041.2
APPROVAL EXPIRES FEBRUARY 15, 1947

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check)
[X] AIRWORTHINESS CERTIFICATE
[ ] ANNUAL INSPECTION

CAA IDENTIFICATION
[X] NC [ ] NX [ ] NR [ ] OTHER (Specify)

AIRCRAFT

MAKE: GRUMMAN		MODEL: G73
REGISTRATION NO.: 2947	MANUFACTURER'S SERIAL NO.: J10	DATE MANUFACTURED: DECEMBER 1946

ENGINE

MAKE: PRATT & WHITNEY	MODEL: S3HI	RATED H.P.: 600 EACH
(Check whether) [X] NEW [ ] USED [ ] OVERHAULED	IF OVERHAULED, STATE BY WHOM: -	DATE OF OVERHAUL: -

(Check which)
[X] AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION
[ ] APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED

OWNER'S NAME: GRUMMAN AIRCRAFT ENGINEERING CORPORATION

PERMANENT ADDRESS (Street and No., City, Zone, State): BETHPAGE, L. I., N. Y.

ATTACHMENTS (Check which)
[ ] ACA-319
[ ] ACA-337
[ ] ACA-805
[X] ACA-317
[X] WEIGHT AND BALANCE REPORT
[ ] SPECIAL APPROVALS
[ ] DATA, DRAWINGS, ETC.
[ ] UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

Edwin Lovejoy (OWNER OR AUTHORIZED AGENT)

DATE: 1/22/47 TITLE: Edwin Lovejoy

FORM ACA-305a (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**
(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
-	-	A783-1	All Notes Complied with	-	-

Tentative

OTHER (Describe): New Aircraft

EXCEPTIONS, IF ANY (If additional space is required, use reverse): No Exceptions

[ ] FORM ACA-319 (Return to owner)	APPROVED BY: -	MECH. CERTIF. AND RATING NO.	DATED
[X] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date): -		

[ ] AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED

FINDINGS

[X] AIRWORTHY	DESIGNEE'S SIGNATURE AND NO.		DATE
[ ] UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE: Harry M. Jones	[X] ACCEPTED [ ] REINSPECTED	DATE: 1/22/47

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item [ ] Yes [ ] No)

CAA Approved Operating Manual is installed in this Aircraft, also Form ACA309A.

The tentative certification notice is typed on the back of ACA309 A and also on Page 1 of the CAA Approved Operating Manual.

~~As the owner of this plane may apply for an Air Carrier Certificate, We are enclosing the Operations Manual.~~

21666

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

"MALLARD"

12 PLACE AMPHIBIAN

WEIGHT AND BALANCE REPORT

AND

LOADING CHART

MODEL G-73

SERIAL NO. J-10

CERTIFICATE NO. NC 2947

Date: JANUARY 16, 1947

Prepared by: William Flato
William Flato

Checked by: Joseph F. Conlin
Joseph F. Conlin

Approved by: Robert J. Trimborn
ROBERT J. TRIMBORN

REPORT NO. G73-10

1-15-47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

TABLE OF CONTENTS

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

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 8 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 26½%) 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 "0", 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:

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

If the engine, oil coolers, oil tank are changed, and the airplane is reweighed before the engine is run, the following weights of residual fuel and oil must be added to obtain the weight empty on page 6. (Add only the ones which apply.)

TRAPPED FUEL & OIL

		Weight	Arm	Moment	Index Unit
Fuel & Oil Trapped In:					
- Oil Cooler (10" Dia.)	Trapped Oil	20.0	193	3860	.4
- Oil Tanks	Trapped Oil	4.0	212	848	.1
- Engines	Trapped Oil	46.3	178	8241	.8
- Propeller Syst.Lines	Trapped Oil	6.1	190.6	1163	.1
- Oil Lines	Trapped Oil	7.0	197	1379	.1
- Fuel Tanks-3 Pt. Position		26.0	220	5720	.6
- Fuel Lines		3.0	215	645	.1
- Carburetor		1.0	190	190	.0
Trapped Fuel & Oil - 3 Point Pos.		113.4	194.4	22046	2.2
Additional Fuel Trapped in Tanks in flight (Glide 125 mph flaps and L.G. Down)		30	220	6600	.7
Total Non-Usable Fuel & Oil		143.4	199.8	28646	2.9

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 7 of the Loading Chart. The passenger locations are numbered according to type of seat and rows reading from front to rear, e.g. FC1, Forward Cabin, forward seat. Page 7 shows standard arrangement but the positions not applicable to this airplane have been blocked out. The 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.

The next step is to determine the index unit for the Basic airplane. Referring to the Basic Loading Calculation on p.7, the Basic Weight is carried forward to the Basic Weight Log on p.8. The "Moment" is then divided by 10,000 and entered under "Index Unit", because

$$\text{"Index Unit"} = \frac{W \times A}{10000} \quad \text{and } W \times A = \text{Moment}$$

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

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

SAMPLE LOADING

Item	Weight	Index Unit
Basic Weight (Sample Only)	9600	209.4
Plus Items of Useful Load:		
Fuel (180 Gals.)	1080	23.7
Oil (20 Gals.)	150	3.2
Passengers:		
Position FC-1 (1)	170	2.8
FC-3 (1)	170	3.6
RC-1 (2)	340	9.4
RC-2 (2)	340	10.8
Baggage:		
Compt. I	20	.7
Compt. J	220	8.8
Take-Off Gross Weight	12090	272.4

The basic weight and index unit is obtained from the Log on p.8. For loading 180 gals. of fuel in the wing tanks, refer to fuel chart on p.9, 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.10), it is possible to determine the airplane C.G. to the nearest percent of the M.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 12090 lbs. it is well within the gross weight limitations (p.7). The index unit for this weight is 272.4. Now run your pencil down the "Gross Weight" side of the chart to 12100# which is closest to 12090#. Then follow across to the right until you reach 272.3 which is the nearest index unit, and read vertically upward to find the C.G. In this case the take-off C.G. is at approximately 25% M.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.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

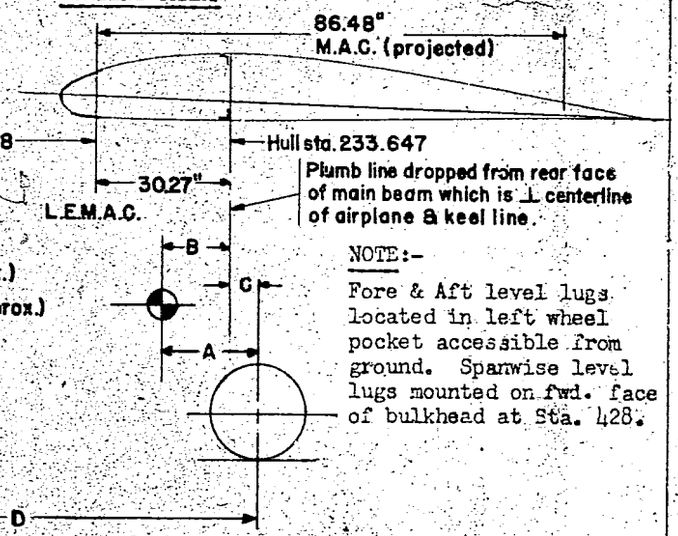
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

Airplane Weighing Data:

Date Weighed - 1-16-47



C = 3.75 ins. (3.85" approx.)
D = 177.63 ins. (177.50" approx.)

NOTE:-
Fore & Aft level lugs located in left wheel pocket accessible from ground. Spanwise level lugs mounted on fwd. face of bulkhead at Sta. 428.

Reactions	Scale Reading	Tare	Corrected Reading
Right Wheel - W_R	4183		4183
Left Wheel - W_L	4210		4210
Nose Wheel - W_N	837		837
	9230		9230

A = C.G. (ins.) forward of centerline Main Wheels = $\frac{W_N \times D}{W_R + W_L + W_N \text{(Corrected)}} = \frac{837 \times 177.63}{9230} = 16.11$

B = C.G. (ins.) fwd. of Rear Face Main Beam = A-C = 16.11 - 3.75 = 12.36
C.G. inches aft of Reference Datum = 233.65 - B = 233.65 - 12.36 = 221.29

CORRECTION FOR MISSING ITEMS

	Weight	Arm	Moment
Airplane as Weighed	9230	221.29	2042507
Add'l Trapped Fuel in Flight	+ 30	220	+ 6600
Remove - Slip Covers	- 18.5	222.8	- 4122
Add - Wash Water	+ 33.3	390	+ 12987
Empty Weight	9274.8	221.89	2057972

Empty Weight C.G. = 221.89 " Aft of Reference Datum or
11.76 " Forward of Hull Sta. 233.65

$\frac{221.89 - 203.38}{86.48} \times 100 = 21.40$ % M.A.C.

Witnessed:

Harry M. Jones
C.A.A. Inspector - Harry M. Jones

William Fiato
Weight Engineer - William Fiato

1-15-47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

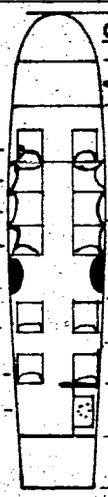
PASSENGER AND CARGO LOADING DIAGRAM

Maximum Allowable Take-Off Gross Weight 12500
Maximum Allowable Landing Gross Weight 12500

LOADING CHART DATUM — HULL STATION "0"

Passengers at 170# each

INDEX UNITS 1 PASS.	INDEX UNITS 2 PASS.	ROW
2.1		C-1
2.8	5.6	FC-1
3.2	6.4	FC-2
3.6	7.2	FC-3
4.7	9.4	RC-1
5.4	10.8	RC-2
6.1		T-1



COMPT.	ARM
~~A~~	~~70~~ NOT USABLE
B	125
C	166
D	188
E	211
F	250
G	278
H	317
I	360
J	400

10"

Basic Loading

The following values apply to this airplane as Licensed:

Item	Weight	Arm	Moment	Index Unit
Empty Weight (p.6)	9275	221.89	2058030	205.80
Pilot	170	125	21250	2.13
Basic Weight & Index Unit*	9445	220.15	2079280	207.93

* See p.8 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 10. Basic Weight and Index Units for the empty airplane plus Pilot are given above or on page 8. Index Units for Fuel, Oil, Cargo or Baggage, and Miscellaneous items 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 11 to 13 of this report for items of equipment included in the Weight Empty.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

LOG - BASIC WEIGHT & INDEX UNIT
(List all changes made subsequent to weighing)

Item	Weight	Arm	Index Unit
Basic Weight & Index Unit as Weighed at Factory	9445	220.15	207.93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

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

Gal.	Lbs.	Index Units
20	120	2.6
40	240	5.3
60	360	7.9
80	480	10.5
100	600	13.2
120	720	15.8
140	840	18.4
160	960	21.1
180	1080	23.7
200	1200	26.4
220	1320	29.0
240	1440	31.6
260	1560	34.3
280	1680	36.9
300	1800	39.5
320	1920	42.2
330	1980	43.5

Oil (7.5 Lb./Gal.)
(Arm 212.0)

Gal.	Lbs.	Index Units
5	37.5	.8
10	75	1.6
15	112.5	2.4
20	150	3.2

Note: Maximum Fuel-Oil Ratio 25 to 1

Baggage or Cargo**

Lbs.	Comp't. Letter* & Index Units									
	A	B	C	D	E	F	G	H	I	J
30	.4	.4	.5	.6	.6	.8	.8	1.0	1.1	1.2
60	.4	.8	1.0	1.1	1.3	1.5	1.7	1.9	2.2	2.4
90	.4	1.1	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	4.8
150	1.0	1.9	2.5	2.8	3.2	3.8	4.2	4.8	5.4	6.0
180	1.3	2.2	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	8.4
240	1.7	3.0	4.0	4.5	5.1	6.0	6.7	7.6	8.6	9.6
270	1.9	3.4	4.5	5.1	5.7	6.8	7.5	8.6	9.7	10.8
300	2.1	3.8	5.0	5.6	6.3	7.5	8.3	9.5	10.8	12.0
330	2.3	4.1	5.5	6.2	7.0	8.2	9.2	10.5	11.9	13.2
360	2.5	4.5	6.0	6.8	7.6	9.0	10.0	11.4	13.0	14.4
390	2.7	4.9	6.5	7.3	8.2	9.8	10.8	12.4	14.0	15.6
420	2.9	5.2	7.0	7.9	8.9	10.5	11.7	13.3	15.1	16.8
450	3.2	5.6	7.5	8.5	9.5	11.2	12.5	14.3	16.2	18.0
480		6.0	8.0	9.0	10.1	12.0		15.2	17.3	19.2
510		6.4	8.5	9.6	10.8	12.8		16.2	18.4	20.4
540		6.8	9.0			13.5		17.1	19.4	21.6
570		7.1	9.5			14.2		18.1	20.5	
600		7.5	10.0			15.0		19.0	21.6	
630			10.5			15.7		20.0	22.7	
660			11.0			16.5		20.9	23.8	
690			11.5			17.2		21.9	24.8	
720			12.0					22.8	25.9	
750	NO BAGGAGE							23.8		
780								24.7		
810								25.7		
840								26.6		
870								27.6		
900								28.5		
930								29.5		
960								30.4		
990								31.4		
1020								32.3		
1050								33.3		
1080								34.2		
1110								35.2		

** Floor Loading must not exceed 50 lbs. per sq. foot except in rear baggage comp't. which is limited to 75 lbs. per sq. foot.

* See diagram on page 7

Note: Weight of special equipment must be subtracted from the baggage capacity of the compartment in which it is installed.

REPORT NO. G73-10

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83

MALLARD

LOADING CHART

CENTER OF GRAVITY LIMIT CHART

Gross Weight	Center of Gravity in Percent of M.A.C.												
	15%	16%	17%	18%	19%	20%	21%	22%	23%	24%	25%	26%	26.5%
10000	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
10050	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
10100	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
10150	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
10200	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
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
10300	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
10350	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
10400	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
10450	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
10500	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
10550	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
10600	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
10650	230.4	231.3	232.3	233.2	234.1	235.0	235.9	236.9	237.8	238.7	239.6	240.5	241.0
10700	231.5	232.4	233.3	234.3	235.2	236.1	237.0	238.0	238.9	239.8	240.8	241.7	242.2
10750	232.6	233.5	234.4	235.4	236.3	237.2	238.2	239.1	240.0	241.0	241.9	242.8	
10800	233.6	234.6	235.5	236.5	237.4	238.3	239.3	240.2	241.1	242.1	243.0	243.9	
10850	234.7	235.7	236.6	237.6	238.5	239.4	240.4	241.3	242.2	243.2	244.1	245.1	
10900	235.8	236.8	237.7	238.7	239.6	240.5	241.5	242.4	243.4	244.3	245.3	246.2	
10950	236.9	237.9	238.8	239.8	240.7	241.6	242.6	243.5	244.5	245.4	246.4	247.3	
11000	238.0	238.9	239.9	240.8	241.8	242.7	243.7	244.7	245.6	246.6	247.5	248.4	
11050	239.1	240.0	241.0	241.9	242.9	243.9	244.8	245.8	246.7	247.7	248.6	249.6	
11100	240.1	241.1	242.1	243.0	244.0	245.0	245.9	246.9	247.8	248.8	249.8	250.7	
11150	241.2	242.2	243.2	244.1	245.1	246.1	247.0	248.0	248.9	249.9	250.9	251.8	
11200	242.3	243.3	244.2	245.2	246.2	247.2	248.1	249.1	250.1	251.0	252.0	253.0	
11250	243.4	244.4	245.3	246.3	247.3	248.3	249.2	250.2	251.2	252.2	253.1	254.1	
11300	244.5	245.5	246.4	247.4	248.4	249.4	250.3	251.3	252.3	253.3	254.3	255.2	
11350	245.6	246.5	247.5	248.5	249.5	250.5	251.4	252.4	253.4	254.4	255.4	256.4	
11400	246.6	247.6	248.6	249.6	250.6	251.6	252.6	253.5	254.5	255.5	256.5	257.5	
11450	247.7	248.7	249.7	250.7	251.7	252.7	253.7	254.7	255.6	256.6	257.6	258.6	
11500	248.8	249.8	250.8	251.8	252.8	253.8	254.8	255.8	256.8	257.8	258.8	259.7	
11550	249.9	250.9	251.9	252.9	253.9	254.9	255.9	256.9	257.9	258.9	259.9	260.9	
11600	251.0	252.0	253.0	254.0	255.0	256.0	257.0	258.0	259.0	260.0	261.0	262.0	
11650	252.0	253.1	254.1	255.1	256.1	257.1	258.1	259.1	260.1	261.1	262.1	263.1	
11700	253.1	254.1	255.2	256.2	257.2	258.2	259.2	260.2	261.2	262.2	263.3	264.3	
11750	254.2	255.2	256.2	257.3	258.3	259.3	260.3	261.3	262.3	263.4	264.4	265.4	
11800	255.3	256.3	257.3	258.4	259.4	260.4	261.4	262.4	263.5	264.5	265.5	266.5	
11850	256.4	257.4	258.4	259.5	260.5	261.5	262.5	263.6	264.6	265.6	266.6	267.6	
11900	257.5	258.5	259.5	260.6	261.6	262.6	263.6	264.7	265.7	266.7	267.8	268.8	
11950	258.5	259.6	260.6	261.6	262.7	263.7	264.7	265.8	266.8	267.8	268.9	269.9	
12000	259.6	260.7	261.7	262.7	263.8	264.8	265.8	266.9	267.9	269.0	270.0	271.0	
12050	260.7	261.8	262.8	263.8	264.9	265.9	267.0	268.0	269.0	270.1	271.1	272.2	
12100	261.8	262.8	263.9	264.9	266.0	267.0	268.1	269.1	270.2	271.2	272.3	273.3	
12150	262.9	263.9	265.0	266.0	267.1	268.1	269.2	270.2	271.3	272.3	273.4	274.4	
12200	263.9	265.0	266.1	267.1	268.2	269.2	270.3	271.3	272.4	273.5	274.5	275.5	
12250	265.0	266.1	267.1	268.2	269.3	270.3	271.4	272.5	273.5	274.6	275.6	276.7	
12300	266.1	267.2	268.2	269.3	270.4	271.4	272.5	273.6	274.6	275.7	276.8	277.8	
12350	267.2	268.3	269.3	270.4	271.5	272.5	273.6	274.7	275.7	276.8	277.9	278.9	
12400	268.3	269.4	270.4	271.5	272.6	273.6	274.7	275.8	776.9	277.9	279.0	280.1	
12450	269.4	270.4	271.5	272.6	273.7	274.7	275.8	276.9	278.0	279.1	280.1	281.2	
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	

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FAA AIRCRAFT REGISTRY
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MALLARD
LOADING CHART
STANDARD EQUIPMENT
(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Ea.
		Propellers and Propeller Accessories			
X	1	Two Hamilton Standard Propellers, hubs 23D40-51, blades 6533A-18 to 6533A-20 inclusive. Diameter 8'6-5/16" max., 8'4-5/16" min.	252	155	3.91
X	2	Two Hamilton Standard propeller governors #4K11	6	163	.10
		Engine and Engine Accessories-Fuel and Oil Systems			
X	101	Two Eclipse Starters #1416-15	27	192	.52
X	102	Two Aluminum Oil Coolers (Clifford 10" Dia. x 9" long #B-36690 with UAP 4 Port Valve #UD4785	18	193	.35
X	103	Residual Fuel and Oil in Drained System (See page 4)			
		Fuel -	30	218.5	.66
		Oil -	83	185.7	1.54
X	104	Two Elect. Driven Fuel Pumps, Thompson Prod. #TFD10300	7	205	.14
X	105	One Surface Combustion Heater #ADS-100N-P41C	21	439	.92
		Landing Gear			
X	201	Two Aluminum Wheel Assemblies-Goodyear 9.50x16 (Incl. Brakes, 6 Ply Nylon Tires and Tubes)	120	237.5	2.85
X	202	One Nose Wheel-Bendix #145308 19x6.80-10 (Incl. Fairing, 6 Ply Goodrich Rayon Tire and Tube)	37	60	.22
		Electrical and Radio Equipment			
X	301	Two Generators-100 Amp. Leece-Neville #2473-G12	32	175.5	.56
X	302	One Battery AN3150 34AH (12-TS-9L)	73	230	1.68
X	303	Two Landing Lights #G-3801-1 Grimes	7	220	.15
X	304	Standard Radio Instal.-Bow Compt.)	93	60	.56
		-Rear Compt.) See page 13	95	414	3.93
		-Misc.)	69	140	.97
		Interior Equipment			
		Miscellaneous Cabin Furnishings			
X		(a) Four Passenger Chairs (Rear Cabin)	35	297	1.04
		(b) 1,2,3 or 4 Passenger Chairs (Forward Cabin)	35		
X		(c) ~~xxxx~~ 2 Divans (Forward Cabin)	92	188	1.73
X		(d) One Revolving Table GAEC #111046 (Stowed)	6	425	.25
X		(e) Two Hand Operated Fire Extinguishers (1 Qt. Pyrene)	7	225	.16
		Miscellaneous (Not Listed Above)			
X	401	One C.A.A. Approved Operating Manual	1	93	.01
X	402	Two Parachute Flares (3 Minute)	23	455	1.05
X	403	One Windshield Wiper Instal. (Kearfott)	4	102	.04
X	404	Two Safety Belt and Harness Assems. NAF1201-1	3.5	125	.04
X		One Mk. IV Danforth Anchor with 100 ft. 1/2" Nylon Rope	19	60	.11
X		One First Aid Kit	3	345	.10
X		Two Engine Log Books and One Airplane Log Book	.5	93	-
X		One Bilge Pump - Perko	9	41	.04
X		One Boarding Ladder (Stowed)	7	390	.27

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MALLARD
LOADING CHART
SPECIAL EQUIPMENT
(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
	1 Ea.	Automatic Pilot - Sperry Type A-12	150	114	1.71
	1 Ea.	Wing & Tail Deicer Installation - Goodrich	125		
	1 Ea.	Propeller Anti-icer Installation	86	238	2.05
	1 Ea.	"Ship to Shore" Radio Telephone - Avidmeter Corp.	4.5	220	.10
	1 Ea.	Very Pistol Installation	4.0	120	.05
	1 Ea.	Fuel Analyzer Instal. - Dual Type	13.0	199.4	.26
		Life Preservers			
		Collapsible 4 Man Life Raft-MK IV	50.0	400	2.00
		Chest Type Parachutes-SWITLIK Q.B.	19.0	405	.77
X	1 Ea.	Add'l Sensitive Altimeter - Instrument Operation Only	2.0	93	.02
X	1 Ea.	Set of Wheel Brakes for Co-Pilot	10.8	95	.10
	1 Ea.	Bird Proof Windshield GAEC #107469 (In Lieu of Std.)	9.7	107	.10
X	1 Ea.	Position Light Flasher	2.1	200	.04
X	2 Ea.	Tail Light-Model C-Grimes - 1 Red - 1 White 32CP	.3	400	.01
X	2 Ea.	Fire Detectors - Engine Compt. - A4981 Wilcolator	.15	190	-
X	4 Ea.	Solenoid Shut-Off Valves for Fuel & Oil Gages General Controls #40R342			
X	1 Ea.	Vacuum Syst. Instal. GAEC #109009 in Lieu of #109006	.5	92	-
	1 Ea.	Altitude Recording Device - For Recording of Altitude & Use of Radio Transmitter			
X	1 Ea.	Add'l. Airspeed Indicator-Instrument Operation Only	1.2	120	.01
X	1 Ea.	Electrically Heated Pitot for Add'l Airspeed Indicator.	2.2	198	.04
		Oxygen Provision for Crew. Operation above 10000 ft. for more than 30 min. or above 12000 ft. for any time.			
		Oxygen provision for passengers separate from crew. Operation above 12000 ft.			
X	2 Ea.	Flashlights Accessible to both Pilots.	2.0	125	.02
X	1 Ea.	Signs "Fasten Seat Belt", "No Smoking" "Use Oxygen Equipment", operable by either pilot or copilot	2.2	135	.03
	1 Ea.	Fuel Pressure Warning Indicator	1.7	93	.02
	1 Ea.	Oil Pressure Warning Indicator	1.7	93	.02

FAA AIRCRAFT REGISTRY
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MALLARD

LOADING CHART

RADIO INSTALLATION

(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Ea.
		Radio Compass Installation			
X	304	MN-26K Receiver and Mount (Bow Comp't)	37.9	65	.25
X	304	MN-36C Loop Antenna and Dehydrator	10.2	192	.20
X	304	MN-37B Bearing Indicator	1.4	96	.01
X	304	MN-31C Loop Control Unit (Bow Comp't)	17.6	46	.08
X	304	Sense Antenna (Wire)	.5	144	.01
		Range Receiver Installation			
X	304	MN-26K Receiver and Mount (Bow Comp't)	37.9	41	.16
X	304	MN-54A Loop Antenna	5.8	144	.08
X	304	Range Antenna (Wire)	.5	144	.01
		Communications Radio & Interphone			
X	304	RTA-1B Receiver, Transmitter, Amplifier & Mt. (Rear Compartment)	75.8	414	3.14
X	304	Antenna (Wire)	1.5	315	.05
		Marker Beacon Installation			
X	304	MN-53A Marker Beacon Receiver & Mount (Rear Compartment)	17.0	416	.71
X	304	"T" Antenna (Wire)	2.5	480	.12
X	304	Miscellaneous Panels, Cables, Controls, etc.	48.4	132	.64

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Form ACA 317
(Rev. 3-1-41)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Grumman Aircraft Engineering Corp. (Manufacturer), certify that the aircraft Grumman Mallard (Make), G73 (Model), J10 (Serial number), has been manufactured, ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ _____,* in conformity with the data forming the basis for Type Certificate No. A-783 Tentative and any revision or modification thereof approved by the Administration as of January 16, 1947 (Date), with the exception of the following deviations: NONE

DATE January 16, 1947

George F. Titterton
George F. Titterton
Assistant Chief Engineer
(Title)

* Delete this phrase if not applicable.

16—21035 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 8-9-83