FAA AIRCRAFT REGISTRY
CAMERA NO. 2H DATE: 1-22-91

2 1 A

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-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-21-A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: U.S.A. -N521A
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats Inc.	ADDRESS (As shown on registration certificate): Sea Plane Ramp, Veteran's Drive St. Thomas, V.I. 00801

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	R-985-AN1	42-23475	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
JOE H. STOY ANTILLES AIR BOATS, INC. ISLA GRANDE AIRPORT, SANJUAN, P.R.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1333009

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
Febuary 3,1976	Joseph H. Stoy

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	X	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2-3-76	1333009 AI.	Joseph H. Stoy

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 1 - 22 - 91

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 inspection and completely dis-assembled. All parts cleaned and magnafluxed. All other parts cleaned and onspected in accordance with manufacture's specifications and replaced with new parts whe e needed. Overhauled magnetos and harness installed. Test cell run up proved satisfactory as per manufacture's specifications.

time since overhaul 1000:00 hours.

FAA AD Note 66-14-4 previously complied with
FAA AD Note 57-5-4 " " "
FAA AD Note 68-9-1 complied with
FAA AD Note 56-6-2 " " .

SERVICE BULLETIN 1658-B previously complied with.

THIS ENGINE INSTALLED ON N-5521A A/C
LEFT SIDE. LOG BOOK ENTRY MADE. —

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—872-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 7-23-85

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	G21A G-21A	1162

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney	R985-AN6

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Coastal Air, Inc.	3923 N.W. 24 St. Miami 42, Fla.	N- 5521A

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 _____
- b. ☒ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON 3/26/58. (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

Joseph Adams
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

May 1, 1958 (DATE) Gen. Mgr. (TITLE)

16—60837-2 FORM ACA-305 (11-51)

43

Am 10-3-8

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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. _____ THROUGH SHEET REVISION NO. _____
b. [X] AIRCRAFT LISTING PAGE NO. 98
c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1956 (YEAR) THROUGH CARD NO. 58-8
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 7373:00 HOURS
d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. R. 18062 TOTAL HOURS 1717:00
SERIAL NO. L. 2993 TOTAL HOURS 2205:00
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 5-1-58 (DATE)
[ ] BY AIRCRAFT MANUFACTURER
[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
[X] BY MECHANIC, CERTIFICATE NO. 15103 A&E J.Q. Adams
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. [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 5-1-58 (DATE)
g. [ ] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (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	
AVIATION SAFETY AGENT'S SIGNATURE James D. Serra	CAA DESIGNATION NO. Reg. 2 FW ASDO 13	DATE 5-1-58	[ ] ACCEPTED [ ] REINSPECTED [ ] SPOT CHECKED

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16-[illegible]-2

Form ACA-806a (11-51)

MICRO

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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-41

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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N5521A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): CHRISTIANSTED, ST. CROIX 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 and Whitney	R-985-AN3	P 226999	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Ralph E. Fagel Ft. Worth Engine Overhaul, Inc. Loc. 18 Meacham Field Ft. Worth, Tx. 76106	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AAP 1263783

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 30, 1977	Ralph E. Fagel

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
June 30, 1977	IA 1263783	Ralph E. Fagel

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.)*

This Pratt and Whitney R-985-1A3 S/N [illegible] given major overhaul.

Stock parts magnafluxed nonferrous parts dyepenetrated.

Cheven cylinders installed, guides and seats replaced as needed.

Magnetos overhauled, ignition harness rebuilt.

AD notes 56-6-2 cylinder studs, 60-2-1 crankshaft liners,

66-16-4 cam gear and 76-20-01 cylinder head complied with this overhaul.

AD note 57-5-4 crankshaft threads complied with prior overhaul.

All clearances and tolerances with in limits as shown in

Pratt and Whitney overhaul manual for this engine.

Parts replaced and rework accomplished as needed.

Overhaul and inspection report under work order # 254.

Engine test run 1:30 min.

O K to return to service.

.....

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 7-5-81

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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N5521A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS	ADDRESS (As shown on registration certificate): C/O ANTILLES AIR BOATS, INC., ST. THOMAS, U.S.V.I.

3. FOR FAA USE ONLY

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

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	CLEVELAND WHEELS AND BRAKE (As described in item 1 above)	30-91 BRAKE 40-127 WHEELS	N/A		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 U.S.V.I. 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 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
16 March 1977	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
16 March 1977	I.A. 1617154	CHARLES R. FREEHLING Charles R Freehling

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 main landing gear wheels (2) Hayes Model #G3-56A 30X7 together with brake assemblies (2) Hayes Model H-2-102

Installed Cleveland Aircraft Products, Inc., (2) Brake Assemblies Model #30-91 together with (2) Wheel Assemblies Model #40-127 32X8.8 TYPE VII.

Weight Removed = 80 lbs. @ ARM 10" = $\frac{800}{1000}$ = .8I.U.

Weight Added = 119 lbs. @ ARM 10" = $\frac{1190}{1000}$ = 1.19 I.U.

Weight Change = + 39 lbs. Moment Change =-.39 I.U.

REF: DRWG #40-127
DRWG #30-91

STC # SA GL December 3, 1975

NOTHING FOLLOWS.

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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
ASO-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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: U.S.A N-5521A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC	ADDRESS (As shown on registration certificate): Seaplane Ramp, Veterans Frive St. Thomas, V.I. 00801

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. St. Thomas, V.I. 00801	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AP 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
March 25, 1975	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
3/26/75	1908144	Ralph C. Koch

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 Grumman G-21A engine ring cowls, p/n 13076, together with mounting bracket.

Beechcraft C-18 engine cowlings modified in accordance with Pan Air Corp. drawings EL-0104 dated 5/7/65 and EL-0104-1 dated 6/15/65.

Beechcraft cowl support brackets, p/n 18S 5916 and engine cowlings, upper, p/n 404-185901 - lower, p/n 185903 installed under S.T.C. #SA551SW dated 8/31/65.

Weight and balance correction entered in aircraft log book.

ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4966

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 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-21-A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: U.S.A. N5521A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, V.I. U.S.A. 00801

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 985-AN14B	JP - 205812	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
JOE H. STOY	U.S. CERTIFICATED MECHANIC	
c/o ANTILLES AIR BOATS, INC.	FOREIGN CERTIFICATED MECHANIC	
ISLA GRANDE AIRPORT, SAN JUAN, P.R.	X CERTIFICATED REPAIR STATION	761-14
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE: JULY 12,1976

SIGNATURE OF AUTHORIZED INDIVIDUAL: Joe H. Stoy FA-52959-41

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 12,1976	1333009 AT	Joseph H. Stoy

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.)*

This engine removed from Beech-18 aircraft #HI-211 with 675.26 hours. Cylinders were removed, and accessories and also necessary parts for a top overhaul. Performed a top overhaul and 100 hour inspection . Installed all (9) overhauled chrome cylinders. Installed all new (9) piston assemblies and new rings. Starter replaced with an overhauled one. Both mags were overhauled and installed. Both forward and rear harnesses were replaced with overhauled units. Checked for AD note compliance. Engine was previously overhauled by Eight Air Depot Inc. Searbing Air Termainal, Serbring Florida., Febuary 18,1970. Engine was run up on test stand and necessary adjustments made. Oil screen checked for metal or foreign particles, none were found.
Run up was satisfactory. Engine was installed on Grumman Goose Aircraft #n5521A.

See work sheet and run up sheet for details.

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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
SAN JUAN

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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N5521A
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats	ADDRESS (As shown on registration certificate): Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801

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.
Dale E. Bartholomew % Antilles Air Boats, Inc. St. Thomas, V. I. 00801	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1814610

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: 04/25/73 SIGNATURE OF AUTHORIZED INDIVIDUAL: Dale E. Bartholomew

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		REPAIR STATION	X	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
04/25/73	IA1496292	W. J. Everett

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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) In order to facilitate inspection of rudder and elevator push-pull rods, Bell cranks and Bellcrank attach fittings an inspection access door has been provided as follows:

A. One hole made on each side of the hull between hull stations nine and ten, 16.5 inches above the chine, 14.5 inches forward of each main gear wheel well. All corners 5/16" radius.

B. One doublar of 2024T3 X.050 X 10 3/4 " X 9 3/4" riveted on the inside of the hole to restore skin strength at the location of the access hole. Double row of rivets used with 1" spacing as in skin joints of airframe.

C. A hole of 5 1/4" vertical dimension and 6.5" Longitudinal dimension has been cut in the doubler and provides actual inspection facilities as mentioned above.

D. # 8 X 32 Gang-nut channel with 3/4" spacing provides the attachment of water tight cover constructed in the same manner as water tight doors on floats and large water tight door on wheel well on R/H side of hull. Cover installed on Sealant surface and torqued in same manner as wheel well inspection door.

E. All work done in accordance with Grumman Structure and Repair Manual Nav. Aer. 01-85V-3, Page 196, Figure 110 and AC 43-13-1, Chapter 2, Section 3, Paragraph 60-68. AC-43-13-2, Chapter 1, Paragraphs 4 thru 8.

NOTHING FOLLOWS.

ASO-FSDO-61/SJU
Rcvd 6/7/73
Chief

242	262
245	264
246	265
247	266
250	267
240a	260a
250a	200a

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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-21A
	SERIAL NO.: 1102	NATIONALITY AND REGISTRATION MARK: N-5521A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Veterans Drive St. Thomas, U.S. Virgin Islands

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.
Rupert Ralph c/o Antilles Air Boats	X U.S. CERTIFICATED MECHANIC; FOREIGN CERTIFICATED MECHANIC; CERTIFICATED REPAIR STATION; MANUFACTURER	2816001 AKP

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
October 10, 1972	[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 ☒ APPROVED ☐ REJECTED

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify) 1428780 IA
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10/10/72	1428780 IA	[signature]

FAA Form 337 (7-67) (8320)

GPO : 1971 O - 410-878

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.)*

Replaced right chine from station 17.5 to station 29.

Replaced skin from station 26 to station 28 up from chine to station 28.

Replaced skin from station 17 to station 23 up from chine to first horizontal stringer.

All work performed in accordance with Grumman Structural Repair Manual, Section 4 - HULL and AC43-13-1, chapter 2, aircraft metal structures, section 3 - Metal Repair Procedures.

NOTHING FOLLOWS

SO-FSD-
Rcvd 10/13/92
Chief

240	260
242	262
243	263
244	264
245	265
246	266
247	267
248	268
249	269
240a	260a
250	
250a	
200a	

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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
FSDO SAN JUAN 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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N-5521A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS, c/o ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I. 00801

3. FOR FAA USE ONLY

The alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. 12-13-71 DATE Jimmy Dame Signature of FAA Inspector

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.
WILLIAM EVERETT c/o PAN AMERICAN AIRWAYS P.O. Box 208 ST. THOMAS, U.S.V.I. 00801	X U.S. CERTIFICATED MECHANIC; FOREIGN CERTIFICATED MECHANIC; CERTIFICATED REPAIR STATION; MANUFACTURER	IA 1496292

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 12/3/71 SIGNATURE OF AUTHORIZED INDIVIDUAL William Everett

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
12/3/71	IA 1496292	William Everett

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.)*

Converted this aircraft electrical system from 12 volt to 24 volts system. All work done in accordance with Grumman Aircraft Engineering Corp. drawing #SP4539. New Mil-5086 wire used throughout the system. All work done in accordance with AC 43-13-2, chapter 10, section 1 and 2, paragraph 57-60 and AC 43-13-1, chapter 11, section 2-7, paragraph 135-161.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-005

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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
SAN JUAN 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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N-5521A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I. 00801

3. FOR FAA USE ONLY
The alteration in 4 and 5 herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. 12-13-71
DATE — Signature of FAA Inspector

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER	HARTZELL	HUB # HCB3R30-2E BLADE # P101S2-S-1/2	BB284		X
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
WILLIAM EVERETT c/o PAN AMERICAN AIRWAYS P.O. Box 208 ST. THOMAS, U.S.V.I. 00801	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	IA 1496292

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: 12/3/71 — SIGNATURE OF AUTHORIZED INDIVIDUAL: William Everett

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 X	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/3/71	IA 1496292	William Everett

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.)*

One (1) Hartzell Propeller, Hub HCB3R30-2E, Blade P10T52-5(1/2 installed on the left side of this aircraft in accordance with Hartzell Propellers Inc. STC SAI-52, Drawing D-1869.

Flight Manual modified for this installation. Operational check OK. See Weight and Balance records and Equipment List in Aircraft records.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

GOVERNMENT PRINTING OFFICE : 1987 OF—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 G-21A
	SERIAL NO. 1162	NATIONALITY AND REGISTRATION MARK N-5521A
2. OWNER	NAME (As shown on registration certificate) CARIBBEAN FLYING BOATS c/o ANTILES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I. 00801

3. FOR FAA USE ONLY

The alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. 12-14-71 DATE — Signature of FAA Inspector

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.
WILLIAM EVERETT c/o PAN AMERICAN AIRWAYS P.O. Box 208 ST. THOMAS, U.S.V.I. 00801	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	IA 1496292

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
12/3/71	William Everett

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
12/3/71	IA 1496292	William Everett

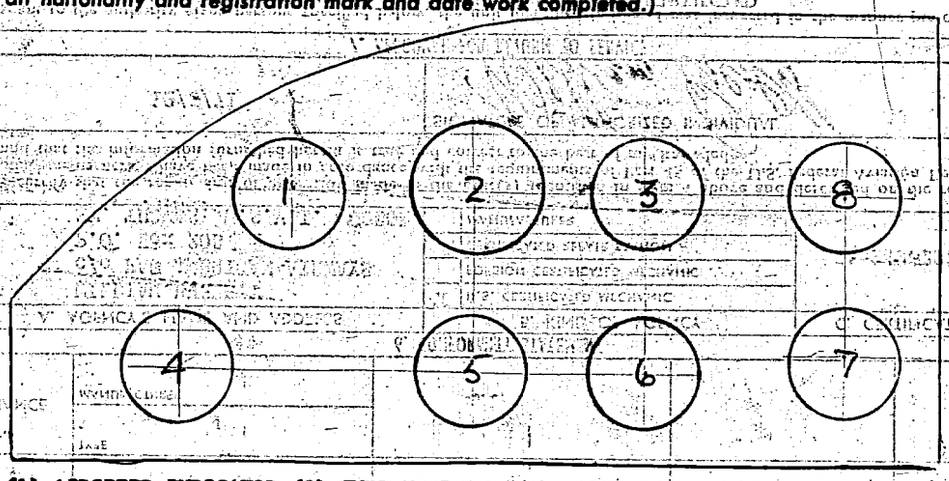
FAA-Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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) AIRSPEED INDICATOR (2) GYRO HORIZON (3) ALTIMETER (4) BANK & TURN
(5) MAGNESYN COMPASS (6) RATE OF CLIMB (7) VACUUM GAGE (8) OMNI INDICATOR

Flight instrument panel modified to provide standardization throughout the fleet. Standardization of layout provides more efficient scanning of instruments by pilot and also permits improved arrangement of Pitot, Static and Vacuum lines.

Panel Material: .070" 2024-T3 anodized (same as original).
Mounting: Original G-21A location and shock mounts.
Finish: Olive green crackle enamel.

Magnesyn compass flux gate mounted in rear baggage compartment roof at station 27.

Switches and circuit breakers properly placarded -- total continuous electrical load does not exceed 80% generator capacity.

See aircraft records and weight and balance records for weight change.

All work done in accordance with AC 43-13-1, chapter 2, section 3, part 61-68; and AC43-13-2, chapter 11, section 181-184.

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

ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-005

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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
FSDO SAN JUAN 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-21A
	SERIAL NO.: 1168	NATIONALITY AND REGISTRATION MARK: N-5521A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS, c/o ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I. 00801

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.
WILLIAM EVERETT c/o PAN AMERICAN AIRWAYS P.O. Box 208 ST. THOMAS, U.S.V.I.	X U.S. CERTIFICATED MECHANIC; FOREIGN CERTIFICATED MECHANIC; CERTIFICATED REPAIR STATION; MANUFACTURER	IA 1496292

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
12/3/71	William Everett

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
12/3/71	IA 1496292	William Everett

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 seats and flooring.*
2. *Installed 2 each lounges manufactured by Carrier Aircraft, Inc. to TSO standards under TSO-C39. See attached drawings (2 sheets) GA1(1001)*
3. *Installed 4 each seats manufactured by Carrier Aircraft, Inc. to TSO standards under TSO-C39. See attached drawings (2 sheets GA1(1001)*
4. *The above mentioned seats and lounges were attached to structure per structure substantiation report date 15 June 1968 #831-1 approved by DER LA-531 affixed to this report.*
5. *The aircraft equipment list, loading schedule and weight and balance data were modified as necessary to reflect these changes.*
6. *All above mentioned work done in accordance with AC 43-13-1, chapter 2, section 3, paragraph 44-48, section 5, paragraph 60-67, and AC 43-13-2 chapter 1, paragraph 1-12, chapter 9, paragraph 130-136.*

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

GOVERNMENT PRINTING OFFICE : 1967 OF—272-005

CAL-VOLAIR INC
2830 E. WARDLOW RD
LONG BEACH CALIF 90807

REP G21-1
15 JUNE 1969

STRUCTURAL SUBSTANTIATION
INSTALLATION OF FLOOR, SEATS
& 3 PLACE COUCH IN GRUMMAN
MODEL G-21 AIRCRAFT.

FOR CARRIER AIRCRAFT INC.
LONG BEACH AIRPORT
L.B. CALIF, 90807

Nº OF PAGES 3

REF. DWGS: G21-1001, 2 SHTS

APPROVED: Thomas Ice DER LA-321
APPVD: A J Williams CAL-VOLAIR

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

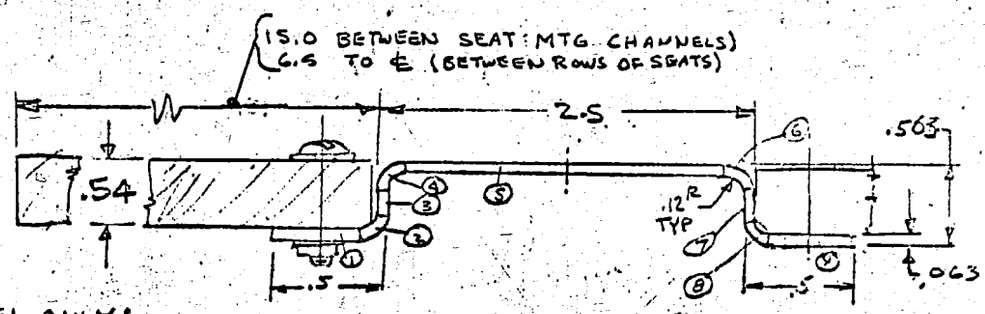
FLOOR BEAM ANALYSIS:

THE MOST CRITICAL LOAD IS FROM FWD CONDITION (1656# @ SEAT BELT) REACTED NEAR THE CENTER OF ONE OF THE 10.0 BAYS

$$\text{LOAD} = \frac{1656(21.5)}{13.5} = 2640 \text{ LBS}$$

$$M_{MAX} = \frac{Pab}{a+b} = M_{MAX} = \frac{2640(5.25)(4.75)}{10} = 6580 \text{ IN-LBS}$$ (TOTAL LOAD ON 2 BEAMS)

SECTION PROPERTIES: (REF DWG G21-1001 SHT1)



FOR CHANNEL ONLY: MATL = 2024-T3 ALUM

		A	Y	AY	AY^2	I_o
.32x.063	1	.0202	.031	.00062	.000019	—
.12Rx.063	2	.0158	.086	.00136	.000117	.00004
.188x.063	3	.0118	.281	.00331	.000932	—
R	4	.0158	.398	.00630	.002510	.00004
2.1x.063	5	.1338	.532	.07200	.038650	.00004
R	6	.0158	.398	.00630	.002510	.00004
.188x.063	7	.0118	.281	.00331	.000932	—
R	8	.0158	.086	.00136	.000117	.00004
.32x.063	9	.0202	.031	.00062	.000019	—
	Σ	.2610	$\bar{Y}$=.368	.09618	.0458.06	.00016

+.000183
.045966
−.0354

I_{NA} = .010566 IN⁴

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

$F_b = 61000$ PSI (MIL-HDBK-5)

$M = \frac{61000(.0106)(2)}{.368} = 3510$ IN-LBS ALLOW.

6540 - MAX MOMENT
-3510 ALLOW IN CHANNELS
3030 APPLIED TO FLOOR

ALLOW FLOOR LOAD = 149.21(21.5) = 3210 IN-LBS
(USING .460 THICK DOUGLAS FIR PLYWOOD - ANC-18)
(CONSERVATIVE AS .540 THK PLYWOOD IS ACTUALLY INSTALLED PER DWG G-21-1001)

$MS = \frac{3210}{3030} - 1 = .058$

THE FLOOR SOCKETS TO HOLD SEATS ON THE CHANNEL ARE ATTACHED WITH (4) AN3 BOLTS - $P_s = 2126$ LBS

ASSUME (SHEAR CARRIED BY FRONT LEGS ONLY) - FWD LOAD PER LEG = $\frac{1656}{2}(1.33) = 1035$ LBS MS = HIGH

BEARING OF BOLTS IN CHANNEL:

.190 (.063) (92000) = 1100 LBS

$MS = \frac{1100(4)}{1035} - 1 = 3.25$

BEARING IN STEEL PLATE O.K. BY COMPARISON.

TENSION LOAD PER BOLT =

$\frac{1656(21.5)1.33}{2(13.5)} = 1750$ LBS/LEG OR 438#/BOLT

$P_t = 2259$ LBS (MIL-HDBK-5)

MS = [illegible]

FOR CONNECTION BETWEEN LEG & SOCKET: AN3 BOLT
VERT LOAD = 1750 LBS

DOUBLE SHEAR ON BOLT, ALLOW = 2126(2) = 4252 LBS MS = [illegible]

BEARING IN .058 TUBE: .190(.058)(2)(90000) = 1985 LBS

$MS = \frac{1985}{1750} - 1 =$ [illegible]

THE CHANNELS ARE RIVETED TO EACH TRANSVERSE BEAM WITH 2 AN470AD4 RIVET - ALLOW = 388 LBS SHEAR EACH (MIL-HDBK-5)

388 (2) = 776 #/CHANNEL

APPLIED LOAD = $\frac{1656(1.33)}{4}$ = 551 LBS (FROM FWD LOAD)

MS = $\frac{776}{551} - 1 = .41$

CARRIER
AIRCRAFT, INC. LONG BEACH AIRPORT • PHONE 427-0760 • LONG BEACH, CALIFORNIA

MAILING ADDRESS:
P. O. BOX D
LAKEWOOD, CALIFORNIA 90714

December 1, 1971

Antilles Air Boats
39 Strand St.,
Christiansted
St. Croix
U.S. Virgin Islands

Attention: Captian Gillies

The Carrier Aircraft type passenger seats and lounges installed in your Grumman G 21A Aircraft are approved by FAA, and manufactured under TSO-C39.

Reference FAA letter WE-130/8150, dated Sept. 15th, 1969.

Sincerely,

Robert Carrier

Robert Carrier

RC/ibp

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WESTERN REGION
P.O. BOX 92007 WORLDWAY POSTAL CENTER
LOS ANGELES, CALIFORNIA 90009

15 SEP 1969

IN REPLY
REFER TO: WE-130/8150

Carrier Aircraft, Inc.
2750 East Wardlow Road
Long Beach, California

Attention: Mr. William C. Waddell
President

Subject : Carrier Aircraft, Inc., Seat Models 101 Forward Facing, and 102 Side Facing, Technical Standard Order C39

Gentlemen:

Your 24 June 1969 applications for authorization to use the technical standard order procedures, received in this office on 31 July 1969, have been reviewed. The certifications of conformance with the requirements of Subpart A of Part 37 and TSO-C39 are acceptable. The quality control data in Carrier Aircraft, Inc. Quality Control Manual dated 1 July 1969 are adequate. A copy is on file in Aircraft Engineering District Office Number 48, Long Beach, California.

Effective this date, you are authorized to use the technical standard order procedures as prescribed by Part 37 of the Federal Aviation Regulations, and to identify the subject seats with the applicable TSO marking, as required by TSO-C39.

This authorization pertains only to manufacturing operations at the above address, and this office must be notified in advance of any proposed relocation.

Sincerely,

for Rocco Lippis

ROBERT H. STANTON
Chief, Aircraft Engineering Division

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

CARRIER
AIRCRAFT, INC. LONG BEACH AIRPORT • PHONE 427-9760 • LONG BEACH, CALIFORNIA

MAILING ADDRESS:
P. O. BOX D
LAKEWOOD, CALIFORNIA 90714

June 24, 1969

Chief, Aircraft Engineering Division
Federal Aviation Administration
Post Office Box 92007, Worldway Postal Center
Los Angeles, California 90009

Application is hereby made for authorization to use the technical standard order procedures.

The undersigned hereby certifies that the article listed below by model number, which has been tested and meets the performance standards of Technical Standard Order C39. In addition, all other applicable provisions of Part 37 of the Federal Aviation Regulations have been met.

The technical data required by the TSO for the quantity specified are transmitted herewith.

The required quality control data are transmitted under separate cover.

Authorization to use TSO identification on this article is requested.

Seat forward facing single - Model 101

CARRIER AIRCRAFT, INC.

William C. Waddell,
President

WCW:mf

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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
SAN JUAN 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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N-5521A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS c/o ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I. 00801

3. FOR FAA USE ONLY

The alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. 12-13-71 (DATE) Jimmy Dame (Signature of FAA Inspector)

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER	HARTZELL	HUB # HCB3R30-2E BLADE # P10152-5-1/2	BB232		X
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
WILLIAM EVETETT c/o PAN AMERICAN AIRWAYS P.O. Box 208 ST. THOMAS, U.S.V.I. 00801	X U.S. CERTIFICATED MECHANIC; FOREIGN CERTIFICATED MECHANIC; CERTIFICATED REPAIR STATION; MANUFACTURER	IA 1496292

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 12/3/71 — SIGNATURE OF AUTHORIZED INDIVIDUAL: William Evetett

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
12/3/71	IA 1496292	William Evetett

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.)*

One (1) Hartzell Propeller, Hub HCB3R30-2E, Blade P10152-5-1/2 installed on the right side of this aircraft in accordance with Hartzell Propellers, Inc. STC SA1-S2, Drawing D-1869.

Flight manual modified for this installation. Operational check OK. See Weight and Balance records and Equipment List in aircraft records.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

AC-250

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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N-5521A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS c/o ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I. 00801

3. FOR FAA USE ONLY

300
320
340

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
WILLIAM EVERETT c/o PAN AMERICAN AIRWAYS P.O. Box 208 St. Thomas, U.S.V.I.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	IA 1496292

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: 11/30/71 — SIGNATURE OF AUTHORIZED INDIVIDUAL: William Everett

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
11/30/71	IA 1496292	William Everett

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 vertical fin rear spar from fin stations 18-7/8 to 113-9/16.

2. Replaced vertical fin rear spar from fin stations 18-7/8 to 113-9/16. All parts same as original. All work done in accordance with Grumman Structural Repair Manual NAV/AIR 01-85VA-3, section 3, page 89-159. Above mentioned repair conforms with AC-43-13-1, chapter 2, section 3, par. 60-68.

NOTHING FOLLOWS

80-FSDO-61/SJU

CHIEF

240	260
242	262
243	263
244	264
245	265
246	266
247	267
248	268
249	269
240a	260a
250	
200a	

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-088

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 7-23-85

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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N-5521A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS, INC. c/o ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I. 00801

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.
WILLIAM EVERETT c/o PAN AMERICAN AIRWAYS P.O. Box 208 St. Thomas, U.S.V.I.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	IA 1496292

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: 11/30/71 — SIGNATURE OF AUTHORIZED INDIVIDUAL: William Everett

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
11/30/71	IA 1496292	William Everett

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.

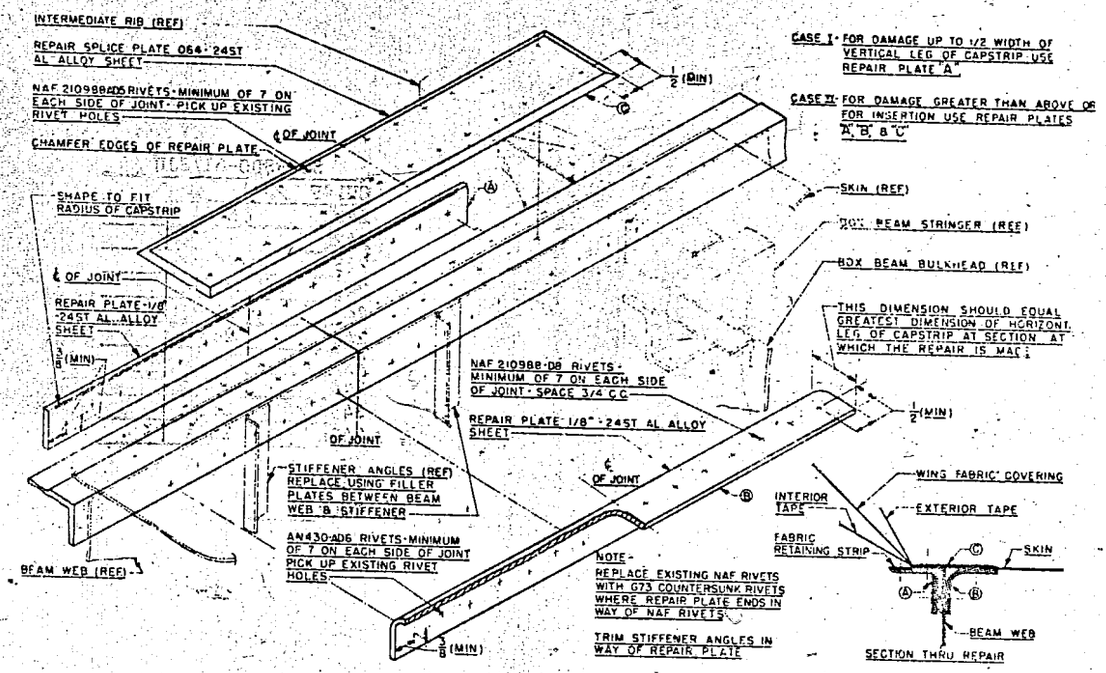
8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

1. Center section box beam capstrip insertion repair on top center section capstrip from centerline of aircraft to fuel tank bulkhead. See attachment. As per Grumman Structural Repair Manual NAV/AIR 01-85V-3, page 36, figure 14. All work done in accordance with AC 43-13-1, chapter 2, par. 61-66.

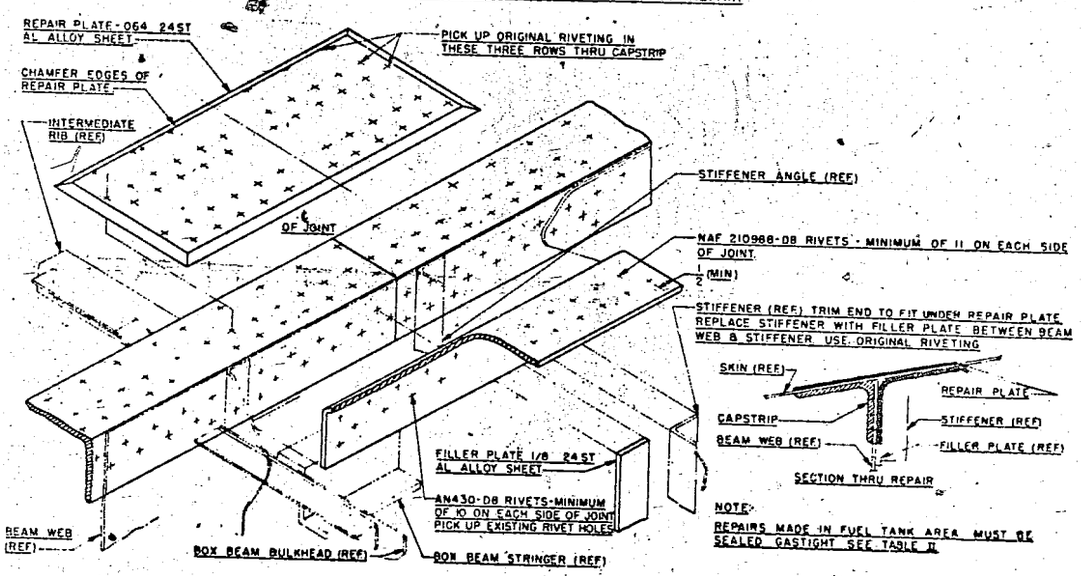
NOTHING FOLLOWS

X ADDITIONAL SHEETS ARE ATTACHED

GOVERNMENT PRINTING OFFICE : 1987 OF—272-085



OUTER PANEL BOX BEAM CAPSTRIP REPAIR



CENTER SECTION BOX BEAM CAPSTRIP INSERTION REPAIR

Figure 14 - Wing Box Beam Capstrip Repairs

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

SO-ESDO-61/SJU

CHIEF	
240	260
242	262
243	263
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245	265
246	266
247	267
248	268
249	269
240a	260a
250	
200a	

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

1252-0621 37 JUL 21 '67

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 MIA GADO
7-3-05

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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N-3521A
2. OWNER	NAME (As shown on registration certificate): Dean H. Franklin Aviation Enterprises, Inc.	ADDRESS (As shown on registration certificate): 3923 NW 24 Street Miami, Florida

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.
J.E. Moller 18NE 69 Street Miami, Florida 33138	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AP 1517942

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, 1967	J.E. Moller

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) Verified by Operator #7
		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 1, 1967	IA 1517942	J.E. Moller

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 new left elevator and rudder covered with ceconit fabric. Covering done in accordance to Manufacturers method and instruction. STC # SA-4-1137.

RECEIVED
FAA
JUL 3 - 1967
SO-GADO-5
MIAMI, FLORIDA

☐ ADDITIONAL SHEETS ARE ATTACHED

MICRO

U.S. GOVERNMENT PRINTING OFFICE : 1965 OF—781-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

1149-1443 3Z OCT 26 '66

Verified by Operator #45

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: SO GADO 5

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: G21
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N-5581A
2. OWNER	NAME (As shown on registration certificate): Dean H. Franklin Aviation Enterprises Inc.	ADDRESS (As shown on registration certificate): 3923 N. W. 24th Street Miami, Florida

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	X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
J. E. Moller 18 N. E. 69th Street Miami, Florida 33138	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1517942

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
October 9, 1966	J. E. Moller

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							
	X	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
10-17-66	SO-GA10-5	[illegible]

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.)

All repairs done in accordance to Part 43.13-1 and Grumman structural repair manual AER 01-857A-3.

1. Replace center skin on right side of nose, extending from Station No. 1 to Station No. 4.
2. Replace skin on top side of nose, forward of windshield from Station No. 3 to Station No. 9. Also replaced four each extruded longerons from Station No. 3 to Station No. 7. Replaced intermediate stringers from Station No 5 to Station No. 7.
3. Scab patched right chine at Station No. 9, extending 3.5 inches aft. Replaced keel from Station 9 to Station 16 in accordance to Grumman keel repair figure 67, page 126, Grumman structural repair manual.
4. Replaced keel from Station 23 to Station 29. Repaired bottom skin from Station 24 to Station 27, Extending 4 inches outboard of keel on left side and 6 inches outboard of keel on right side. Repair done in accordance to Grumman repair manual, figure 66 and 67.
5. Repaired forward bulkhead (Station) with scab patches, one 3½ inches either side of center of forward hatch latch and extendeing 6 inches down. No. 2 patch, 5x6 inches, installed on right top corner of center inspection door.
6. Replaced floor crossbeam below floorboard at Station No 14.
7. Replaced floor skin under left pilot seat between Station 0 and Station 11.
8. Repaired top center section skin, extending from Station 0 outboard to Station 33 on right side, and from 1 inch aft to 14 inches aft of main spar leading edge seam. Scab patch extends from Station 0 on the left to Station 3.5. Installed scab patch on top of left tank from Station 27 to Station 42.5. Starting from 1 inch aft of main spar to 21.5 inches aft. Repaired by scab patch 18 x 4 inches on right side top skin of center section, starting at Station 20 and extending to Station 38, located on top of rear fuel tank spar.
9. Replaced center stringer overhead of aft baggage compartment and replaced stiffener adjacent to center stringer on left side.
10. Installed two stress plate inspection covers on left and right side of hull 8 inches aft of Station 29, aft of rear step.
11. Repaired by scab patch at Station 35 3X1½ inches 13½ inches down from right side of stabilizer on hull skin.
12. Installed scab patch on bottom skin of left stabilizer at Station 68.
13. Installed scab patch on left side at Station 9. Installed scab patch extending from 2 inches to 7 inches aft of Station 7 on left side.
14. Replaced skin on left side extending from windshield post down 19 inches at Station 9 and forward to Station 5.
15. Installed two inspection plates on bottom skin of center section left side. One plate center located 37 inches forward of center section trailing edge at Station 54. No.2 inspection plate installed

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1985 OF—761-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

Verified by Operator #7 1050 0734-37 APR 4 '6
Punched by Operator

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
SO GADO 5

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-21A
	SERIAL NO. 1162	NATIONALITY AND REGISTRATION MARK N5521A
2. OWNER	NAME (As shown on registration certificate) Dean H. Franklin Aviation Ent., Inc.	ADDRESS (As shown on registration certificate) 3923 NW 24th St. Miami, Fla.

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.
R.L. Mallernee 6220 SW 39th Ct. Ft. Lauderdale, Fla.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	IA 175516

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 1, 1966	R L Mallernee

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
March 1, 1966	IA 175516	R L Mallernee

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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 Wings in accordance with Dean Franklin Aviation Enterprises, Drawing #12302-S Titled: Method of using metal covering on Grumman G-21.N3945C Serial #B-49 Dated Sept. 1, 1955.
C.A.A. Engineering Approval 9-2-1955

Couch Installation in accordance with Dean Franklin Aviation Ent., Inc. Drawing #A1205-1 Titled: Divan Installation Grumman G-21A (N333F)
C.A.A Engineering Approval 12/28/55

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1985 OF—761-748

No. 15 (Cont'd.) approximately 6 inches forward of left flap inboard horn.

16. Replaced all (seven) floor crossbeams and upright braces in forward baggage compartment.

17. Repaired left float nose section by scab patch ($3\frac{1}{4}$ X $2\frac{1}{2}$ inches) where keel and chine join.

18. Repaired by scab patch leading edge of vertical fin extending 2 inches up from Station 81-3/16 to Station 99-3/16. Installed stress inspectiomplate 5 inches up from Station 81-3/16.

END

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

Verified by Operator #7 1050 0734-37 APR 4'6
Punched by Operator

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: SO GADO 5

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-21A
	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N5521A
2. OWNER	NAME (As shown on registration certificate): Dean H. Franklin Aviation Ent., Inc.	ADDRESS (As shown on registration certificate): 3923 NW 24th St. Miami, Fla.

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.
R.L. Mallernee 6220 SW 39th Ct. Ft. Lauderdale, Fla.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	IA 175516

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 1, 1966	R L Mallernee

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 [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
March 1, 1966	IA 175516	R L Mallernee

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (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.)*

Recovered Wings in accordance with Dean Franklin Aviation Enterprises, Drawing #12302-S Titled: Method of using metal covering on Grumman G-21.N3945C Serial #B-49 Dated Sept. 1, 1955.
C.A.A. Engineering Approval 9-2-1955

Couch Installation in accordance with Dean Franklin Aviation Ent., Inc. Drawing #A1205-1 Titled: Divan Installation Grumman G-21A (N333F)
C.A.A Engineering Approval 12/28/55

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

805 2195

VERIFIED BY OPERATOR #41

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	681A	1168	N5521A

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Dean H. Franklin Aviation Enterprises	3022 N.W. 24th St., Miami, Fla.

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				

The 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 CAR 18.11 (c).

RECORDED 11-64 Date — FAA 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)*
Normal	5896	81.4	2164

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
R.L. Mallernee 41 East 51st Place Hialeah, Florida	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	IA 175516

RECORDED

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.

6/10/64 (Date repair and/or alteration completed)

R. L. Mallernee IA 175516 (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

3

6/10/64 (Date of approval or rejection)

R. L. Mallernee IA 175516 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

43 JUN 27 1964

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 6-11-64 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

15 SO GADO 5 (FAA designation number)

(Signature Flight Standards Inspector)

Form FAA-337 (4-62)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.*

	Ft.	Arm	Moment
	5026	22.6	125046.5
Installed Nuvo KEY VEF	+10	-41	-410.
Installed Nuvo AB720 RCVR	+10	-41	-410.
New E.W.	5026		125186.5
New C.G. 22.4			

Radio equipment installed normally drawn 4.5 amps.

Radio equipment installed so to withstand the required load as per C.A.R. 3.366.

Compass compensated in accordance with requirements of C.A.R. 3.656 3.750.

Equipment installed in accordance with requirements of C.A.R. 3.721.

Equipment functional checked in accordance with C.A.R. 3.652.

*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. 2 DATE: 9-23-85

805 3084

Form approved.
Budget Bureau No. 04-R060.

Verified by Operator

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G21A	SERIAL NO.: 1168	NATIONALITY AND REGISTRATION MARK: N5521A
2. OWNER	NAME (First, middle, last): Dean E. Franklin Aviation Enterprises		ADDRESS (Street and number, city, zone and State): 3023 N.W. 24th St., Miami, Fla.	

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	5816	21.6	2184

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
R.L. Mallernee 41 East 51st Place Hialeah, Florida	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	IA 175516

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.

6/10/64 (Date repair and/or alteration completed)

R.L. Mallernee (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

6/11/64 (Date of approval or rejection)

R.L. Mallernee IA 175516 (Signature of authorized individual; title or identification number)

RECORDED

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

8 JUL 01 1964

b. ☒ Accepted 6-26-64 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

SO GADO 5 (FAA designation number)

7-5

Walter L. Pugh (Signature Flight Standards Inspector)

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.

5. DESCRIPTION OF WORK ACCOMPLISHED.*

Weight Changes as follows:

	Weight	Arm	Moment
	6074	21.75	132109.50
1. Removed Hydromatic Propellers	-375	-50	18750.
2. Removed Collins VHF Radios	-15	-41	615.
3. Removed Sunair HF Radios	-28	+151	-4228.
4. Removed ARC 21 ADF RCVR	-20	+151	-3020.
5. Removed Goodyear Disc Brakes & Wheels			
5a. Installed item 106B (Hayes Wheels & Brakes) as per FC 654 Pg. 98 Aircraft Listing	-58	+110	-6380.
E.W.	5578		137846.5
Installed Hartzell HC93230-2B Propellers	+338	-50	-11900.
New E.W.	5916		125946.5

New C.G. 21.6

*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: 1981 O-367369

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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: G21A	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N5521A
2. OWNER	NAME (First, middle, last): Coastal Air, Inc.		ADDRESS (Street and number, city, zone and State): 3923 NW 24 St. Miami, Fla.	

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)*
Standard	6074	21.75	1124

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Joseph Adams D/B/A Dean H. Franklin Av. Ent. Inc. 3923 N.W. 24 St. Miami 42, Fla.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	15103

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

May 1, 1958
(Date repair and/or alteration completed)

Jos Ayr Adams A&E 15103
(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)

5-1-58
(Date of approval or rejection)

James Alerie
(Signature of authorized individual; title or identification number)

Reg. 2 FW
ASDO 13

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted _____ (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number)

_____ (Signature Aviation Safety Agent)

16—54010-4

10-3-8

Form ACA-337 (4-52)

MC

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.*

Replaced Hull bottom skins Sta. 1 to 16 P/N 12003-30 Left & Right.
Replaced forward keel P/N 12003-32.
Replaced side skin, right side Sta. 9 to 14 P/N 12003-7R.
Replaced side skin, right side lower Sta. 14 to Sta. 18 P/N 12003-12.
Replaced lower portion Sta. 16 P/N 12056.
Replaced hull bottom skin, left side rear Sta. 17⅓ to Sta. 23⅓ using splice as described in Grumman Repair Manual.
Replaced all Float Struts P/N 13020L & R and 13021 L&R.
Replaced wheel well doors P/N 12628.
Replaced both wing tip floats P/N 13002 R&L.
Replaced left outboard aileron hinge P/N 13433-3L.
Replaced chine angles Sta. 13-16 P/N 12003-35 R&L.
Replaced L&R ailerons.
All parts used were manufactured by original manufacturer. (Grumman)
Engine mounts L&R magnafluxed and approved.
Landing Gear overhauled including replacement of necessary bushings.
Intalled new left lower Drag Link P/N 9602L.
Replaced compression link 12604R.
Engines re-installed.
Renewed all rubber engine mountings.
Installed newly overhauled propellors.
All engine accessories overhauled.
Renewed all spark plugs.
Installed Howard Exhaust Stacks as per ACA-337 dated 1/27/56 for G-21 N333F. Installation approved by George Hamill 2/14/56.
Inspected all fuel and oil lines and renewed flares and nuts where necessary.
Replaced all worn control bearings.
Inspected seat anchors.
Installed new felts in sliding cokkpit windows.
Replaced sliding cockpit windows.
Replaced fuel sump drain valves right side.
Overhauled Brake Assemblies. Replaced brake spots, seal & wheel discs.
Replaced brake hoses at landing gear.
Overhauled engine cowling.
All instruments overhauled.
Overhauled Flap actuating cylinders.
Replaced Flap actuating cylinder Flex Hoses.

*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—56016-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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: G21A	SERIAL NO.: 1162	NATIONALITY AND REGISTRATION MARK: N5521A
2. OWNER	NAME (*First, middle, last*): Coastal Air Inc.		ADDRESS (*Street and number, city, zone and State*): 3923 NW 24 St. Miami, Fla.	

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	R985-AN5	Mfg 18062	Insp.	
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*)*
	Supercede		

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Florida International Engine Service, Inc. 115 W 22 St. Hialeah, Fla.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3649

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 Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

FLORIDA INTERNATIONAL ENGINE SERVICE, INC. APPROVED REPAIR STATION

April 10, 1958
(Date repair and/or alteration completed)

William E. Miller
(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*)

FLORIDA INTERNATIONAL ENGINE SERVICE, INC. APPROVED REPAIR STATION

April 10, 1958
(Date of approval or rejection)

William E. Miller A&P# 1087008
(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 5-1-88 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Reg. 2 FW
ASDO 13
(CAA designation number)

(Signature Aviation Safety Agent)

10-54010-4

Form ACA-337 (4-52)

Acc 10-3-6 MC

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.

a. DESCRIPTION OF WORK ACCOMPLISHED.*

Engine inspected externally while hanging on right side N-5521A and found to have no damage from accident. Propeller shaft given run-out check and found to be within manufacturer's limits.

END

No other work accomplished

*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—56510-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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	G21A	1162	N5521A

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Coastal Air Inc.	3923 NW 24 St. Miami, Fla.

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	R985AN-1-6	43-4996 Mfg 2993	INSP.	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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)*
	Superceded		

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Florida International Engine Service, Inc. 115 W 22 St Hialeah, Fla	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3649

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.

FLORIDA INTERNATIONAL ENGINE SERVICE, INC.
APPROVED REPAIR STATION

April 10, 1958
(Date repair and/or alteration completed)

William E. Miller
(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)

FLORIDA INTERNATIONAL ENGINE SERVICE, INC.
APPROVED REPAIR STATION

April 10, 1958
(Date of approval or rejection)

William E. Miller A&E# 1067098
(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 2-1-58 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

Reg. 2 FW
ASDO 13
(CAA designation number)

(Signature Aviation Safety Agent)

10-3-6

16—54010-4

Form ACA-337 (4-52) MC

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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.

5. DESCRIPTION OF WORK ACCOMPLISHED.*

Engine inspected externally while hanging on left side N-5521A and found to have no damage from accident. Propeller shaft given run-out check and found to be within manufacturer's limits.

END

No other work accomplished

*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—56010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

Form ACA 337
(2-46)

Budget Bureau No. 41-R052.
Form Approved.

Classification	Nature of Work Performed: Major repair	Major alteration
Aircraft		X
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)

- ✓ Approved
- Disapproved
- Forwarded for engineering approval (Submit complete details)

Date March 7, 1947
Designee R. E. Battesby
Number #218

Date March 31, 1947
Inspector J. J. Callahan
☑ Accepted. ☐ Reinspected.

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 1057 M

Owner's name Charles Coller
Owner's address Nassau. Bahamas
Aircraft manufacturer and model Grumman G21A — Serial No. 1162
Engine manufacturer and model* — Serial No.
Propeller manufacturer and model* — Serial No.
Propeller blade model* — Serial No.
Instrument name, manufacturer, and model* — Serial No.

* To be filled in only for unit repaired or altered.

REPAIR OR ALTERATION AGENCY

*____ Manufacturer. *____ Approved repair station No. ____ *X Certificated mechanic

Agency's name Aerodex, Inc. by W. H. Hart
Address Box 1223 Miami Springs, Gla.
Date of repair or alteration 2/3/47

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½" or multiples thereof) bearing aircraft identification mark]

Passenger compartment soundproofed with fibre glass insulation. Headlining and side panels installed. Auxiliary seat installed right side at station 14. Same as original Grumman seat. 4 Model 321B Warren McArthur seats installed, two at station 18 and two at station 22. Installed as per Grumman drawings 12006. Weight of chairs 23 pounds each.

WASHINGTON
NW ECON-S

11 SE

CAA

STATE OF FLORIDA
COUNTY OF DADE

William H. Hart being duly sworn, certifies that he is the foregoing statement and that the facts therein stated are true to the best of his own knowledge and belief.

Subscribed and sworn to before me this 3 day of March 1947

Notary Public

* CHECK AGENCY INVOLVED.

TO BE FILLED OUT IN DUPLICATE AND COMPLETED ON OPPOSITE SIDE

Distribution of Completed Forms:
(1) When repair and alteration is identified by aircraft identification and serial number the original is to be forwarded through the appropriate Field Branch Office, and copy delivered to the owner of the aircraft. (2) When the repair and/or alteration of spare components is not identified this form must stay with the component until it is installed and the aircraft identification and serial number is entered on this form which is to be forwarded in the same manner as set forth in condition (1).

16—6188-8

UNITED STATES OF AMERICA
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

NOTE: Submitted herewith are technical data, drawings, Weight and Balance Report, etc., as listed below.

Nature of Work Performed		
Major repair	Major alteration	
	X	

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 1057M

Owner's name Charles Colin

Owner's address

Aircraft manufacturer and model Serial No.

Engine manufacturer and model* Serial No.

Propeller manufacturer and model* Serial No.

Propeller blade model* Serial No.

Instruments name, manufacturer, and model* Serial No.

REPAIR OR ALTERATION AGENCY

Manufacturer* Approved repair station No. X Certificated mechanic

Agency's name Aerodex, Inc. by W. H. Hart

Address Box 1229 Miami Springs, Fla. Date of repair or alteration 2/3/47

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

If blank space is insufficient for clear presentation, attach an extra page (or pages) or multiple (carbon) forms showing identification marks.

Passenger compartment soundproofed with fiber-glass insulation. Headlining and side panels installed. Auxiliary seat installed right side at station 14. Zero reclining Crusader seat. Model 221B Marten Sperry gyro horizon installed. Two ventilation lamp at station 22. Installed as per Crusader drawings 12006. Weight of engine 23 pounds each.

MECHANIC'S CERTIFICATE

Willard H. Hart certifies that the foregoing statements are true of his own knowledge.

February 3, 1947 (Date)

Willard H. Hart (Mechanic's signature)

Mechanic's Certificate No. A 157467 (Rating)

16-4125-1

16-4125-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

Form ACA 337
(Rev. 3-31-45)

Budget Bureau No. 41-R052.
Form Approved.

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft	✓	
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)

✓ Approved
Disapproved
Forwarded for engineering approval (Submit complete details)

Date March 7, 1947
Inspector R. E. Butterfly #218

Accepted - T. J. Callahan CAA

Empty Weight 5912 Lbs.
Empty C.G. # 20.84
Useful Load 2088 Lbs

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 1057 M

Owner's name Charles Coller
Owner's address Nassau Bahamas
Aircraft manufacturer and model Gruman G21A — Serial No. 1162
Engine manufacturer and model* Pratt & Whitney R985-AN6B #8152 — Serial No. #8122
Propeller manufacturer and model* Hamilton Std 2-D-30- Left #112458 — Serial No. R109154
Propeller blade model* 6167A-12 — Serial No.
Instrument name, manufacturer, and model* — Serial No.

* To be filled in only for unit repaired or altered.

REPAIR OR ALTERATION AGENCY

*____ Manufacturer. *____ Approved repair station No. ____ *✓ Certificated mechanic

Agency's name General Airmotive

Address 1424 Le Jeune Rd NW Miami Fla — Date of repair or alteration 3-6-47

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½" or multiples thereof) bearing aircraft identification mark]

Stripped all Paint on all surfaces
Removed all unneceesary Navy Installations
Recovered Wings & Small Components with Grade A Flightex & doped
All metal primed & surfaced. - Finished with Synthetic enamel
Bottom Finished with Bitumastic paint
All CAA Bulletins complied with - 254-H S. AD-254-1
BLISTERS REMOVED, WINDOWS INSTALLED.
CHECK VALVE INSTALLED IN BLAP. ACCUMULATOR.

*CHECK AGENCIES INVOLVED.

TO BE FILLED OUT IN DUPLICATE AND COMPLETED ON OPPOSITE SIDE

Distribution of Completed Forms.

(1) When repair and alteration is identified by aircraft identification and serial number the original is to be forwarded through the appropriate Field Branch Office, and copy delivered to the owner of the aircraft. (2) When the repair and/or alteration of spare components is not identified this form must stay with the component until it is installed and the aircraft identification and serial number is entered on this form which is to be forwarded in the same manner as set forth in condition (1).

16—8169-3

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

NOTE: Submitted herewith are technical data, drawings, Weight and Balance Report, etc., as listed below.

MAIL ROOM-2
WASHINGTON

MECHANIC'S CERTIFICATE

certifies that the foregoing statements are true of his own knowledge.

March 6, 1947
(Date)

Maxlow J. Thimmes
(Mechanic's signature)

Mechanic's Certificate No. A&E 345 239
(Rating)

15—6100-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

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	MODEL	
Grumman	G21A	
REGISTRATION NO. NC 1057M	MANUFACTURER'S SERIAL NO. 1162	DATE MANUFACTURED January 1943

ENGINE

MAKE	MODEL	RATED H.P.
Pratt Whitney	R-985-AN6B	450

(Check whether) [ ] 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: Charles Coller
PERMANENT ADDRESS (Street and No., City, Zone, State): Nassau, Bahamas

ATTACHMENTS (Check which)
[X] ACA-319 [X] WEIGHT AND BALANCE REPORT
[X] 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: R. E. Bottomley
DATE: March 5, 1947
TITLE: Agent

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
— — —	654	A- 654-3	1,8 a,b,d,	654-a	4,

OTHER (Describe)
EXCEPTIONS, IF ANY (If additional space is required, use reverse)

[X] FORM ACA-319 (Return to owner)	APPROVED BY Marlow J. Skinner	MECH. CERTIF. AND RATING NO. A&E 345289	DATED January 30, 1947
[ ] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date)		

[ ] AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED

FINDINGS

[X] AIRWORTHY [ ] UNAIRWORTHY
DESIGNEE'S SIGNATURE AND NO. R. E. Bottomley A&E 345289
DATE March 7, 1947
CAA INSPECTOR'S SIGNATURE J. J. Callahan
[X] ACCEPTED [ ] REINSPECTED
DATE March 31, 1947

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item [ ] Yes [X] No)

21666 GPO—Com. 2—p. 1

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

4

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

FORM ACA-308—PAGE 1 (12-45)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

CAA IDENT. MARK NC 10571

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
Pow	R985-AN6B	Grumman	G21A	January 1943	1162	Land OR Sea	654

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	One	—	35.5	2200	400	80
	One	—	36.5	2300	450	87
METO* SEA LEVEL	X	TO S.L.	34.5	2200	400	80
METO* ALTITUDE	FROM S.L.	5000	33.5	2200	400	80

TRUE INDICATED AIR SPEED

	M. P. H. LAND	KNOTS SEA
CLIMB OR LEVEL FLIGHT	194	169
GLIDE OR DIVE (Smooth Air Only)	225	195
FLAPS EXTENDED	110	96

*METO—MAXIMUM EXCEPT TAKE-OFF

TAKE-OFF WEIGHT		LANDING WEIGHT	
LAND 8000	SEA 8000	LAND 8000	SEA 8000

OPERATIONS AUTHORIZED

C.G. range is +20.5 to +33.0
Datum is wing leading edge at fuselage.
See weight and balance data section
for loading information.

INSPECTOR'S SIGNATURE R. E. Bathurst
DATE March 7, 1947

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

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

(FOLD HERE)

STAT

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-23-85

(FOLD HERE)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

ADDITIONAL OPERATIONS AUTHORIZED

ADDITIONAL OPERATIONS AUTHORIZED YES ☐ NO ☒ (IF YES—SEE OVER).

DATE

INSPECTOR'S SIGNATURE

OPERATIONS AUTHORIZED

TYPE	REV	TYPE	REV
TAKE-OFF WEIGHT		LANDING WEIGHT	

RETO—MAX. MIN. EXCEPT TAKE-OFF

ALTITUDE	MAX.						FLAPS EXTENDED		
REV. LEVEL							(Specify VR Only) CLIMB OR DIVE		
TAKE-OFF	MAX. MIN.						CLIMB OR LEVEL FLIGHT		
	MINUTES	ALTITUDE	IN. HG.	R.P.M.	MPH	OCT. DEG.		TYPE INDICATED	REV. NUMBER
ENGINE LIMITS							TYPE INDICATED AIR SPEED		

(Use these for limits not recommended operating limits)

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

IF THIS FORM IS LOST OR DESTROYED, A DUPLICATE MAY BE OBTAINED FROM THE CERTIFICATION AND RECORDATION SECTION, AIRCRAFT AND COMPONENTS SERVICE, CIVIL AERONAUTICS ADMINISTRATION, WASHINGTON, D. C., FOR $2.00. (MONEY ORDER OR CHECK SHOULD BE MADE PAYABLE TO THE TREASURER OF THE UNITED STATES.)

OPERATION LIMITATIONS

(1) CIVIL IDENT. MARK 18—45710-2

FORM ACA-800—FORM 1 (11-42)

Charles Coller
Nassau, Bahamas

Serial 1162

NC 1057M
Grumman G21B

Weights and Balance

$\frac{213 \times 300}{6025} = 10.60 + 10 = 20.60$

	W	A	M
	6025	+ 20.60	+ 124115.
Removed Oil	113	+ 8.	- 904.
	5912	+ 20.84	+ 123211.00

Forward Condition	W	A	M
Empty Weight	5912	+ 20.84	+ 123211.
Pilot and Co-pilot	340	- 5.	- 1700.
Fuel (67 Gals)	402	+ 30.	+ 12060.
Oil (15 Gals)	113	+ 8.	+ 904.
Baggage(Min.ballast in rear compartment)	35	+ 169.	+ 5915.
	6802	+ 20.64	+ 140390.

Rearward Condition	W	A	M
Empty Weight	5912	+ 20.84	+ 123211.
Pilot	170	- 5.	- 850.
Passengers (2)	340	+ 24.	+ 8160.
" (2)	340	+ 62.	+ 21080.
" (2)	340	+ 102.	+ 34680.
Fuel (67 Gals)	402	+ 30.	+ 12060.
Oil (15 gals)	113	+ 8.	+ 904.
Baggage(Max.rear compartment with none in front)	350	+ 169.	+ 59150.
	7967	+ 32.54	+ 259245.

Useable Load Conditions

3 Place.

Empty Weight	5912	+ 20.84	+ 123211.
Pilot	170	- 5.	- 850.
Passengers(2)	340	+ 102.	+ 34680.
Fuel (220 gals)	1320	+ 30.	+ 39600.
Oil	113	+ 8.	+ 904.
Baggage	145	+ 169.	+ 24505.
	8000	+ 27.76	+ 222050.

Charles Collier
Hassan, Barbara

Serial 1162

N 10EVE
Tucson, AZ

Weights and Balance

$\frac{212 \times 300}{2025} = 10.10 + 10 = 20.40$

	W	A	M
Removed Oil	2025	20.00	40500.
	112	6.	672.
	2013	20.64	41572.00

Forward Condition

	W	A	M
Empty Weight	2012	20.64	41521.
Pilot and Co-pilot	340	6.	2040.
Fuel (27 Gals)	402	20.	8040.
Oil (12 Gals)	112	6.	672.
Baggage(Min.ballast in rear compartment)	36	150.	5400.
	2903	20.64	59973.

Rearward Condition

	W	A	M
Empty Weight	2012	20.64	41521.
Pilot	170	6.	850.
Passengers (2)	340	24.	8160.
" (2)	340	62.	21080.
" (2)	340	70.	23800.
Fuel (27 Gals)	402	30.	12060.
Oil (12 gals)	112	6.	672.
Baggage(Max.rear compartment with none in front)	350	160.	56000.
	3866	32.56	125943.

Usable Load Conditions

3 Place.

Empty Weight	2012	20.64	41521.
Pilot	170	6.	850.
Passengers(2)	340	70.	23800.
Fuel (220 gals)	1320	30.	39600.
Oil	112	6.	672.
Baggage	150	160.	24000.
	4004	27.76	111443.

4 Place

Empty Weight	5912	+ 20.84	+ 123211.
Pilot and Co-pilot	340	- 5.	- 1700.
Passengers (2)	340	+ 102.	+ 34680.
Fuel (149 1/6 Gals)	895	+ 30.	+ 26850.
Oil (15 Gals)	113	+ 8.	+ 904.
Baggage	400	+ 169.	+ 67600.
	8000	+ 31.44	+ 251545.

5 Place

Empty Weight	5912	+ 20.84	+ 123211.
Pilot	170	- 5.	- 850.
Passengers (2)	340.	+ 62.	+ 21080.
" (2)	340	+ 102.	+ 34680.
Fuel (137 1/2 Gals)	825	+ 30.	+ 24750.
Oil (15 gals)	113	+ 8.	+ 904.
Baggage	300	+ 169.	+ 50700.
	8000	+ 31.80	+ 254475.

6 Place

Empty Weight	5912	+ 20.84	+ 123211.
Pilot and Co-pilot	340	- 5.	- 1700.
Passengers (2)	340.	+ 62.	+ 21080.
" (2)	340	+ 102.	+ 34680.
Fuel (93 1/3 Gals)	555	+ 30.	+ 16650.
Oil (15 gals)	113	+ 8.	+ 904.
Baggage	400	+ 169.	+ 67600.
	8000	+ 32.80	+ 262425.

8 Place

Empty Weight	5912	+ 20.84	+ 123211.
Pilot and Co-pilot	340	- 5.	- 1700.
Passengers (2)	340	+ 62.	+ 8160.
" (2)	340	+ 62.	+ 21080.
" (2)	340	+ 102.	+ 34680.
Fuel (67 gals)	402	+ 30.	+ 12060.
Oil (15 gals)	113	+ 8.	+ 904.
Baggage	213	+ 169.	+ 35997.
	8000	+ 29.30	+ 234392.

All loading should be from the rear at all times.

R. B. Bottomley
R. B. Bottomley
Weighing Officer

4 Place

Empty Weight	5912	20.84	123211.
Pilot and Co-pilot	340	5.	1700.
Passengers (2)	340	102.	34680.
Fuel (149 1\6 Gals)	895	30.	26850.
Oil (15 Gals)	113	8.	904.
Baggage	400	169.	67600.
	8000	31.44	251646.

5 Place

Empty Weight	5912	20.84	123211.
Pilot	170	5.	850.
Passengers (2)	340	62.	21080.
" (2)	340	102.	34680.
Fuel (127 1\2 Gals)	862	30.	24750.
Oil (15 Gals)	113	8.	904.
Baggage	300	169.	50700.
	8000	31.80	254417.

6 Place

Empty Weight	5912	20.84	123211.
Pilot and Co-pilot	340	5.	1700.
Passengers (2)	340	62.	21080.
" (2)	340	102.	34680.
Fuel (95 1\2 Gals)	559	30.	16770.
Oil (15 Gals)	113	8.	904.
Baggage	400	169.	67600.
	8000	32.80	262242.

8 Place

Empty Weight	5912	20.84	123211.
Pilot and Co-pilot	340	5.	1700.
Passengers (2)	340	62.	21080.
" (2)	340	102.	34680.
" (2)	340	30.	12060.
Fuel (67 Gals)	402	8.	904.
Oil (15 Gals)	113	169.	67600.
Baggage	213	32.80	262292.
	8000		

All loading should be from the rear at all times.

Weighing Officer

Grumman G21A
Serial 1162
NC 1057M

3-5-47

Equipment List

The following equipment was on board at the time of weighing.

Items:

101 Two engine cowls (rings).
102 Two oil radiators (UAP no.U3160)
103 Two starters (Eclipse E-1[illegible])
203(c) 50 amp generator (Eclipse E-5)
105 Two Batteries 38 amp (Exide 6-TS-13-1)
106 30 x 7 Wheels (Bendix Type B) with 32 x 8,8 ply tires.
107 13.25 Streamline Tailwheel with heavey duty tire 6 ply.
108 Lux type A-1 pressure fire extinguisher.
302 Two controllable proppellors (Hamilton Std.2D30 hubs with [illegible]67A-12 blades.
110 Wing tip floats (Edo N-760)
207 Radio (Bendix Trans. TA-12F
" Power pack MP-28
" Receiver NT-51D (control head)
" " RA-10EB
" Fixed antenna.
215 Grimes Landing Light (ST-1000)
205 Fibre glass insulation headliner and side panels.
Additional standard Grumman seat installed at station 14.
4 Model 321B Warren McArthur seats installed,2 at station 18, two at station 22.
216 Artificial Horizon
Directional Gyro.
Standard instrument panel as per Grumman drawing
Navigational Clock.
225 Cabin Heater Manifold.
220(b) Life preservers (Associates E-1[illegible]
217 Anchor and line

R.E. Battersby
Weighing Officer
March 5,1947

Grumman G21A
Serial 1182
NC 1057M

3-5-47

Equipment List

The following equipment was on board at the time of weighing.

Items:

101 Two engine cowls (rings).
102 Two oil radiators (UAP no.U3160)
103 Two starters (Eclipse E-1CD)
203(a) 50 amp generator (Eclipse E-5)
105 Two Batteries 32 amp (Exide 6-TS-15-1)
106 30 x 7 Wheels (Bendix Type B) with 32 x 8.8 ply tires.
107 13.25 Streamline Tailwheel with heavy duty tire 6 ply.
108 Lux type A-1 pressure fire extinguisher.
302 Two controllable propellors (Hamilton Std.2D30 hubs with 6847A-12 blades.
110 Wing tip floats (Edo N-760)
207 Radio (Bendix-Trans. TA-12F
" Power pack MP-28
" Receiver MT-51D (control head)
" " RA-10KB
" Fixed antenna.
215 Grimes landing Light (ST-1000)
205 Fibre glass insulation headliner and side panels.
Additional standard Grumman seat installed at station 14.
4 Model 321B Warren McArthur seats installed,2 at station 18, two at station 22.
216 Artificial Horizon
Directional Gyro.
Standard instrument panel as per Grumman drawing
Navigational Clock.
225 Cabin Heater Manifold.
220(b) Life preservers (Associates E-1
217 Anchor and line

M.E.Betterby
Weighing Officer
March 5,1947