

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N 51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	1617154
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 October 8, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i>
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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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 10/8/79	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>			

NOTICE

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

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

- (1) Removed from each engine Pesco Hydraulic which is obsolete.
- (2) Installed on each engine to improve the reliability of the hydraulic system, Vickers Hydraulic pump P/N.PF9-2713-10-ME with adapter and drive in accordance with 337 approved for duplication dated September 24, 1979 on G-73 S/N J-28, N 2970. All work done in accordance with AC43.13-1A, Chapter 10 and Chapter 14.

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

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

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OFFICE IDENTIFICATION

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1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N 51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 1617154
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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 October 8, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i>
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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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 10/8/79	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>
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NOTICE

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

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

- (1) Removed from each engine Pesco Hydraulic which is obsolete.
- (2) Installed on each engine to improve the reliability of the hydraulic system, Vickers Hydraulic pump P/N.PFS-2713-10-ME with adapter and drive in accordance with 337 approved for duplication dated September 24, 1979 on G-73 S/N J-28, N 2970. All work done in accordance with AC43.13-1A, Chapter 10 and Chapter 14.

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

ADDITIONAL SHEETS ARE ATTACHED

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N 51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) Chalk's International Airlines 837 City Ntn'l Bank, Miami, Fla. 33130
	3. FOR FAA USE ONLY	

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	..... (As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE 111020				X
	MANUFACTURER Grumman				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CHARLES FREEHLING P.O. Box 731 Frederiksted, St. Croix, USVI 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	1617154
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 October 8, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i>
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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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 10/8/79	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>
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NOTICE

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

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

- (1) Removed standard cockpit chairs.
- (2) Installed two modified cockpit chairs, Assemble P/N 111020 from Chalk's International Airline, installed with TSO shoulder harness in compliance with FAR 135.171. This installation previously approved on Form 337, May 5, 1979 on Aircraft N 7306 for duplication. Modification drawing AE 3580, Load Test Report and statement of compliance form 8110 approved by DHR Mr. J. Patterson, SO-211.

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

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

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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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N 51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	1617154
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 November 30, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>
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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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION November 30, 1979	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>
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NOTICE

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

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

1. Reduction of maximum certificated take-off weight from 12,750 lbs. to 12,500 lbs. in accordance with STC SA635S0.

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

ADDITIONAL SHEETS ARE ATTACHED

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

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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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's Intl. Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Tomas Oneil Ramos Cond. La Rosa A-2 Apt. 5 Los Maestros Rio Piedras Puerto Rico	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 1690355
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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 March 14, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tomas Oneil Ramos</i> Tomas Oneil Ramos
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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 <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION			CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION March 14, 1980	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>		

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 aileron hinge assembly, left and right wing.
2. Installed new aileron hinge assemble station #270, #317 and #368 left and right wing, aircraft total time 10,718.0 Hrs.
3. Complied with A.D. 67-31-7, Par. (C).

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

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 45.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Grunman	MODEL G-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's Int'l Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33132

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Claude Austin P.O. Box 2237 F'sted, St. Croix 00840	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 2227109
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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 March 14, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL Claude Austin <i>Claude Austin</i>
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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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION March 14, 1980	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles Freehling <i>Charles Freehling</i>			

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.)

N51151

Installed emergency watertight breakaway door in wheel well left and right same as approved on G-73 N8371 dated 3/1/79, and G-73 N26DF dated 9/25/79 to allow access of emergency extension rod from inside cabin at Sta. 240 on both sides of fuselage. Emergency door is 4" x 6" hinged at the bottom and has a safety clip at top center not attached to door but is riveted to A/C, sealant applied to surface between door and wheel well to prevent intrusion of water. Inside cabin has a sliding cover plate which can be removed by grasping the lip at the top and drawing the door upward awarding access to emergency door cut out.

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

MAJOR REPAIR AND ALTERATION
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1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's Intl. Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

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 Daryl Long c/o Antilles Air Boats, Inc. C'sted, St. Croix 00820	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. #530361413
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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 March 28, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL Daryl Long <i>Daryl Long</i>
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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 <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION March 28, 1980	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>		

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.)

N51151

1. Removed old ball type accumulator P/N AA 14007 of 54.7 cubic inch displacement which is obsolete.
2. Installed two Bendix Accumulators P/N 1356-56335 piston type of 50.0 cubic inch displacement, in left nacelle behind wing spar bulkhead utilizing existing angles and "U" bolts of $\frac{1}{4}$ ". installed in system in parallel.
3. All work accomplished in accordance with AC 43.13-1A Chapter 10, Section 1 and AC 43.13-2A Figure 2.7. This installation was previously for duplication on FAA Form 337 dated September 24, 1979, Grumman G-73 S/N J-28 N2970.

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

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's Intl. Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

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 Charles R. Freehling P. O. Box 731 F'sted, St. Croix 00840	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 1617154
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE April 28, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>
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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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION April 28, 1980	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>			

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.)

N51151

1. Removed piper PA31 trim indicating system installed 337 May 7, 1973
2. Removed leight systems E.L.T. installed 337 May 7, 1973
3. Reinstalled Grumman Mallard elevator tab indicator operated by gear and rack in cockpit
4. Installed Narco E.L.T. 10 in rear baggage compartment, station 406 with fixed antenna installation 1/A/W Narco owner's manual
5. All work above in accordance with Grumman Model G-73 Service Manual and AC 43.13-2 Chapter 2 and 3

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

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OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's Intl. Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Ralph B. Fuller c/o Antilles Air Boats, Inc. C'sted, St. Croix, USVI	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. #264841774
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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 May 1, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ralph B. Fuller</i> Ralph B. Fuller
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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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION May 1, 1980	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>
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NOTICE

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

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

N51151

1. Removed 2 each AN 3206-1 Carbon Pile Voltage Regulators.
2. Installed 2 each VR-1010-24-1A DC Voltage Regulator (solid state) in same mounts.
3. Installed per Phoenix Aerospace Inc. FAA-TSO-C-56.

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Mike Homa Antilles Air Boats, Inc. Christiansted, U.S.V.I.	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	151363186
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 September 16, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mike Homa</i>
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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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 9/16/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Mulling</i>		

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.)

LOW FUEL PRESSURE WARNING INSTALLATION

1. Installed AN tee fittings in fuel guage pressure lines in leading edges of left and right wings of Grumman G-73, N7338 at stations 50.5.
2. Attached low fuel pressure sensor switches P/N 3135 (Barfield) to nose ribs (left & right) at station 50.5, as per optional original equipment installations to G-73 aircraft.
3. Connected sensor to tee fitting with standard AN plumbing and fittings per manufacturer's recommendations.
4. Routed new AWG #16 mil spec wires in existing bundles from cockpit to wing leading edges.
5. Installed MS25041-6 "press to test" warning lights in instrument panel, wired entire installation according to Grumman G-73 Service Manual Wiring Schematic Sec. 111, Pg. 217, Fig. 152, and in accordance with AC 43-13-1A, Chapter 11, Section 2.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Mike Homa Antilles Air Boats, Inc. Christiansted, St. Croix U.S.V.I.	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 151363186
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE September 16, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mike Homa</i>
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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 <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION			CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION 9/16/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. ...</i>		

NOTICE

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

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

INSTALLATION FIRE DETECTION SYSTEM

1. Installed mil spec 16 AWG wires from cockpit to left and right hand nacelle engine junction box in existing bundles.
2. Installed 14 Fenwall spot detectors left and right engines in locations detailed on attached drawing three of which (P/N 17343-16) are 750 F activated in high temperature areas, all other (P/N 17343-62) are 450 F activated.
3. Wired spot detectors in series one end of circuit connected to power source, through fire warning light installed in instrument panel in compliance with AD 80-13-02 para. (b) and the other lead to ground. The test circuit utilizes all existing system wiring for positive test.
4. All work done in accordance with G-73 Maintenance Manual AC 43-13-1A Chapter 11, Section 2 and 3 and with letter of acceptable equivalent method A.D. 80-13-02 para. (f), Keith Blythe, FAA Southern Region.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Mike Homa Antilles Air Boats, Inc. Christiansted, U.S.V.I. 00820	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	151363186
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 September 16, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mike Homa</i>
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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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 9/16/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. ...</i>		

NOTICE

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

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

INSTALLATION STARTER ENERGIZED LIGHTS

1. Installed left and right #16 mil spec wires on cold side of starter solenoid. Routed from engine "J" box three existing wire bundles to instrument panel.
2. Installed left and right yellow caution lights in full view of the pilot. Light type MS 25041-4.
3. All work done in accordance with AC 43.13.1A, Chapter 11, Section 2 and 3 and c/w A.D. 80-13-02 para. (b).

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix 00820	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1617154
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 October 5, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i>
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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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 10-5-80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i>			

NOTICE

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

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

(1) Rudder S/N 95 found installed on Aircraft N51151, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Tomas O'Neill Antilles Air Boats, Inc. Christiansted, St. Croix	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	1690355
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 November 7, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tomas O'Neill</i>
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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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 11-7-80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Rubling</i>
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NOTICE

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

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

1. Removed Goodyear brake assemblies P/N 9540148 from left and right main gear axles.
2. Modified P/N 69822 (Grumman) axle flange, using mounting template per Parker-Hannifin installation drawing #50-55.
3. Installed Parker-Hannifin conversion kit P/N 199-81, consisting of Cleveland main wheels P/N 40-137, Cleveland brake assemblies P/N 30-103 and mounting bolts, nuts and washers (and hardware).
4. All work done in accordance with Grumman G-73 service manual and Parker-Hannifin S.T. C.#SA412GL dated May 29, 1980.
5. For weight and balance change see equipment list.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airlines	ADDRESS (As shown on registration certificate) 837 City National Bank 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
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Lawrence Johansen Antilles Air Boats Christiansted, St. Croix	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 1897629
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I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE February 9, 1981	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lawrence E. Johansen</i>
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority of 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

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 2-9-81	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. ...</i>		

NOTICE

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

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

INSTALLATION FUEL FLOW

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

NOTHING FOLLOWS

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

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-73
	SERIAL NO. J-42	NATIONALITY AND REGISTRATION MARK N51151
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida

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 Charles R. Freehling P. O. Box 731 Fredericksted, St. Croix	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 1617154
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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 February 9, 1981	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i>
--------------------------	---

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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION 2/9/81	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i>
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NOTICE

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

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

INCREASE GROSS WEIGHT TO NORMAL 12,750 POUNDS

1. To supercede 337 dated November 30, 1979; reduction of maximum take-off weight from 12,750 to 12,500 pounds in accordance with STC SA635S0.
2. Installed Bendix Fuel Flow which is an engine inline fuel metering system as per FAR 121.307 (b).
3. Installed Low Fuel Pressure Warning Device as per FAR 121.307 (k).

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

NOTHING FOLLOWS