

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|---|--------------------------|-----------------------------|-----------------|
| 1 NATIONALITY AND REGISTRATION MARKS | 2 MANUFACTURER AND MODEL | 3 AIRCRAFT SERIAL NUMBER | 4 CATEGORY |
| N-5548A | GRUMMAN G-21A | 75-7661 | STANDARD |

5 AUTHORITY AND BASIS FOR ISSUANCE

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

Exceptions:

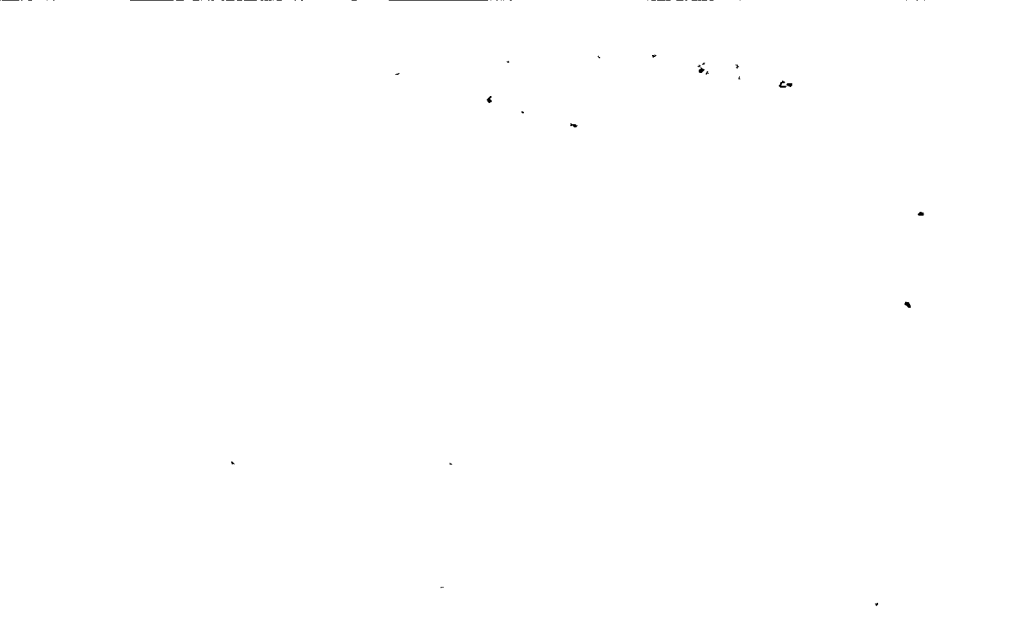
NONE

6 TERMS AND CONDITIONS

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

| | | |
|------------------|---------------------------------|--------------------|
| DATE OF ISSUANCE | FAA REPRESENTATIVE | DESIGNATION NUMBER |
| 3/25/60 R | W. Tom Littleton ASI/PMI | SO-FSDO-15 |

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





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

US Department
of Transportation
Federal Aviation
Administration

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
ASO F500-15 PLE

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

| | | |
|-------------|--|---|
| 1. Aircraft | Make <i>Grumman</i> | Model <i>G21A</i> |
| | Serial No. <i>75-7661</i> | Nationality and Registration Mark <i>USA N5548A</i> |
| 2. Owner | Name (As shown on registration certificate) <i>Tropic Bird Holdings, Inc.</i> | Address (As shown on registration certificate) <i>875 Meadows Rd. Boca Raton FL. 33486</i> |

3. For FAA Use Only

The data 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 Section 43.7. *Robert Lee Cunningham 12-1-98*
Robert Lee Cunningham ASO ORL-FSDO

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 <i>Steve Householder Jax Aero Maintenance 9120 Herlong Rd. Jacksonville FL 32210</i> | B. Kind of Agency | C. Certificate No. <i>263316221 A&P</i> |
| | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | |
| | <input type="checkbox"/> Foreign Certificated Mechanic | |
| | <input type="checkbox"/> Certified 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 <i>7 Dec 98</i> | Signature of Authorized Individual <i>Steve Householder</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 Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection <i>7 Dec 98</i> | Certificate or Designation No. <i>IA 463138862 A&P</i> | Signature of Authorized Individual <i>Kenneth ZAK</i> | | |

KENNETH GEORGE ZAK

NOTICE

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

8. Description of Work Accomplished

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

GRUMMAN G21A S/N 75-7661 N5548A ALTERATION.

1. Manufactured & installed 2 side brackets 2024.T3, .071 thick as per page 18&19 ASC8-38 Rev. A report dated 9-30-98, located on pilots side, station #10, 4 inches below the bottom window frame.
2. Installed Garmin GPS 150 and Mount tray between the above mount brackets.
3. Installed GPS Ant. P/N 011-00147-00GA56 and Doubler plate between station 17 & 18, 2 inches to the left of aircraft centerline as per Jax Aero Maintenance drawing J553 dated 9 Nov. 1998 and Garmin Doc 190-00094-00 Rev. B. pages 1 thru 5.
4. The above mentioned brackets, tray and Ant. were attached to structure per structure substantiation Report #ASC8-38 Rev. A, Dtd. 11-18-98.
5. Installed 3 amp. fuse below and to the right of co-pilots yoke for circuit protection.
6. Installed Plackard on Pilots Instrument Panel (GPS for VFR use only).
7. GPS is not coupled or interface with any other Nav-Aids.
8. The electrical load was checked and was within rated limits.
Operation check of GPS was completed with satisfactory results.
9. All items were installed as per DER Report #ASC8-38, manufactures instructions and AC-43.13-1A chapter 11 section 1 para 428, chapter 11 section 3 para 443.
10. The equipment list has been updated and the aircraft was reweight after this installation.

End

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved

OMB No. 2120-0020

For FAA Use Only

Office Identification

ASO FSDO-15 *plb*

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

| | | |
|--------------------|--|---|
| 1. Aircraft | Make Grumman | Model G21A |
| | Serial No. 75-7661 | Nationality and Registration Mark USA N5548A |
| 2. Owner | Name (As shown on registration certificate) Tropic Bird Holdings, Inc. | Address (As shown on registration certificate) 875 Meadows Rd. Boca Raton FL. 33486 |

3. For FAA Use Only

The data 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 Section 43.7.

Robert Lee Cunningham 12-1-98
ASO ORL-FSDO

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. |
| Steve Householder Jax Aero Maintenance 9120 Herlong Rd Jacksonville FL 32210 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 263316221 A&P |
| | <input type="checkbox"/> Foreign Certificated Mechanic | |
| | <input type="checkbox"/> Certified 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 <i>7 Dec 98</i> | Signature of Authorized Individual <i>Steve Householder</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 Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection <i>7 Dec 98</i> | | Certificate or Designation No. IA 463138862 A&P | | Signature of Authorized Individual <i>Kenneth J. R.</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.)

GRUMMAN G21A S/N 757661 N5548A ALTERATION

1. Manufactured/Installed two angles and mounting plate on stringer between station #28 & 29. 27 inches above floor on left wall, see attached drawing (Jax Aero Maintenance J 554, dated 15 Nov. 1998).
2. Installed Ameri-king model AK-450 ELT manufacture per TSO-C91a using manufacture supplied mount tray P/N 450013 to center of above plate, IAW document # IM-450 page 13 & 14 figure 2.
3. Install Ant. P/N 450017, 5 inches aft of sta 28, 4 inches left on centerline on top of aircraft. as per Doc. IM-450 page 15 & 16 and figure 3.
4. The above mentioned angles, mount plate, and tray, Ant. and Elt. were attached to structure per structure substantiation report dated 11-18-98, # ASC 8-38-A approved by DER SO-725.
5. Installed remote control unit, as required by TSO C91A in the lower right hand side of pilot instrument panel as per DOC IM-450 page 17 & 18 fig. 4.
6. Operation check of ELT system, as per FAR 91.207, completed with satisfactory results.
7. All items were installed as per DER report, manufacturer's instructions and AC 43.13-2A chapter 1 para. d, chapter 3 para 37, chapter 11 para. 213.
8. The equipment list has been updated and the aircraft was reweight after this installation.

END _____

Additional Sheets are Attached



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

US Department
of Transportation
**Federal Aviation
Administration**

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
ASO FSDO-15 PLe

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

| | | |
|-------------|--|---|
| 1. Aircraft | Make Grumman | Model G21A |
| | Serial No. 75-7661 | Nationality and Registration Mark USA N5548A |
| 2. Owner | Name (As shown on registration certificate) Tropic Bird Holdings, Inc. | Address (As shown on registration certificate) 875 Meadows Rd. Boca Raton FL. 33486 |

3. For FAA Use Only

The data 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 Section 43.7.
Robert Lee Cunningham 12-1-98
Robert Lee Cunningham ASO ORL-FSDO

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 Steve Householder Jax Aero Maintenance 9120 Herlong Rd Jacksonville Fl. 32210 | B. Kind of Agency | | C. Certificate No. |
| | <input checked="" type="checkbox"/> | U.S. Certificated Mechanic | 263316221 A&P |
| | <input type="checkbox"/> | Foreign Certificated Mechanic | |
| | <input type="checkbox"/> | Certified 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 <i>7 Dec 98</i> | Signature of Authorized Individual <i>[Signature]</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 Fit. Standards Inspector | Manufacturer | X | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection <i>7 Dec 98</i> | | Certificate or Designation No. IA 463138862 A&P | Signature of Authorized Individual <i>[Signature]</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.)

GRUMMAN G21A S/N 75-7661 N5548A DATE: 23 Nov 1998 ALTERATION.

Removed one 24 volt 50 amp generator, one carbon pile voltage regulator and one reverse current relay from the right engine.

Installed one each 24 volt 50 amp Jasco alternator model # 7555-1 on each engine. Installed each alternator voltage regulator p/n # J12M24SP behind each engine firewall. New wiring was installed for each system. Circuit protection for each system is provided by a 50 amp circuit breaker, combination 5 amp switch circuit breaker, and a 10 amp in line fuse. The junction box behind the copilots seat was modified as required for the new wiring, circuit protectors and switches required by the below referenced drawing. Installed one ram air duct on each engine outboard access panel for alternator cooling with 2 inch scat hose for air flow to the alternators. The above installations were accomplished with drawings provided by Skytronics # 5024 Installation for 24 volt 50 amp neg ground alternator, and # 5016 Recommend cooling for Jasco alternators installation, and AC 43.13-1A chapter 11 sections 2, 3, 7. A functional test was performed with satisfactory results. A log book entry was made and the equipment list has been updated. The aircraft was reweight after this installation was completed.

See attached Skytronics doc. "Maintenance for the Jasco Alternator System.



Maintenance Instructions for the Jasco Alternator System

Compared to the best generator, the Jasco Alternator is lighter, more reliable, delivers more power, and requires less maintenance. In addition, you can extend the life of your Jasco charging system by following these basic maintenance instructions.

- ✕ 1. Inspect ram air inlet for obstructions prior to flight as part of your walk around.
- ✕ 2. Remove gear driven alternators every 250 hours and inspect rubber drive gear bushings for alignment, wear, or deformity. If damage is discovered, these inexpensive parts can be purchased from Skytronics to extend the life of your charging system.
3. Minor adjustment of system charging and voltage can be accomplished by adjusting the regulator variable resistor, located under the white protective cap on your Jasco Regulator. The variable resistor is very sensitive and requires only slight adjustment to bring system voltage to required levels. Your Jasco charging system is factory set, and should require no adjustment out of the box.
4. For abnormal operation including blown circuit breakers, failed fuses, erratic charging, no output or over voltage problems, contact the Skytronics, Inc. service department at 1-800-421-6846. We offer FREE factory evaluation including bench check of both alternator and regulator. In addition, our factory repair of your Jasco charging system carries the same warranty as a new system. Skytronics, Inc. is the only factory authorized repair station for your Jasco charging system, accept no substitute for repair.

Trouble shooting and general information is available Monday through Friday, 7:00 a.m. to 4:30 p.m. Pacific Standard Time by calling 310-322-6284.

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

US Department of Transportation
Federal Aviation Administration

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
ASO FSDO-15 PMe

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

| | | |
|-------------|--|---|
| 1. Aircraft | Make Grumman | Model G21A |
| | Serial No. 75-7661 | Nationality and Registration Mark USA N5548A |
| 2. Owner | Name (As shown on registration certificate) Tropic Bird Holdings, Inc. | Address (As shown on registration certificate) 875 Meadows Rd. Boca Raton FL. 33486 |

3. For FAA Use Only

The data 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 Section 43.7. *When Lee Cunningham 12-1-98*

Robert Lee Cunningham ASO ORL-FSDO

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 Steve Householder Jax Aero Maintenance 9120 Herlong Rd. Jacksonville FL. 32210 | B. Kind of Agency | | C. Certificate No. 263316221 A&P |
| | <input checked="" type="checkbox"/> | U.S. Certificated Mechanic | |
| | <input type="checkbox"/> | Foreign Certificated Mechanic | |
| | <input type="checkbox"/> | Certified 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 <i>7 Dec 98</i> | Signature of Authorized Individual <i>Steve Householder</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 Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection <i>7 Dec 98</i> | | Certificate or Designation No. IA 463138862 A&P | Signature of Authorized Individual <i>Kenneth J. R.</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.)

GRUMMAN G21A S/N 75-7661 ALTERATION

1. Removed both 0.250 windshields.
2. Installed 2 lexan 0.50 windshields.
3. Bottom wood formers were trimmed for thicker windshields.
4. Installation was accomplished as per Grumman drawing #13816 change B dtd. 12-29-38.
5. Material substitution as per structure substantiation report # ASC8-38 rev A dtd. 18 Nov 98 approved by DER SO-725.
6. All work was done as per AC 43.13-1A chapter 1, section 2, para 38, chapter 9 para 377.
7. The equipment list has been updated and the aircraft reweight after this installation.

-----END-----



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

US Department of Transportation
Federal Aviation Administration

Form Approved

OMB No. 2120-0020

For FAA Use Only

Office Identification

ASO FSDO-15 *rlc*

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| | | |
|-------------|---|--|
| 1. Aircraft | Make | Model |
| | Grumman | G21A |
| | Serial No. | Nationality and Registration Mark |
| | 75-7661 | USA N5548A |
| 2. Owner | Name (As shown on registration certificate) | Address (As shown on registration certificate) |
| | Tropic Bird Holdings, Inc. | 875 Meadows Rd. Boca Raton FL. 33486 |

3. For FAA Use Only

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Robert Lee Cunningham 12-1-98
ASO ORL-FSDO

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. |
| Steve Householder Tax Aero Maintenance 9120 Herlong Rd Jacksonville Fl. 32210 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | 263316221 A&P |

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 |
| 7 Dec 98 | <i>Steve Householder</i> |

7. Approval for Return To Service

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| | | | | | |
|-------------------------------|--------------------------------|------------------------------------|-------------------------------------|---|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection | Certificate or Designation No. | Signature of Authorized Individual | | | |
| 7 Dec 98 | IA 463138862 A&P | <i>Kenneth J. Z...</i> | | | |

NOTICE

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8. Description of Work Accomplished

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

GRUMMAN G21A S/N 75-7661 N5548A ALTERATION.

1. Removed existing seats, lounge, floor footings, and hat sections.
2. Installed 4 angles station # 16 for new hat section support.
3. Installed 4 new hat sections, manf. by Tiernay Metals p/n 60-21188.
4. Installed 4 medium seat tracks centered on hat sections from station #15 to station #23.
Manf. by Air Cargo Equipment p/n 20276-91-0-0
5. Installed seat footings to each leg of seats. Seats manf; Carrier Aircraft Inc. p/n 1001, TSO-C39
Footings manf. Air Cargo Equipment p/n 22338-51A825-150. Total 6 seats.
6. The above mentioned angles, hat sections, track and seat footings were installed as per
Jax Area Maintenance drawing J551 Rev A dtd. 11 Oct 98.
7. The above mentioned were installed/attached as per structure substantiation report
ASC 8-38-A dtd 18 Nov 98 approved by DER SO-725, which includes load bearing data.
8. All work was done in accordance with AC 43.13-1A chap. 2 section 3 para. 97,99,
100 fig.2.28, AC43.13-2A chap 1 para 1-9.

END

Additional Sheets are Attached



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**Federal Aviation
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ASO-FSDO-15 *plb*

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|-------------|---|--|
| 1. Aircraft | Make | Model |
| | Grumman | G21A |
| 2. Owner | Serial No. | Nationality and Registration Mark |
| | 75-7661 | USA N5548A |
| 2. Owner | Name (As shown on registration certificate) | Address (As shown on registration certificate) |
| | Tropic Bird Holdings, Inc. | 875 Meadows Rd. Boca Raton FL. 33486 |

3. For FAA Use Only

The data 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 Section 43.7. *When he [unclear] 12-1-98*

Robert Lee Cunningham ASO ORL-FSDO

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. |
| Steve Householder Tax Aero Maintenance 9120 Herlong Rd Jacksonville FL 32210 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | 263316221 A&P |

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 |
| 7 Dec 98 | <i>Steve Householder</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 Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection | Certificate or Designation No. | Signature of Authorized Individual | | | |
| 7 Dec 98 | IA 463138862 A&P | <i>Kenneth J. R.</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.)

Grumman G21A S/N 75-7661 N5548A Alteration

1. Installed two doublers, two Z angles and one inertia reel on each pilots and copilots side station # 13 bulkhead. Installed as per Jax Aero Maintenance drawings; pilots J549 Rev A dtd. 2 Oct 98, copilots J550 Rev A dtd. 2 Oct 98. (see attached drawings).

2. The above mentioned angles, doublers, and inerial reels were attached to structure per structure substantiation report # ASC8-38-A dtd. 18 Nov 98 which includes load bering data. Report approved by DER SO-725.

3. Inertial reels P/N JUE303054-EA-031 4pt manf. by Aircraft Belts Inc. IAW TSO C-22G and/or TSO C-114

4. All work was don in accordance with AC 43.13-1A chapter 2 section 3 para 97, 99, 100 fig 2.28.

END

Additional Sheets are Attached



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

US Department
of Transportation
Federal Aviation
Administration

Form Approved

OMB No. 2120-0020

For FAA Use Only

Office Identification

HSO Vols 15 Accn.

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

| | | |
|---------------------|---|--|
| 1. Aircraft | Make | Model |
| | Grumman | G21A |
| 2. Owner | Serial No: | Nationality and Registration Mark |
| | 75-7661 | USA N5548A |
| 3. For FAA Use Only | Name (As shown on registration certificate) | Address (As shown on registration certificate) |
| | Tropic Bird Holdings, Inc. | 875 Meadows Rd. Boca Raton FL 33486 |

**THE ALTERATION/DATA IDENTIFIED
HEREIN COMPLIES WITH THE APPLICABLE
AIRWORTHINESS REQUIREMENTS AND IS
APPROVED ONLY FOR THE ABOVE
DESCRIBED AIRCRAFT SUBJECT TO
CONFORMITY INSPECTION BY A PERSON
AUTHORIZED IN FAR 43.7.**

| | | | |
|------------------------|--|---------------|--------|
| 4. Unit Identification | | FAA INSPECTOR | DATE |
| Unit | Make | Serial No. | Repair |
| AIRFRAME | ~~~~~ (As described in Item 1 above) ~~~~~ | | X |
| POWERPLANT | | | |
| PROPELLER | | | |
| APPLIANCE | Type | | |
| | Manufacturer | | |

Alan C. Y. Smith 11-12-98

| | |
|---|--|
| 6. Conformity Statement. | |
| A. Agency's Name and Address | B. Kind of Agency |
| Steve Householder Jax Aero Maintenance 9120 Herlong Rd Jacksonville FL 32210 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer |
| C. Certificate No. 263316221 A&P | |

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 |
| 7 Dec 98 | <i>Steve Householder</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 Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |

| | | |
|-------------------------------|--------------------------------|------------------------------------|
| Date of Approval or Rejection | Certificate or Designation No. | Signature of Authorized Individual |
| 7 Dec 98 | 463138862 IA | <i>Kenneth J. [Signature]</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.)

Grumman G21A S/N 75-7661 N5548A DATE: 29 July 1998 ALTERATION

Installed two "rule" SUMERSIBLE MODEL 12 bilge pumps with automatic float switch. One at station # 11 and the other at station # 14. The overboard drains were placed at station #11, 6 inches above the water line and station #14, 3 inches above the water line with a J trap in line with the top of the trap 12 inches above the water line. Both outlets are on the starboard side. The pumps and the automatic float switches were wired in accordance with the manufactures instructions. The control panel for each pump is located on the bulkhead behind the co-pilots seat. Current draw @ 27.2 volts is 6.0 amps, current draw @ 24 volts is 4.0 amps and the systems is fused @ 7.5 amps. The electrical load on the aircraft system with the pumps running is less than 80%. The equipment list has been updated and the aircraft was reweighted after this installation.

MANUFACTURER IS: RULE INDUSTRIES, INC.
CAPE ANN INDUSTRIAL PARK
GLOUCESTER, MA. 01930

END

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SO-FSDO-19
MIAMI, FLORIDA

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

| | | |
|--------------------|--|---|
| 1. Aircraft | Make GRUMMAN | Model G-21A |
| | Serial No. 75-7661 | Nationality and Registration Mark N5548A |
| 2. Owner | Name (As shown on registration certificate) TROPIC BIRD HOLDINGS | Address (As shown on registration certificate) 875 Meadows Rd Boca Raton FL 33486 |

3. For FAA Use Only

As the unit identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and altered configuration when accomplished by the original modifier.

NOV 03 1998

Date

Raymond Marders
Signature

SO-FSDO-19
MIAMI, FLORIDA

4. Unit Identification

5. Type

| Unit | Make | Model | Serial No. | Repair | Alteration |
|------------|--|-------|------------|--------|------------|
| AIRFRAME | ~~~~~ (As described in Item 1 above) ~~~~~ | | | | X.X.X.X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|---|---|--|
| A. Agency's Name and Address Kenneth Zak Jake Aero Maintenance 9120 Herbag Airport Jacksonville FL 32210 | 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. AAP 46313 58627A |
|---|---|--|

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 3 Nov 1998 | Signature of Authorized Individual <i>Kenneth Zak</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 Fit. Standards Inspector | Manufacturer | XX | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 03 NOV 98 | | Certificate or Designation No. 265530560 IA | | Signature of Authorized Individual <i>Patrick M. Spurgeon</i> PATRICK M. SPURGEON | |

NOTICE

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

8. Description of Work Accomplished

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

Installation of two Jasco/Skytronics P/N 7555-1 Alternators
and J12M24SP Voltage Regulators. (STC) SA2015WE

Installation of Hartzell propellers in accordance with
STC SA1-52 without propeller cross-feed unfeathering system

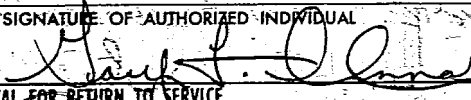
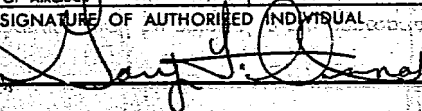
Installed placard in full view of the pilots.per.airplane
Serial Number B-120 STC SA209NE

TO UNFEATHER PROPELLER
single engine out during flight

1. Move propeller control forward of feather detent.
2. Conduct normal start and reduce prop control
as needed.

END

Additional Sheets Are Attached

| | | | | | |
|--|---|---|-------------------------------------|--|-----------------|
| 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 (24) OFFICE IDENTIFICATION AGL DTW FSDO | |
| 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 | G21A |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | MARTIN DOUGLAS F. | | | 875 MEADOWS RD # 311 BOCA RATON FL 33486 | |
| 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. | |
| GARY F. ANNAS 7361 ALCOA UNION LAKE MI 48387 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | | 2175504 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 6-6-90 | |  | | | |
| 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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 6-1-92 | 2175504 |  | | | |

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.)

ELEVATOR S/N 1631

GRUMMAN G 21 ELEVATOR WAS STRIPPED,

CLEANED, INSPECTED IN ACCORDANCE WITH

CECONITE INC. STC # SA 1351WE AND

CURRENT AC 43.13-1A CHAPTER 3 SECTION

1E2. NITRATE DOPE WAS APPLIED AS

FOLLOWS.

4 COATS BRUSHED CLEAR

4 COATS SPRAYED SILVER PIGMENT

3 COATS SPRAYED WHITE PIGMENT

ELEVATOR NOT BALANCED AT THIS TIME.

END

ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 04-R060.1 | |
|--|---|---|--|--|------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY | |
| | | | | OFFICE IDENTIFICATION AGL DTW FSDO | |
| 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. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | MARTIN DOUGLAS F. | | | 875 MEADOWS RD #311 BOCA RATON FL 33486 | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | As described in item 1 above | | | REPAIR | ALTERATION |
| POWERPLANT | Piston engine | | | XX | |
| PROPELLER | 3 1/2" diameter | | | | |
| APPLIANCE | Wing | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| Ray F. Adams 7361 Alcoa Union Lake MI 48387 | | <input checked="" type="checkbox"/> U.S. CERTIFICATE MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATE MECHANIC <input type="checkbox"/> CERTIFICATE, REPAIR STATION <input type="checkbox"/> MANUFACTURER | | 2175504 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | | |
| 6-6-90 | [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: <input checked="" type="checkbox"/> APPROVED; <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | SIGNED BY MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) | |
| | | X | | | |
| | FAA DESIGNER | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| | | | | | |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 6-1-92 | 2175504 | [Signature] | | | |

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.)

ELEVATOR SERIAL # 29

WORKMAN ON 2AA ELEVATOR WAS STRIPPED, CLEANED, INSPECTED & RECOVERED WITH COATINGS IN ACCORDANCE WITH CECOMFIL INC. SPEC SA 1351 WE AND CURRENT AC 43.13-1A CHAPTER 3 SECTION 1/2. NITRATE PAINT WAS APPLIED AS FOLLOWS:

- 4 COATS BRUSHED CLEAR
- 4 COATS SPRAYED SILVER PIGMENT
- 3 COATS SPRAYED WHITE PIGMENT

ELEVATOR BALANCED AT THIS TIME.

END

DATE: _____ BY: _____

FOR THE REGISTER

OFFICE OF IDENTIFICATION

ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 11-2060.1 | |
|--|---|---|-------------------------------------|--|--|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY (8) | |
| INSTRUCTION: Print or type all entries. See FAR 43, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof), for instructions and disposition of this form. | | | | OFFICE IDENTIFICATION AGL DTW FSDO | |
| 1. AIRCRAFT | MAKE | GRUMMAN | | MODEL | G-21A |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | MARTIN DOUGLAS F | | ADDRESS (As shown on registration certificate) | 875 MEADOWS RD #311 BOCA RATON, FL. 33486 |
| | 3. FOR FAA USE ONLY | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | REPAIR | ALTERATION |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| BARRY F. ANNAS 7301 ALCOY UNION LAKE MI 48387 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | | 2175504 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 6-6-90 | | <i>[Signature]</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA RT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTOR AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| 6-1-92 | | 2175504 | | <i>[Signature]</i> | |

U.S. GOVERNMENT PRINTING OFFICE: 1972-771-021/200

ADDITIONAL SHEETS ARE ATTACHED

4 COATS BRUSHED CLEAN
 4 COATS SPRAYED SILVER PIGMENT
 3 COATS SPRAYED WHITE PIGMENT
 ELEVATOR NOT BALANCED AT THIS TIME
 END
 BRUNNAN'S AIRCRAFT WAS STRIPPED,
 CLEANED, INSPECTED & RECOVERED WITH
 DECORATIVE INK ACCORDING TO
 SPEC SA 1351 WE AND CURRENT AC 43.13.1A
 CHAPTER 3 SECTION 2.
 NITRATE DOPP WAS APPLIED AS FOLLOWS:

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.)



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

Form Approved
 OMB No 2120-0029
 For FAA Use Only
 Office Identification:
 ASO FS 10-65

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

| | | | | |
|-------------|---|---------|--|--------|
| 1. Aircraft | Make | Grumman | Model | G21A |
| | Serial No. | 75-7661 | Nationality and Registration Mark | N5548A |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | |
| | Martin, Douglas F. | | 875 Meadows Rd. #311 Boca Raton, Fl. 33486 | |

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. |
| Jack Householder 1747 Shore View Dr. W. Jacksonville, Fl. 32218 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 1594364 |
| | <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 | Signature of Authorized Individual |
| 6-15-92 | <i>Jack Householder</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 Fit Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection | Certificate or Designation No. | Signature of Authorized Individual | | |
| 6-15-92 | 1594364 | <i>Jack Householder</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.)

Grumman G21A Left aileron right aileron and rudder was stripped and cleaned, inspected and recovered with Ceconite in accordance with Ceconite Inc. STC SA1351WE and current AC43.13-1A, Chapter 3 Section 1&2. Nitrate dope was used.

- 4 coats Brushed Clear
- 4 coats Sprayed Silver
- 3 coats Sprayed White

The above work was previously accomplished. I have inspected these controls and found to be ok to return to service. All flight controls were removed and balanced in accordance with Grumman procedures and found or made to be within the following limits:

Aileron 0 ± 10
Elevator 90 ± 20
Rudder 120 ± 20

Additional Sheets Are Attached

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.)

The following repair was made to N5548A. Replaced top AFT wing skin on left wing between station 97 and 226 and top AFT skin on right wing from station 97.0 to 166.0 and bottom AFT skin on right wing from station 97 to 166 and station 166 to station 270°. Skin was manufactured from 2024 T3 material of same thickness and original hole size and pattern. Replaced and repaired ribs on right wing behind spar at station 109.0, 123.0, 137.0, and 151.0. Ribs were repaired in accordance with Grumman Structural Repair Manual 01-85UA-3 Figure 26. Replaced top spar cap on right wing between station 88.0 and 123 by splicing new cap in accordance with Figure 14. New cap was manufactured by Dean Franklin Int. Replaced rib at station 99 3/16 and 108 11/16 on vertical fin and skin from station 81 3/16 to 113 9/16 on vertical fin. Same material thickness and hole pattern and size was used. Replaced bottom keel with new keel from Franklin Aviation. Keel was replaced in accordance with Figure 67 in repair manual. Replaced left and right torque tube #12605 new in upper strut trunion. Replaced right top wing root fairing. Replaced left upper float fittings. Replaced all flying wires clevis ends new. Replaced all fuel lines from tanks to center section to fuel selectors. Rigged all flight controls as per maintenance manual. Replaced right side fuselage skin on right side from station to station. Resealed fuel tanks as required with PRC fuel tank sealer. Installed flap actuators and rigged flaps. Replaced both fuel filler necks. Replaced both main wheels and tires and tubes new. Welded copilots seat leg by adding outside sleeve and welding in accordance with AC43.13-1A, Section 2, Paragraph 70, Figure 2.5.

END

Additional Sheets Are Attached

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|---|--|--------------------------------------|-----------------------|
| 1. NATIONALITY AND REGISTRATION MARKS N5548A | 2. MANUFACTURER AND MODEL GRUMMAN G-21A | 3. AIRCRAFT SERIAL NUMBER 75-7661 | 4. CATEGORY NORMAL |
|---|--|--------------------------------------|-----------------------|

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein.
Exceptions: NONE

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

| | | |
|---------------------------------|--|--------------------------------|
| EXPIRES/RENEWAL DATE 3-25-60 | FAA REPRESENTATIVE <i>George Erbes</i> ASI/AW | DESIGNATION NUMBER SOFSD016 |
|---------------------------------|--|--------------------------------|

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

FAA AIRCRAFT REGISTRY

CAMERA NO. 3N DATE: 8-3-72



| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 04-R060 1 | |
|--|---|---|--|--|------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY | |
| | | | | OFFICE IDENTIFICATION AGL DTW FSDO | |
| 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 | G21A |
| | SERIAL NO. | 757661 | | NATIONALITY AND REGISTRATION MARK | N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | MARTIN DOUGLAS F. | | | 875 MEADOWS RD # 311 BOCA RATON, FL. 33486 | |
| 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. | |
| GARY F. ANNAS 7361 ALCOY UNION LAKE MI 48387 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | | 2175504 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 6-6-90 | | <i>Gary F. Annas</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| 6-1-92 | | 2175504 | <i>Gary F. Annas</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.)

REMOVED THE FOLLOWING CORRODED ALUMINUM PARTS REINSTALLED WITH EITHER NEW OR REMANUFACTURED PARTS 2024 T3 ALUMINUM SAME THICKNESS AS ORIGINAL OR BETTER IN EACH INDIVIDUAL AREA PIECE REPLACED.

1. FABRICATED AND INSTALLED NEW BOTTOM HULL VEE SKIN AND PULLEY ASSEMBLY ATTACHMENT PLATE STATION 29 LOWER VEE, EXTERIOR & INTERIOR PLATES. INSTALLED NEW NEW BOW ANGLE PART NO. 120537 AND ANGLE HORIZONTAL PART NO. 12072-2, INSTALLED NEW VERTICAL ANGLE SUPPORTS. ASSEMBLED WITH PRC SEALER. ALL HARDWARE NEW, ALL PLATES PAINTED WITH ZINC CHROMATE & REPAINTED AFTER FINAL ASSEMBLY.
2. FABRICATED & INSTALL NEW VEE HULL LOWER COMPARTMENT SKINS. STATION 26, INSTALLED CHANNEL PLATES NEW ANGLE VERTICAL SUPPORTS SEALED WITH PRC SEALER, INSTALLED PULLEY ASSEMBLY WITH NEW HARDWARE REPLACING PULLEYS AS REQUIRED, REPAINTED WITH ZINC CHROMATE.
3. REPAIR TO VERTICAL CHANNEL BEAMS INSIDE FUSELAGE SUPPORT ABOVE CHIME LINE STATION 13 LOWER STATION 14 LOWER & STATION 16 LOWER. SPICED NEW CHANNEL T6 STOCK SUPPLIED BY DEAN FRANKLIN INC. SAME AS MANUFACTURES STOCK SEALED WITH ZINC CHROMATE, SPRAYED PAR AL KETONE ON ALL HULL & REPAIRED AREAS.

REPAIRS ACCOMPLISHED IN ACCORDANCE WITH MANUFACTURES TECHNICAL MANUAL JRF 1 2 3 4 5 6 B G 21A NAVY AERO 0185-YA3 AND CURRENT ACH 313-1A CHAPTER 3 PAR. 100 b, d, f PAR 99 E&H FIG. 2.25 & FIG. 2.33

END

ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 04-R060.1 | |
|--|---|---|--|--|-----------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY (Rev) | |
| | | | | OFFICE IDENTIFICATION AGL DTW FSDO | |
| 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 | G21A | | MODEL | G 21 A |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | ADDRESS (As shown on registration certificate) | | |
| | MARTIN DOUGLAS F. | | 875 MEADOWS RD. # 311 BOCA RATON FL. 33486 | | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | REPAIR | ALTERATION |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| GARY F. ANNAS 7361 ALCOY UNION LAKE MI 48387 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | | 2175504 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 6-6-90 | | | | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | CERTIFICATE OR DESIGNATION NO. | | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| 6-1-92 | | 2175504 | | | |

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 THE FOLLOWING CORRODED ALUMINIUM PARTS REINSTALL WITH EITHER NEW OR REMANUFACTURED PARTS 2024 T OR 6063 T 6 ALUMINIUM SAME THICKNESS AS ORIGINAL OR BETTER IN EACH INDIVIDUAL AREA PIECE REPLACED.

1. FABRICATE AND INSTALL NEW FLOOR JOIST BEAMS STATION 25, 24, 22, 19, 18 & 7 REINSTALLED NEW VERTICAL ANGLE SUPPORT ALL STATIONS RECOATED WITH ZINC CHROMATE AFTER FINAL ASSEMBLY.
2. FABRICATE AND INSTALL NEW FLOOR AND STRINGER SUPPORTS STATION 17 & 6 RECOATED WITH ZINC CHROMATE. SEALED HULL WITH PAIR AL KETONE.
3. FABRICATE AND INSTALLED NEW VERTICAL SUBFLOOR SUPPORTS IN STATION 27 & 28 LEFT & RIGHT OF CENTER FLOOR. RECOATED WITH ZINC CHROMATE.

REPAIRS ACCOMPLISHED IN ACCORDANCE WITH MANUFACTURES TECHNICAL MANUAL JRF - 123456B G2A NAVY AERO 0185-VA3 AND CURRENT AC 43-13-1A CHAPTER 6 251 & 252 CHAPTER 3 PAR 100 b, d, f PAR 99 e & h FIG. 2.25 FIG. 2.33.

END

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7-16-92
ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | Form Approved Budget Bureau No. 04-R060.1 | |
|--|---|--|--|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. | | | |
| OFFICE IDENTIFICATION 506 | | | |
| 1. AIRCRAFT | MAKE | Grueman | MODEL |
| | SERIAL NO. | 75-7661 | G21A |
| 2. OWNER | NAME (As shown on registration certificate) | | NATIONALITY AND REGISTRATION MARK |
| | Stinis, Anthony | | N5548A |
| | | ADDRESS (As shown on registration certificate) | |
| | | 1606 SE 12th Court Fort Lauderdale, Fla. 33316 | |
| 3. FOR FAA USE ONLY | | | |
| 4. UNIT IDENTIFICATION | | | |
| UNIT | MAKE | MODEL | SERIAL NO. |
| AIRFRAME | ***** (As described in item 1 above) ***** | | |
| POWERPLANT | | | |
| PROPELLER | | | |
| APPLIANCE | TYPE | | |
| | MANUFACTURER | | |
| 5. TYPE | | | |
| | | | REPAIR |
| | | | ALTERATION |
| | | | <input checked="" type="checkbox"/> |
| 6. CONFORMITY STATEMENT | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | |
| Vic Kaloski 4120 NE 15th Terrace Fort Lauderdale, Fla. 33334 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | |
| | | FOREIGN CERTIFICATED MECHANIC | |
| | | CERTIFICATED REPAIR STATION | |
| | | MANUFACTURER | |
| | | C. CERTIFICATE NO. | |
| | | A&P 1460352 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | |
| DATE | | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| Dec. 30, 1985 | | Vic Kaloski | |
| 7. APPROVAL FOR RETURN TO SERVICE | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | |
| BY | FAA FT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION |
| | FAA DESIGNEE | REPAIR STATION | OTHER (Specify) |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION | SIGNATURE OF AUTHORIZED INDIVIDUAL |
| Dec 30-85 | | A&P 1460352AP | Vic Kaloski Kaloski |

NOTICE

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

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

Installed a electrical auxiliary retract mechanism to existing manual mechanism.

Installation accomplished in accordance with Dean H. Franklin Aviation Ent. Inc. SIC No. SA2-603 and with its drawings #SK07188, SK07218, DF12626 and report N75333.

ADDITIONAL SHEETS ARE ATTACHED

| | | | |
|--|---|---|--|
| 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 5062 | |
| 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 | MODEL | |
| | SERIAL NO. | NATIONALITY AND REGISTRATION MARK | |
| 2. OWNER | NAME (As shown on registration certificate) | | ADDRESS (As shown on registration certificate) |
| | Stinis, Anthony | | 1606 SE 12th Court Fort Lauderdale, Fla. 33316 |
| 3. FOR FAA USE ONLY | | | |
| 4. UNIT IDENTIFICATION | | | 5. TYPE |
| UNIT | MAKE | MODEL | SERIAL NO. |
| AIRFRAME | ***** (As described in item 1 above) ***** | | REPAIR ALTERATION |
| POWERPLANT | | | |
| PROPELLER | | | |
| APPLIANCE | TYPE | | |
| | MANUFACTURER | | |
| 6. CONFORMITY STATEMENT | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| Vic Kaloski 4120 NE 15th Terrace Fort Lauderdale, Fla. 33334 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | A&P 1460352 |
| | | <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 | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| Dec. 23-1985 | Vic Kaloski | | |
| 7. APPROVAL FOR RETURN TO SERVICE | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| 12-23-85 | 1460352A1 | Vic Kaloski | |

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 the following corroded aluminum and reinstalled with either new or remanufactured with 2024-T3 aluminum, same thickness as original in each individual piece replaced.

1. Manufactured and installed new splash plates on left and right side of fuselage from fuselage sta. 1 to sta. 10 at the chine line.
2. Manufactured and installed new bottom hull skin on left and right side of fuselage from fuselage sta. 1 to sta. 8 and from the keel upward to ten inches below chine line.
3. Manufactured and installed new aluminum skin on left side of fuselage from fuselage sta. 2 to sta. 4 and from first longeron down from Hull Reference Line eleven inches.
4. Manufactured and installed a new bulkhead on very bottom of bulkhead at fuselage sta. 36 and one and three fourth inches down from rudder sta. 33 3/16 to bottom of fuselage.
5. Manufactured and installed new aluminum skin on right side of fuselage from fuselage sta. 5 to sta. 8 from Hull Reference Line upward to next longeron.
6. Manufactured and installed new aluminum skin on outboard of left float from nose rearward to the eight rib and from keel of float to chine line.
7. Installed a new keel from fuselage sta. 0 to sta. 16.3.
Repair accomplished in accordance with AC 43.13-1A; Chapter 2; Section 3; para. 96d, 97a, 99 and the bottom Hull skin at the top was accomplished similar to Fig. 2.18.

ADDITIONAL SHEETS ARE ATTACHED

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
BU FSUW

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 GOOSE | MODEL G-2JA |
| | SERIAL NO. N5548A | NATIONALITY AND REGISTRATION MARK U.S. |
| 2. OWNER | NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate) 39 Strand Street Christiansted, US 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) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN3-12 | 17934 | | |
| PROPELLER | HARTZELL | HC-B3R30-2E/RJ0J52-5J/2 | | X | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

| | | |
|--|---|------------------------------------|
| 6. CONFORMITY STATEMENT | | C. CERTIFICATE NO. |
| A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER | 3610 POWER PLANT CLASS 1 & 2 |

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

| | |
|-------------------------|--|
| DATE August 19, 1968 | SIGNATURE OF AUTHORIZED INDIVIDUAL Burt M. Peterson <i>Burt M. Peterson</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 Agency and is APPROVED REJECTED

| | | | | |
|--|--|--|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION August 19, 1968 | CERTIFICATE OR DESIGNATION NO. 3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL Burt M. Peterson <i>Burt M. Peterson</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.)

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

- FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
- FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
- FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
- FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

RGHT. POSITION

ADDITIONAL SHEETS ARE ATTACHED

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-21-A |
| | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK US-N5548A |
| 2. OWNER | NAME (As shown on registration certificate) Antilles Air Boats | ADDRESS (As shown on registration certificate) West Seaplane Ramp Christiansted, St. Croix, USVI 00820 |

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

| | | |
|--|--|--------------------------------------|
| A. AGENCY'S NAME AND ADDRESS Abelardo Gomez c/o Antilles Air Boats Christiansted, 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. ARP 1736931 |
|--|--|--------------------------------------|

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

| | |
|------------------------|---|
| DATE April 27, 1978 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Abelardo Gomez Ramos</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 April 27, 1978 | CERTIFICATE OR DESIGNATION NO. I.A. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Feibling</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 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) G21(1001).
3. Installed 4 each seats manufactured by Carrier Aircraft, Inc. to TSO standards under TSO-C39. See attached drawings (2 sheets) G21(1001).
4. The above mentioned seats and lounges were attached to structure per structure substantiation report date 15 June 1969 #621-1 approved by DER IA-321 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 AC43-13-1, chapter 2, section 2, paragraph 44-48, section 3, paragraph 60-67, and AC43-13-2 chapter 1, paragraph 1-12, chapter 9, paragraph 130-136.

—NOTHING FOLLOWS—

ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 04-R060.1 | |
|--|---|--------------------------------|--|--|--------------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY | |
| | | | | OFFICE IDENTIFICATION SD-FSDO-6d | |
| 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. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | US-N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | Antilles Air Boats | | | West Seaplane Ramp Christiansted, St. Croix, USVI 00820 | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | 5. TYPE |
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above)***** | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | | B. KIND OF AGENCY | | C. CERTIFICATE NO. |
| Abelardo Gomez c/o Antilles Air Boats Christiansted, St. Croix, USVI | | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | | AAR 1736931 |
| | | | <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 | | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| April 27, 1978 | | | <i>Abelardo Gomez Ramos</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| April 27, 1978 | | I.A. 1617154 | <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.)

One each Hartzell Propeller hub, Model #HC-B3R30-2E, Blade #P10152-5 1/2 installed on ^{each} right side of this aircraft in accordance with Hartzell Propeller, Inc., STC SAI-52, Drawing #D1860.

Flight Manual modified for this installation. See weight and balance report and equipment list.
Functional check OK.

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

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau's No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
50-FSD-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. 75-7661 | NATIONALITY AND REGISTRATION MARK N5548A |
| 2. OWNER | NAME (As shown on registration certificate) ANTILLES AIR BOATS INC | ADDRESS (As shown on registration certificate) West Seaplane Ramp, Christiansted, ST CROIX, U.S.V.I. 00820 |

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

| | | |
|--|--|-------------------------------------|
| A. AGENCY'S NAME AND ADDRESS CLAUDE AUSTIN C/O 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. A & P 2227109 |
|--|--|-------------------------------------|

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

| | |
|---------------------------|--|
| DATE SEPTEMBER 5, 1978 | SIGNATURE OF AUTHORIZED INDIVIDUAL CLAUDE AUSTIN <i>Claude Austin</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 | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION SEPTEMBER 5, 1978 | CERTIFICATE OR DESIGNATION NO. IA 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> CHARLES FREEHLING | | |

NOTICE

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

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

INSTALLED ALCOR INC. EXHAUST GAS TEMPERATURE
INDICATOR KIT # 326 I/A/W SUPPLEMENTAL TYPE
CERTIFICATE NUMBER SA96SW PER REPORT 68-145
F.A.A. APPROVED LIST DATED 4/26/77.

-----Nothing follows-----

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R069.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
ASO-FSDG-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. 75-7661 | NATIONALITY AND REGISTRATION MARK U. S. N5548A |
| 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. 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 | R985-AN14B | P-226828 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--|
| A. AGENCY'S NAME AND ADDRESS ENGINE SUPPORT, INC. SEBRING AIR TERMINAL RT 2 BOX 513 SEBRING, FLORIDA 33870 | B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2 |
|--|--|--|

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

| | |
|-------------------------|--|
| DATE August 21, 1974 | SIGNATURE OF AUTHORIZED INDIVIDUAL Harry F. Worwetz <i>Harry F. Worwetz</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 | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION August 21, 1974 | CERTIFICATE OR DESIGNATION NO. 3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL Harry F. Worwetz <i>Harry F. Worwetz</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.

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

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

FAA A.D. Note 57-5-4 previously complied with.

FAA A.D. Note 66-14-4 previously complied with.

FAA A.D. Note 68-9-1 complied with.

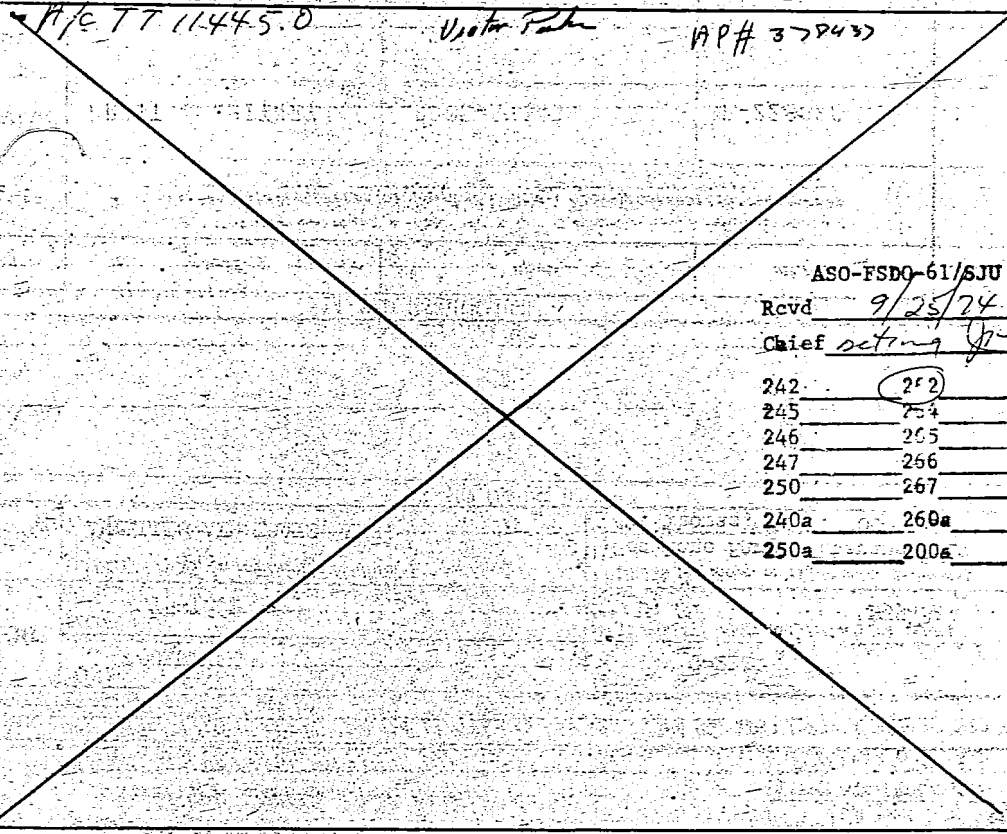
FAA A.D. Note 56-6-2 complied with.

Service Bulletin 1658-B previously complied with.

Parts listings of file this station under W.O. #2693.

This engine installed in the right hand position of N5548A on September 13, 1974.

W/O TT 11445.0 *Victor P. ...* *APP# 37843*



ASO-FSDO-61/SJU

Rcvd 9/25/74

Chief acting [Signature]

242 252

245 254

246 255

247 256

250 257

240a 260a

250a 200a

ADDITIONAL SHEETS ARE ATTACHED

| | | | | | |
|--|---|--|---|--|------------------------------------|
| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 04-R060.1 | |
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY | |
| | | | | OFFICE IDENTIFICATION 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. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | U.S. N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | ANTILLES AIR BOATS, INC. | | | Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801 | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| | | | | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | P-215552 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | | B. KIND OF AGENCY | | C. CERTIFICATE NO. |
| ENGINE SUPPORT, INC. SEBRING AIR TERMINAL RT 2 BOX 513 SEBRING, FLORIDA 33870 | | | U.S. CERTIFICATED MECHANIC | | 3610 POWER PLANT CLASS 1 & 2 |
| | | | FOREIGN CERTIFICATED MECHANIC | | |
| | | | <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION | | |
| | | | MANUFACTURER | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| August 26, 1974 | | | Harry F. Worwetz <i>Harry F. Worwetz</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | | OTHER (Specify) |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| August 26, 1974 | | 3610 | Harry F. Worwetz <i>Harry F. Worwetz</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.

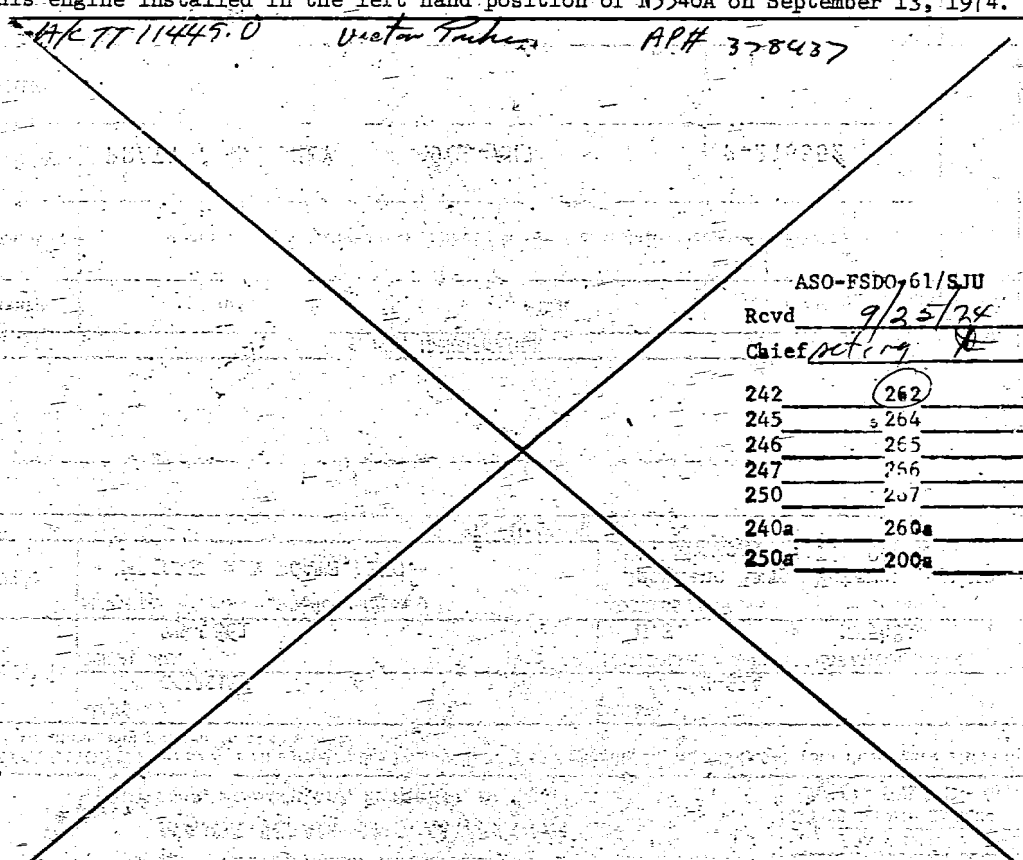
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

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

- FAA A.D. Note 57-5-4 previously complied with.
- FAA A.D. Note 66-14-4 previously complied with.
- FAA A.D. Note 68-9-1 complied with.
- FAA A.D. Note 56-6-2 complied with.
- Service Bulletin 1658-B complied with.

Parts listings on file this station under W.O. 3172.

This engine installed in the left hand position of N5548A on September 13, 1974.



AK 77 11445.0 Victor Puhon APH 378437

ASO-FSDO, 61/SJU

Rcvd 9/25/74
Chief Acting [Signature]

| | |
|------|------|
| 242 | 262 |
| 245 | 264 |
| 246 | 265 |
| 247 | 266 |
| 250 | 207 |
| 240a | 260a |
| 250a | 200a |

NOTICE REFERENCED ATTACHED

| | | | | | |
|--|---|--|-------------------------------------|--|-----------------|
| 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-FSDC-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 | Cessna | | MODEL | C-21A |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | U.S. N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | ARTILLES AIR BOATS, INC. | | | Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801 | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| 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. | |
| Victor Pinheiro c/o Artilles Air Boats, Inc. St. Thomas, V. I. 00801 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | | A & P 378437 | |
| | | <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 | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| Sept. 27, 1973 | | Victor Pinheiro | | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | CERTIFICATE OR DESIGNATION NO. | | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| Oct 12 1973 | | 13141222 | | William J. ... | |

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.)

| | |
|-----------------|----------|
| 250a | 250a |
| 240a | 260a |
| 230 | 267 |
| 247 | 268 |
| 246 | 265 |
| 245 | 264 |
| 242 | 262 |
| Chief | |
| Rcvd | 10/15/73 |
| ASO-FSDO-61/SJT | |

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

Removed Grumman G-21A engine ring coils, p/n 13076, together with mounting brackets.

Becherart C-18 engine coils modified in accordance with Pan Air Corp. drawings EI-0104 dated 5/7/55 and EI-0104-1 dated 6/15/65.

Becherart coil support brackets, p/n 188-5916 and engine coils, upper, p/n 404-185901 - lower, p/n 185903 installed under S.T.C. #SA5515W dated 8/31/65.

Weight and balance correction entered in aircraft log book.

ADDITIONAL SHEETS ARE ATTACHED



504 245-1140 FAX-FCO • P. O. BOX 26425 • NEW ORLEANS LAKEFRONT AIRPORT • NEW ORLEANS, LA. 70126

September 4, 1975

Antilles Air Boats, Inc.
Soplane Ramp
Veterans Drive
37 St. Thomas
U.S. Virgin Islands 00801

Dear Sir:

Received your letter dated 9/27/75 and your two checks.
Thanks for the prompt payment.

Enclosed is the necessary copy of STC and drawings for
own STC to cover your 18ea. aircraft.

| | | |
|--------|--------|--------|
| N5548A | N777V | N8777A |
| N2063 | N4762C | N3229 |
| N79901 | N5284 | N525 |
| N79014 | N48550 | N74538 |
| N5285 | N5521A | N4772C |
| N28369 | N74676 | N1048V |

This STC has to be released with a 337.
Appreciate doing business with you, and if we may be of any
help in the future, please contact us.

Very truly yours,

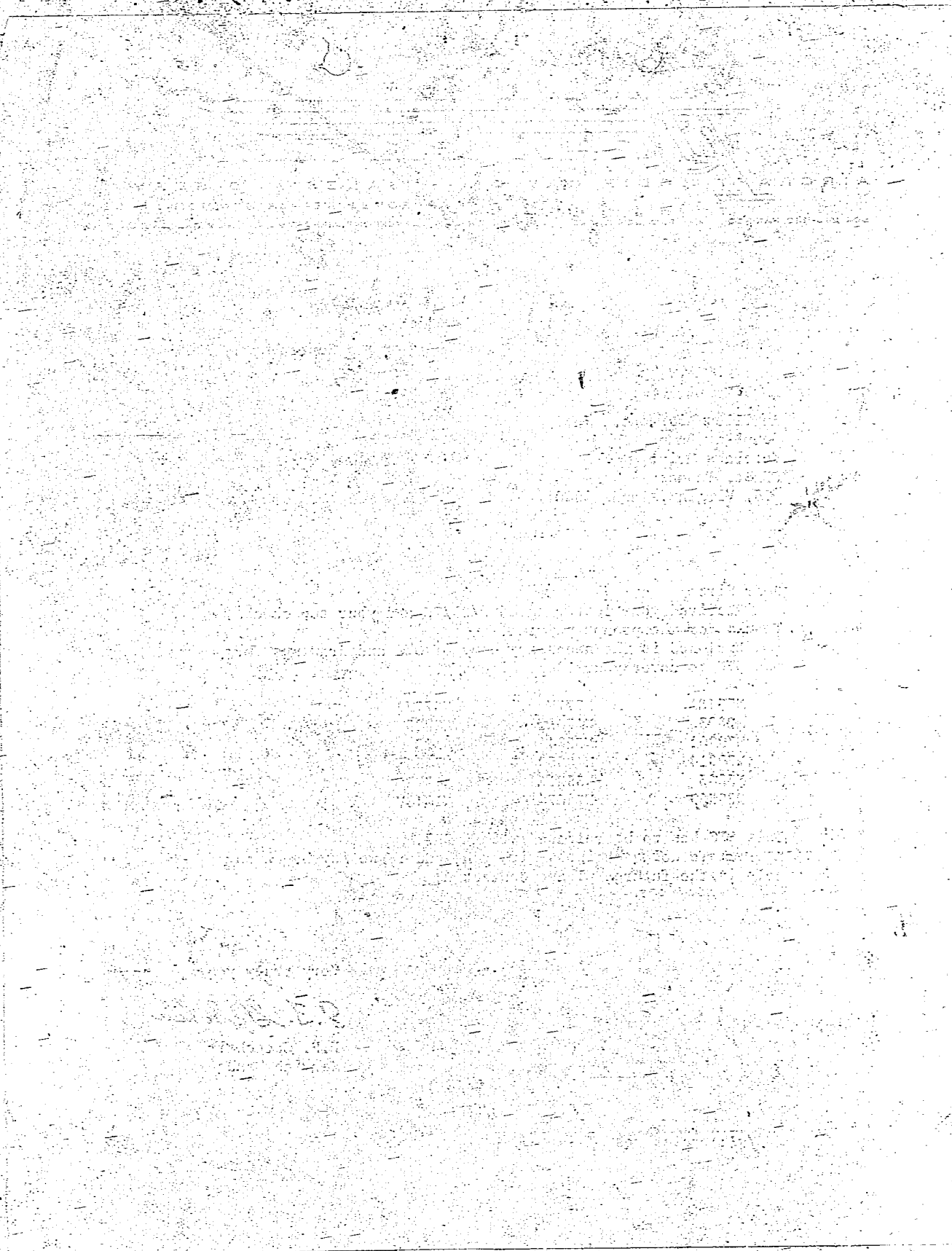
E. F. Gatechair

E. F. Gatechair
Service Manager

BFG/s1: enclosures

FEDERAL AIRCRAFT REGISTRY

CAMERA NO. 3 DATE: 9-27-85



FEDERAL AVIATION AGENCY

FORM APPROVED, BUDGET BUREAU NO. 01-5010

SUPPLEMENTAL TYPE CERTIFICATE

INSTRUCTIONS - SUBMIT IN TRIPLICATE TO LOCAL
 FAA FLIGHT STANDARDS INSPECTOR.
 COPY WILL BE RETURNED TO APPLICANT UPON
 ISSUANCE

| | | | |
|---|---|---------------------------------|------------------------------------|
| 1. NAME AND ADDRESS OF APPLICANT Pan Air Corporation P.O. Box 26425 New Orleans, La. 70126 | 2. SUPPLEMENTAL TYPE CERTIFICATE APPLIED FOR: | | |
| | <input checked="" type="checkbox"/> AIRCRAFT | <input type="checkbox"/> ENGINE | <input type="checkbox"/> PROPELLER |
| | ORIGINAL MODEL DESIGNATION Grumman G21A | | |
| NEW MODEL DESIGNATION (If desired) none | | | |

DESCRIPTION OF CHANGE

Modify Beechcraft C-18 cowl to fit Grumman G21A per Pan Air Corporation drawings EL-0104 dated 5/7/65, EL-0104-1 dated 6/15/65, EL-0104-2 dated June 15, 1965.

The following placard is required in full view of the pilot:

"With modified Beech cowling installed, sea level single engine climb performance at maximum gross weight is 30 ft./minute. rate of sink."

| | | |
|--|---|-----------------------------|
| WILL DATA BE AVAILABLE FOR SALE OR RELEASE TO OTHER PERSONS? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| WILL PARTS BE MANUFACTURED FOR SALE (Ref. CAR 1.55)? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

| | |
|----------------------------------|--|
| SIGNATURE AND TITLE OF APPLICANT | |
| 5/7/65 | <u>E. Gatechair</u> E. Gatechair SIGNATURE Chief Inspector |
| DATE OF APPLICATION | TITLE |

6. To be Completed by FAA

AND LOCATION OF DATA
 Data listed in Item 3 above and Flight Test Report No. A714SWS on file at SW-210.

Reference Project: A714SWS

Applicable regulations: Same as original certification.

| | |
|--|--|
| ORIGINAL TYPE CERTIFICATE NO. 654 | FAA APPROVAL <u>H. H. Slaughter</u> SIGNATURE H. H. Slaughter Chief, Engineering and Manufacturing Branch TITLE |
| SUPPLEMENTAL TYPE CERTIFICATE NO. SA551SW | |
| DATE OF APPROVAL 8/31/65 | |

9-27-85

[The following text is extremely faint and largely illegible due to the quality of the scan. It appears to be a form with multiple sections and fields.]

SECTION 1: [Illegible text]

SECTION 2: [Illegible text]

SECTION 3: [Illegible text]

SECTION 4: [Illegible text]

SECTION 5: [Illegible text]

SECTION 6: [Illegible text]

SECTION 7: [Illegible text]

SECTION 8: [Illegible text]

SECTION 9: [Illegible text]

SECTION 10: [Illegible text]

SECTION 11: [Illegible text]

SECTION 12: [Illegible text]

SECTION 13: [Illegible text]

SECTION 14: [Illegible text]

SECTION 15: [Illegible text]

SECTION 16: [Illegible text]

SECTION 17: [Illegible text]

SECTION 18: [Illegible text]

SECTION 19: [Illegible text]

SECTION 20: [Illegible text]

SECTION 21: [Illegible text]

SECTION 22: [Illegible text]

SECTION 23: [Illegible text]

SECTION 24: [Illegible text]

SECTION 25: [Illegible text]

SECTION 26: [Illegible text]

SECTION 27: [Illegible text]

SECTION 28: [Illegible text]

SECTION 29: [Illegible text]

SECTION 30: [Illegible text]

SECTION 31: [Illegible text]

SECTION 32: [Illegible text]

SECTION 33: [Illegible text]

SECTION 34: [Illegible text]

SECTION 35: [Illegible text]

SECTION 36: [Illegible text]

SECTION 37: [Illegible text]

SECTION 38: [Illegible text]

SECTION 39: [Illegible text]

SECTION 40: [Illegible text]

SECTION 41: [Illegible text]

SECTION 42: [Illegible text]

SECTION 43: [Illegible text]

SECTION 44: [Illegible text]

SECTION 45: [Illegible text]

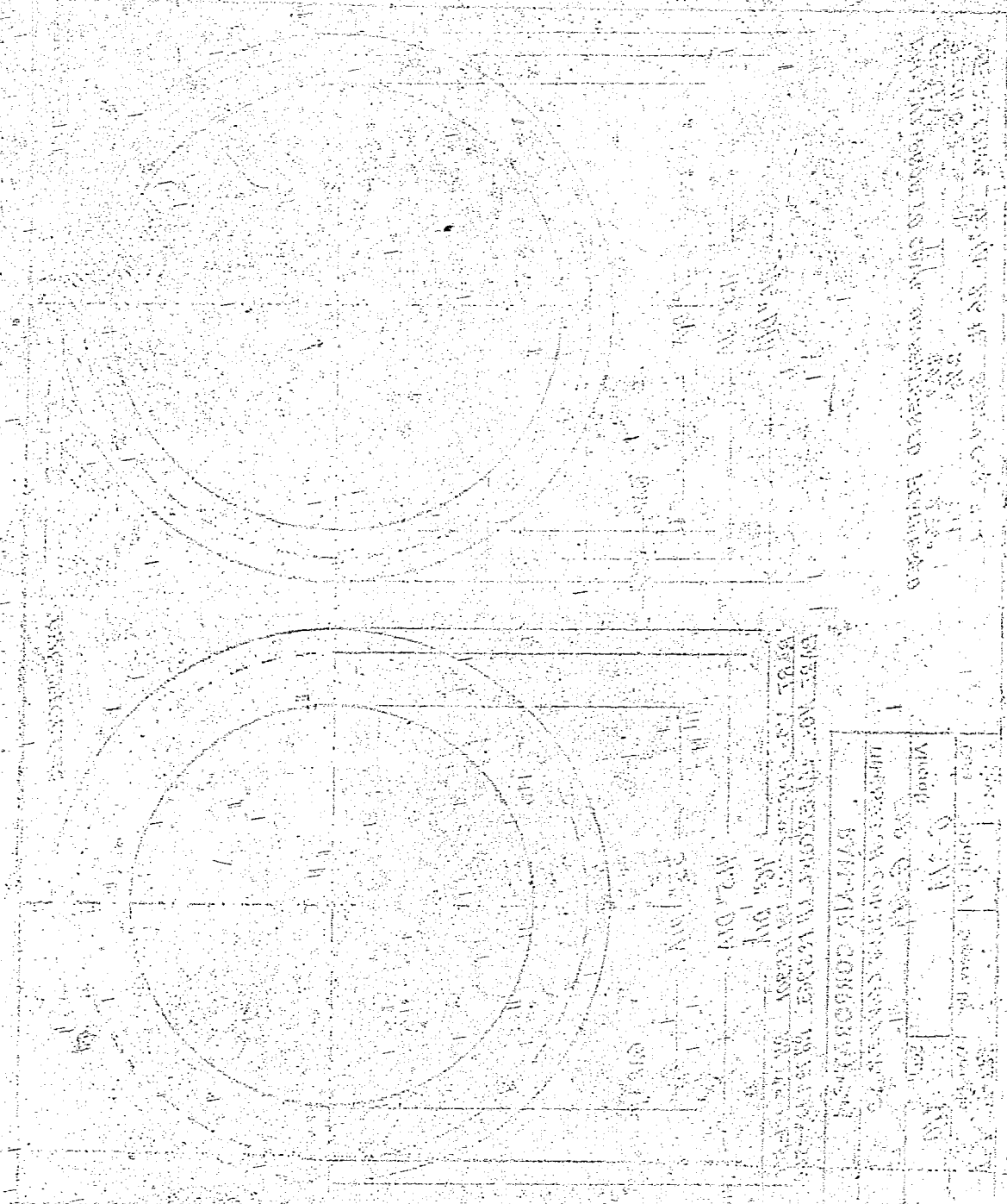
SECTION 46: [Illegible text]

SECTION 47: [Illegible text]

SECTION 48: [Illegible text]

SECTION 49: [Illegible text]

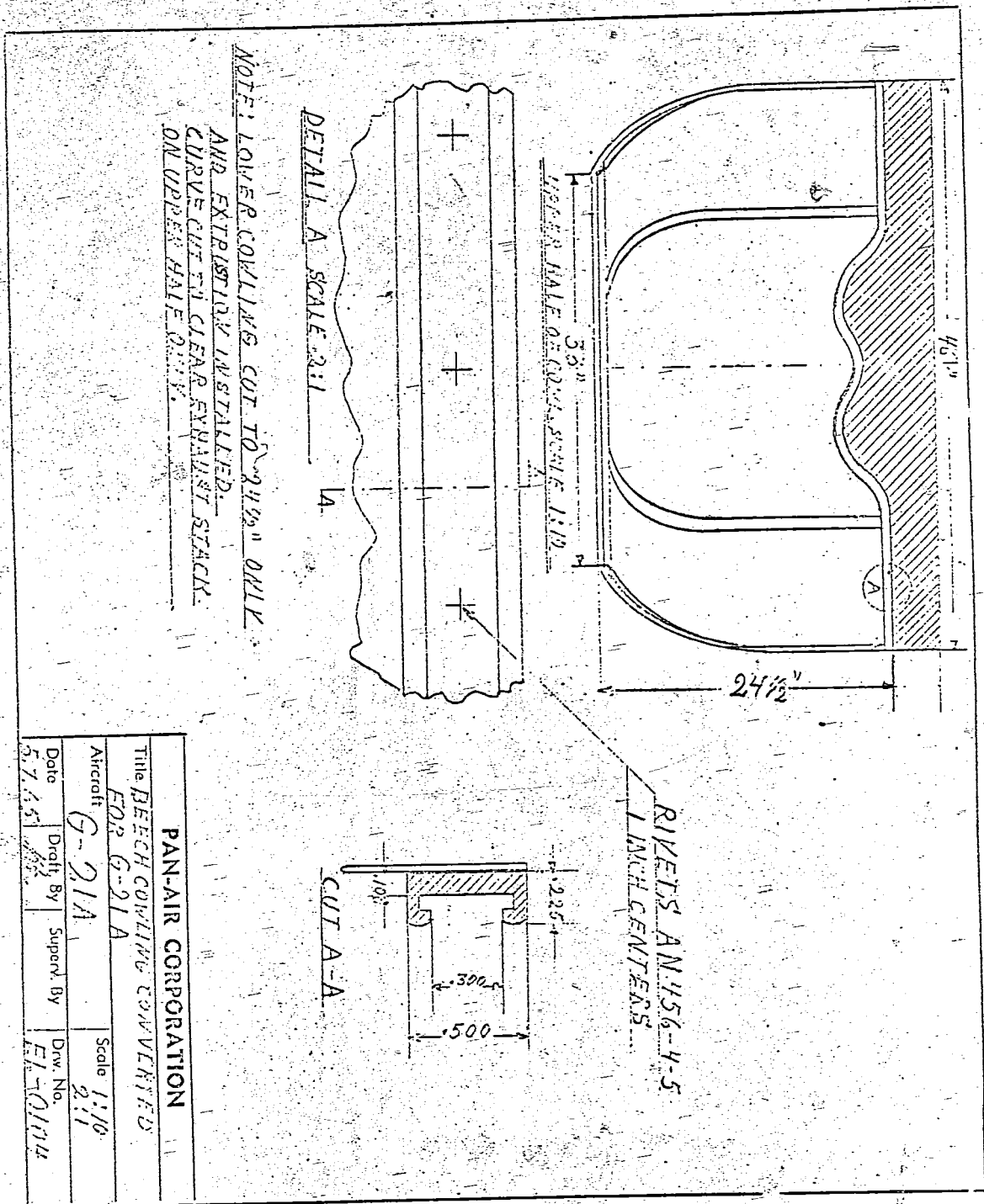
SECTION 50: [Illegible text]



Handwritten notes on the right side of the page, possibly describing the diagrams or the data being recorded.

Form with fields for data entry, including a table with columns for 'Time', 'Altitude', 'Speed', and 'Direction'. The form contains handwritten entries and is titled 'FLIGHT LOG'.

| Time | Altitude | Speed | Direction |
|------|----------|-------|-----------|
| 0:00 | 10000 | 100 | 090 |
| 0:05 | 10000 | 100 | 090 |
| 0:10 | 10000 | 100 | 090 |
| 0:15 | 10000 | 100 | 090 |
| 0:20 | 10000 | 100 | 090 |
| 0:25 | 10000 | 100 | 090 |
| 0:30 | 10000 | 100 | 090 |
| 0:35 | 10000 | 100 | 090 |
| 0:40 | 10000 | 100 | 090 |
| 0:45 | 10000 | 100 | 090 |
| 0:50 | 10000 | 100 | 090 |
| 0:55 | 10000 | 100 | 090 |
| 1:00 | 10000 | 100 | 090 |



| | | | |
|-------------------------------|-------|----------|-----------|
| PAN-AIR CORPORATION | | | |
| TITLE BEECH COLLING CONVERTER | | | |
| FOR G-21A | | | |
| Aircraft | G-21A | Scale | 1:10 |
| Date | 57.65 | Drft. By | Suprv. By |
| | | | EA-TORR |

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 04-R060.1 | |
|--|---|--|--|--|-----------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1. (or subsequent revision thereof) for instructions and disposition of this form. | | | | | |
| 1. AIRCRAFT | MAKE | GRIMMAN | | MODEL | C-21A |
| | SERIAL NO. | 75-2661 | | NATIONALITY AND REGISTRATION MARK | N5548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | Antilles Air Boats, Inc. | | | Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801 | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | 2 |
| 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 | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | | A & P 1814610 | |
| | | <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 | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 04/25/73 | | <i>Dale E. Bartholomew</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 04/25/73 | TA1496202 | <i>W. J. Everett</i> | | | |

9-27-85

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 doubler 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 _____ 268 _____

250a _____ 269 _____

ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Reg. Bureau No. 04-R060.1 | |
|--|---|---|--|--|-----------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY | |
| | | | | OFFICE IDENTIFICATION SJU FSDO | |
| 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 | G21A |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | N5548A |
| 2. OWNER | NAME (As shown on registration certificate) Antilles Air Boats | | | ADDRESS (As shown on registration certificate) Seaplane Ramp Veterans Drive St. Thomas U.S. Virgin Islands | |
| | 3. FOR FAA USE ONLY | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | Radio Installation ***** (As described in item 1 above) ***** | | | REPAIR | ALTERATION X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | Alpha 200 <i>DOB/M</i> | | | |
| | MANUFACTURER | GENOVA | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| Dale E. Bartholomew Antilles Air Boats St. Thomas U.S. Virgin Islands | | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> 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 | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 26 April 1973 | | <i>Dale E. Bartholomew</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA P.T. 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 | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| 04/26/73 | IA 1496292 | W.J. Everett <i>[Signature]</i> | | | |

9-27-85

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 radio equipment on instrument panel and associated equipment under instrument panel.

2. Installed two (2) each Genave NAV/COM transceivers model Alpha 200 at station #9 on rack fastened to cockpit overhead to existing structure. Per General Aviation Electronics Inc. Installation manual and AC43-13-2 chapter 2, section 25-27 and AC43-13-1, chapter 15 section 1 and 2.

See weight and balance records and equipment list and electrical load analysis.

~~NOTHING FOLLOWS~~

ASO-TSD0-61/SJU

| | |
|-------|--------|
| Rcvd | 5/1/73 |
| Chief | JL |
| 242 | 262 |
| 245 | 264 |
| 246 | 265 |
| 247 | 266 |
| 250 | 267 |
| 240a | 260a |
| 250a | 260a |

ADDITIONAL SHEETS ARE ATTACHED

ELECTRICAL LOAD COMPUTATION

Make of Aircraft - Grumman
Model - G-21A
Current Rating - Gen. 50AMP
No. of Engines - 2 EACH

Registration N5548A
System Voltage - 24 Volts
Number of Gen. - 1 Ea.
Total Current - 50 AMP.

| Electrical Load Item | Load | Intermittent | Continuous | Continuous & Intermittent |
|-----------------------|-------|---------------|---------------|---------------------------|
| Nav Lights | .58A | | .58A | .58A |
| Landing Lights | 8.75A | 8.75A | 8.75A | 8.75A |
| Interior Lights | .75A | | .75A | .75A |
| Inst. Lights | .75A | | .75A | .75A |
| Oil Temp. Indicator | .06A | | .06A | .06A |
| Carb. Temp. Indicator | .07A | | .07A | .07A |
| Magnesyn Compass | .50A | | .50A | .50A |
| Transceiver Alpha/200 | | | | |
| A) Transmit | 2.20A | 2.20A | | 2.20A |
| B) Receive | 1.70A | | 1.70A | 1.70A |
| | | <u>10.95A</u> | <u>13.16A</u> | <u>15.36A</u> |

TOTAL INTERMITTENT LOAD 10.95AMPS

TOTAL CONTINUOUS LOAD 13.16AMPS

TOTAL POSSIBLE LOAD CONTINUOUS AND INTERMITTENT 15.36AMPS

TOTAL CONTINUOUS LOAD IS 26.32% OF TOTAL GEN CAPACITY

FAA AIRCRAFT REGISTRY

CAMERA NO. 3 DATE: 9-27-85

4E

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | | | Form Approved Budget Bureau No. 04-R060.1 | |
|--|---|--|---|---|------------------------------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY | |
| | | | | OFFICE IDENTIFICATION | |
| 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 | Grooman | | MODEL | 9-21a |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | N-6548A |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | ANTILLES AIR BOATS | | | 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) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN3 | 12671 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | | B. KIND OF AGENCY | | C. CERTIFICATE NO. |
| ENGINE SUPPORT, INC. SEBRING AIR TERMINAL P.O. BOX 631 SEBRING, FLORIDA | | | U.S. CERTIFICATED MECHANIC | | 3610 POWER PLANT CLASS 1 & 2 |
| | | | FOREIGN CERTIFICATED MECHANIC | | |
| | | | <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION | | |
| | | | MANUFACTURER | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| December 31, 1971 | | | Burt M. Peterson <i>Burt M. Peterson</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) | |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| December 31, 1971 | | 3610 | Burt M. Peterson <i>Burt M. Peterson</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.)

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

- FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
- FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
- FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
- FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

SO-ESDO-61/SJH

| | |
|-------|---------|
| CHIEF | 1/21/72 |
| 240 | 250 |
| 242 | 242 |
| 243 | 243 |
| 244 | 264 |
| 245 | 265 |
| 246 | 266 |
| 247 | 267 |
| 248 | 268 |
| 249 | 269 |
| 240a | 260a |
| 250 | |
| 200a | |

ADDITIONAL SHEETS ARE ATTACHED

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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 Grumman | b. AIRCRAFT MODEL G-21A | c. AIRCRAFT SERIAL NO. 75-7661 |
| d. ENGINE MAKE Pratt & Whitney | e. ENGINE MODEL R-985 - AN-1 | |

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

| | | |
|---|---|---|
| a. REGISTERED OWNER'S FULL NAME Donald B. Sittman and Irving J. Jones | b. PERMANENT MAILING ADDRESS 7731 S. W. 52nd Ct. Miami, Florida | c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 5548A |
|---|---|---|

5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated, displays the following evidence of registration:

- a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE **OCT. 16, 1959**
 b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
 c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)

- ACA-319
 AC-437
 ACA-317
 WEIGHT AND BALANCE REPORT
 DATA, DRAWINGS, ETC.
 UNAPPROVED DEVIATION DATA

Donald B. Sittman
 (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)
March 25, 1960 **CO-OWNER**
 (DATE) (TITLE)

a/a

*A. C. U.
AUG 31 1960
E.G.*

00

[Signature]

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
- b. AIRCRAFT LISTING PAGE NO. 98
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1958 THROUGH CARD NO. 60-5
(YEAR)
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 2139:05 HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

| | | | |
|---|-------------------------|-------------|---------------------|
| L | SERIAL NO. <u>15584</u> | TOTAL HOURS | <u>2320:30 est.</u> |
| R | SERIAL NO. <u>18718</u> | TOTAL HOURS | <u>2320:30 est.</u> |
| | SERIAL NO. _____ | TOTAL HOURS | _____ |
| | SERIAL NO. _____ | TOTAL HOURS | _____ |

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 3/23/60 (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. 3692
 - BY MECHANIC, CERTIFICATE NO. _____
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 - b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
 - c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 - d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 - e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 - f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED XXXXXX (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. 3692 by CAR 52 and was found to be:

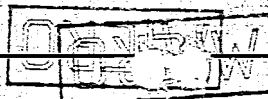
- AIRWORTHY
- UNAIRWORTHY

Richard J. Sekman (REPAIR STATION AUTHORIZED SIGNATURE) 3/23/60 (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT: AIRWORTHY UNAIRWORTHY
(Check appropriate item)

| | | | |
|-------------------------------------|------------------------------|----------------|---|
| DESIGNEE'S SIGNATURE | DESIGNATION NO. | DATE | <input type="checkbox"/> ACCEPTED <input checked="" type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED |
| AVIATION SAFETY AGENT'S SIGNATURE | CAA DESIGNATION NO. | DATE | |
| <u>J. B. Beale</u> | <u>FW-257</u> <u>2-12</u> | <u>3-15-60</u> | |
| <input type="checkbox"/> ATTACHMENT | | | |



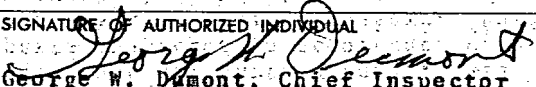
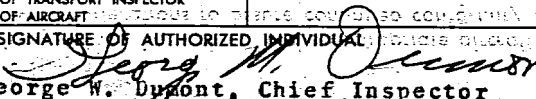
Punched by Operator

Form Approved
Budget Bureau No. 04-R0058

| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable. | | | | | | |
|---|---|--|--|--|-------------------------------|--|---|--------------------|
| APPLICATION FOR AIRWORTHINESS CERTIFICATE | | | | | | | | |
| I. AIRCRAFT DESCRIPTION | 1. REGISTRATION MARK 5548A | 2. AIRCRAFT BUILDER'S NAME (make) | 3. AIRCRAFT MODEL DESIGNATION | 4. YR. MFG. 59 | FAA CODING 3951205 | | | |
| | 5. AIRCRAFT SERIAL NO. 75-7661 | 6. ENGINE BUILDER'S NAME (make) | 7. ENGINE MODEL DESIGNATION | 52008 | | | | |
| | 8. NUMBER OF ENGINES | 9. PROPELLER BUILDER'S NAME (make) | 10. PROPELLER MODEL DESIGNATION | 11. AIRCRAFT IS: | | | | |
| | | | | NEW <input checked="" type="checkbox"/> | USED <input type="checkbox"/> | IMPORT <input type="checkbox"/> | | |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items) | | | | | | | | |
| A. <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON <input type="checkbox"/> | | | | | | | | |
| B. SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | |
| II. CERTIFIC. ON REQUESTED | 2 | LIMITED | | | | | | |
| | 5 | PROVISIONAL (Indicate class) | 1 | CLASS I | | | | |
| | | | 2 | CLASS II | | | | |
| | 3 | RESTRICTED (Indicate operation(s) to be conducted) | 1 | AGRICULTURE & PEST CONTROL | 2 | AERIAL SURVEYING | 3 | AERIAL ADVERTISING |
| | | | 4 | FOREST (Wild life conservation) | 5 | PATROLLING | 6 | WEATHER CONTROL |
| | | | 0 | OTHER (Specify) | | | | |
| | 4 | EXPERIMENTAL (Indicate operation(s) to be conducted) | 1 | RESEARCH AND DEVELOPMENT | 2 | AMATEUR BUILT | 3 | EXHIBITION |
| | | | 4 | RACING | 5 | CREW TRAINING | 6 | MKT. SURVEY |
| | | | 0 | TO SHOW COMPLIANCE WITH FAR | | | | |
| | 8 | SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete section VI or VII as applicable on reverse side) | 1 | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE | | | | |
| 2 | | | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | |
| 3 | | | OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT | | | | | |
| 4 | | | DELIVERING OR EXPORT | | | | | |
| 5 | PRODUCTION FLIGHT TESTING | | | | | | | |
| C. 6 | MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above) | | | | | | | |
| III. OWNAL CERTIFICATION | A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) | | IF DEALER, CHECK HERE → | | | | | |
| | NAME | | ADDRESS | | | | | |
| | B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) | | | | | | | |
| | AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) | | AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) | | | | | |
| AIRCRAFT LISTING (Give page No(s).) | | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) | | | | | | |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS | | | | | | | | |
| CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173 | | TOTAL AIRFRAME HOURS—Enter for used aircraft only | | EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed | | | | |
| D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested. | | | | | | | | |
| DATE OF APPLICATION | | NAME AND TITLE (Print or type) | | SIGNATURE | | | | |
| IV. INSPECTION AGENCY VERIFICATION | A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies) | | | | | | | |
| | 2 | FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.) | 3 | CERTIFICATED MECHANIC (Give Certificate No.) | 6 | CERTIFICATED REPAIR STATION (Give Certificate No.) | | |
| | 5 | AIRCRAFT MANUFACTURER (Give Name of Firm) | | | | | | |
| DATE | | TITLE | | SIGNATURE | | | | |
| V. FAA REPRESENTATIVE CERTIFICATION | I have inspected the aircraft described in item I or VII and find it meets the requirements for: | | | | | | | |
| | A. STANDARD AIRWORTHINESS CERTIFICATE | | B. SPECIAL AIRWORTHINESS CERTIFICATE | | | | | |
| | C. AMENDMENT OR MODIFICATION OF ITS CURRENT AIRWORTHINESS CERTIFICATE | | | | | | | |
| 4 | DATE | DISTRICT OFFICE | DESIGNEE'S SIGNATURE AND NO. | FAA INSPECTOR'S SIGNATURE | | | | |

| | | | |
|--|--|---|------------------------------------|
| VI. PRODUCTION FLIGHT TESTING | A. MANUFACTURER | | |
| | NAME | ADDRESS | |
| | B. PRODUCTION BASIS (Check applicable item) | | |
| | <input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM | | |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: | | | |
| DATE OF APPLICATION | NAME AND TITLE (Print or type) | SIGNATURE | |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TESTING | A. DESCRIPTION OF AIRCRAFT | | |
| | REGISTERED OWNER | ADDRESS | |
| | BUILDER (Make) | MODEL | |
| | SERIAL NUMBER | REGISTRATION MARK | |
| | B. DESCRIPTION OF FLIGHT | | |
| | FROM | TO | |
| | VIA | DEPARTURE DATE | DURATION |
| | C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT | | |
| | <input type="checkbox"/> PILOT | <input type="checkbox"/> CO-PILOT | <input type="checkbox"/> NAVIGATOR |
| | <input type="checkbox"/> OTHER (Specify) | | |
| D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS: | | | |
| <div style="text-align: center; font-size: 2em; opacity: 0.5;">5</div> | | | |
| E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary) | | | |
| <div style="text-align: center; font-size: 2em; opacity: 0.5;">5</div> | | | |
| F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described. | | | |
| DATE | NAME AND TITLE (Print or type) | SIGNATURE | |
| VIII. AIRWORTHINESS DOCUMENTATION (FAA use only) | A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable | G. Statement of Conformity, FAA Form 317 (Attach when required) | |
| | B. Current Operating Limitations Attached | H. Foreign Airworthiness Certification for Import Aircraft (Attach when required) | |
| | C. Data, Drawings, Photographs, etc. (Attach when required) | I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached) | |
| | D. Current Weight and Balance Information Available in Aircraft | J. Current Airworthiness Certificate Issued in Accordance with FAR _____ (Copy attached) | |
| | E. Major Repair and Alteration, FAA 337 (Attach when required) | | |
| | F. This Inspection Recorded in Aircraft Records | | |

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| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | Form Approved Budget Bureau No. 04-R060.1 | |
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | FOR FAA USE ONLY OFFICE IDENTIFICATION SJU FSDO | |
| 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 9-21a | |
| | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N-5548A | |
| 2. OWNER | NAME (As shown on registration certificate) ANTILLES AIR BOASS, INC. | ADDRESS (As shown on registration certificate) 39 STRAND STREET CHRISTIANSTED, ST CROIX U.S. V. | |
| | 3. FOR FAA USE ONLY | | |
| 4. UNIT IDENTIFICATION | | | |
| UNIT | MAKE | MODEL | SERIAL NO. |
| AIRFRAME | ***** (As described in item 1 above) ***** | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN3 | 210127 |
| PROPELLER | | | |
| APPLIANCE | TYPE | | |
| | MANUFACTURER | | |
| 5. TYPE | | | |
| | | | REPAIR ALTERATION |
| | | | X |
| 6. CONFORMITY STATEMENT | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | |
| ENGINE SUPPORT, INC. | | U.S. CERTIFICATED MECHANIC | |
| SEBRING AIR TERMINAL | | FOREIGN CERTIFICATED MECHANIC | |
| P. O. BOX 631 | | X CERTIFICATED REPAIR STATION | |
| SEBRING, FLORIDA | | MANUFACTURER | |
| | | C. CERTIFICATE NO. | |
| | | 3610 | |
| | | POWER PLANT | |
| | | CLASS 1 & 2 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | |
| DATE | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| February 23, 1971 |  GEORGE W. DUMONT, Chief Inspector | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| February 23, 1971 | 3610 |  GEORGE W. DUMONT, Chief Inspector | |

NOTICE

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

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

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).

FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.

FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

Large grid area with a large 'X' drawn across it, indicating no further work was recorded.

ADDITIONAL SHEETS ARE ATTACHED

OFFICE OF THE REGISTER

| | | | |
|--|---|---|--|
| H/H 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 | |
| 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 | MODEL | |
| | SERIAL NO. | NATIONALITY AND REGISTRATION MARK | |
| 2. OWNER | NAME (As shown on registration certificate) | | ADDRESS (As shown on registration certificate) |
| | ANTILLES AIR BOATS, INC. | | 39 Strand St., Christiansted St. Croix, U.S. Virgin Islands |
| 3. FOR FAA USE ONLY | | | |
| 4. UNIT IDENTIFICATION | | | |
| UNIT | MAKE | MODEL | SERIAL NO. |
| AIRFRAME | ***** (As described in item 1 above)***** | | |
| POWERPLANT | PRATT & WHITNEY | B985-AN1 | 201710 |
| PROPELLER | | | |
| APPLIANCE | TYPE | | |
| | MANUFACTURER | | |
| 5. TYPE | | | |
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| 6. CONFORMITY STATEMENT | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| ENGINE SUPPORT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA 33870 | | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | 3610 POWER PLANT CLASS 1 & 2 |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | |
| DATE | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| June 30, 1970 | George W. Damont, Chief Inspector | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| June 30, 1970 | 3610 | George W. Damont, Chief Inspector | |

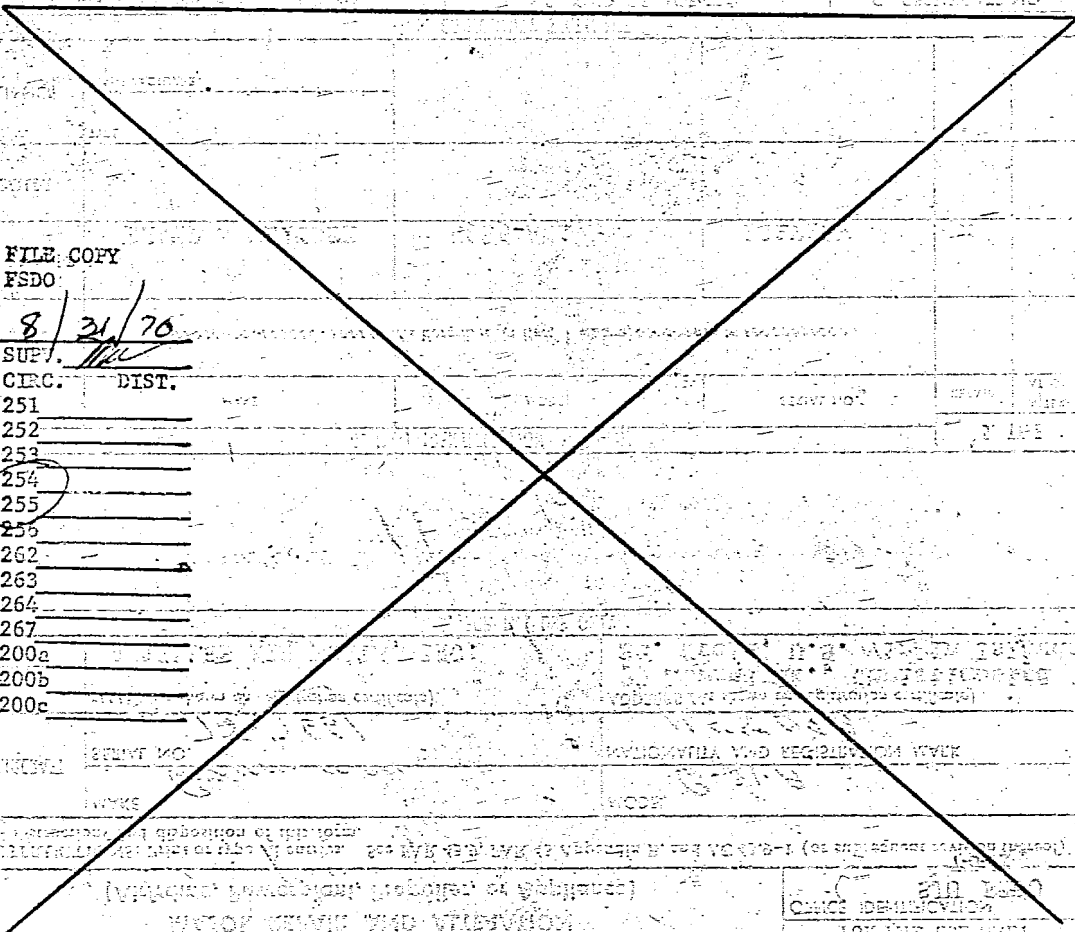
NOTICE

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

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

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

- FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
- FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
- FAA A.D. NOTE 66-1404 (One Piece Cam Reduction Gear) complied with.
- FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.



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SUPV. *[Signature]*

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ADDITIONAL SHEETS ARE ATTACHED

OFFICE IDENTIFICATION

| | |
|---|---|
| <p style="text-align: center;">FEDERAL AVIATION AGENCY</p> <p style="text-align: center;">MAJOR REPAIR AND ALTERATION</p> <p style="text-align: center;">(Airframe, Powerplant, Propeller, or Appliance)</p> | <p>Form Approved Budget Bureau No. 04-R060.1</p> <p style="text-align: center;">FOR FAA USE ONLY</p> <p>OFFICE IDENTIFICATION: 91U FSDO 7-5-61</p> |
|---|---|

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 Cessna | MODEL B-21-A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N5547H |
| 2. OWNER | NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC. | | ADDRESS (As shown on registration certificate) 39 Strand St., Christiansted St. Croix, 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) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | JP-205375 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|---|---|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC | 3610 POWER PLANT GLASS 1 & 2 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input checked="" 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 4, 1969 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector |
|----------------------------------|---|

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 STANDARD INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION September 4, 1969 | CERTIFICATE OR DESIGNATION NO. 3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector | | |

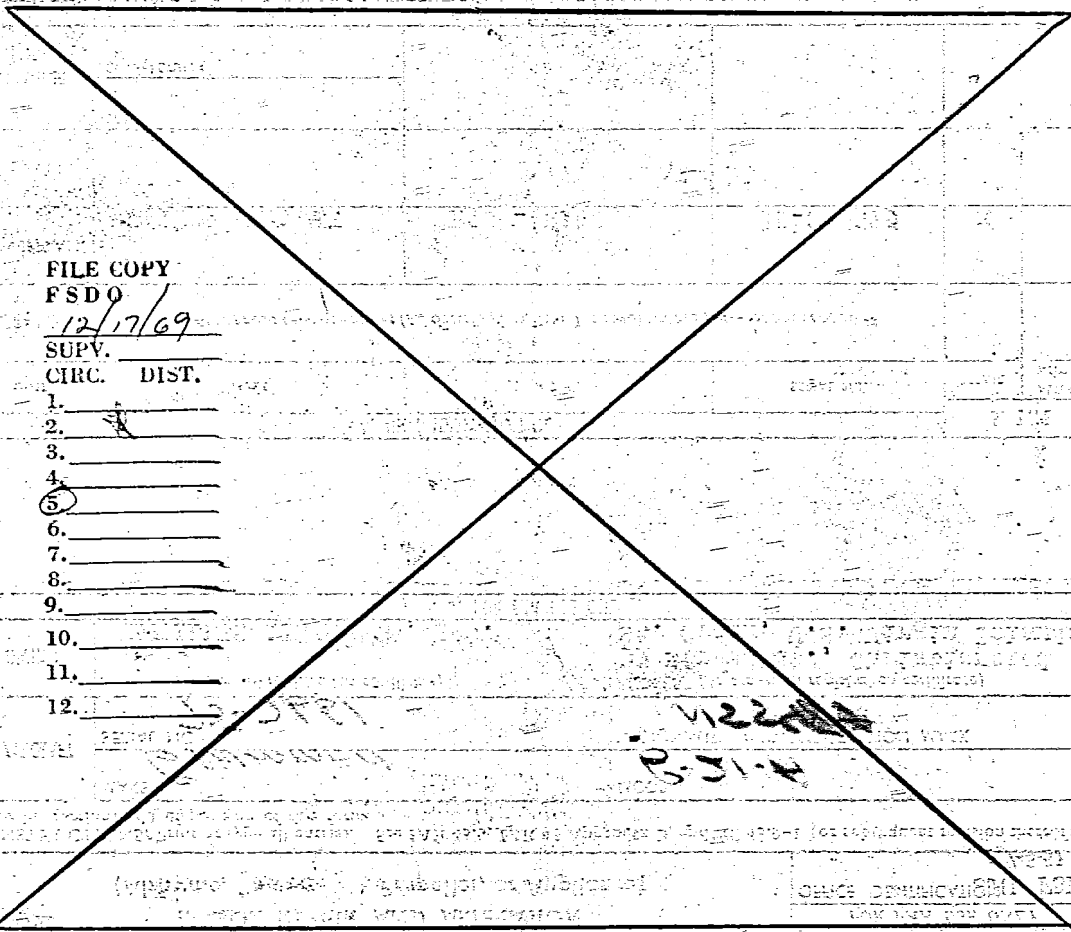
NOTICE

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

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

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.



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12/17/69

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ADDITIONAL SHEETS ARE ATTACHED

| | | | | | | |
|--|---|---|--|---|--------|------------|
| FEDERAL AVIATION AGENCY | | | | Form Approved Budget Bureau No. 04-R060.1 | | |
| MAJOR REPAIR AND ALTERATION | | | | FOR FAA USE ONLY | | |
| (Airframe, Powerplant, Propeller, or Appliance) | | | | OFFICE IDENTIFICATION: STU FSD | | |
| 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 | CUMMANS | | MODEL | 6-21A | |
| | SERIAL NO. | 75-7641 | | NATIONALITY AND REGISTRATION MARK | N5548H | |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | | |
| | ANTILLES AIR BOATS, INC. | | | 39 Strand St., Christiansted, St. Croix, US Virgin Islands | | |
| 3. FOR FAA-USE ONLY | | | | | | |
| 4. UNIT IDENTIFICATION | | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | | |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | REPAIR | ALTERATION |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | 11244 | x | | |
| PROPELLER | | | | | | |
| APPLIANCE | TYPE | | | | | |
| | MANUFACTURER | | | | | |
| 6. CONFORMITY STATEMENT | | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | | |
| EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC | | 3610 POWER PLANT CLASS 1 & 2 | | |
| | | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | | | | |
| | | <input checked="" 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 | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | | |
| September 10, 1969 | | Burt H. Peterson <i>B.H. Peterson</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 Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) | | |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| SEPT 10, 1969 | | 3610 | Burt H. Peterson <i>B.H. Peterson</i> | | | |

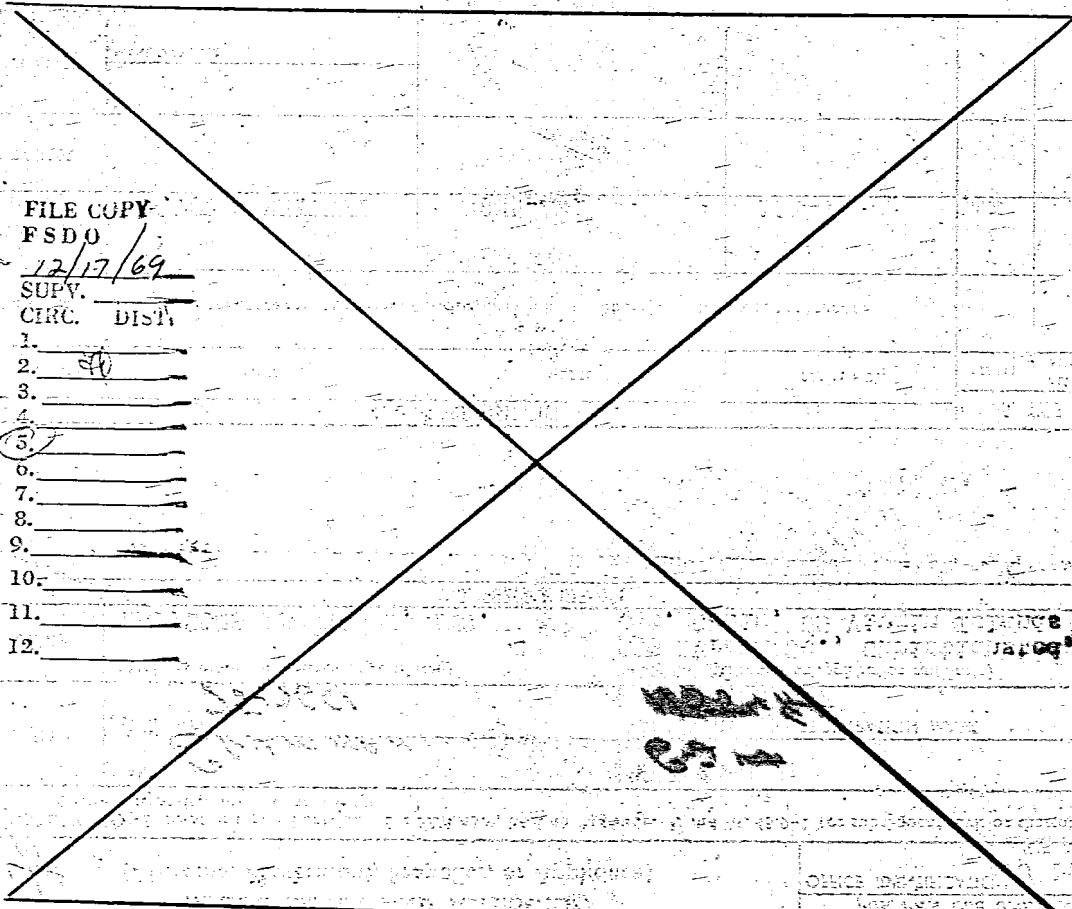
NOTICE

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.)

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.



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ADDITIONAL SHEETS ARE ATTACHED

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| 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 |
|--|---|

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 <i>Cumman</i> SERIAL NO. <i>75-7661</i> | MODEL <i>G-21-A</i> NATIONALITY AND REGISTRATION MARK <i>N-5548A</i> |
| 2. OWNER | NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate) 39 Strand St., Christiansted St. Croix, US 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) ***** | | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | JP-204500 | X | | |
| PROPELLER | | | | | | |
| APPLIANCE | TYPE | | | | | |
| | MANUFACTURER | | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--|
| A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2 |
|--|--|--|

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

| | |
|------------------------------|---|
| DATE March 4, 1970 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector |
|------------------------------|---|

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 RT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE <input checked="" type="checkbox"/> | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION March 4, 1970 | CERTIFICATE OR DESIGNATION NO. 3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector | | |

NOTICE

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

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

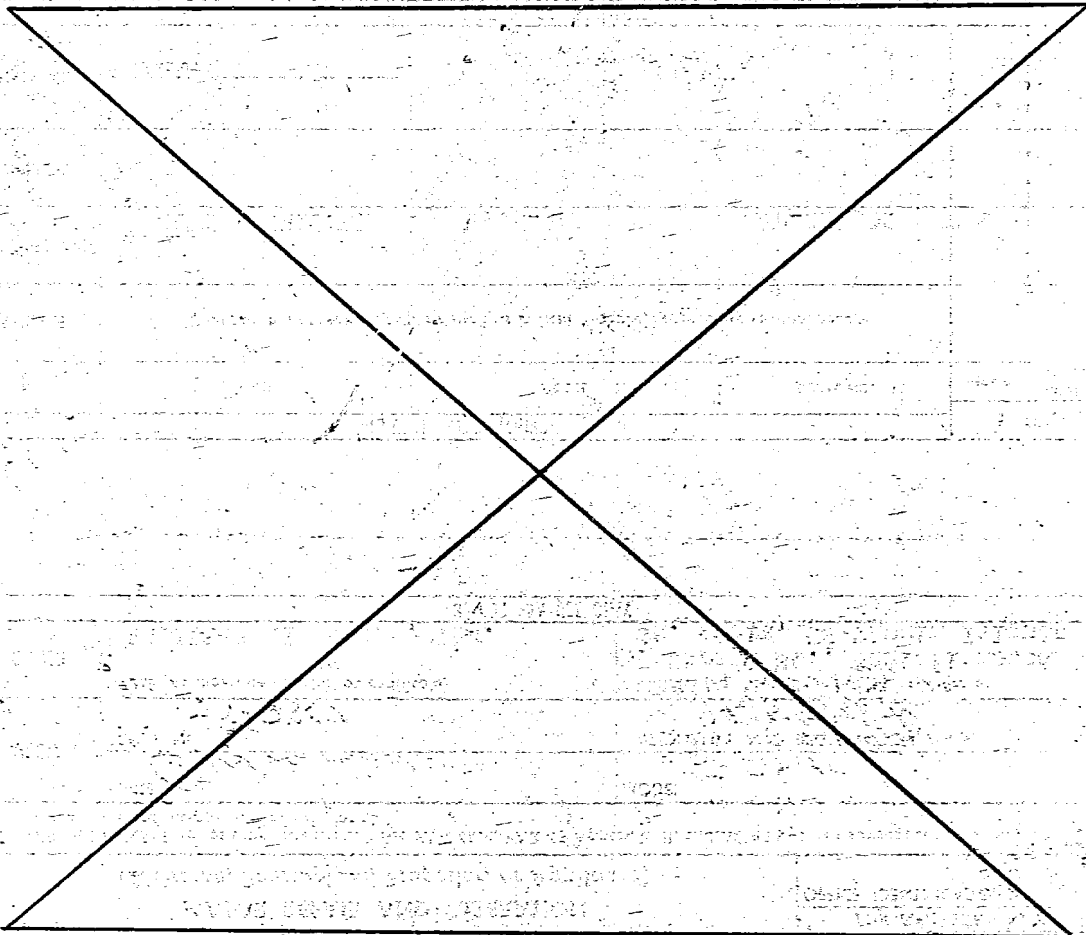
Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled.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

FAA.A.D. Note 56-6-2 complied with (Cylinder Inspection).

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).

FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.

FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.



ADDITIONAL SHEETS ARE ATTACHED

| | | | | | |
|--|--|---|--|--|------------|
| FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | Form Approved Budget Bureau No. 04-8060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION NO. SJU P5DO 7-5-61 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 <i>Grumman</i> | MODEL <i>G-21-A</i> | | NATIONALITY AND REGISTRATION MARK <i>N-5548-A</i> | |
| | SERIAL NO. <i>75-7661</i> | | | | |
| 2. OWNER | NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC. | | ADDRESS (As shown on registration certificate) 39 Strand St., Christiansted St. Croix, US 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) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | 4017 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | | U.S. CERTIFICATED MECHANIC | | 3610 POWER PLANT CLASS 1 & 2 | |
| | | FOREIGN CERTIFICATED MECHANIC | | | |
| | | <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION | | | |
| | | MANUFACTURER | | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE April 23, 1969 | | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector | | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) | |
| | FAA DESIGNEE <input checked="" type="checkbox"/> | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| DATE OF APPROVAL OR REJECTION April 23, 1969 | | CERTIFICATE OR DESIGNATION NO. 3610 | | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector | |

NOTICE

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

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

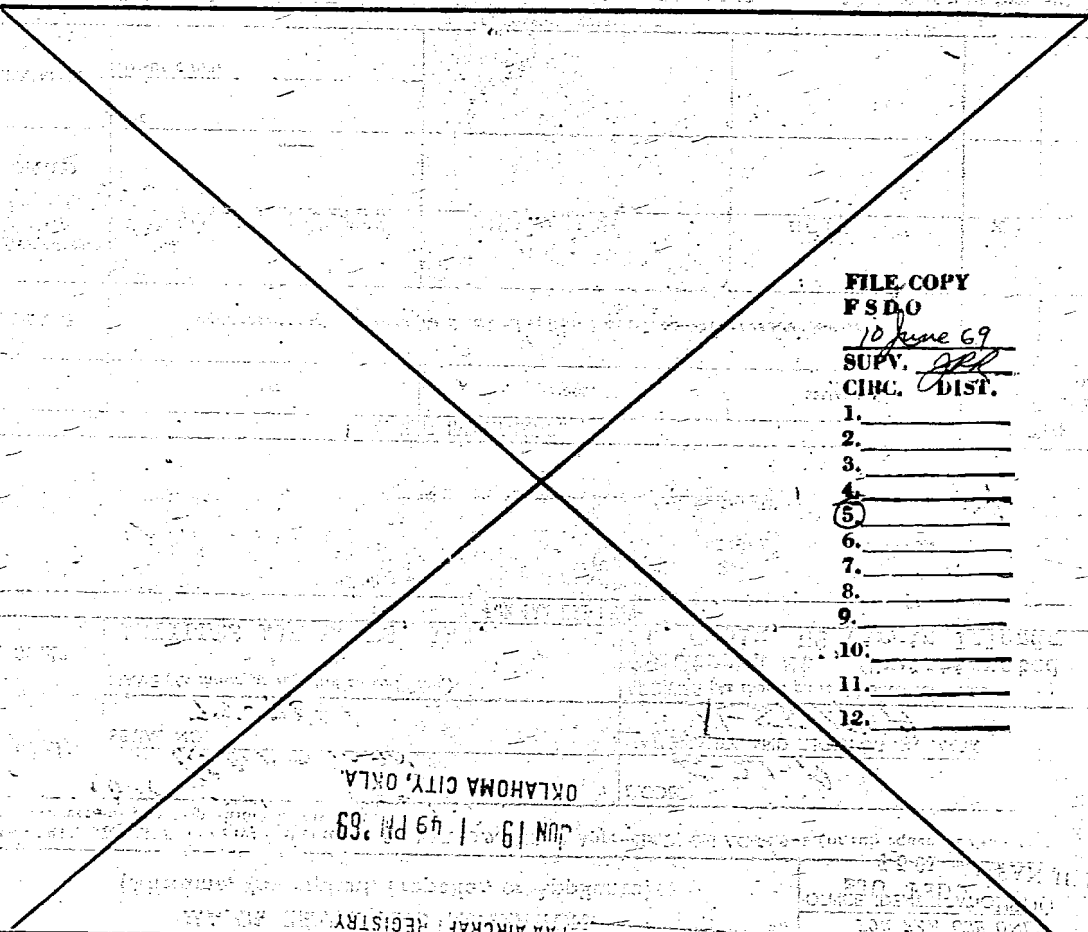
Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled.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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).

FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.

FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.



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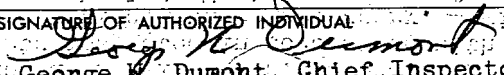
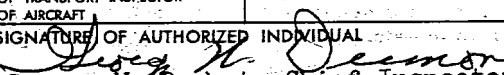
10 June 69
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OKLAHOMA CITY, OKLA
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FAA AIRCRAFT REGISTRY
CONVEYANCE FILE WITH

ADDITIONAL SHEETS ARE ATTACHED.

| | | | | | | |
|--|---|--|---|---|------------|--|
| FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | Form Approved Budget Bureau No. 04-R066.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 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 | GRAMMAN | | MODEL | G-21-A | |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | N-55487A | |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | | |
| | ANTILLES AIR BOATS, INC. | | | 39 Strand St. Christiansted St. Croix, 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) ***** | | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | 22651 | X | | |
| PROPELLER | | | | | | |
| APPLIANCE | TYPE | | | | | |
| | MANUFACTURER | | | | | |
| 6. CONFORMITY STATEMENT | | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | | |
| EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | | U.S. CERTIFICATED MECHANIC | | 3610 | | |
| | | FOREIGN CERTIFICATED MECHANIC | | POWER PLANT | | |
| | | <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | | CLASS 1 & 2 | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | | |
| DATE | | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| March 5, 1969 | | | George W. Dumont, Chief Inspector  | | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) | | |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| March 5, 1969 | | 3610 | | George W. Dumont, Chief Inspector  | | |

NOTICE

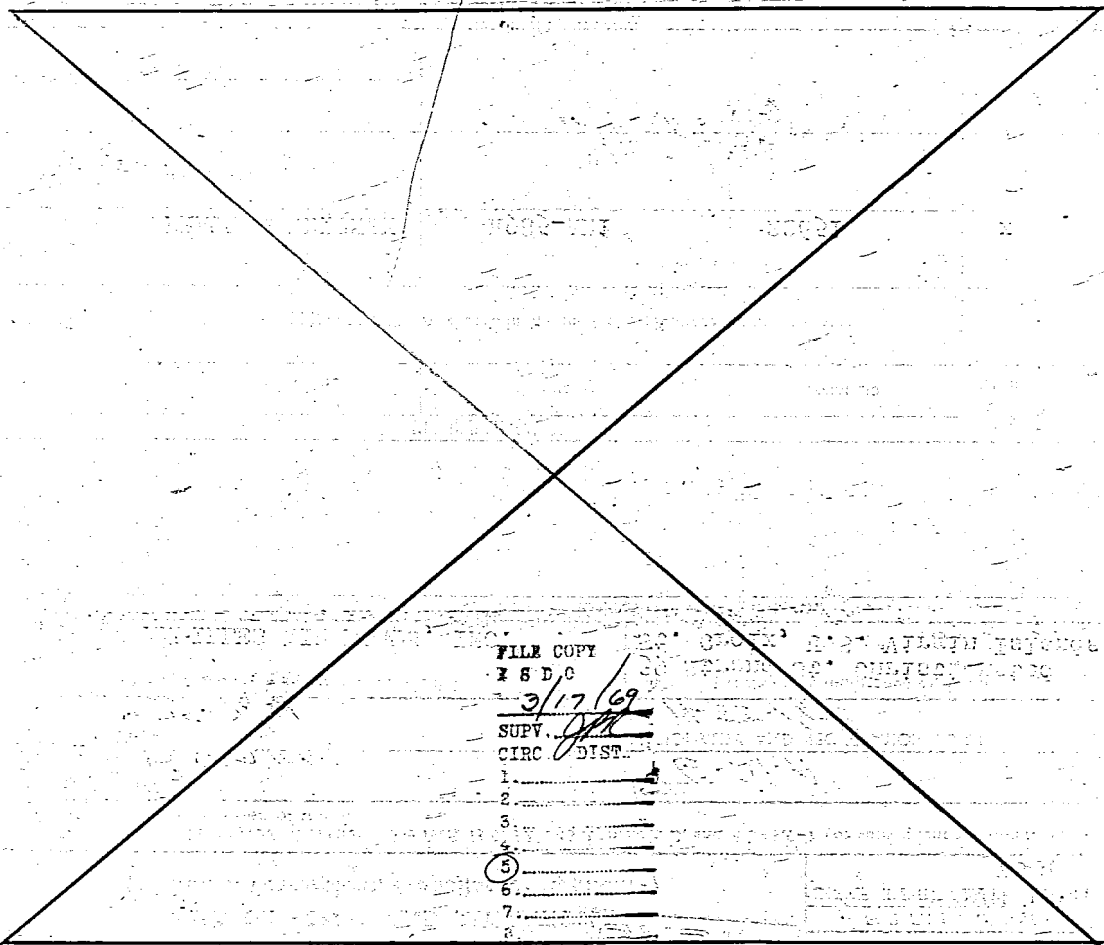
Weight and balance or operating limitations changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

OKLAHOMA CITY, OKLA.

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.



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SUPV. *[Signature]*
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ADDITIONAL SHEETS ARE ATTACHED

| FEDERAL AVIATION AGENCY | | | | Form Approved Budget Bureau No. 04-R066.1 | |
|--|---|---|--|--|-----------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | FOR FAA USE ONLY | |
| | | | | OFFICE IDENTIFICATION 7-5-61 | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. | | | | | |
| 1. AIRCRAFT | MAKE | Gouman | | MODEL | G-21-A |
| | SERIAL NO. | 75-7661 | | NATIONALITY AND REGISTRATION MARK | USA N5543A |
| 2. OWNER | NAME (As shown on registration certificate) | | ADDRESS (As shown on registration certificate) | | |
| | ANTILLES AIR BOATS, INC. | | 39 Strand St., Christiansted St. Croix US 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) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | 2658 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| EIGHTH AIR DEPOT, -INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | | 3610 POWER PLANT CLASS 1 & 2 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | | |
| January 22, 1968 | George W. Dumont George W. Dumont, Chief Inspector | | | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | | OTHER (Specify) |
| | FAA DESIGNEE | X REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | | |
| January 22, 1968 | 3610 | George W. Dumont, Chief Inspector | | | |

NOTICE

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

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

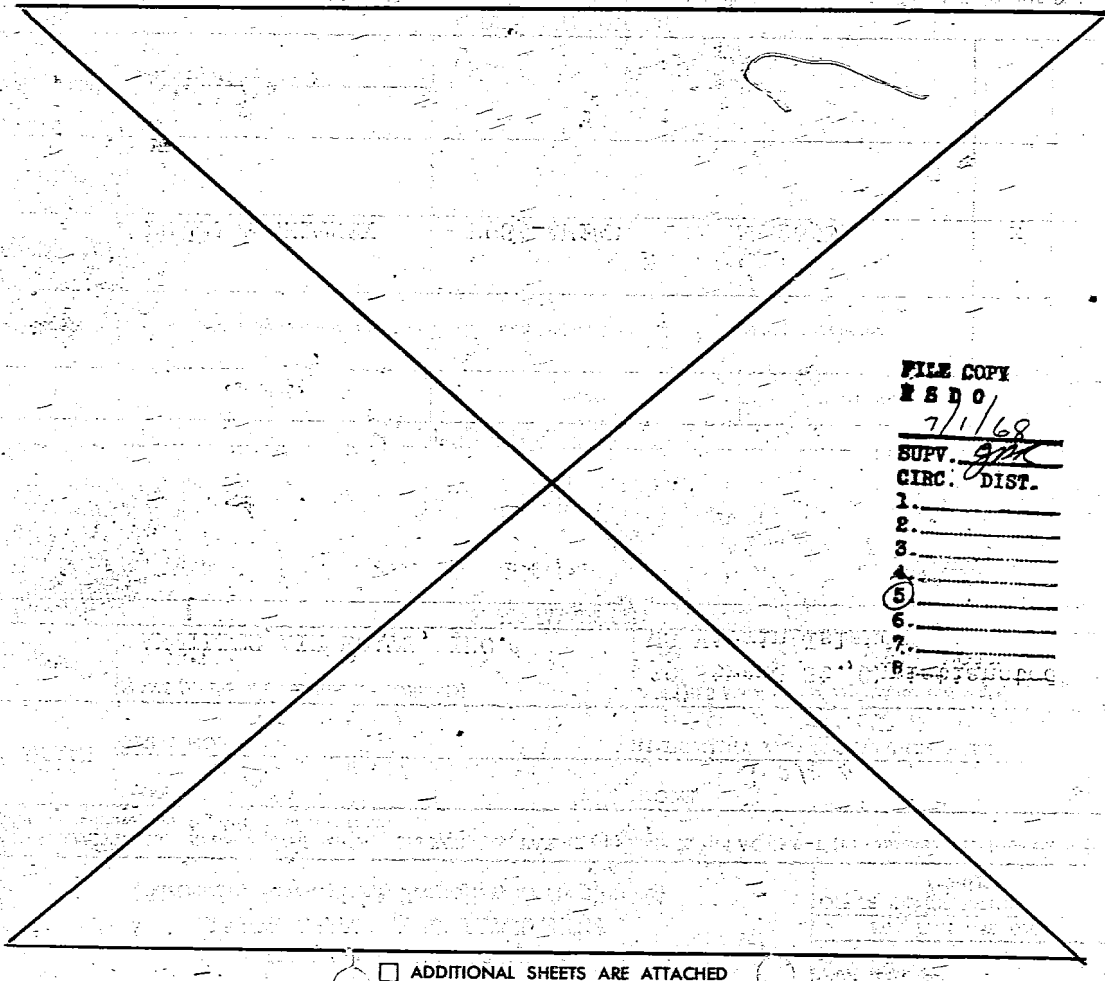
Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled.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

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).

P&W Service Bulletin 1693 (Drain Pipes, Cyl. Inter-Ear) complied with.

FAA A.D. Note 65-7-2 complied with (Fly Weights and Fly Weight Liners).

FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.



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ADDITIONAL SHEETS ARE ATTACHED

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

Form Approved
 Budget Bureau No. 04-R069.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
 7-561

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 GUMMUND | MODEL G-21-A |
| | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK USA N5542A |
| 2. OWNER | NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate) Alexander Hamilton Airport Christiansted, St. Croix, V.I. |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
|------------|--|------------|------------|---------|------------|
| | | | | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | TYPE | CLASS |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | JP-215400 | x | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--|
| A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. 3610 Power Plant Class 1 & 2 |
|--|--|--|

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

| | |
|--------------------------|--|
| DATE October 26, 1966 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector |
|--------------------------|--|

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 | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION October 26, 1966 | CERTIFICATE OR DESIGNATION NO. 3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector | | |

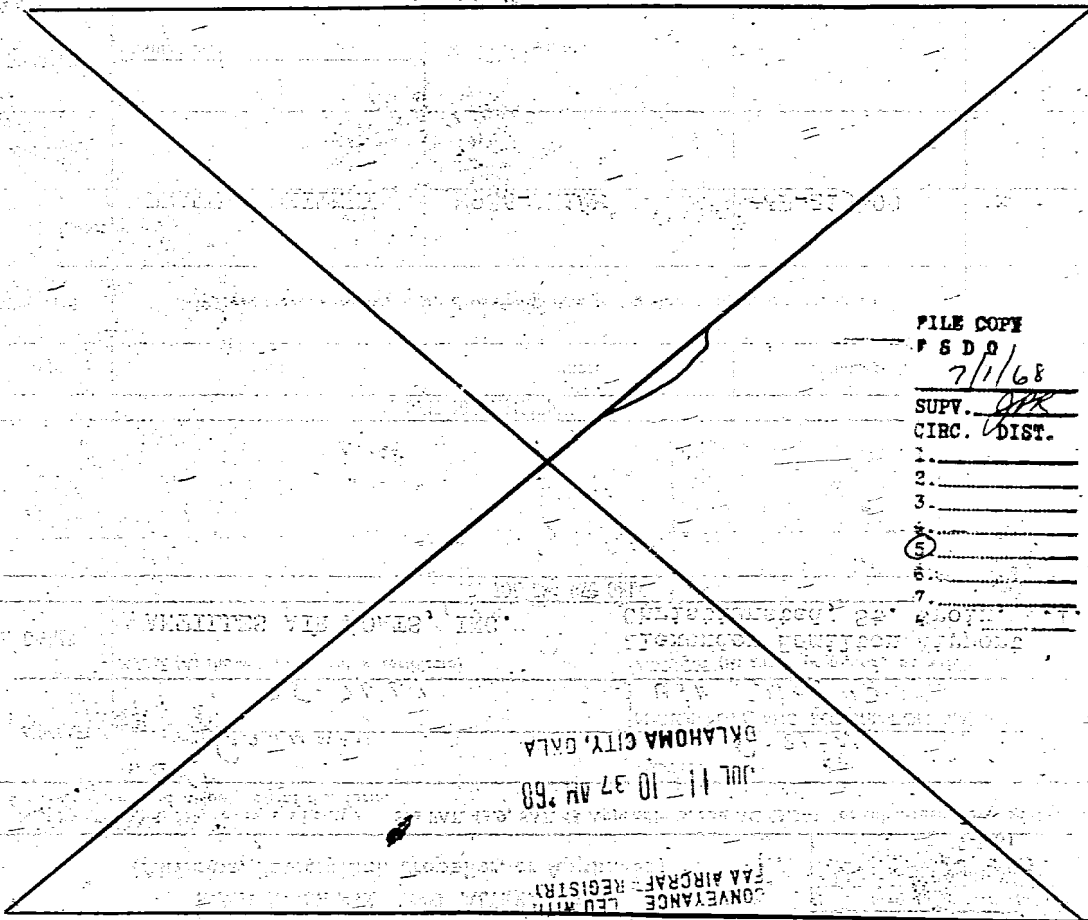
NOTICE

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.)

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

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
P&W Service Bulletin 1693 (Drain Pipes, Cyl. Inter-Ear) complied with.
FAA A.D. Note 65-7-2 complied with (Fly Weights and Fly Weight Liners).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.



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SUPV. *[Signature]*

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OKLAHOMA CITY, OKLA
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FAA AIRCRAFT REGISTRY

ADDITIONAL SHEETS ARE ATTACHED

968 1081

SEP 15 1965

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO GADO 5 *817-05*

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 <i>Grumman</i> | MODEL <i>G21A</i> |
| | SERIAL NO. <i>75-7667</i> | NATIONALITY <i>N 5548A</i> |
| 2. OWNER | NAME (As shown on registration certificate) <i>Antilles Air Boats, Inc.</i> | ADDRESS <i>St. John's, St. Christopher, St. Croix, U.S. Virgin Islands</i> |

3. FOR FAA USE ONLY

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 Part 18, section 18.11(b).

7-10-65 James M. Ranelly
Date Signature of FAA Inspector

| 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 <i>William Joseph Covert, Jr.</i> <i>2535 S.W. 5th St.</i> <i>Miami, Fla.</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. <i>A & P 1496292</i> |
|---|--|--|

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 <i>10 Sept. 1965</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William Covert</i> <i>AAP # 1496292</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 Agency 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 <i>10 Sept. 1965</i> | CERTIFICATE OR DESIGNATION NO. <i>M16616 (M16615)</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul ...</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.)

Removed 3 Beechcraft seats and installed 1 3-place and 1 2-place couch.

These couches were manufactured by Associated Aircraft Equipment, Inc. to TSO standards in accordance with drawings C-154 and C-126, with the exception of leg positioning. The attached FAA 1600 form certifies regulation compliance as to this change.

These couches were attached to the floor in an identical manner as the presently approved seats. For details see copy of attached 337 dated 3-22-60. However, their attachment was further checked and approved. See the attached FAA 1600.

The aircraft equipment list, loading schedule, and weight and balance data were modified as necessary to reflect these changes. This work meets the standards of CAM 18 and FAR 43.

The following placards were installed:

"Do not exceed 58 lbs. in Rear Cargo Comp't."

"With all other seats occupied to a total of 1700 lbs. the right rear seat must not be occupied."

ADDITIONAL SHEETS ARE ATTACHED

965 2137

28 SEP 13 1985

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 57.5

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 G21A |
| | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N5548A |
| 2. OWNER | NAME (As shown on registration certificate) Antilles Air Boats, Inc. | ADDRESS (As shown on registration certificate) 39 Strand St. Cristian Sted. St. John, U.S. Virgin Island |

3. FOR FAA USE ONLY

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 Part 18, section 18.11(b).

9-1-65 Thomas J. Sharp
 Date Signature of FAA Inspector
SO-GADO-5

| 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 Airport Radio Service, Inc. P.O. Box 1244 Miami, Fla. | B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. C.R.S.# 5019 Limited Radio |
|--|--|---|

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 8-31-65 | SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Guido Elias</u> Guido Elias, Insp. General Manager |
|------------------------|---|

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 | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION 9-1-65 | CERTIFICATE OR DESIGNATION NO. 5019 | SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Guido Elias</u> Guido Elias, Insp. General Manager | | |

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.)

Equipment removed: 1ea. T-11B Transmitter, 1ea. 15C OMNI system and Radio Rack from Co-Pilots forward Bulk Head Station 7 also 1ea. 1048 ILS Indicator, 1ea. 14463 OBS, 1ea. R3002 Control Head from instrument panel and 1ea. 37J-3 OMNI Antenna from Over Head at Station 11.

Equipment installed: 2ea. T-24 MP-12 Power unit with factory furnish mount on Radio Rack located on FWD Bulk Head at Station 7, 2ea. Mark 12 Transceiver, 1ea. T-12C ADF Receiver on factory furnish case, 1ea. VOA-5 Indicator and 1ea. 551-A ADF Indicator on center of instrument Panel at station 9. Also 1ea. VOA-5 Indicator and 1ea. Audio and Mic. Control panel at lower corner of left side instrument panel at Station 9, Above Rack and mounting case installed and secured by an Air Frame mechanic.

Installed 1ea. VP-10 VHF Antenna AFT center at Station 26, 1ea. 2321E Zoop Antenna AFT center at Station 27, 1ea. VP-10 VHF Antenna AFT center at Station 29 and 1ea. VRP-37 VOR Antenna on vertical Fin at Station 99. All Antenna mount and secured by an Air Frame mechanic.

Wiring used on installation supplied by equipment manufacturer and installed as per manufacturer specifications and is Point to Point. All cables anchored to Fuselage Frame with insulated Clamps. Mark 12 protected with 5 AMP Circuit Braker on each system and T-12 ADF with 1 AMP circuit Braker located on Circuit Braker panel at Station 12.

Equipment installed I/A/W CAM 18 and 3.721
Equipment functionally checked I/A/W CAR-3.652

| <u>ITEM</u> | <u>WEIGHT</u> |
|--------------------------|---------------|
| Removed: | |
| 1ea. T-11B Transmitter | 3.4 - |
| 1ea. 15C OMNI System | 19.9 - |
| 1ea. Radio Rack | 1.0 - |
| 1ea. 1D-48 ILS Indicator | 1.8 - |
| 1ea. 14463 OBS | 1.5 - |
| 1ea. R3002 Control Head | .9 - |
| 1ea. 37J-3 OMNI Antenna | 5.75 - |

TOTAL WEIGHT REMOVED.....32.0 -

| | |
|---------------------------------|------------------|
| Installed: | |
| 2ea. T-24 MP | 7.8 + |
| 2ea. Mark 12 | 10.2 + |
| 2ea. VOA-5 Indicator | 6.0 + |
| 2ea. VOA-5 Indicator | 1.5 + |
| 1ea. VRP-39 VOR Antenna | 1.5 + |
| 2ea. VP-10 Antenna | 3.2 + |
| 1ea. 201C ADF | 3.5 + |
| 1ea. 551A Indicator | 1.7 + |

ADDITIONAL SHEETS ARE ATTACHED

CAMERA NO. 3N DATE: 9-26-85

FEDERAL AVIATION AGENCY 862 969

Form Approved AUG 26 1965
Budget Bureau No. 04-R06895

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

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 <i>Grauman</i> | MODEL <i>G21A</i> |
| | SERIAL NO. <i>75-7661</i> | NATIONALITY AND REGISTRATION MARK <i>N5548A</i> |
| 2. OWNER | NAME (As shown on registration certificate) <i>Antilles Air Boats, Inc.</i> | ADDRESS (As shown on registration certificate) <i>39 Strand St. Christiansted, St. Croix, U.S. Virgin Islands</i> |

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 <i>William Joseph Everett, Jr. 2535 S.W. 5th St. Miami, Fla.</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. <i>A & P 1496292</i> |
|--|--|--|

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

| | |
|-------------------------------|--|
| DATE <i>13 August 1965</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William Everett Jr. A & P 1496292</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 Agency 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 <i>13 August 1965</i> | CERTIFICATE OR DESIGNATION NO. <i>M16615</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>W. J. Everett</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.)

On the left side of the hull a 20" section of chine section was replaced from app. station 75 to app. station 18. This work was done in accordance with specific instructions of the grumman repair manual pages 711 and 714 and figure 68; using factory new parts. These instructions meet the standards of C.A.A. 18 and F.A.R. 43.

END

RECEIVED
 FAA
 AUG 16 1965
 SO-GADO-5
 MIAMI, FLORIDA

ADDITIONAL SHEETS ARE ATTACHED

962 968

| | |
|---|---|
| FEDERAL AVIATION AGENCY | Form Approved 118 28 1965 Budget Bureau No. 04-R0061 |
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | 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 <i>Cessna</i> | MODEL <i>G21A</i> |
| | SERIAL NO. <i>75-7661</i> | NATIONALITY AND REGISTRATION MARK <i>N5596A</i> |
| 2. OWNER | NAME (As shown on registration certificate) <i>Antilles Air Boats, Inc.</i> | ADDRESS (As shown on registration certificate) <i>39 Second St. Christ Church St. Cruz, U.S. Virgin Islands</i> |

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

| | | |
|--|--|--|
| A. AGENCY'S NAME AND ADDRESS <i>William Joseph Everett, Jr. 2535 S.W. 5th St. Miami, Fla.</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. <i>A & P 1496292</i> |
|--|--|--|

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 <i>13 August 1965</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William Everett AWP # 1496292</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 Agency 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 <i>13 August 1965</i> | CERTIFICATE OR DESIGNATION NO. <i>176615</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ray L. ...</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.)

Rudder #AAB 1 removed from aircraft, old covering removed, and structure thoroughly inspected and repaired as necessary. This unit covered with Grade A fabric and finished with white dope. All work accomplished in accordance with C.A.M. 18, section 18.30-3 and F.A.R. 43.

This unit re-installed on aircraft and rigged to manufacturer's specifications.

RECEIVED
 FAA
 AUG 16 1965
 SO-GADO-5
 MIAMI, FLORIDA

ADDITIONAL SHEETS ARE ATTACHED

SEP 15 1965

968 1083

FEDERAL AVIATION AGENCY

Form approved
Budget Bureau No. 04-R060.

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

| | | | | |
|--|--|---|--|---|
| 1. AIRCRAFT | MAKE GRUMMAN | MODEL G 21A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N 5548P |
| 2. OWNER | NAME (First, middle, last) Antilles AIRBOATS. SOUTHEAST AIRLINES | | ADDRESS (Street and number, city, zone and State) P.O. Box 48-70A Miami, Florida | |
| 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) |
| a. AIRFRAME | ***** (As described in Item 1 above) ***** | | | |
| b. POWERPLANT | PRATT & WHITNEY | R985-AN14B | JP-210830 | X |
| c. PROPELLER | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | | | |
| 4. AIRCRAFT WEIGHT AND BALANCE DATA <small>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.</small> | | | | |
| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* | |
| NORMAL | 5936.75 | UNAPPROVED 20.84 | 1563.25 | |
| 5. CONFORMITY STATEMENT (Complete and check) | | | | |
| a. AGENCY'S NAME AND ADDRESS | | b. KIND OF AGENCY | | c. CERTIFICATE NO. |
| EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA | | <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. - - - <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | | 3610 POWER PLANT CLASS 1 & 2 LIMITED ACCESSORY |
| d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | |
| June 4, 1965 <small>(Date repair and/or alteration completed)</small> | | George W. Dumont Chief Inspector <small>(Signature of authorized individual)</small> | | |
| 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 | | | | |
| 4 <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) | | | | |
| June 4, 1965 <small>(Date of approval or rejection)</small> | | George W. Dumont Chief Inspector <small>(Signature of authorized individual: title or identification number)</small> | | |
| 7. TO BE COMPLETED ONLY BY FAA PERSONNEL | | | | |
| a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum | | | | |
| b. <input checked="" type="checkbox"/> Accepted <u>6-4-65</u> (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date) | | | | |
| SO GADO 5 <small>(FAA designation number)</small> | | 7-25 Jane M. Farrell SO GADO 5 <small>(Signature Flight Standards Inspector)</small> | | |

MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the 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.

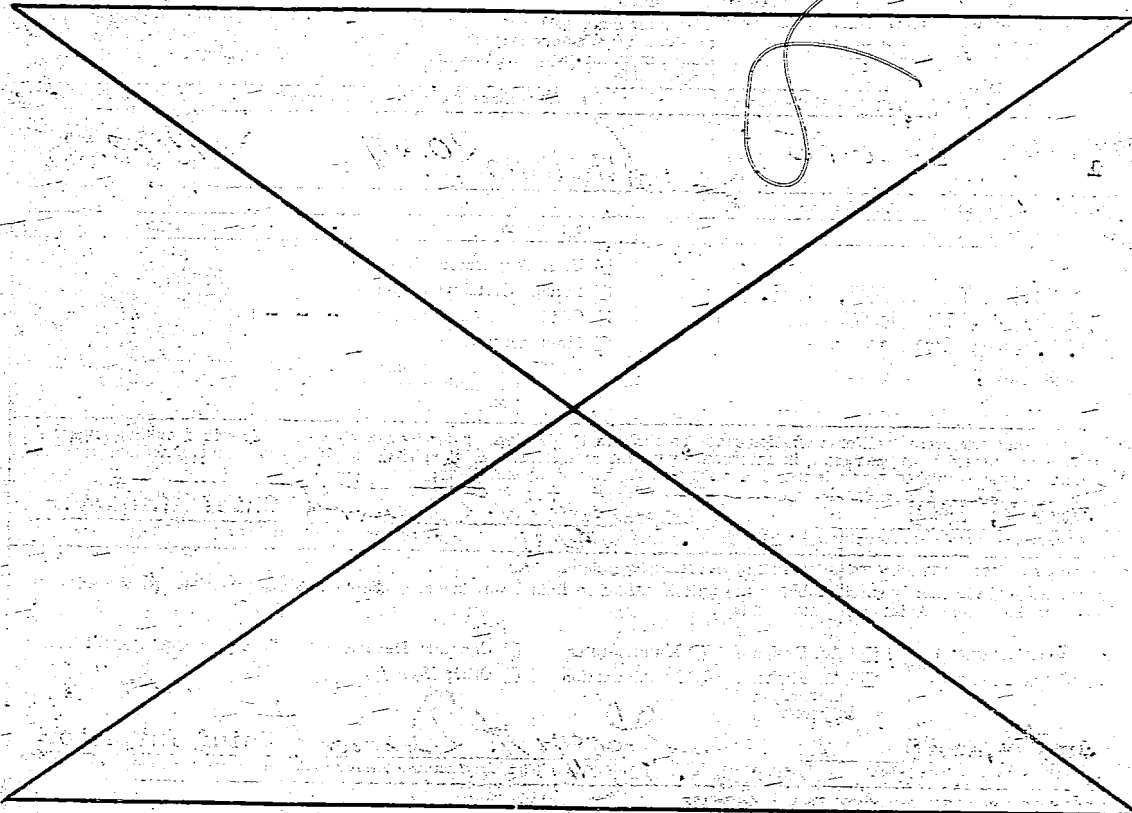
Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, carburetor, ~~magneto~~ magnetos and harness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

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).

FAA A.D. Note 62-11-5 complied with (Cam Drive Gear).

P&W Service Bulletin 1693 (Drain Pipes, Cyl. Inter-Ear) complied with.

FAA A.D. Note 65-7-2 complied with (Fly Weights and Fly Weight Liners).



*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: 1969-O-538224

Form FAA-387 (4-52)

Installed #1 position A/c N5548A - 8-3-65

C.C. Nelson AVE #1201246

856 2727

FEDERAL AVIATION AGENCY

Form approved, Budget Bureau No. 04-R060.

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

| | | | | |
|---|--|--|---|---|
| 1. AIRCRAFT | MAKE Cessna | MODEL G-21A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N 5548A |
| 2. OWNER | NAME (First, middle, last) Southeast Airlines, Inc. | | ADDRESS (Street and number, city, zone and State) P.O. Box 304, Miami, Fla. 33148 | |
| 3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18. | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION |
| a. AIRFRAME | ***** (As described in item 1 above) ***** | | | |
| b. POWERPLANT | | | | |
| c. PROPELLER | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER Brake shoe & lining assy (Cessna) G-29 | | Aero Parts # 1 and # 2 | X |
| 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 | 5936.75 | 20.84 | 1563.25 | |
| 5. CONFORMITY STATEMENT (Complete and check) | | | | |
| a. AGENCY'S NAME AND ADDRESS Barney Franzo Aero Parts 3634 N.W. 36th Street Miami, Florida | | 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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | | c. CERTIFICATE NO. A & B 18380 |
| 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. <u>Nov 12, 1964</u> (Date repair and/or alteration completed) <u>Barney Franzo</u> (Signature of authorized individual) A & B 18380 | | | | |
| 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 | | | | |
| <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input checked="" type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) | | | | |
| <u>Nov 12, 1964</u> (Date of approval or rejection) <u>W.D. Gleason SO-EMDD-43</u> (Signature of authorized individual; title or identification number) | | | | |
| 7. TO BE COMPLETED ONLY BY FAA PERSONNEL | | | | |
| a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum | | | | |
| b. <input checked="" type="checkbox"/> Accepted <u>Nov 12, 1964</u> (Date) <input type="checkbox"/> Reinspected _____ (Date) <input type="checkbox"/> Spot Checked _____ (Date) | | | | |
| <u>SO-EMDD-43</u> (FAA designation number) <u>W.D. Gleason</u> (Signature Flight Standards Inspector) UV 18 18380 | | | | |

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

1. Brake shoe assembly Serial No. 1, installed in accordance with Supplemental Type Certificate No. SA 11380, installed on the left brake assembly in accordance with manufacturer's instructions.
2. Brake shoe assembly Serial No. 2, installed in accordance with Supplemental Type Certificate No. SA 11380, installed on the right brake assembly in accordance with manufacturer's instructions.

Above installations involve no weight change.

••••• 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.

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.*

Old covering removed from left aileron S/N SEA #1 and right aileron S/N SEA #2 and structure inspected for condition.

O.K. to cover. Fred W. Kline AI 1315661
Frames covered with Grade A fabric. Four coats of clear nitrate dope brushed on, two coats of clear nitrate dope sprayed on, four coats silver nitrate dope sprayed on and four coats of white butyrate dope sprayed on. Balance not affected. All workmanship and materials used conforms to recommendations as per CAM 18.30-3.

O.K. to install. Fred W. Kline AI 1315661
Installed and rigged on aircraft in accordance with manufactures recommendations.

Nothing follows.

OKLAHOMA CITY, OKLA.

OCT 17 10 57 AM '85

REGISTRATION BRANCH
FAA AGENCY

*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.

F.A.A.

| FEDERAL AVIATION AGENCY | | | | Form approved Budget Bureau No. 41-10824 | |
|---|--|--|---|--|------------------|
| MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE) | | | | | |
| 1. AIRCRAFT | MAKE Cessna | MODEL C21A | SERIAL NO. 75-7561 | NATIONALITY AND REGISTRATION MARK N5548A | |
| 2. OWNER | NAME (First, middle, last) Cat Cay Airways | | ADDRESS (Street and number, city, state and State) 1210 Ave. Q Lubbock, Texas | | |
| 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 | REPAIRED (As described in item 1 above) | | | <input checked="" type="checkbox"/> | |
| b. POWERPLANT | | | | | |
| c. PROPELLER | MAR 29 1962 | | | | |
| 4. APPLIANCE | TYPE AND MANUFACTURER MIAMI, FLORIDA | | | | |
| 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 | 5986.75 | 20.84 | | 1565.25 | |
| 5. CONFORMITY STATEMENT (Complete and check) | | | | | |
| a. AGENCY'S NAME AND ADDRESS | | b. KIND OF AGENCY | | c. CERTIFICATE NO. | |
| Robert Loomis 180711 S. W. 44 St. Miami, Fla. | | <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | | A4E 1251876 | |
| 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. | | | | | |
| Mar. 26, 1962 (Date repair and/or alteration completed) | | <i>Robert C. Loomis</i> (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 | | | | | |
| <input checked="" type="checkbox"/> APPROVED } BY <input type="checkbox"/> REJECTED } | | <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) INSPECTOR AUTHORIZED | | | |
| Mar 28 1962 (Date of approval for return) | | <i>[Signature]</i> LEE 126772 (A-E) (Signature of authorized individual, title or identification number) | | | |
| 7. TO BE COMPLETED ONLY BY FAA PERSONNEL | | | | | |
| <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum <input checked="" type="checkbox"/> Accepted 4/2/62 (Date) <input type="checkbox"/> Reinspected _____ (Date) <input type="checkbox"/> Spot Checked _____ (Date) | | SO GADO 5 (FAA designation number) | | | |
| | | <i>Walter L. Ruppel</i> (Signature Flight Standards Inspector) | | | |

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.

Hull bottom at stations 15 and 16 repaired in accordance with Grumman structure and repair manual. (Fig. 66, Page 125 and Fig. 67, page 126.)

Wing tip false spar repaired in accordance with Grumman structure and repair manual. (Paragraph 66, Page 24.)

Left landing gear drag struts (Grumman part numbers 9602L and 9603L) re-laced. Left landing gear shear bolts re-laced. Landing gear retraction accomplished.

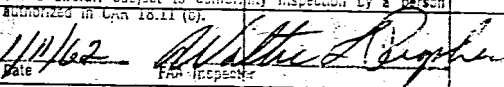
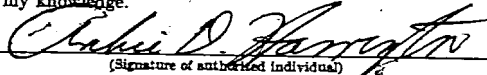

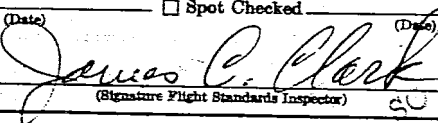
Nothing follows

OKLAHOMA CITY, OKLA.
MAY 15 3 18 PM '62
AIRCRAFT AND AIRFRAME
RECORDS BRANCH
FAA

*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. 31 DATE: 9-26-85

| FEDERAL AVIATION AGENCY | | | | Form approved. Budget Bureau No. 41-80234 | |
|--|--|---|---|--|------------------|
| MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE) | | | | | |
| 1. AIRCRAFT | MAKE GRUNDYAN | MODEL G21A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N5548A | |
| 2. OWNER | NAME (First, middle, last) Donald B. Sittman and Irving L. Jones | | ADDRESS (Street and number, city, zone and State) 7331 S. W. 52nd Ct. 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) | |
| a. AIRFRAME | ***** (As described in item 1 above) ***** | | | MAJOR REPAIR | MAJOR ALTERATION |
| b. POWERPLANT | | | | | X |
| c. PROPELLER | | 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 CAN 10.11 (c). | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER |  Date: 1/11/62 For Inspector: | | | |
| 4. AIRCRAFT WEIGHT AND BALANCE DATA <small>*AFTER the repairs and/or alterations described below were made.</small> | | | | | |
| 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 | 5929.75 | 20.7 | | 1570.25 | |
| 5. CONFORMITY STATEMENT (Complete and check) | | | | | |
| a. AGENCY'S NAME AND ADDRESS | | b. KIND OF AGENCY | | c. CERTIFICATE NO. | |
| PENINSULAR AIRCRAFT RADIO, INC. P. O. BOX 48-1242 INTERNATIONAL AIRPORT BRANCH MIAMI 48, FLA. | | <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | | 4345 Radio Class I " " II Limited Radio | |
| d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| January 11, 1962 (Date repair and/or alteration completed) | |  (Signature of authorized individual) | | | |
| 6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) <small>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</small> | | | | | |
| <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) | | | | | |
| January 11, 1962 (Date of approval or rejection) | |  (Signature of authorized individual, title or identification number) | | | |
| 7. TO BE COMPLETED ONLY BY FAA PERSONNEL | | | | | |
| F.A.A. Approved #4345 | | | | | |
| <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum <input checked="" type="checkbox"/> Accepted <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked | | | | | |
| SO GADO 5 (FAA designation number) | |  (Signature Flight Standards Inspector) | | | |

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.

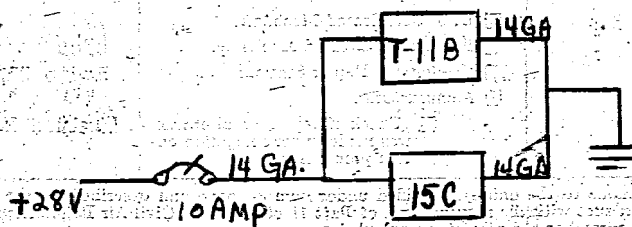
See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

| | WT | ARM | MOMENT |
|---------------------------------------|----------------|-------------|------------------|
| INSTALLED - 1 each - T11B Transmitter | 3.4 | 40 | 136.00 |
| 1 each - 15C Omni System | 19.9 | 40 | 796.00 |
| 1 each - Radio Rack | 1.0 | 40 | 40.00 |
| 1 each - IB-48 IIS Indicator | 1.8 | 80 | 144.00 |
| 1 each - 15463 CBS | 1.5 | 80 | 120.00 |
| 1 each - R3002 Control | .9 | 80 | 72.00 |
| 1 each - 37J-3 Omni Antenna | 5.75 | 90 | 517.50 |
| NET CHANGE | 34.25 | | 1825.50 |
| FORMER WT AND BALANCE (EMPTY) | 5895.5 | 20.6 | 121447.30 |
| NEW WT AND BALANCE (EMPTY) | 5929.75 | 20.7 | 123272.8 |

INSTALLED RADIO AND RADIO RACK AS PER MANUAL 18 AND GOOD WORKING PRACTICES, USING MIL SPEC WIRE 5086. EQUIPMENT FUNCTION O.K. AND NO EFFECT ON MAGNETIC COMPASS.

ELECTRICAL LOAD - TOTAL PREVIOUS CONT. LOAD = 13.0 Amps
 ADDITIONAL LOAD = 3.5 Amps
 TOTAL AVAILABLE = 16.5
 $\frac{16.5}{100} = 165\%$



OKLAHOMA CITY, OKLA

FEB 5 1 58 PM '85

FAA RECORDS BRANCH AIRCRAFT AND AIRMEN

*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.

FEDERAL AVIATION AGENCY

Form approved
Budget Bureau No. 41-R031.4

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

| | | | | |
|-------------|-----------------------|----------------------|------------------------------|--|
| 1. AIRCRAFT | TYPE Cessna | MODEL C21A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N5548A |
|-------------|-----------------------|----------------------|------------------------------|--|

| | | |
|----------|--|--|
| 2. OWNER | NAME (First, middle, last) Cat Cay Airways | ADDRESS (Street and number, city, zone and State) 1210 Ave. Q Lubbock, Texas |
|----------|--|--|

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 | | 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 (b). | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | Walter L. Rippha 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 | 5936.75 | 20.84 | 1563.25 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|---|--|---|
| a. AGENCY'S NAME AND ADDRESS W. B. Campbell P. O. Box 48-1273 Miami 48, Florida | 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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO. A & B 104154 |
|---|--|---|

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

January 12, 1962

(Date repair and/or alteration completed)

W. B. Campbell

W. B. Campbell

(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 } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } FAA Flight Standards Inspector Repair Station Other (Specify) **INSP. AUTH.**

JAN 12 1962

(Date of approval or rejection)

W. B. Campbell

(Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted **1/29/62** (Date) Reinspected **1/29/62** (Date) Spot Checked **1/29/62** (Date)

SO GADO 5 (FAA designation number) **Walter L. Rippha** (Signature Flight Standards Inspector)

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed fire extinguisher in cabin at arm 210.25 in accordance with CAR part 4A 566.

Net change plus 7 lbs. ARM

| | | |
|-------------------|---------|--------|
| Old empty weight | 5929.75 | 20.7 |
| Fire extinguisher | 7.0 | 210.25 |
| New empty weight | 5936.75 | |

Moment 124744.55 = 20.84 E C G
 New E. W. 5936.75

Relocated fire extinguisher in cockpit under forward part of co-pilot's seat.
 No change in center of gravity.

OKLAHOMA CITY, OKLA.

FEB 5 1 58 PM '85

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

Check block if additional sheets are attached.

FEDERAL AVIATION AGENCY

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

| | | | | |
|-------------|-----------------------|------------------------|------------------------------|--|
| 1. AIRCRAFT | MAKE Cessna | MODEL G 21 A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK H 5588 A |
|-------------|-----------------------|------------------------|------------------------------|--|

| | | |
|----------|--|---|
| 2. OWNER | NAME (First, middle, last) Donald B. Sittman and Irving L. Jones | ADDRESS (Street and number, city, zone and State) 7331 S. W. 52nd Ct. 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 | The unit identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11 (b). | | | | |
| c. PROPELLER | | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER 11-4-60 Date: <u>11-4-60</u> <i>James D. Slone</i> FAA Inspector | | | | |

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

| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (inches from datum)* | USEFUL LOAD (Pounds)* |
|----------|------------------------|--|-----------------------|
| Normal | 5895.5 | 4 20.6 | 1604.5 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|--|
| a. AGENCY'S NAME AND ADDRESS D. J. Slim 6830 Cartee Rd. Miami 56, Fla. | 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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO. A & E 1267172 |
|--|--|--|

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.

4 Nov. 1960 (Date repair and/or alteration completed) D. J. Slim (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 } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } FAA Flight Standards Inspector Repair Station Other (Specify):

11-4-60 (Date of approval or rejection) James D. Slone (Signature of authorized individual) **Reg. 2 FW ASDO 13**

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted _____ (Date) Reinspected _____ (Date) Spot Checked _____ **ACU**
9-17-61
VR
 (P.A.A. designation number) (Signature Flight Standards Inspector)

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.

Modified and installed 1 ea. beechcraft seat in Cessna Goose G 21 A. Modification consists of removal of backrest only. Seat structure and seat belt attach unaltered. Seat model 18051-1. Seat installed at R.H. Sta # 133 in A/W information contained in Approved ACA 337 dated 3/22/60 covering existing 6 seats. All work accomplished in A/W ACS-11 dated July 15, 1958 and the following CAP's. 3.171, 3.71, 3.76, 3.174, 3.386, 3.390, 3.715, 3.387, 3.294. Weight and balance change for installation as follows. Weight of seat & belt 8 lbs., Arm # 133, moment #1061. New E. W. 5895.5, New E.C.G. #20.6, New useful load 1604.5 lbs. Nothing follows.

[Faint, mostly illegible text and markings, possibly bleed-through from the reverse side of the page.]

*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.

OKLAHOMA CITY, OKLA.
SEP 26 3 43 PM '85
RECORDS BRANCH
FAA

FAA AIRCRAFT REGISTRY

CAMERA NO.

3N

DATE:

9-26-85

FWA

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved
Budget Bureau No. 41-80824

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

| | | | | |
|-------------|---|----------------|--|--|
| 1. AIRCRAFT | MAKE GRUMMAN | MODEL G-21A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N 5548A |
| 2. OWNER | NAME (First, middle, last) DONALD B. SITTMAN AND IRVING L JONES | | ADDRESS (Street and number, city, zone and State) 7731 S.W. 52ND CT. 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 | | | ALTERATION | The unit identified herein complies with applicable requirements for the above described aircraft subject to conformity inspection by a person authorized in accordance with 18.11 (c). | |
| c. PROPELLER | | | | | |
| 2. APPLIANCE | TYPE AND MANUFACTURER SEAT-DYC 18051-1 | | Date 3-22-60 | Signature <i>[Signature]</i> | |

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)* |
| | | | |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|----------------------------------|
| a. AGENCY'S NAME AND ADDRESS ROBERT J. PASQUETTE 81 E 37TH ST. HALEAH FLORIDA | 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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO. AE 1195134 |
|--|--|----------------------------------|

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

3/16/60

(Date repair and/or alteration completed)

[Signature]

(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 } BY: CAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } CAA Aviation Safety Agent Repair Station Other (Specify)

3-22-60

(Date of approval or rejection)

[Signature]

(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 AUG 31 1980 (Date)

(CAA designation number)

(Signature Aviation Safety Agent)

F. G.

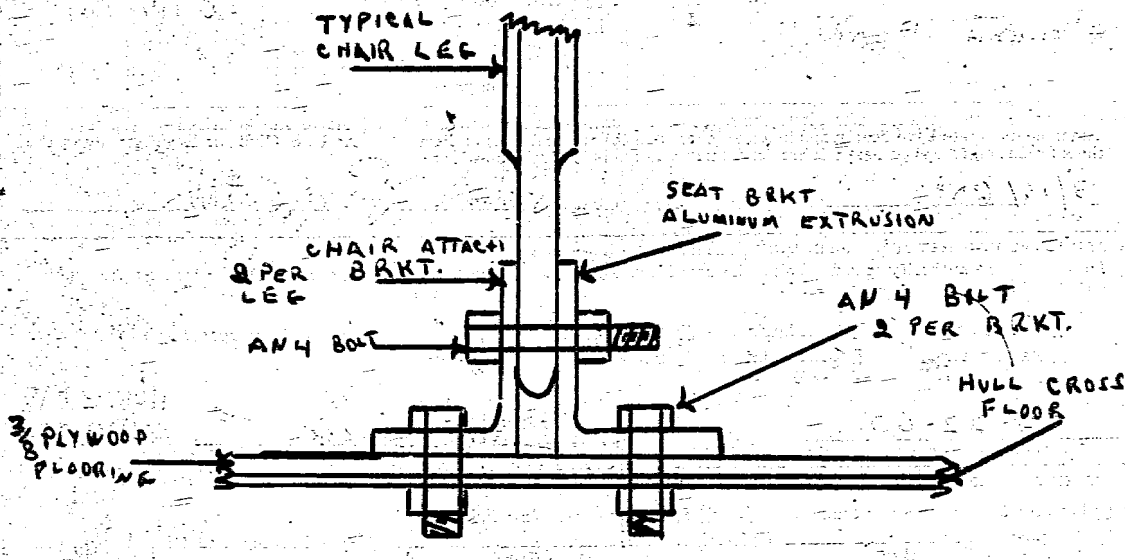
INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED:

REMOVED (4) FOUR GRUMMAN CHAIRS FROM MAIN CABIN - INSTALLED 7 BEECHCRAFT SEAT ATTACHMENT PER SKETCH BELOW. SEAT BRACKETS MADE FROM ALUMINUM EXTRUSION 2024T X .125 X 1 1/2 X 1/4 (2) TWO BRACKETS PER LEG, (2) TWO AN 4 BOLTS PER BRACKET ATTACHED THRU FLOORING AND STRUCTURAL HULL CROSS FLOORS. ALL WORK DONE IN ACCORDANCE WITH CAM 18 AND COR 3



*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. 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 Crumman | MODEL G-21 | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK N-5548A |
| 2. OWNER | NAME (First, middle, last) Donald B. Sittman & Irving L. Jones | | ADDRESS (Street and number, city, state and State) 7731 S. W. 52nd Ct. Miami, Florida | |
| 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) |
| a. AIRFRAME | ***** (As described in item 1 above) ***** | | | MAJOR REPAIR MAJOR ALTERATION X |
| b. POWERPLANT | | | | ALTERATION The engine described herein complied with applicable airworthiness requirements and was approved for use on the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11 (a). |
| c. PROPELLER | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | | | |
| | | | 3-25-60 Date | J.B. Beale Inspector |
| 4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable. | | | | |
| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* | |
| Normal | 5887.5 | 20.4 | -1612.5 | |
| 5. CONFORMITY STATEMENT (Complete and check) | | | | |
| a. AGENCY'S NAME AND ADDRESS | | b. KIND OF AGENCY | | c. CERTIFICATE NO. |
| Air International P. O. Box 48-603 Miami, Florida | | <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | | 3692 |
| d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | |
| 3/23/60 (Date repair and/or alteration completed) | | Richard J. Sekman (Signature of authorized individual) Sekman | | |
| 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 | | | | |
| <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) | | | | |
| 3/23/60 (Date of approval or rejection) | | Richard J. Sekman (Signature of authorized individual; title or identification number) Sekman | | |
| 7. TO BE COMPLETED ONLY BY CAA PERSONNEL | | | | |
| a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum | | | | |
| b. <input checked="" type="checkbox"/> Accepted 3-25-60 (Date) <input checked="" type="checkbox"/> Reinspected 3-23-60 (Date) <input type="checkbox"/> Spot Checked | | | | |
| FW-257 2-13 (CAA designation number) | | J.B. Beale (Signature Aviation Safety Agent) | | |
| | | A. C. U. (Date) AUG 31 1960 | | |
| | | E G | | |

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and Item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED: Aircraft converted from Foreign (Bolivian Air Force)

status to United States Civil status by conformity to Aircraft Listing Page 96.

The following AD Notes were complied with: 46-38-1; 49-16-1; 50-15-1; 53-21-2; 53-24-1; 57-5-4.

Aircraft weighed and equipment list issued. *****END*****

Electrical load computation:

| | |
|-------------------------------|--------------------------|
| Radio | 3.5 amps |
| Navigation Lights | 2.12 amps |
| Dome lights | 7.2 amps |
| Landing Light | 10.0 amps (intermittent) |
| Dual Oil Temp. Indicator | .16 amps |
| Pitot Heater | 3.0 amps (intermittent) |
| Gear Warning Light | .04 amps |
| Anchor Light | .7 amps |
| Battery Solenoid | .18 amps |
| Total | 28.90 amps |
| Less intermittent load | 13.00 amps |
| Total available output | 100 amps |

$$\frac{1390}{100} = 14\%$$

*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.

CAMERA NO. 3N DATE: 9-26-85

PAA Copy

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved
Budget Bureau No. 44-80224

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

| | | | | |
|---|--|---|---|---|
| 1. AIRCRAFT | MAKE GRUMMAN | MODEL G21A | SERIAL NO. 75-7661 | NATIONALITY AND REGISTRATION MARK F 5548A |
| 2. OWNER | NAME (First, middle, last) IRVING L. JONES, JR AND DONALD S. SITTMAN | | ADDRESS (Street and number, city, zone and State) 7734 SW 52 COURT MIAMI, FLORIDA | |
| 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 | ALTERATION The unit identified herein complies with applicable airworthiness requirements and is subject to conformity inspection by a person authorized in C.A.R. 18.11 (b). | | | |
| c. PROPELLER | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER ✓ | Date 3-22-60 | | CAA Inspector <i>[Signature]</i> |
| 4. AIRCRAFT WEIGHT AND BALANCE DATA <small>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.</small> <i>AFTER the repairs and/or alterations described below were made.</i> | | | | |
| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* | |
| NORMAL | | | | |
| 5. CONFORMITY STATEMENT (Complete and check) | | | | |
| a. AGENCY'S NAME AND ADDRESS | | b. KIND OF AGENCY | | c. CERTIFICATE NO. |
| ROBERT J. PAQUETTE 81 EAST 37TH. STREET MIAMI, FLORIDA | | <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | | AE 0075134 |
| d. I certify that the repair and/or alteration made to the unit(s) identified under Item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | |
| 3/16/60 (Date repair and/or alteration completed) | | <i>[Signature]</i> (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 | | | | |
| <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input checked="" type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) | | | | |
| 3-22-60 (Date of approval or rejection) | | <i>[Signature]</i> (Signature of authorized individual; title or identification number) A. C. U. | | |
| 7. TO BE COMPLETED ONLY BY CAA PERSONNEL | | | | |
| a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum | | | | |
| b. <input type="checkbox"/> Accepted (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date) | | | | |
| | | AUG 31 1960 F. G. | | |
| (CAA designation number) | | (Signature of District Safety Agent) | | |

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

REMOVED OLD FRABIC AND INSTALLED .025, 24ST, ANODIZED, ALUMINUM IN PLACE OF FABRIC. ATTACHMENT TO REAR SPAR CAPS AND FLAP AND AILERON BEAMS WITH AN 455-4 RIVETS SPACED APPROXIMATELY ONE INCH APART.

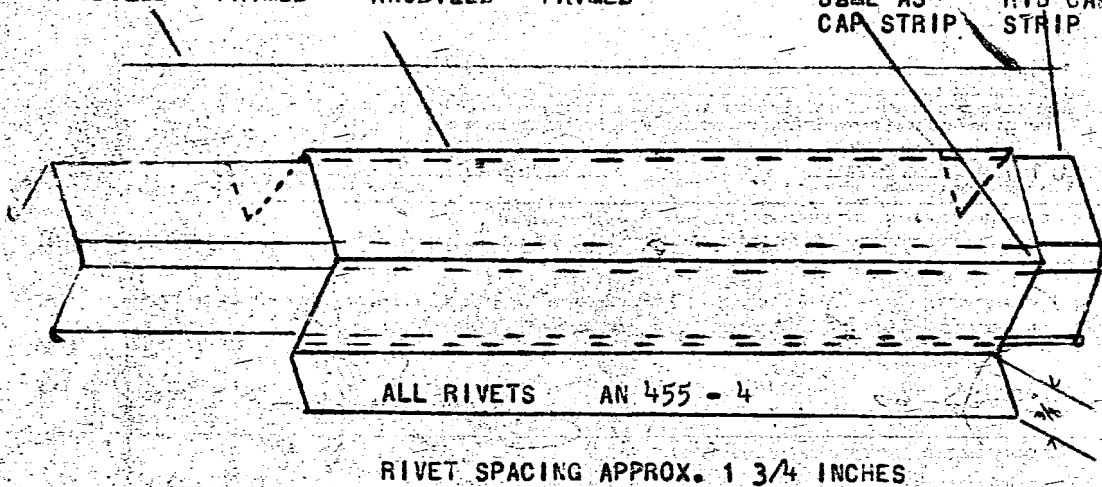
ZINC CHROMATE TAPE APPLIED AS A SEAL BETWEEN SKIN LAPS AND SPAR LAPS. ATTACHMENT TO RIBS ACCOMPLISHED AS PER DRAWING BELOW. CLIPS ARE FITTED BETWEEN DIAGONAL RIB COMPRESSION MEMBERS.

WINGS PRIMED AND SPRAYED INSIDE WITH PAR-AL-KETONE. INSPECTION COVERS ARE INSTALLED ON LOWER WING SKINS, DRAIN SLOTS IN EACH BAY AT TRAILING EDGE.

TIPS COVERED SAME AS WINGS. THIS INSTALLATION IDENTICAL TO THAT OF N333F EXCEPT THAT .025 SKIN USED IN PLACE OF .020.

ALL WORK DONE IN ACCORDANCE WITH CAM 18 RVD
COR 3

NEW SKIN .025 24ST ANODIZED - PRIMED SKIN ATTACH CLIP .032 24ST ANODIZED - PRIMED ALL RADIUS SAME AS CAP STRIP EXISTING RIB CAP STRIP



*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.

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

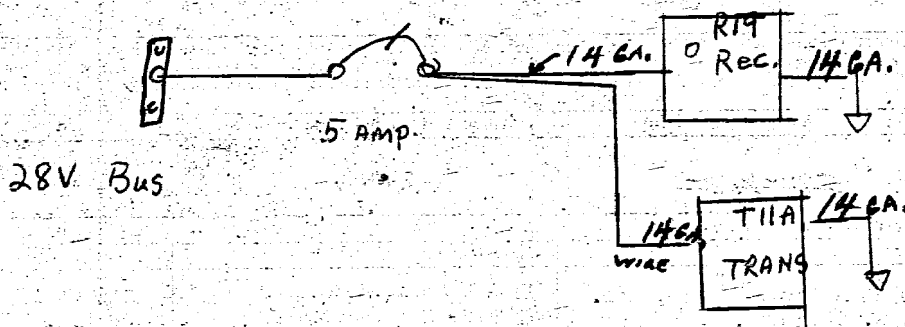
See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed 1 each T11A VHF Transmitter
1 each R19 VHF Receiver

In accordance with Manual 18 and Manufacturer's Specifications
Wt. and balance on 337 this date, 3-23-60

Units attached to floor beams
Total current drain 3.5 amps



Schematic Diagram

*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.

AIR INTERNATIONAL

AIRCRAFT WEIGHING FORM

Owner Sittman & Jones Date Weighed 3/23/60

Address 7731 S.W. 52nd Ct., Miami, Fla. Place Weighed Air International

Model Grumman G-21 Reg. No. N5548A Ser. No. 75-7661

| Weighing Point | Scale Reading | Tare or Correction | Net Weight | Arm (Inches) | Moment |
|---------------------------|---------------|--------------------|------------|-----------------|-----------------|
| Left Main Wheel | 2920 | -0 | 2920 | XXXX | XXXX |
| Right Main Wheel | 2855 | -10 | 2845 | XXXX | XXXX |
| Sub-Total (Both Main) | 5775 | | 5765 | 9.3 | 53,614.5 |
| XXXX Tail Lift | 235 | 0 | 235 | 287.7 | 67,609.5 |
| Total (As Weighed) | 6010 | | 6000 | | 121,224.0 |

WEIGHING RECORD

| Description | Net Weight | Arm | Moment | Index |
|---|------------|-----|-----------|-----------------|
| Total (As Weighed) | 6000.0 | | 121,224.0 | XXXX |
| Oil on Airplane ^{Gals. 15} 7.5 / Gal. 7.5 | -112.5 | 7.8 | - 900.0 | XXXX |
| Total of Items Weighed but not part of Basic Weight | - | | - | XXXX |
| Total of Basic Items not in Airplane when Weighed | + | | + | XXXX |
| Basic Airplane | 5887.5 | | 120,324.0 | |

C.G. in Percent M.A.C. 15.09 C.G. in Inches from Ref. Datum 20.4

Remarks & Calculations Datum is L. E. of center wing. Aircraft weighed in closed hangar using Cox-Stevens Electric Scales.

$$CG \% \text{ of M.A.C. } \frac{20.4 - 5.7 \times 100}{97.4} = 15.09$$

C. G. Range

Weighed By C. Nelson

Inspector R. J. Sekman
R. J. Sekman

March 24, 1960

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The following equipment was on aircraft, Grumman G-21, Registration No. N-5548A, when weighed at Air International on March 23, 1960.

REQUIRED EQUIPMENT

| ITEM NO. | | DESCRIPTION | WEIGHT | ARM |
|----------|------|--|--------|------|
| 109 | 2 ea | Hamilton Standard Propellers 2D30 | 308 | - 52 |
| 101 | 2 ea | Ring Cowl | 56 | - 36 |
| 102 | 2 ea | Oil Radiator U3160 - UAP | 26 | 0 |
| 103 | | Starter - Eclipse | 19 | - 12 |
| 108 | | Fire Extinguisher (Press.) Kidde Type LUXA-1 | 21 | - 33 |
| 111 | | (1) Engine R-985-3 L/H R-985-1 R/H | | |
| 106 | | Landing Gear and Floats - "Standard Equipment" Main Wheel - Brake Assembly 30 x 7 Type 11 - 32 x 6 6 Ply Tires | | |
| (b) | 2 ea | Goodrich Mod. 3070A Wheel Assembly G-3-56A | | |
| | 2 ea | Goodrich Brake Assembly H-2-102 | | |
| 305 | | Tail Wheel - "Standard" Hayes 13 x 25 - Wheel Tire & Tube - Goodrich 12.50 8 Ply Tire Smooth | | |
| 110 | 2 ea | Wing Tip Floats - Liberty | | |
| 104 | 2 ea | Generator - Leech-Neville M3- 50 Amp. | 20 | - 23 |
| 105 | 2 ea | Battery - Rebat 28V | 52 | - 7 |
| 215 | 1 ea | Landing Light - Grimes ST-1000 | 8 | + 60 |

MARCH 23, 1960

The following equipment was on aircraft, G-21, registration No. N-3688A, when weighed at Air International on March 23, 1960.

REQUIRED EQUIPMENT

| ITEM NO. | DESCRIPTION | WEIGHT |
|----------|--|----------|
| 109 | Hamilton Standard Propellers | 2 ea 308 |
| 101 | 3D30 Ring Cowl | 2 ea 36 |
| 108 | Oil Radiator U3160 - UAP | 2 ea 36 |
| 103 | Starter - Eclipse | 1 ea 12 |
| 108 | Fire Extinguisher (Press.) | 1 ea 21 |
| 111 | Kidde Type LUKA-1 (I) Engine R-985-2 I/E | 1 ea 21 |
| 106 | R-985-1 I/E Landing Gear and Floats - Standard Equipment | |
| | Main Wheel - Brake Assembly | |
| | 30 x 7 Type 11 - 32 x 6 Ply Tires | |
| | Goodrich Mod. 3070A Wheel Assembly G-3-56A | 2 ea |
| | Goodrich Brake Assembly H-2-102 | 2 ea |
| 305 | Tail Wheel - Standard Hayes 12 x 25 - Wheel | |
| | Tire & Tube - Goodrich 12.50 8 Ply Tire Smooth | |
| 110 | Wing Tip Floats - Liberty | 2 ea 36 |
| 104 | Generator - Leach-Keville M3-50 Amp. | 2 ea 30 |
| 105 | Battery - Retat 28V | 2 ea 52 |
| 215 | Landing Light - Grimes ST-1000 | 1 ea 8 |

114
3142

March 24, 1960

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Equipment List - Grumman G-21, Reg. No. N-5548A (cont'd.)MISCELLANEOUS EQUIPMENTRADIO

1 ea T11A - VHF Transmitter
 1 ea R19 - VHF Receiver

CABIN

6 ea Beech Chairs with Cushions and Belts
 Overhead and Sides Covered with Plastic Material
 2 ea Overhead Lights
 1 ea Heat Duct
 6 ea Windows
 1 ea Escape Door - Metal Covered
 1 ea Entrance Ladder
 5/16" Plywood Floor - Varnished

LAVATORY

1 ea Overhead Light
 5/16" Plywood Varnish Non-Skid Center Floor Strip

COCKPIT

1 ea Dual Control System
 2 ea Standard Overhead Panel
 Standard Front Instrument Panel Less Clock
 1 ea Portable CO₂ Bottle
 Cockpit Seats with Belts and Back Rest
 Cushion

NOSE COMPARTMENT

2 ea 3/8" x 26" x 15" x 6" Plywood Floor Strip
 1 ea Anchor - 12 Lbs.
 1 ea Rope - Nylon 5/8" x 100'

AIRCRAFT EXTERIOR

1 ea Running Lights - Complete System
 1 ea Paint Covering Entire Aircraft - White
 1 ea Pitot Tube - R/H Wing
 Whip Antenna - Nose Section
 Antenna Mast - Top Cockpit

March 24 1985
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Equipment List - Grumman G-21, Reg. No. N-5348A (cont'd.)

MISCELLANEOUS EQUIPMENT

RADIO

1 ea T11A - VHF Transmitter
1 ea R19 - VHF Receiver

CABIN

6 ea Beech Chairs with Cushions and Belts
Overhead and sides Covered with Plastic Material
Overhead Lights
Heat Duct
1 ea Windows
1 ea Escape Door - Metal Covered
1 ea Entrance Ladder
5/16" Plywood Floor - Varnished

LAVATORY

1 ea Overhead Light
5/16" Plywood Varnish Non-Skid Center Floor Strip

COCKPIT

Dual Control System
Standard Overhead Panel
Standard Front Instrument Panel Less Clock
1 ea Portable CO2 Bottle
2 ea Cockpit Seats with Belts and Back Rest
1 ea Cushion

NOSE COMPARTMENT

2 ea 3/8" x 26" x 15" x 6" Plywood Floor Strip
1 ea Anchor - 12 lbs
1 ea Rope - Nylon 5/8" x 100'

AIRCRAFT EXTERIOR

Running Lights - Complete System
Paint Covering Entire Aircraft - White
1 ea Pitot Tube - R/H Wing
1 ea Whip Antenna - Nose Section
1 ea Antenna Mast - Top Cockpit

March 24, 1960

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Equipment List - Grumman G-21, Reg. No. N-5538A (cont'd)

AIRCRAFT EXTERIOR - (Cont'd.)

- 1 ea Anchor Tie Down Cleat - Nose
- 2 ea Tie Down Rings - Wings - Left and Right

Page 8

Equipment List - Grumman G-31, Reg. No. N-9338A (cont'd)

AIRCRAFT EXTERIOR - (Cont'd.)

The Down Rings - Wings - Left and Right
Anchor The Down Crest - Nose