FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 80

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS	ADDRESS (As shown on registration certificate): WEST SEAPLANE RAMP C'STED ST. CROIX 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	12278	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 515 SEBRING, FLORIDA 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3510 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
NOV 26, 1979	H. Godwin H. Godwin

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
NOV 26, 1979	3510	H. Godwin H. Godwin

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

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

FAA A.D. Note 56-06-02 complied with (Cylinder Inspection).
Service Bulletin 1758-B complied with (Ely Weights and Fly Weight Liners).
Parts listing on file this station under W.O. #6399.
Service Bulletin 1653-B has been complied with previously.

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE Duplicate

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N7338	GRUMMAN G-73	J-38	TRANSPORT

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

NONE

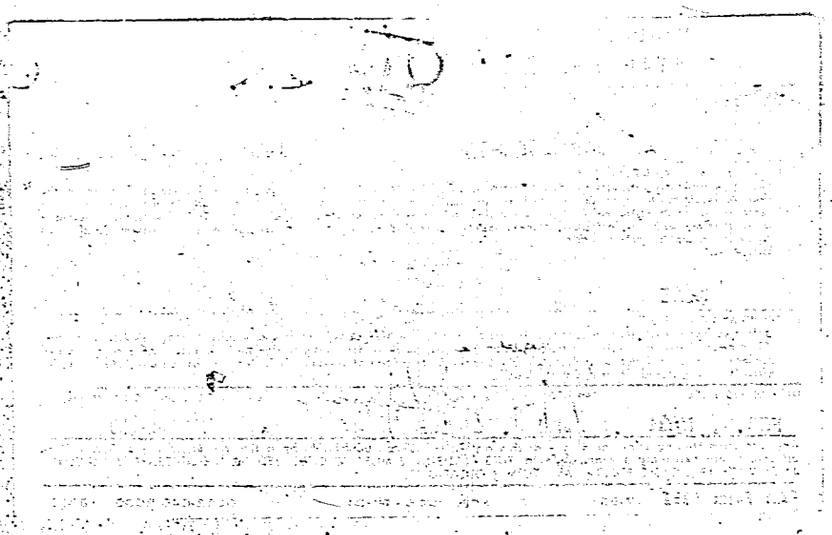
6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43,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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
FEB. 9, 1968	JOHN J. LYNESS	MIA-EMDO

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

FAA Form 1362 (7-65) ★GPO : 1968 O - 798-353 0052-040-8000 (8100)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

AC 250

Form Approved.
Budget Bureau No. 04-R058.2

FEDERAL AVIATION AGENCY

APPLICATION FOR AIRWORTHINESS CERTIFICATE

(FAR 21)

INSTRUCTIONS: Print or type. Do not write in shaded areas; blocks are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use reverse side.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL DESIGNATION	FAA CODING
N7338	Grumman	G73	395 1802
4. AIRCRAFT SERIAL NO.	**5. ENGINE MAKE**	**6. ENGINE MODEL DESIGNATION**	
J38	Pratt & Whitney	R1340-S1-H1	52016
7. NO. OF ENGINES	**8. PROPELLER MAKE**	**9. PROPELLER MODEL DESIGNATION**	**10. YR. ARC. MANUFACTURED**
TWO	Ham. Std.	23D40/6533A-18	1948

II. CERTIFICATION REQUESTED

A. APPLICATION IS HEREBY MADE FOR:

3	X	ORIGINAL CERTIFICATE—AIRCRAFT IS		NEW	X	USED		IMPORT	
4		AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE							
5		OTHER (Specify)							

B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)

1	X	STANDARD (Indicate category)		NORMAL		UTILITY		ACROBATIC	X	TRANSPORT	CAR4a
2		LIMITED									
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	0	TO SHOW COMPLIANCE WITH FAR					
5		PROVISIONAL (Indicate class)	1	CLASS I	2	CLASS II		FAA CODING			

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS (Number, street, city, State and ZIP code)
Franklin Dean H.	P.O.Box 723 Buena Vista Sta. Miami, Fla. 33137

B. AIRCRAFT CERTIFICATION BASIS

AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) A783 Rev. 4	AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.) 1 Jan. 1967 Card 67-33 E A.D.Bi-weekly Listing 68-2 (68-2-5)
AIRCRAFT LISTING (Give page No(s.))	SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

AIRCRAFT NEW—NO PREVIOUS HISTORY	TOTAL AIRFRAME HOURS RECORDED	FAA CODING
X RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173	9,475.54	

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 Agency 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 classification(s) requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
9 Feb. 1968	(Agent) G. W. McCoy Chief Inspector	G. W. McCoy

IV. INSPECTION AGENCY VERIFICATION

IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:

2		CERTIFICATED AIR CARRIER (Give Certificate No.)	3		CERTIFICATED MECHANIC (IA) (Give Certificate No.)	6	X	CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.) 3692
5		AIRCRAFT MANUFACTURER (Give name of firm)						FAA CODING

DATE	TITLE	SIGNATURE
9 Feb. 1968	Chief Inspector	G. W. McCoy

'FRIFIED BY

16

V. AIRWORTHINESS DOCUMENTATION

	A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT	X	G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS
	B. CURRENT OPERATING LIMITATIONS ATTACHED		H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)
X	C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT		I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)
X	D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)		
X	E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT	X	J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183(d) (Copy attached)
X	F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)		

VI. FAA REPRESENTATIVE CERTIFICATION

X	A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.
	B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.
	C. Current Airworthiness Certificate amended.

DATE	DESIGNATION NO.	OFFICE NO.	SIGNATURE
2-68 Feb. 9, 1968	MFG. INSP.	7-43 MIA-EMDO	

FAA Form 305 (6-65) OBSOLETE PREVIOUS EDITION

* GPO : 1965 OF—780-702

0052-024-7000 (8130)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

MAR 14 11 51 AM '68

OKLAHOMA C

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

...ALTERATION
...ine, Land, Propeller, or Appliance)

FOR FAA
OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKEN	MODEL G-73
	SERIAL NO. J-38	NATIONALITY AND REGISTRATION MARK N 7338
2. OWNER	NAME (As shown on registration certificate) CARIBBEAN FLYING BOATS, INC.	ADDRESS (As shown on registration certificate) West Seaplane Ramp Christiansted, St. Croix, V.I.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

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

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

DATE: December 16, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles R Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Dec. 16, 1980	1617154	MOLIC Charles R Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

INCREASE GROSS WEIGHT TO NORMAL 12,750 POUNDS

1. To superceded 337 dated November 30, 1979. Reduction of maximum take-off weight from 12,750 to 12,500 pounds in accordance with STC SA635SO.
2. InstalledBendix Fuel Flow which is an engine inline fuel metering system as per FAR 121.307 (b).
3. Installed Low Fuel Pressure Warning Device as per FAR 121.307 (k)

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

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACH

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

...ATION
...or Appliance)

IDENTIFICATION
7-5-61

INSTR... for instr... TIO... ...ype all entries. See FAR 43.5, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision) ...tion of this form.

1. AIRCRAFT	MA... ...AN	MODEL G-73
	SE... ...38	NATIONALITY AND REGISTRATION MARK N 7338
2. OWNER	NAME (As shown on registration certificate) Caribbean Flying Boats, Inc.	ADDRESS (As shown on registration certificate) West Seaplane Ramp Christiansted, St. Croix, U.S.V.I.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
...yl Long ...ntilles Air Boats, Inc. ...d., St. Croix, V.I. 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	530361413

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

DATE: December 16, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Darryl Long

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Dec. 16, 1980	1617154	Charles F. Rubling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

INSTALLATION FUEL FLOW

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

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACH

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

FORM APPROVED
BUDGET BUREAU NO. 04-R0001
OMB NO. 2120-0019
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 thereto) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Carribean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 22, 1980	Lawrence E. Johansen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-22-80	1617154	Charles F. Culley

FAA Form 337 (7-67) 15320

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTE

Weight and balance or operating limitation changes shall be entered in the appropriate FAA approved manual. Alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

1. Removed Goodyear brake assemblies P/N9540148 from left and right main gear axles.
2. Modified P/N69822 (Grumman) axle flange, using mounting template per Parker-Hannifin installation drawing #50-55.
3. Installed Parker-Hannifin conversion kit P/N199-81, consisting of Cleveland main wheels P/N 40-137, Cleveland brake assemblies P/N 30-103 and mounting bolts, nuts and washers (an hardware).
4. All work done in accordance with Grumman G-73 service manual and Parker-Hannifin S.T.C. #SA4126L dated May 29, 1980.
5. For weight and balance change see equipment list.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200 175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form Approved
Budget Bureau No. 04-R1010

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Carribean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

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

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

DATE: October 21, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Lawrence E Johansen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-21-80	1617154	Charles F. Willis

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

(1)--Left elevator s/n 205 found installed on Aircraft N7338, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Carribean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
Larry Johansen Antilles Air Boats Christiansted, St. Croix 00820	X U.S. CERTIFICATED MECHANIC	1897629
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE: October 21, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Lawrence E Johansen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-21-80	16 2154	Charles F Fickling

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

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

(1) Right elevator s/n 206 found installed on Aircraft N7538, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Carribean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Larry Johansen Antilles Air Boats C'sted, St. Croix 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1897629

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 21, 1980	Laurence E Johansen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF ACCEPTANCE OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-21-80	1617154	Charles H Fuller

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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) Right aileron s/n 204 found installed on Aircraft N7338, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

1-2-87

☐ ADDITIONAL SHEETS ARE ATTACHED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 18, 1980	1617154	Charles R. Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form approved
Budget Bureau No. 04-R00

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

FOR FAA USE ONLY
OFFICE DESIGNATION
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Carribean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Larry Johansen Antilles Air Boats C'sted, St. Croix 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1897629

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 21, 1980	Lawrence E. Johansen

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

...right and ... in the appropriate aircraft record. ... alteration must be ... entry ... ions to assure continued conformity with the ... applicable airworthiness requirements.

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

(1) Left aileron s/n 205 found installed on Aircraft N7338, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 5, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R1011
FAA Use Only
OFFICE - DATE RECEIVED
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7538
2. OWNER	NAME (As shown on registration certificate): Carribean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Larry Johansen Antilles Air Boats Christiansted, St. Croix 00820	X U.S. CERTIFICATED MECHANIC	1897629
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 21, 1980	Lawrence E Johansen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-21-80	1617154	Charles F Fudling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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

(1) Rudder s/n 207 found installed on Aircraft N7538, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0061

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Darryl Long c/o Antilles Air Boats, Inc. C'Sted, St. Croix, 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	530361413

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 10, 1980	Darryl Long

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9/10/80	1617154	Charles A. Fuelling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

LOW FUEL PRESSURE WARNING INSTALLATION

1. Installed AN tee fittings in fuel guage pressure lines in leading edges of feft and right wings of Grumman G-73, N7338 at stations 50.5.

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

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

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

5. Installed MS25041-6 "press to test" warning lights in instrument panel, wired entire installation according to Grumman G-73 Service Manual Wiring Schematic Sec. 111, Pg. 217, Fig. 152, and in accordance with AC 43-13-1A Chapter 11, Section 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DTC

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
50 - GHDO - 5

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
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. Virgin Is and

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Miami Avionics Corporation Building 101 Room 123 Opa Locka A/P Opa Locka, Fl 33054	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	705-144

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 28, 1980	T. S. Webb

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5/28/80	705-144	T. S. Webb

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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 all existing radio equipment and wiring.

Installed following systems: Bendix AS2015A Audio System
Bendix #1 Nav/Comm CN2012A System with IN2014B Ind.
Bendix #2 Nav/Comm CN2012A System with IN2014B Ind.
Bendix DF2071A ADF System
Bendix TR2061A Transponder System
Bendix DM2031A DME System
Gables Interphone System

1. Installed in aircraft Insturment panel in space provided by aircrft manufactor and in accordance with manufacturers specs.

2. Mounting compiles with AC 43-13-2, Chapter 1, 2, and 3.

3. All radios are properly circuit protected and total electrical load does not exceed 80% of generator capacity in accordance with 43-13-1, Chapter 2, Section 2, Paragraph 237, 238, 239 (d).

4. New equipment list entered in aircraft paper work.

6. Log book entry made.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp C'sted, St. Croix 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 6, 1980	Charles R. Freehling Charles R Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

OTHER (Specify)

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 6, 1980	1617154	Charles R. Freehling Charles R Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.)*

N7338

CURRANT LIMITED INSTALLATION

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

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

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

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACH

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): Antilles Air Boats, Inc. C'sted, St. Croix 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Michael Glinka c/o Antilles Air Boats, Inc. C'sted, St. Croix 00820	X U.S. CERTIFICATED MECHANIC	208445122
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 18, 1980	Michael Glinka Michael Glinka

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 18, 1980	1617154	Charles R. Freehling Charles R Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8328)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

1. The left and right windshields of Grumman G-73 S/N J-38, N7338, was replaced with ROHM-HAAS "TUFFAK", polycarbonate material, US Government specification 393A. The windshield was fabricated in accordance with Chalk's International Airlines Drawing #1-7306-56. The Manufacturer's Specifications of the polycarbonate windshields will meet strength requirements of C.A.R. 04A.505 as amended. The impact strength of the "TUFFAK" windshields is 12.0-18.0 foot pounds, reference ASTM Test Method #D256.

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

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

☐ ADDITIONAL SHEETS ARE ATTACHED

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 27, 1979	IA 1617154	Charles Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION 7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): Antilles Air Boats, Inc. C'sted, St. Croix 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Michael Glinka c/o Antilles Air Boats, Inc. C'sted, St. Croix 00820	[X] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [ ] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	208445122

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 18, 1980	Michael Glinka

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

1. The left and right windshields of Grumman G-73 S/N J-38, N7338, was replaced with ROHM-HAAS "TUFFAK", polycarbonate material, US Government specification 393A. The windshield was fabricated in accordance with Chalk's International Airlines Drawing #1-7306-56. The Manufacturer's Specifications of the polycarbonate windshields will meet strength requirements of C.A.R. 04A.505 as amended. The impact strength of the "TUFFAK" windshields is 12.0-18.0 foot pounds, reference ASTM Test Method #D256.

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

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

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: US N7539
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats (V.I.) Inc.	ADDRESS (As shown on registration certificate): East 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.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
KEVIN MURPHY c/o Antilles Air Boats, Inc. Christiansted, St. Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 43492333

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 29, 1979	KEVIN MURPHY Kevin D. Murphy

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 29, 1979		CHARLES R. FRIESLING Charles R. Friesling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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 May 29, 1979, STC SA1862SW was incorporated on N7538, S/N J-38. This consists of replacement of nose wheel assembly per SA1862SW issued to Prahes Aviation.

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

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FED AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying 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.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				
POWERPLANT	PRATT & WHITNEY	R-1340-S3H1	10291	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 5, 1979	James W. Turner JAMES W. TURNER

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 5, 1979	3610	James W. Turner JAMES W. TURNER

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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

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

Service Bulletin 1758-B complied with (Fly weights & Fly weitht liners).

Service Bulletin 1546 complied with (Reworked Master Rod Bearings).

Parts listings on file this station under WO#6496

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1703-M/673-200 175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N 7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, USVI

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 751 Frederiksted, St. Croix, USVI 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 30, 1979	Charles R. Freehling Charles R Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10-21-86

NOTICE

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

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

1. Reduction of maximum certificated take-off weight from 12,750 lbs. to 12,500 lbs. in accordance with STC SA6355SO.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N 7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats, (V.I.) Inc.	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.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: / MANUFACTURER:				

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 16, 1979	Charles Preehling Charles Preehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 16, 1979	1617154	Charles Preehling Charles Preehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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. Inspected and found installed on each engine Vickers Hydrauliesspump P/N PF9-2713-10-ME wigh adapter and drive in accordance with 337 approved for duplication dated September 24, 1979 on G-73 S/N J-28 N 2970. All work done in accordance with AC43.13-19, Chapter 10 and Chapter 14.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

POSTED RD

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
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N 7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats (V.I.), Inc	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, VI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 27, 1979	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT

OTHER (Specify)

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 27, 1979	IA 1617154	CHARLES FREEHLING Charles Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8020)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

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 fabric wing flaps, installed all metal wing flap.**

2. **Approval for installation of metal flap, Grumman Mallard Service Manual, section III Wing, Page 33 para. A.**

3. **Aircraft weight and equipment list reflect this alteration.**

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACH

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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 SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-58	NATIONALITY AND REGISTRATION MARK: N 7539
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats (V.I.), Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
George Molitor c/o Antilles Air Boats, Inc. West Seaplane Ramp Christiansted, St. Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 585244314

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 27, 1979	George Molitor

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 27, 1979	IA 1617154	Charles Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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 forward main wheel drag link attachment to hull an inspection access door has been provided as follows:

a. One hole made on each side of the hull between hull stations 220. and 234 and 2 inches above the chine.

b. One doubler of 2024T3 x .050 riveted on the inside of the hole, 7 x 6 inches, to restore skin strength at the location of the access hole. Double row of rivets used to hold doubler to skin.

c. Gang-nut channel provides the attachment of water tight cover constructed in the same manner as water tight doors on floats and I/A/W figure 109 - skin patch repair - square flush G-21A cover installed on sealant.

d. 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 5.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

...TMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G 73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N 7338
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS (V.I.) INC	ADDRESS (As shown on registration certificate): c/o West Seaplane Ramp, Christiansted, St Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
GEORGE MOLITOR c/o Antilles Air Boats, Inc Christiansted, St Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 555244314

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 20, 1979	GEORGE MOLITOR

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 20, 1979	IA 1617154	CHARLES R. [illegible]

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/781 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

(1) Repaired left wing flap -

A. Replaced trailing edge Station 77 to Station 159 Splice as per Nav. Aer. 01-85V-3 Figure 117 Trailing Edge Repair, Elevator.

B. Repaired Flap Spar Station 159 as per Figure 115 Lightning Hole Crack Repair.

C. Repaired Flap Ribs Station 77 through 181 similar to Figure 44 Rib Repair Elevator, Nav. Aer. 01-85V-3 and Figure 2.22 AC43-13-1A.

D. Replaced fabric covering top and bottom Station 62 to Station 181 with Grade 'A' fabric.

E. All work performed in accordance with AC43-13-1A, Chapter 2, Section 3, Chapter 3, Sections 1, 2 and 3, par. 169 and 01-85V-3.

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

☐ ADDITIONAL SHEETS ARE ATTACHE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
RAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: US N-7338	
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St Croix, USVI 00820	

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********			-	-
POWERPLANT	PRATT & WHITNEY	R-1340-S1H1	9142	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

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

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

DATE: February 5, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: James V. Turner
JAMES V. TURNER

APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 5, 1979	3610	James V. Turner JAMES V. TURNER

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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 & Stud Inspection).

Service Bulletin 175B-B complied with (Fly weights & Fly weight liners).

Service Bulletin 165B-B complied with (Convert from ball-plain Blower).

Service Bulletin 1546 complied with (Reworked Master Rod Bearing).

Parts listings on file this station under WO#6461

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: US N-7338
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS	ADDRESS (As shown on registration certificate): c/o West Seaplane Pamp, Christiansted, St Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
LAWRENCY JOHANSEN c/o ANTILLES AIR BOATS INC CHRISTIANSTED, ST CROIX, USVI	X U.S. CERTIFICATED MECHANIC	A & P 1897629
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 27, 1978	Lawrence E Johansen LAWRENCE JOHANSEN

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 27, 1978	I.A.1617154	Charles R Freeling CHARLES R. FREELING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-846/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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 December 27, 1978, STC SA1862SW was incorporated on N-7338, S/N J-38. This consists of replacement of nose wheel assembly per SA1862SW issued to Prakes Aviation.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): Caribbean Flying Boats West Seaplane Ramp, Christiansted, St. Croix	ADDRESS (As shown on registration certificate): West Seaplane Ramp Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 22, 1978	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/22/78	AI 1617154	Charles Freehling

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

1. Repaired right center wing front spar as per FAA approved drawing SO-EDO-43, dated 8/2/77; see attached copy.

2. Replaced top right wing skin over fuel tank sta. 50 to sta. 125 ref, No. 2, figure 136, wing skin plating diagram section 4, page 229, Mallard Service Manual.

3. Replaced top right wing skin ref #1, figure 136, wing skin plating diagram section 4, page 229, Mallard Service Manual, aft of wing box bear, Cleaned structure from sta. 34 to sta. 125 inspected and repaired sturcture as necessary.

4. Repaired right rear beam assembly, P/N 106012-1R by fabrication from STA 39 to STA 125, beam is .040 anodized 2024-T3, splice plate is .063 with three rows of AN 470-5 rivets each side.

a. All work above done in accordance with approved data and AC 43-13-1, chapter 2, section 3.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/6 200 175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA

FEDERAL AVIATION AGENCY

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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION MIA GADO 7-5-05

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

1. AIRCRAFT
- MAKE: GRUMMAN
- MODEL: G-73
- SERIAL NO.: J-38
- NATIONALITY AND REGISTRATION MARK: N7338

2. OWNER
- NAME (As shown on registration certificate): CARRIBBEAN FLYING BOATS (PR)
- ADDRESS (As shown on registration certificate): ST. THOMAS U.S. VIRGIN ISLANDS

3. FOR FAA USE ONLY

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

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Donald A. Summall P.O. Box 1710 Key Largo Florida	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1383930

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
5 September 1974	Donald A. Summall

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5 September 1974	1383930	Donald A. Summall

FAA Form 337-(1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

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

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

1) INSTALLED TWO Bendix hydraulic/air accumulators P/N 548650-1 piston type of 50.0 cubic inch Displacement To Replace AA-14007 Ball Type Accumulator of 54.7 cubic inch Displacement INSTALLED ACCUMULATORS IN LEFT NACELLE behind wing SPAR Bulkhead UTILIZING existing Angles and "21" Bolts of ¼ inch, INSTALLED IN SYSTEM IN PARALLEL. (See ATTACHED Dwg # 1

2) INSTALLED new floor and chair attachments I/A/W AEC Dwg. # GA-3016 ACCOMPLISHED modifications per Aero Trades Dwg List 2743 Rev "A" Dated August 1st, 1966 APPROVED UNDER STC # SA 310EA dated 23 JUNE 1965 AMENDED AND APPROVED ON 4-5-65 To include type aircraft. Seats INSTALLED As follows:
ONE SINGLE And ONE Double COMPARTMENT "C" STATION 177.
ONE Single And ONE Double COMPARTMENT "D" STATION 210
ONE Single ——— COMPARTMENT "E" STATION 238½
ONE SINGLE AND ONE Double COMPARTMENT "F" STATION 283
ONE, SINGLE And ONE-Double COMPARTMENT "G" STATION 360

3) Replaced Hull SKIN FROM STATION 180 TO STATION 250, Ref. 21 Fig. 135 Section 4 of Grumman Service MANUAL, SKIN PANELS 2014-TC.051 Replaced by 2024-T3.063 I/A/W FAA Form 8110-3 IN Ref. To Dwg. # AE-A250/5 Replaces MATERIAL 2014-T6.051 AMS-4029. Added REINFORCING FORMERS AT STATIONS # 190; # 210 AND # 230 Using 2024-T3-.063 ATTACHED TO LONGITUDINAL STRINGERS 6 inches either side of Keel, Four inch CHANNEL 2024-T3.063 used AS SKIN Splice backup USING STD. Rivet sizes & PATTERNS, INSTALLED New Keel P/N 107131, All WORK PROCEDURES I/A/W FAC 43.13-1 Section 3. XXEND

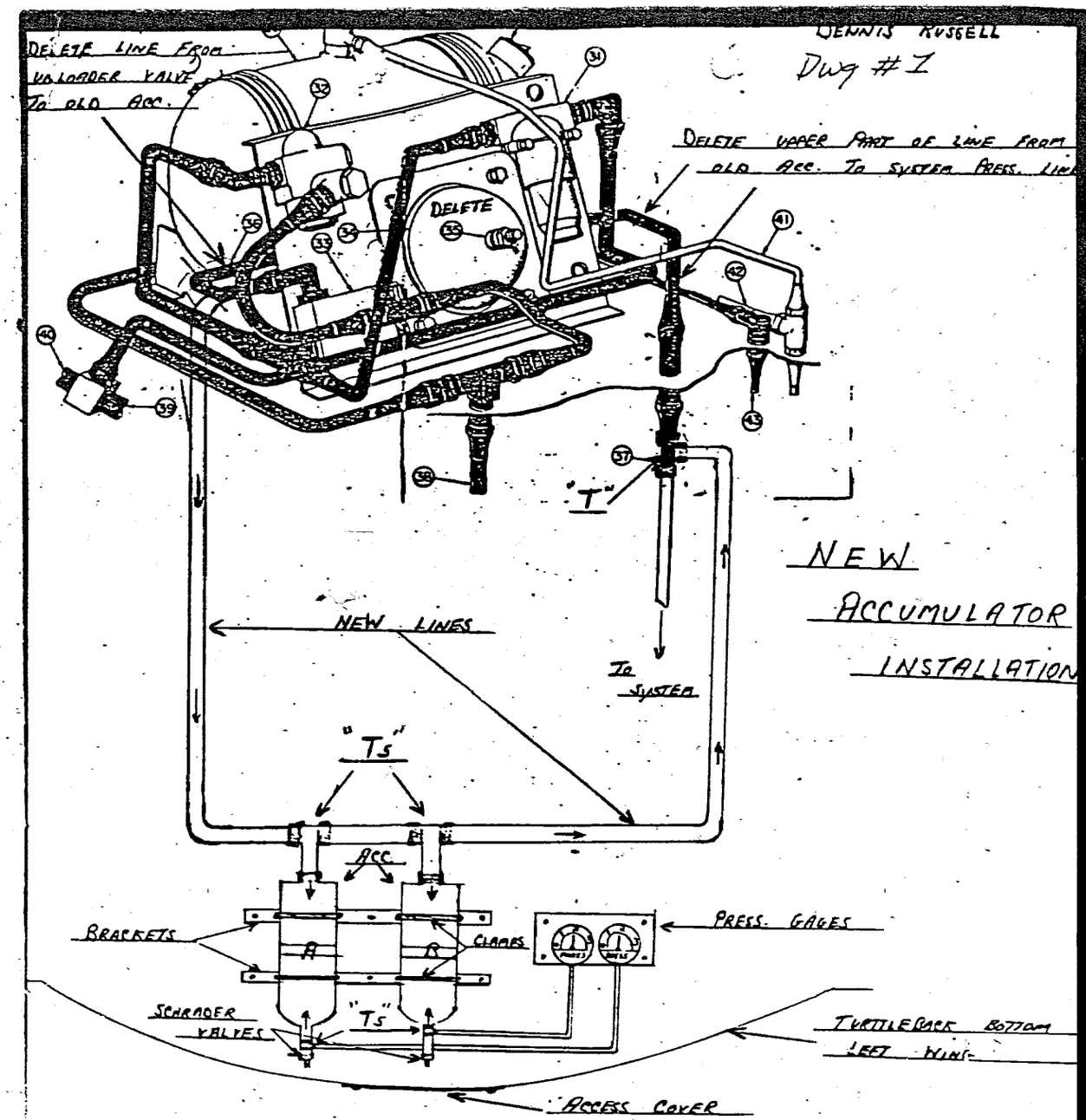
☒ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DENNIS RUSSELL

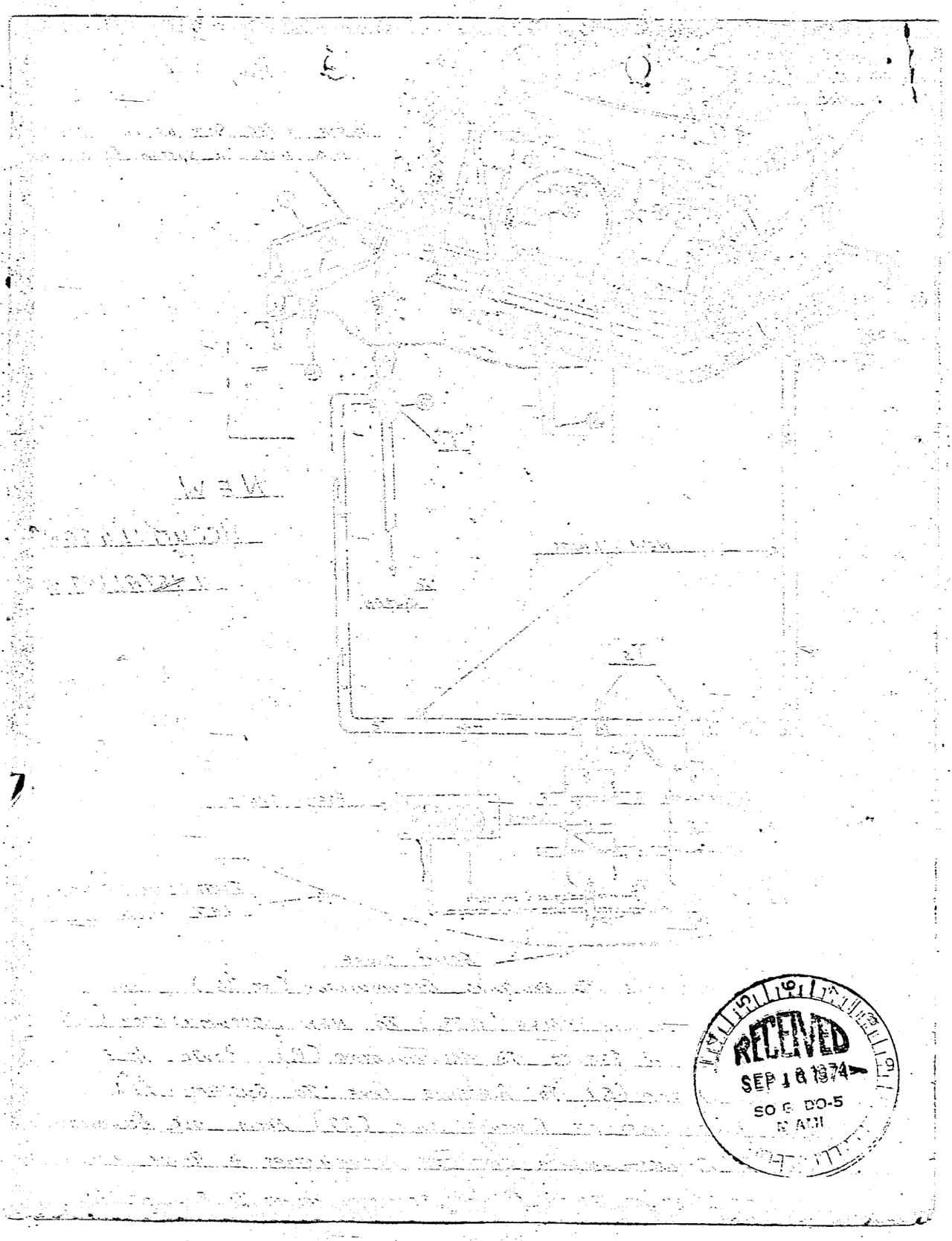
Dwg #1



NEW ACCUMULATOR INSTALLATION

DELETE PRESSURE LINE TO EXSISTING ACCUMULATOR (# 36). ROUTE LINE FROM UNLOADER VALVE (# 33) TO NEW ACCUMULATOR (A) AND CONNECT IN SERIES TO ACCUMULATOR (B). ROUTE LINE FROM ACCUMULATOR (B) TO PRESSURE LINE TO SYSTEM (37). DELETE UPPER HALF OF PRESSURE LINE (37) FROM OLD ACCUMULATOR. CONNECT "T" FITTINGS ON AIR SIDE OF ACCUMULATORS & ROUTE LINES TO SEPERATE PRESSURE GAGES. CONNECT SCHRADER VALVES TO END OF "Ts".

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



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FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAR copy

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION MIA GADO
7-3-05

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): CARRIBBEAN Flying Boats (PR)	ADDRESS (As shown on registration certificate): ST. THOMAS, U.S. VARGIN ISLANDS

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Donald A. Sumrall P.O. Box 1710 Key Largo, Florida	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1383930

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
5 September 1974	Donald A. Sumrall

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5 September 1974	1383930	Donald A. Sumrall

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.)*

Replaced cloth fibir fresh air duct in cabin side wall with non-corrosive fire resistant PCV plastic tubing using existing mounting brackets and airframe routing XX END XX

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

W/side FAA copy

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
MIA GADO

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N 7338
2. OWNER	NAME (As shown on registration certificate): CARRIBEAN Flying Boats (P.R.)	ADDRESS (As shown on registration certificate): ST. THOMAS, U.S. VIRGIN ISLANDS

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	14902	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 [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 24, 1974	Harry F. Horwetz Harry F. Horwetz

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 24, 1974	3610	Harry F. Horwetz Harry F. Horwetz

FAA Form 337 (7-67) (8320)

GPO : 1971 O - 410-578

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

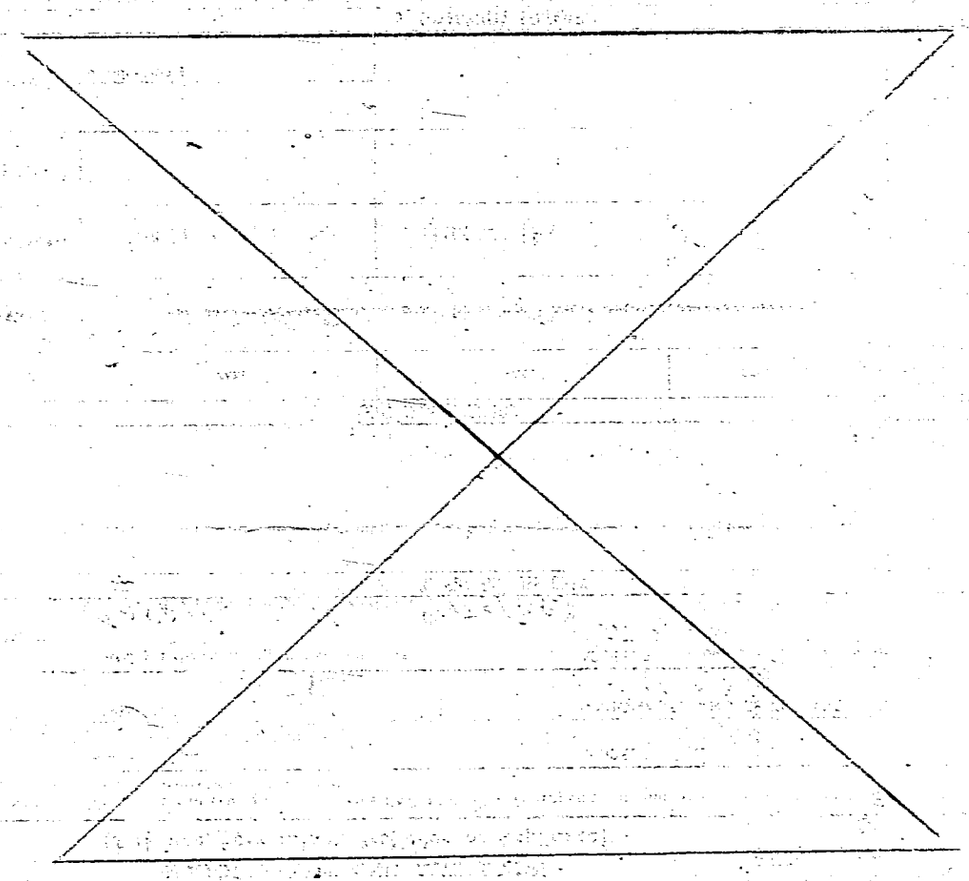
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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.
Service Bulletin 1758-B complied with.
Service Bulletin 1658-B previously complied with.

Parts Listings on File this station under W.O. 3181.



ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA Copy

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: VTA GADO

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: T-38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): CARRIBBEAN FLYING BOATS (P.R.)	ADDRESS (As shown on registration certificate): ST. THOMAS U.S. VIRGIN ISLANDS.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	P325443	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 [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 13, 1974	Harry F. Worwetz Harry F. Worwetz

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 13, 1974	3610	Harry F. Worwetz Harry F. Worwetz

FAA Form 337 (7-67)

GPO : 1971 O - 410-875

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

NOTICE

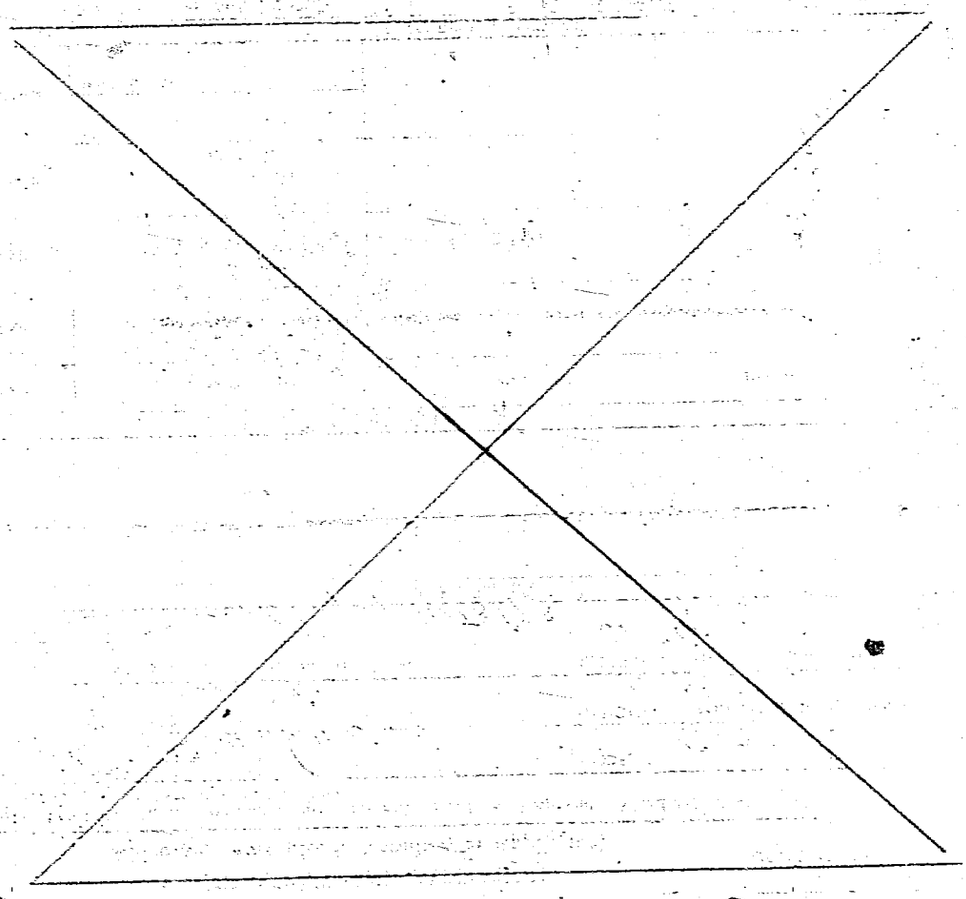
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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.
Service Bulletin 1758-B complied with.

Parts listings on file this station under W.O. #3182.



( ) ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

1378-0305 37 Mar 6 '68

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

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

1. AIRCRAFT	MAKE: GRUMMAN MODEL G-73	MODEL: G-73
	SERIAL NO.: 38	NATIONALITY AND REGISTRATION MARK: N-7338
2. OWNER	NAME (As shown on registration certificate): Dean H. Franklin	ADDRESS (As shown on registration certificate): MIAMI, FLA, P.O. Box 723 Buena Vista Station

3. FOR FAA USE ONLY

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

3-8-68 — Date

L. M. Young SUBADO 5 — Signature of FAA Inspector

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

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. 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.
Dean H. Franklin 7520 Center bay Drive North Bay Village, Florida	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	17456 AE

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 8, 1968	Dean H Franklin

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. CERTIFIED BY

BY							
	X	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify) No. 16
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
3-8-68	SOEADO-5	L. M. Young

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

CONVEYANCE FILED
FAA AIRCRAFT REGISTRY

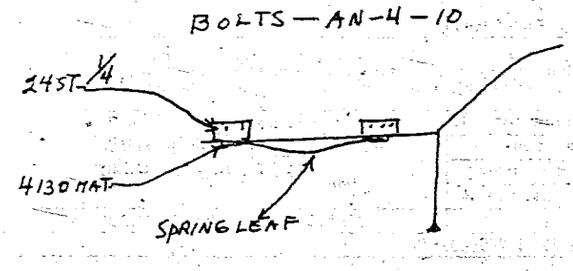
NOTICE

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.

APR 3 8 11 AM '89

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 SPRING STEEL TAIL SKID AT STATION 421



☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

1358-2144 37 MAR 26 '68

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J38	NATIONALITY AND REGISTRATION MARK: N7338
2. OWNER	NAME (As shown on registration certificate): FRANKLIN DEAN H	ADDRESS (As shown on registration certificate): P.O.Box 723 Buena Vista Sta. Miami, Florida 33137

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Air International P.O.Box 603 International Airport Branch Miami, Florida 33148	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	Airframe Class 3 & 4 #3692

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 FEB. 1968

SIGNATURE OF AUTHORIZED INDIVIDUAL: G. W. McCoy 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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	Verified by Operator #36
	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
8 FEB. 1968	3692	G. W. McCoy Chief Inspector

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.)*

Complied with Annual Inspection.
Aircraft inspected to conform to aircraft Specification No. A-783 Rev.4 31 Oct.1952.
All applicable factory bulletins complied with as listed in aircraft Log Book.
All applicable A.D.Notes have been complied with to include Card. No. 67-33 and Bi-Weekly Listing Issue 68-2 (68-2-5), and listed in aircraft Log Book.
Aircraft weighed and equipment list issued.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

OKLAHOMA
MAR 21 1 51 PM '68
CONVEYANCE
FAA AIRCRAFT REGISTRY

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

1358-2143 37 MAR 26 '68

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

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N-7338
2. OWNER	NAME (As shown on registration certificate): Dean H. Franklin	ADDRESS (As shown on registration certificate): P.O.Box 723, Buena Vista Sta. Miami, Florida.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Frank J. Landre 755 W. 43rd. Pl. Hialeah, Florida.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AE 1313890

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: February 6, 1968.

SIGNATURE OF AUTHORIZED INDIVIDUAL: F. J. Landre

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED

Verified by Operator #36

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 6, 1968	IA 1313890	F. J. Landre

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 86

NOTICE

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

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

This aircraft was inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition.
All applicable airworthiness directives and factory service bullitens have been complied with. The following is a list of airworthiness directives and bullitens.
AD 67-31-7
All AD notes and Bullitens complied with on both propellers. Refer O H records.
SB 17 CW 1/13/49
SB 18 CW 1/27/49
SB 19 CW 3/8/49
SB 20 CW 7/28/49 part 11
SB 21 CW 9/2/49
SB 22 CW 2/20/50
SB 23 CW 6/19/50

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

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MAR 13 1967
FAA
AIRCRAFT REGISTRATION

OKLAHOMA CITY, OKLA.
MAR 21 1 51 PM '68
CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1965 O—761-744

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

1352-1405 37 MAR 15 '68

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA-USE ONLY

OFFICE IDENTIFICATION
MIA GADQ
7-5-05

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N-7338
2. OWNER	NAME (As shown on registration certificate): Franklin Dean H.	ADDRESS (As shown on registration certificate): P.O.Box 723 Buena Vista Sta. Miami, Florida. 33137

3. FOR FAA USE ONLY

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

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

WRIGHT BROS. DIV.
CO-GADQ
FEB 20 1968
EVV
RECEIVED

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Frank J. Landre 755 W. 43rd. Pl. Hialeah, Florida.	X U.S. CERTIFICATED MECHANIC	AE 1313890
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 18, 1968.	F. J. Landre

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is [X] APPROVED [ ] REJECTED

BY							OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION		Verified by Operator #36
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2/18/68.	IA 1313890	F. J. Landre

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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 three place divan between sta. 330 and sta. 384 per Dean Franklin Aviation Enterprises Inc. STC-G73-1-2 dated 2/18/68. Structural approval by DER SO-184. Refer Form 1600.

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

RECEIVED
FAA
FEB 26 1968
SO-GADO-5
MIAMI, FLORIDA

OKLAHOMA

MAR 11 2 11 PM '68

FAA AIRCRAFT REGISTRY
ATTACHMENT FILED WITH

MICRO

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

INSTRUCTIONS

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

51

1. TYPE OF APPLICATION (*Check which*)

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

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

- a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
- b. ☐ LIMITED (SEE CAR 9)
- c. ☐ RESTRICTED (SEE CAR 8)

(*Check the restricted special purpose operation(s) to be conducted*)

- ☐ AGRICULTURAL AND PEST CONTROL
- ☐ AERIAL ADVERTISING
- ☐ AERIAL SURVEYING
- ☐ GLIDER TOWING
- ☐ PATROLLING
- ☐ FOREST AND WILDLIFE CONSERVATION
- ☐ WEATHER CONTROL
- ☐ OTHER

- d. ☐ EXPERIMENTAL

(*Check the type of experimental operation(s) to be conducted*)

- ☐ RESEARCH AND DEVELOPMENT
- ☐ AMATEUR-BUILT
- ☐ DEMONSTRATION
- ☐ RACING
- ☐ EXHIBITION
- ☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-73 26 3 C 2	J 38

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney Aircraft Co.	R 1340-ANI

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Esso Shipping Company	30 Rockefeller Plaza New York 20, N.Y.	N-2973

ann 9-18-56 can

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 Nov. 7, 1952
- 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 (15) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)

- ☐ ACA-319
- ☐ ACA-337
- ☒ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

June 1 1956 (DATE) Chief Mechanic (TITLE)

16—60837-2

Form ACA-305 (11-51).

MS

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. A 783 THROUGH SHEET REVISION NO. I&2
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
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 3402:15 HOURS
d. ☐ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO.	I8I9I	TOTAL HOURS	4T:TO
SERIAL NO.	I3449	TOTAL HOURS	803:15
SERIAL NO.		TOTAL HOURS	
SERIAL NO.		TOTAL HOURS	

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED June 1, 1956 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. # 1150365
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
JUN 20 1 05 PM '56
AERO. RECORDS BRANCH
W-3-10

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE June 1, 1957 (DATE)
g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE June 1, 1956 (DATE)
BY R. I. Carleton (NAME OF ISSUING REPRESENTATIVE) DAMT 9800 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

☐ AIRWORTHY
☐ UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE
R. I. Carleton	DAMT 9800	June 1, 1956
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE
Harry P. Estey	ASA(C)MIDO	6-13-56

☐ ATTACHMENT

☒ ACCEPTED
☐ REINSPECTED
☐ SPOT CHECKED

JUN 18 1956

U. S. GOVERNMENT PRINTING OFFICE 16—60837-1

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

SF-1201

SYMBOLS
DL = Day Letter
NL = Night Letter

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RECEIVED JAN 11 1962 FAA CADO 2-18 NEW ORLEANS

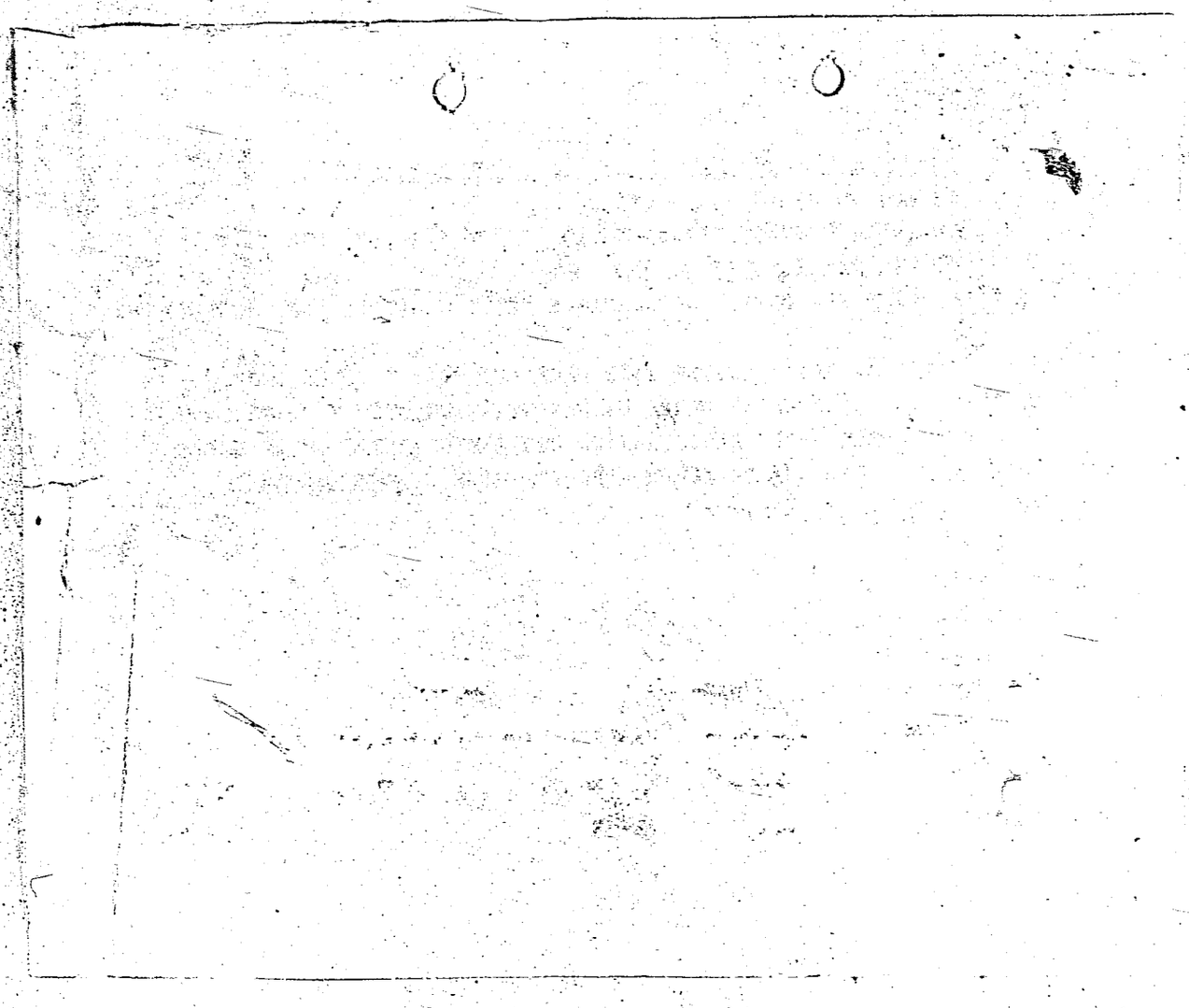
158A CST JAN 10 62 NSA041 0A029
O SFE890 (WUL2 JRJ1657 K1618 LC525) 77/76 1/50 PD INTL ER O
OF TOKYO VIA RCA 10 1557 PO BOX 26276
MR B KNOBLAND FAA OFFICE MAINTENANCE SECTION NEWORLEANS AIRPORT NEW ORLEANS
NRLNS
JAPAN CIVIL AVIATION AUTHORITIES HAVE AUTHORIZED FOLLOWING AIRCRAFT TO ENTER JAPAN UNDER US REGISTRATION STOP TYPE GRUMMAN G-73 SER NUMBER J-38 REGISTRATION N2973 STOP REVISION OF JAPAN SPECIAL REQUIREMENTS TO ALLOW AIRCRAFT WITH US REGISTRATION TO BE EXPORTED VIA FLYAWAY

O SFE890 2/26
TO JAPAN IS BEING PROCESSED THROUGH OFFICIAL CHANNEL BETWEEL JAPAN CIVILAVIATION BUREAU AND UNITED STATES FAA
N MATSUMOTOCHIEF INSPECTION SECTION JAPAN CIVILAVIATION BUREAU

G-73 J-38 N2973 FAA.

RECEIVED JAN 22 1962 FAA REG. 2 Maintenance Branch FLIGHT STANDARDS DIVISION

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

The United States of America

Federal Aviation Agency

Washington, D.C.

No. E40248

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification (s)[1] of the Federal Aviation Agency, Numbered A-783 has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product: Aircraft	Engine		Propeller	
Manufacturer: Grumman	Left P.& W. A.	Right P.& W. A	Left Hamilton Std.	Right Hamilton Std.
Model: G-73	R1340 AN 1	R1340 AN 1	23D40-51	23D40-51
Serial No.: J-38	13449	328053	160298	158076

New ☐ Newly Overhauled ☐

Used Aircraft ☒

Country to which exported: Japan

Exceptions: This is a conditional sale on the issurance of a Form F.A.A. 26 attesting to the airworthiness and presenting the aircraft to the port of embarcation where the title will be transferred to the foreign purchaser. Upon transfer of title to the foreign purchaser the exporter or his representative will determine that U.S. identification markings are removed from the aircraft and will remove the registration and airworthiness certificate, and will request cancellation of the registration and airworthiness certificate. The originals of Form F.A.A. /500, Part C on the transfer of title from Esso Tankers, Inc. to Pan Air Corporation and from Pan Air Corporation to the foreign purchaser. The above mentioned documents will be forwarded to: Aircraft & Airman Records Branch, FS-870, F.A.A., 621 H. Robertson, Oklahoma City, Okla.

Signature of Authorized Representative: Elwood F. Garlitz

Elwood F. Garlitz

Agency Represented and Number: Federal Aviation Agency

Date: 12-29-61

District Office or Designee Number: SW-16

[1] For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

U.S GOVERNMENT PRINTING OFFICE : 1961 O—577560

SW-234

Form FAA-26 (12-60)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

TO: FEDERAL AVIATION AGENCY

Make: Grumman, Model: G-73, Serial No. J-38, Registration No. N-2973 shall be transferred from Esso Tankers, Inc. to Pan Air Corporation approximately January 1, 1962, from Pan Air Corporation to Toyomenka approximately January 2, 1962, or there about. On transferring of title to Toyomenka the exporter or his representative will determine that the U. S. identification markings have been removed. Also removed from the aircraft, registration and airworthiness certificate and will request cancellation. All the above forms, including the originals of the F.A.A. 500, Part C transferring from Esso Tankers, Inc. to Pan Air Corporation and then from Pan Air Corporation to Toyomenka will be forwarded to the Aircraft Airman's Record Branch, Federal Aviation Agency, 621 N. Robertson, Oklahoma City, Oklahoma.

PAN AIR CORPORATION

R. N. Smith
Vice President

SEAL

December 29, 1961

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

TO: FEDERAL AVIATION AGENCY

Make: Grumman, Model: G-73, Serial No. 1-39, Registration No. N-2973 shall be transferred from Esso Tankers, Inc. to Pan Air Corporation approximately January 1, 1962, from Pan Air Corporation to Toyomenka approximately January 2, 1962, or there about. On transferring of title to Toyomenka the exporter or his representative will determine that the U. S. identification markings have been removed. Also removed from the aircraft, registration and airworthiness certificate and will request cancellation. All the above forms, including the originals of the F.A.A. 500, Part C transferring from Esso Tankers, Inc. to Pan Air Corporation and then from Pan Air Corporation to Toyomenka will be forwarded to the Aircraft Airman's Record Branch, Federal Aviation Agency, 621 N. Robertson, Oklahoma City, Oklahoma.

PAN AIR CORPORATION

R. N. Smith
Vice President

IV35

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY

APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS

Form approved.
Budget Bureau No. 04-R059.

EXPORT CERTIFICATE NO.
E 40248

INSTRUCTIONS.—This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11 as applicable. For engines and propellers, omit items 5A and 6. Part III is for FAA use only.

PART I

1. APPLICATION IS MADE FOR AN EXPORT CERTIFICATE OF AIRWORTHINESS TO COVER THE PRODUCT(S) DESCRIBED BELOW, WHICH IS (ARE):

☐ NEW ☒ USED (Aircraft) ☐ NEWLY OVERHAULED

2. NAME AND ADDRESS OF EXPORTER	3. NAME AND ADDRESS OF FOREIGN PURCHASER	4. COUNTRY OF DESTINATION
Pan Air Corporation New Orleans Airport New Orleans, Louisiana	Toyomenka Kaisha, Ltd. No. 2 I-Chome Otemachi Chiyodaku, Tokyo, Japan	Japan

5. DESCRIPTION OF PRODUCT(S)

TYPE	MAKE AND MODEL	IDENTIFICATION NO.	SERIAL NUMBERS	FAA SPEC. NO.	OPERATING TIME (Hours) SINCE OVERHAUL	OPERATING TIME (Hours) TOTAL
a. AIRCRAFT	Grumman G-73	N-2973	J-38	A783	1352:05	6,811:50
b. ENGINES	P.&.W. A. R1340AN-1		Left 13449 Right 328053	5E-2	515:35 143:35	3,059:20 2,686:40
c. PROPELLERS	Hamilton Standard 23D40-51		Left 160298 Right 158076	P-719	0 0	Unknown

6. THE AIRCRAFT WAS GIVEN A SATISFACTORY FLIGHT TEST ON July 15, 1961 (Date)

7. DOES THE PRODUCT COMPLY WITH ALL APPLICABLE CIVIL AIR REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER FAA REQUIREMENTS?
☒ YES ☐ NO (Explain in "Remarks")

8. HAVE APPLICABLE SPECIAL REQUIREMENTS OF THE IMPORTING COUNTRY BEEN COMPLIED WITH?
☐ YES ☒ NO (Explain in "Remarks")

9. HAS PROPER PREVENTATIVE TREATMENT BEEN APPLIED TO PRODUCTS SUSCEPTIBLE TO RAPID CORROSION WHEN BEING SHIPPED?
☐ YES ☒ NO Aircraft to be ferried

10. REMARKS

This aircraft complies with all U.S. requirements for certification in standard category. The special requirements of Japan have not been complied with. Aircraft will be exported via Fly Away. The actual weight and balance report determined 11-20-61 is current and is in the aircraft flight manual. Current log books and all other required data being forwarded by the exporter to the country of destination. All A.D. notes that apply have been complied with. All pertinent aircraft and engine specifications and notes are in compliance.

11. EXPORTER'S CERTIFICATION

The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks," above.

12-29-61	R. N. Smith	Vice President
(Date)	(Signature of Applicant or Authorized Representative)	(Title)

Form FAA-306 (8-57)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

PART II

12. APPLICATION IS MADE FOR APPROVAL OF AERONAUTICAL PARTS FOR EXPORT AS INDICATED BELOW:

13. NAME AND ADDRESS OF EXPORTER	14. NAME AND ADDRESS OF FOREIGN PURCHASER	15. COUNTRY OF DESTINATION

16. PARTS ARE ELIGIBLE FOR INSTALLATION ON _____ (Make and Model Class I Product) _____ (FAA Spec. No.)

17. THE PARTS ARE (check one): ☐ NEW ☐ NEWLY OVERHAULED

18. THE PARTS ARE DESCRIBED (check one):

☐ BY NAME, PART NUMBER, AND QUANTITY ON THE ATTACHED INVOICE OR PACKING SHEET NO. _____

☐ BELOW BY NAME, PART NUMBER, AND QUANTITY.

19. EXPORTER'S CERTIFICATION

I certify that the foregoing statements are true and that the parts described herein are airworthy and conform to FAA approved design data.

_____ (Date) _____ (Signature of Applicant or Authorized Representative) _____ (Title)

PART III—APPROVAL (FOR FAA USE ONLY)

20. IT IS CONSIDERED THAT THE PRODUCT(S) DESCRIBED IN Part I (Part I or II) IS (ARE) AIRWORTHY AND CONFORM(S) TO PERTINENT REQUIREMENTS EXCEPT AS NOTED IN ITEM 10.

Elwood F. Garlitz
Elwood F. Garlitz (Signature) SW-16 (Number) 12-29-61 (Date)

Check One: ☐ DMIR ☐ DMCR ☐ DMR ☒ FAA INSPECTOR

21. _____ (Quantity) APPROVAL TAGS, FORMS FAA-186, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II.

22. EXPORT FILE SPOT CHECKED BY:

John J. Kostura
John J. Kostura (FAA Supervising Inspector) SW-16 (D. O. No.) 12-29-61 (Date)

U.S. GOVERNMENT PRINTING OFFICE : 1961 O—581008

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FEDERAL AVIATION AGENCY

FORM APPROVED
BUDGET BUREAU NO. 04-R082.

APPLICATION AND AUTHORIZATION FOR FERRY PERMIT

1. APPLICATION

INSTRUCTIONS: Submit in duplicate to authorized Federal Aviation Agency representative or designated manufacturing inspection representative.

DESCRIPTION OF AIRCRAFT

REGISTERED IN NAME OF	ADDRESS
ESSo Tanker Inc.	60 W. 49th St. New York, New York
MAKE Grumman	**MODEL** G-73
MANUFACTURER'S SERIAL NO. J-38	**IDENTIFICATION MARK** N2973

DESCRIPTION OF FLIGHT

FROM	TO
Burbank, Calif.	Continental Limits of the U.S.A.
VIA Oakland, Cali, and Honolulu	**DATE** 1/26/62 / **DURATION** 30 days.

PURPOSE

To accomplish delivery flight
Intended maximum gross weight 17565 pounds.

I HEREBY request authority to ferry the above-described aircraft for the flight specified.

H.E.Holloway (SIGNATURE OF APPLICANT) — Agent (TITLE) — 1/26/62 (DATE)

2. AUTHORIZATION

INSTRUCTIONS: Retain this authorization in aircraft for duration of flight. This is your authority to conduct the flight requested above. This permit is valid until landing is effected at the destination indicated in your request, provided the aircraft is flown by a properly certified crew, is operated in accordance with applicable Civil Air Regulations, and in accordance with the following special limitations:

Flights authorized herewith are predicated upon complieance with conditions, limititations, and restrictions as are stipulated in the attachment and will be further governed by the following limitations and restrictions.

1. The approved air speeds operating limitations shall be reduction of Vne and Vno by 20% until the airplane reaches a weight of 110% then a 10% reductions of Vne and Vno until the airplane reaches standard weight.
2. The maximum quantity of fuel carried in the auxiliary tank shall not exceed 775 gallons.
3. The carriage of cargo or persons other than the crew necessary for the purpose of flight is prohibited.

REMARKS:

This authorization consists of two pages. This is the first page.

DATE ISSUED	SIGNATURE OF FAA REPRESENTATIVE	DESIGNEE NO.
Jan 24-1962	Glen L Simmons	WE-TMD-43

U.S. GOVERNMENT PRINTING OFFICE: 1959—O-550842

Form FAA-1779 (3-47)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Grumman Aircraft — Ma...
G-73 — Model
N 2973 — Registration
J-38 — Serial Number

Jan 26, 1962

4. All flights shall be conducted under VFR flight rules unless otherwise authorized.

5. Intentional acrobatics prohibited.

6. Prior to exporting this aircraft, clearance must be obtained from the U.S. Bureau of Customs and an export license (or waiver in lieu thereof) must be obtained from the U.S. Department of State for military type aircraft, or from the Bureau of Foreign Commerce, U.S. Department of Commerce for civil type aircraft.

7. This permit does not authorize flights over foreign countries. Special permission must be obtained from the foreign countries to conduct flights over their territories.

8. Any alteration made to this aircraft during the effective period of this permit shall invalidate this permit.

9. All flights shall be conducted to avoid areas having air traffic to avoid cities, towns, villages and congested areas, or any other area where such flights might create hazards exposure to persons or property.

10. Avoid all moderate to severe turbulence while operating overweight.

11. In event fuel fumes are detected, smoking is prohibited and electrical equipment subject to arcing should be deactivated.

12. In case of overweight landing or operations in turbulence while in an overweight condition, the aircraft should receive prior to reverting to standard certification a suitable inspection to detect any damage that may have resulted.

13. This permit is invalid after Feb. 26, 1962

Glen S. Simonds
FAA-WE-EMDO-43

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Jun 8, 1962

4. All flying shall be conducted under VFR flight rules unless otherwise authorized.

5. Instrument approaches prohibited.

6. Prior to exporting this aircraft, clearance must be obtained from the U.S. Bureau of Customs and export license (or waiver in lieu thereof) must be obtained from the U.S. Department of State for military type aircraft, or from the Bureau of Foreign Commerce, U.S. Department of Commerce for civil type aircraft.

7. This permit does not authorize flights over foreign countries. Special permission must be obtained from the foreign countries to conduct flights over their territories.

8. Any alteration made to this aircraft during the effective period of this permit shall invalidate this permit.

9. All flights shall be conducted so as to avoid areas having congested traffic to avoid cities, towns, villages and congested areas, or any other area where such flights might create hazards to persons or property.

10. Avoid all moorings to assure turbulence while operating overweight.

11. In event fuel tubes are defogged, sucking is prohibited and electrical equipment subject to arcing should be protected.

12. In case of overweight landing or operation in turbulence or in an overweight condition, the aircraft should undergo prior to returning to standard certification a careful inspection to detect any damage that may have resulted.

13. This permit is invalid after Feb. 26, 1962

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

VOLITAN AVIATION INC.
12820 PIERCE ST.
PACOIMA, CALIFORNIA

VAI 20-5

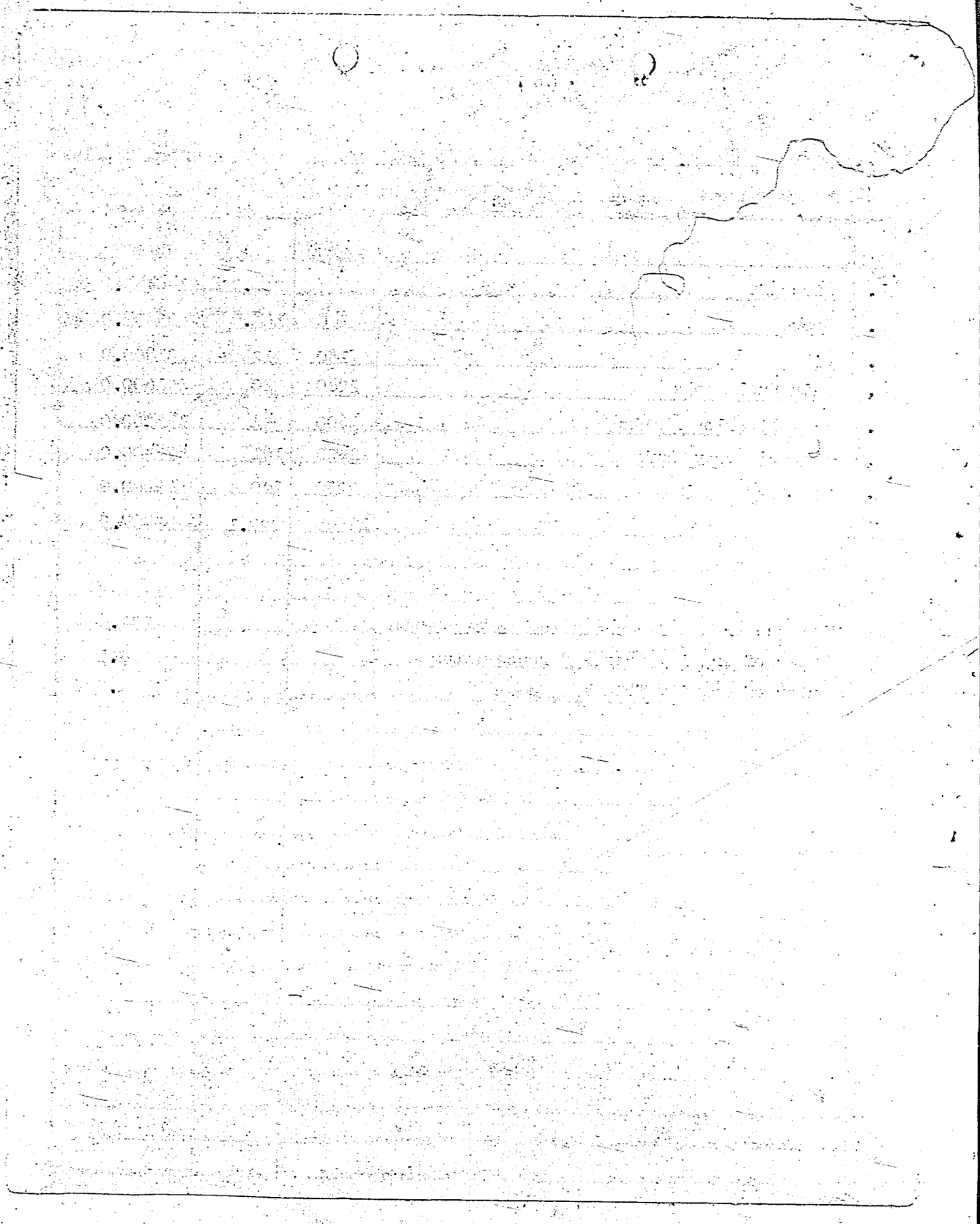
Work Order 896 Aircraft No. N2973 Date January 26, 1962

Weight and Balance Loaded Ferry Condition

NO.	ITEM	WEIGHT	ARM	MOMENT
1.	Aircraft	9545	224.3	2140943.5
2.	Crew	340	108.6	36924.0
3.	Oil	150	212	31800.0
4.	Main Fuel Tanks	2280	220	501600.0
5.	Wing Tip Float Tanks	600	241	145200.0
6.	Forward Ferry Tank	2400	191	458400.0
7.	Aft Ferry Tank	2250	300	675000.0
		17565	227.1	3989867.5
	Distance from Reference Datum to FAA Datum			233.6
	Center of Gravity from reference datum			227.1
	Center of Gravity from FAA datum			6.5

FEB 13 1962

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

VOLITAN AVIATION INC.
12820 PIERCE ST.
PACOIMA, CALIFORNIA

VAI 20-5

Work Order 896 Aircraft No. N2973 Date January 26, 1962

Weight and Balance FERRY TANK INSTALLATION

NO.	ITEM	WEIGHT	ARM	MOMENT
1.	Aircraft	9245	223.7	2068106.5
2.	Forward Tank Installation	115	191	21965.0
3.	Fuel System	75	240	18000.0
4.	Aft Tank installation	110	300	33000.0
	Total	9545	224.3	2141071.5
	Distance from Reference Datum to FAA Datum			233.6
	Center of Gravity from reference datum			224.3
	Center of Gravity from FAA datum			9.3

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

February 6, 1962

Grumman G73, S/N J-38, Reg. No. N2973

Certificate of Registration and Airworthiness returned for cancellation.

G. L. Lincoln
WE-EMDO 43

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE — CIVIL AERONAUTICS ADMINISTRATION

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION
N2973	STANDARD

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

4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Civil Aeronautics Board.

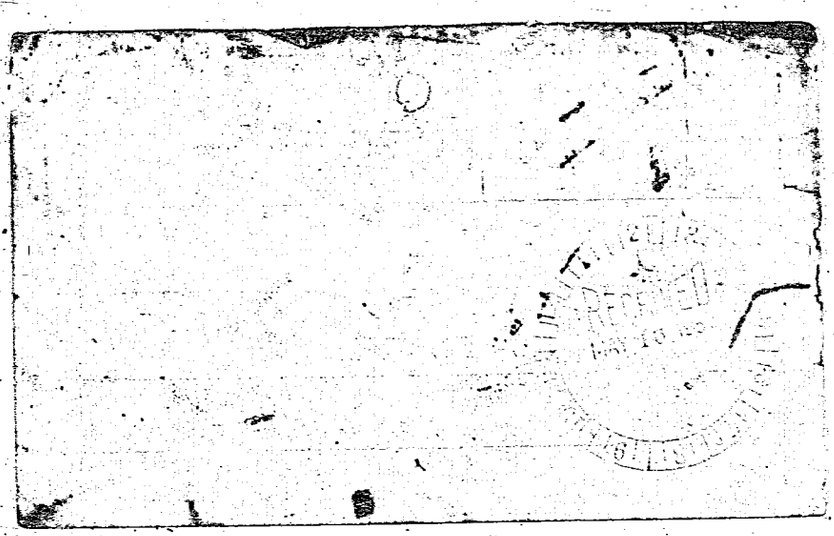
5. DATE OF ISSUANCE	6. CAA REPRESENTATIVE	7. DESIGNATION NO.
5-14-57	Otto H. Holzer OTTO H. HOLZER	1-11

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

GPO 16—72863-1

Form ACA-1363B (8-56)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

3 February 1962

This is to certify that American registration No. N2973 has been obliterated from Grumman Mallard, J-38.

Capt. David R. Cairns
Skyways Aircraft Ferrying Srvc.
14011 Ventura Blvd.
Sherman Oaks, California

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N2973
2. OWNER	NAME (First, middle, last): Esso Tanker Inc.		ADDRESS (Street and number, city, zone and State): 60 W. 49th St. New York, New York	

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)				Temporary
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9545	9.3 fwd. of F.A.A. ref. datum	Temporary 8020

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Volitan Aviation, Inc. 12820 Pierce St. Pacoima, Calif.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	CRS #4196

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

1/26/62 (Date repair and/or alteration completed)

H.E.Holloway (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

1/26/62 (Date of approval or rejection)

H.E.Holloway (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted Jan 26-1962 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

WR-EMDO-43 (FAA designation number)

FEB 13 1962

Glen L Lincoln (Signature Flight Standards Inspector)

16—54010-5

Form FAA-337 (4-62)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

Intended maximum gross weight is 17565 pounds. For description and ~~schmetic~~ schematic of work accomplished see attached sheets. This is a temporary installation and must be removed and the aircraft returned to its approved configuration before it is eligible for standard certification. Appropriate entries have been made in the aircraft log book concerning this installation and the removal of the temporary fuel manamgement installation.

This installation has been approved by F.A.A. WE-218 Engineering and Manufacturing branch for auxiliary fuel management and temporary fuel cell containment structure installation.

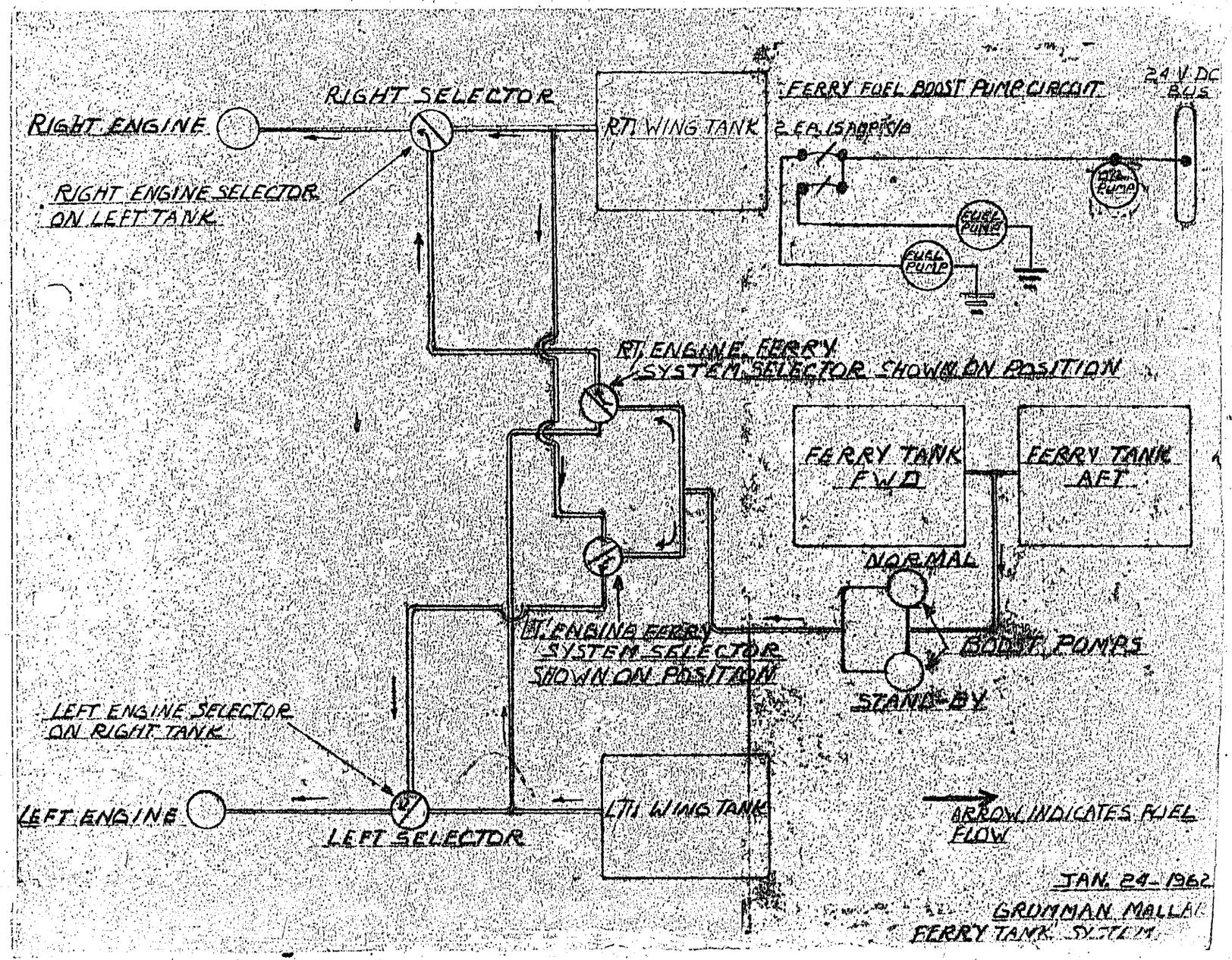
Ref: F.A.A. Form 337 dated 6/1/61 on Grumman G-73 s/n J-6, N2943.

END END END END END

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

Check block if additional sheets are attached. ☒

U.S. GOVERNMENT PRINTING OFFICE 16—54010-5



FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R042.8.

APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS

EXPORT CERTIFICATE NO. E46550

INSTRUCTIONS.– This application is to be submitted to an authorized CAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11 as applicable. For engines and propellers, omit items 5A and 6. Part III is for CAA use only. (*For details see* EXPORT HANDBOOK.)

PART I

1. APPLICATION IS MADE FOR AN EXPORT CERTIFICATE OF AIRWORTHINESS TO COVER THE PRODUCT(S) DESCRIBED BELOW, WHICH IS (ARE):
☐ NEW ☒ USED (Aircraft) ☐ NEWLY OVERHAULED

2. NAME AND ADDRESS OF EXPORTER
Esso Tankers, Inc.
60 West 49th Street
New York, 20, New York

3. NAME AND ADDRESS OF FOREIGN PURCHASER
Toyo Menka Kaisha, Ltd.
No. 1, 3-Chome, Koraibashi
Higashi-ku
Osaka, Japan

4. COUNTRY OF DESTINATION
JAPAN

5. DESCRIPTION OF PRODUCT(S)

TYPE	MAKE AND MODEL	IDENTIFICATION NO.	SERIAL NUMBERS	CAA SPEC. NO.	OPERATING TIME (Hours) SINCE OVERHAUL	OPERATING TIME (Hours) TOTAL
a. AIRCRAFT	Grumman G-73	N1973	J-38	A-783		6811:50
b. ENGINES	Pratt & Whitney S1H1		13499 328053	~~####~~ E-129-7 E-129-7	516:35 144:35	3054:20 2686:40
c. PROPELLERS	Hamilton Standard 23D40-51		160298 158076	P-603-11 P-603-LL	00:0 00:0	unknown unknown

6. THE AIRCRAFT WAS GIVEN A SATISFACTORY FLIGHT TEST ON 1/26/62 (Date)

7. DOES THE PRODUCT COMPLY WITH ALL APPLICABLE CIVIL AIR REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER CAA REQUIREMENTS?
☒ YES ☐ NO (Explain in "Remarks")

8. HAVE APPLICABLE SPECIAL REQUIREMENTS OF THE IMPORTING COUNTRY BEEN COMPLIED WITH?
☒ YES ☐ NO (Explain in "Remarks")

9. HAS PROPER PREVENTATIVE TREATMENT BEEN APPLIED TO PRODUCTS SUSCEPTIBLE TO RAPID CORROSION WHEN BEING SHIPPED?
☒ YES ☐ NO

10. REMARKS This aircraft to be flown to Asaka, Japan, for the purpose of ~~deliv~~ delivering the aircraft to Toyo Menka Kaisha, Ltd. purchaser. Aircraft complies with special requirements of the above mentioned country. The original of the certificate of Airworthiness for Export related data will be carried in the aircraft and handed over to the appropriate government officaials upon the transfer of title. An actual weight and balance determined on 1-26,62, a current flight manual, loading chart and current aircraft and engine log books are in the aircraft. To facilitate delivery flight, two aulliary fuel tank and one aux. oil tank have been installed and secured in cabin. Reference FAA Form 337 dated June 1, 1961 on G-73 S/N J-6 N2943

11. EXPORTER'S CERTIFICATION
The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks," above.

1/26/62 (Date) — H.E.Holloway (Signature of Applicant or Authorized Representative) — Agent (Title)

FEB 13 1962

Form ACA-306 (8-57)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

PART II

12. APPLICATION IS MADE FOR APPROVAL OF AERONAUTICAL PARTS FOR EXPORT AS INDICATED BELOW:

13. NAME AND ADDRESS OF EXPORTER	14. NAME AND ADDRESS OF FOREIGN PURCHASER	15. COUNTRY OF DESTINATION

16. PARTS ARE ELIGIBLE FOR INSTALLATION ON _____ (Make and Model Class I Product) _____ (CAA Spec. No.)

17. THE PARTS ARE (check one): ☐ NEW ☐ NEWLY OVERHAULED

18. THE PARTS ARE DESCRIBED (check one):

☐ BY NAME, PART NUMBER, AND QUANTITY ON THE ATTACHED INVOICE OR PACKING SHEET NO. _____

☐ BELOW BY NAME, PART NUMBER, AND QUANTITY.

19. **EXPORTER'S CERTIFICATION**

I certify that the foregoing statements are true and that the parts described herein are airworthy and conform to CAA approved design data.

_____ (Date) _____ (Signature of Applicant or Authorized Representative) _____ (Title)

PART III—APPROVAL (FOR CAA USE ONLY)

20. IT IS CONSIDERED THAT THE PRODUCT(S) DESCRIBED IN Block-1 (Part I or II) IS (ARE) AIRWORTHY AND CONFORM(S) TO PERTINENT REQUIREMENTS EXCEPT AS NOTED IN ITEM 10.

Gilbert K. Sievers (Signature) — [illegible] (Name) — Jan-26-1962 (Date)

Check One: ☐ DMIR ☐ DMCR ☐ DMR ☒ CAA INSPECTOR

OKLAHOMA

21. _____ (Quantity) APPROVAL TAGS, FORMS ACA-186, WERE ISSUED FOR THE PARTS DESCRIBED IN ITEM 18.

FEB 19 12 31 PM '62

22. EXPORT FILE SPOT-CHECKED BY:

AIRCRAFT AND AIRMEN RECORDS BRANCH FAA

_____ (CAA Supervising Inspector) _____ (D. O. No.) _____ (Date)

U. S. GOVERNMENT PRINTING OFFICE : 1957 O-F—437917

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

The United States of America
Federal Aviation Agency
Washington, D.C.

No. 46550

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification(s)[1] of the Federal Aviation Agency, Numbered A-783 has been examined and as of the date of this certificate is considered airworthy in accordance with applicable airworthiness requirements of the United States Government, and in compliance with special requirements of the importing country as filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product: Aircraft

Manufacturer: Grumman Aircraft Eng. Corp.
Bethpage, L.I. New York

Model: G-73

Serial No.: J-38

Two Pratt & Whitney S1H1
s/n 13449
s/n 328053

Two Hamilton Standard Propellers
s/n 160298
s/n 158076

New ☐ Newly Overhauled ☐

Used Aircraft ☒

Country to which exported: Japan

Cabin seats and divan were removed and two auxiliary fuel tanks having a total capacity of 775 gallons and one auxiliary oil tank of 3.5 gallon capacity were insatalled in the cabin to faciliatate delivery flight. The tanks and plumbing for same should be removed in order that this aircraft may comply with approved design data forming the basis for type certification.

G.L.Lincoln
Signature of Authorized Representative

1/26/62
Date

F.A.A.
Agency Represented

WE-EMDO-43
Agency or Designee Number

[1] For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

U.S. GOVERNMENT PRINTING OFFICE : 1959—O-503642

Form FAA-26 (5-59)

FEB 13 1962

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

AIRCRAFT AND AIRMEN
RECORDS BRANCH
FAA
FEB 19 12 31 PM '62
OKLAHOMA CITY, OKLA.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FEDERAL AVIATION AGENCY

WE EMDO 43 Eng. & Mfg. District Office

c/o Lockheed Aircraft Corp. Bldg. 9

Plant A-1 Burbank, California

Letter of instruction to exporter or his agent. Ref MOP 2-4.13

Upon sale or transfer of title a letter of transmittal or/ statement must be forwarded to this office, giving information as listed.

Make and model of aircraft, Registration number, Serial number, Name and address of purchaser, Date of title transfer.

A copy of the bill of sale or acceptable evidence of transfer.

A request for the enclosed (1) Registration Certificate ACA-500 and (2) Airworthiness Certificate FAA 1362 b to be cancelled.

A statement that U.S. identification marks were obliterated from the aircraft.

LIST OF RECORDS AND MATERIAL CARRIED ABOARD THE AIRCRAFT

1- Export Certificate of Airworthiness — Form FAA 26
2- Major Repair and Alteration — Form FAA 337
3- Ferry Permit — Form ACA 1779
4- Registration Certificate — Form ACA 500 a
5- Airworthiness Certificate — Form FAA 1362 b
6- Operating Limitations (attached to ferry permit)
7- Letter of instruction to exporter
8- Aircraft, Engine and propeller log books
9- Aircraft Flight Manual
10- Weight and Balance (current) and Loading Schedule
11- ~~Copy of all noncompliance A D notes, Service Bulletins~~ and ETC.
12- ~~Copy of all waivers issued.~~

Aircraft Make Grumman

Aircraft Model G-73

Identification Mark N2973

Registration No. N2973

Serial No. J-38 FEB 13 1962 Glen J. Sinclair -43

FAA Manufacturing Insp. WE-EMDO

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman.	G-73 "Mallard"		U.S.A. N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	THE ANDIAN NATIONAL CORP.	"Crespo" International Iarport. Cartagena, Colombia, S.A.

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	Two propellers Hamilton Standard	23 D 40 - 51	S/N 160262 and S/N 158076	XXXX	
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.
*AFTER the repairs and/or alterations described below were made.

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	b. KIND OF AGENCY	c. CERTIFICATE NO.
AEROVIAS NACIONALES DE COLOMBIA.S.A.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	129-F PROPELLER CLASS 2.

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.

March 15th, 1960
(Date repair and/or alteration completed)

Andrew W. Abela. Avianca's F.A.A. Liaison.
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

March 15th, 1960
(Date of approval or rejection)

Jorge Correa S. Maintenance Manager.
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 3/21/60 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

7-09
(CAA designation number)

(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

Propeller S/N 158076 Model 23D40-51 Drawing No.(blades) 6533A-18 Ham-Std.

Blades No.354400 - 712944 - 614802

A major Overhaul.

Dis-assembly - inspection - repair and assembly according tp Manual # 18 and Hamilton Standard Manual # 140.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form approved.
Budget Bureau No. 41-R052.4.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N-2973
2. OWNER	NAME (First, middle, last): BUTTERWORTH SYSTEM, INC.	ADDRESS (Street and number, city, zone and State): FOOT OF EAST 22nd St. BAYONNE, N.J.		

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	X
b. POWERPLANT		The alteration identified below complied with applicable airworthiness requirements and approved only for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11 (b).			
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	9-16-59 Date — Fred V. Hanson CAA 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)*
STANDARD	9410.9	-10.85	3339.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
PAN AIR CORPORATION P.O. BOX 26125 NEW ORLEANS 26, LOUISIANA	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	GRS 3823

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

September 16, 1959 (Date repair and/or alteration completed)

R. H. Fergeson (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

9-20-59 (Date of approval or rejection)

G. H. Nichols (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum ☑ Spot Checked 9-18-59 (Date)

b. ☐ Accepted (Date) ☐ Reinspected (Date)

2-16 (CAA designation number)

Fred V. Hanson Reg. 2 FW ASDO 16 (Signature Aviation Safety Agent)

Form ACA-337 (4-52)

16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

1. 1600 hr. overhaul and inspection of aircraft in accordance with Grumman 1600 hr. check sheets and Grumman overhaul manual.

2. Recovered all control surfaces using Grade A fabric and butrate dope. Ref. C.A.M. 18.30-3

3. Changed skin on lower left side of hull from station 31 to 140. Ref. C.A.M. 18.30-4 (e)(1)

4. Changed skin on bottom right side of hull from station 160 to 250. Ref. C.A.M. 18.30-4 (e)(1)

5. Changed skin on top outboard end of right wing from station 230 to 394. Ref. C.A.M. 18.30-4 (e)(1)

6. Replaced all flap and aileron hinge brackets with new brackets. Ref. C.A.M. 18.30-4 (F)(2)

7. Installed Aeroquip Teflon 666 hose on landing gear hydraulic and brake systems. Ref. C.A.R. 4b.653 (b),(c),(d)

8. Installed Harding Devices Co. No. 24-125C Electric shut-off valves in oil supply and hydraulic supply lines to both engines, 4 valves. Ref.C.A.R. 4b.482,4b.483. These valves replace manual valves which were removed. The only change in piping was fittings to adapt new valves.

9. Electric system to electric shut-off valves installed. 2-5 amp. circuit breakers installed in main electric panel left side of cabin. 4 Switches in groups of two are installed on the cockpit rear bulkhead. These switches are easily reached by either pitot. Wire used meets MIL-W-5086 Spec. All wires run in existing wire runs, in accordance with Standard aircraft practice. Switches have guards to prevent inadvertment movement.(See attached sketch for wiring diagram and plackards. Ref. C.A.M. 18.30-12 (e) (1) (2), 18.30-12 (k).

10. Removed ARC-1 V.H.F. Transmitter and Receiver and installed Collins 427B-1 Power supply and modulator unit in its place on the main radio rack. Collins V.H.F. Transmitter, Model 17L-8, installed in instrument panel. Collins F.H.F. Receiver, Model 51X-3, installed in instrument panel. The Receiver and Transmitter units mount in Standard 3 in. instrument holes in panel. The power supply unit is bolted to the main radio rack. Wires of ARC-1 removed from main radio junction box and wires for Collins unit installed. All wiring installed and strapped in accordance with Standard aircraft practice. Wires meet MIL-W-5086 Spec.

11. Removed fiber glass sound deadner blankets. Installed Permacell P-12 accustic tape. Weight change, less 30 lbs.

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—64010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

WEIGHT AND BALLANCE DATA;

	WEIGHT	ARM	MOMENT
Old E.W. from 337, 6-9-59	9483.7	220.53	2,091,440.3
Removed ARC-1 Radio	- 51.0	∠ 46.0	∠ 2346.0
Installed Collins 427B-1	∠ 3.3	∠ 46.0	∠ 1518.0
Installed Collins 17L-8 and 51X-3	∠ 4.9	∠ 93.0	∠ 6557.0
Insullation change	- 30.0	0.0	0.0
New empty weight	9410.9		2,097,169.3

New empty weight C.G. 222.8 ins. from Reference Datum.

Distance from Reference Datum to F.A.A. Datum 233.65 ins.
Center of gravity from Reference Datum 222.8 ins.
Center of gravity from F.A.A. Datum - 10.85 ins.

Gross weight 12750.0 lbs.
Empty weight 9410.9 lbs.
Usefull load 3339.1 lbs.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

WEIGHT AND BALANCE DATA:

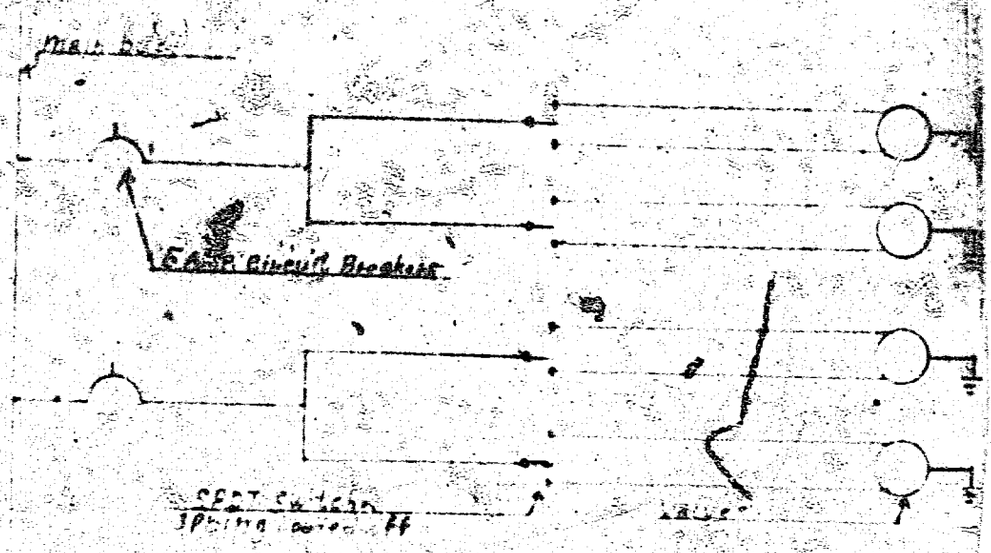
	WEIGHT	ARM	MOMENT
Old E.W. from 377, 5-9-59	9183.7	220.53	2,027,440.3
Removed ARC-1 Radio	- 51.0	46.0	2346.0
Installed Collins 42TR-1	+ 3.3	46.0	1518.0
Installed Collins 17L-6 and 51X-3	+ 1.9	93.0	6537.0
Installation change	- 30.0	0.0	0.0
New empty weight	9110.9		2,027,169.3

New empty weight C.G. 222.6 ins. from Reference Datum.

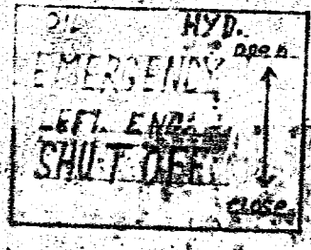
Distance from Reference Datum to T.A.A. Datum 233.65 ins.
Center of gravity from Reference Datum 222.6 ins.
Center of gravity from T.A.A. Datum - 10.65 ins.

Gross weight	12750.0 lbs.
Empty weight	9110.9 lbs.
Useful load	3639.1 lbs.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



Part	Brand	Part Number
Circuit breaker	Mechanical Products	W22610-5
Switches	Cutler-Hammer	AN3212-2
Valves	Hamilton Device	24-125-2
Wire	Packard Electric	AWG #20

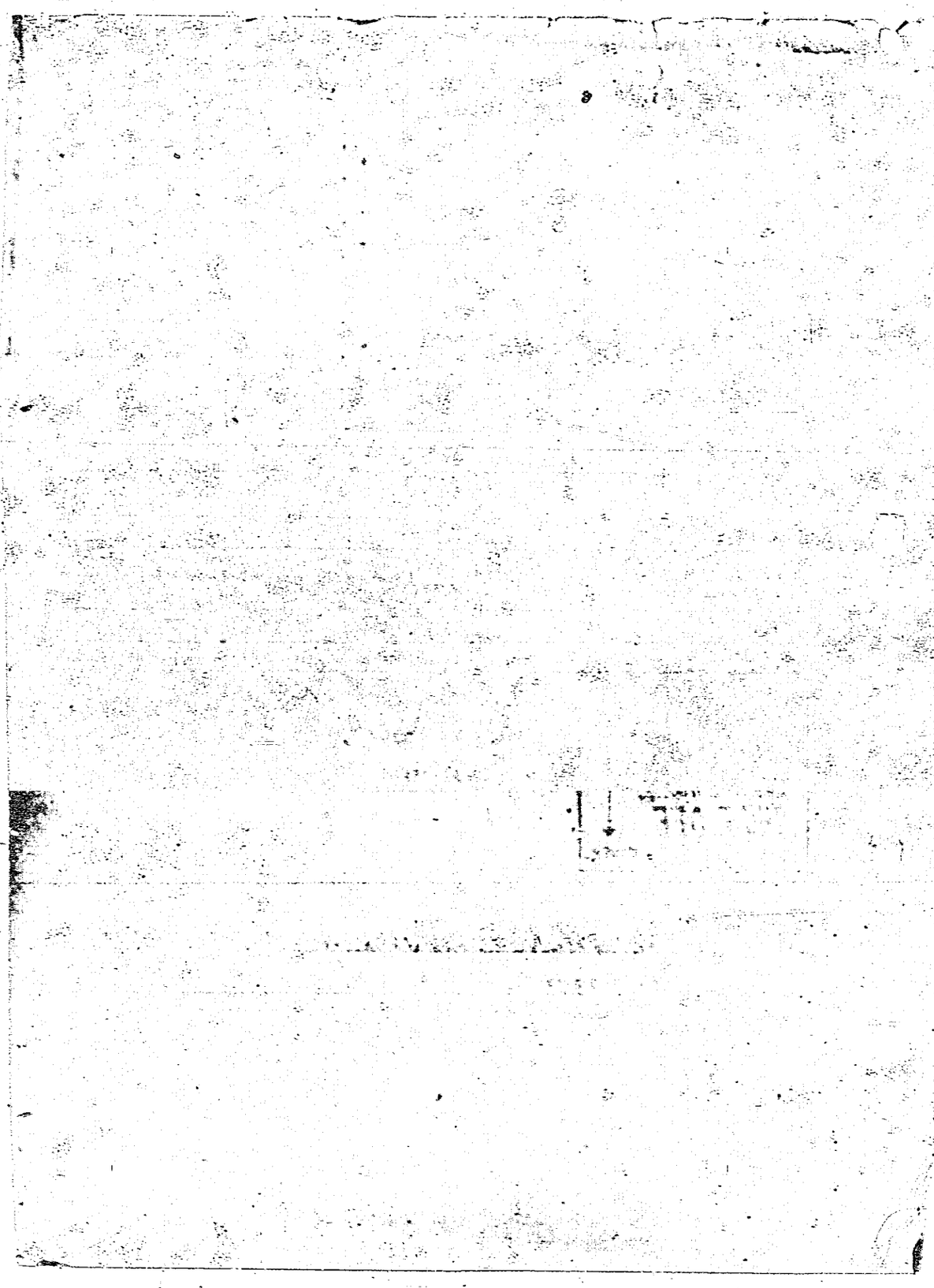


Red with white Letters

Typical placard

Wiring diagram of electrical shut off valves in Grumman G73, Serial no. 1-38, N2973

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86



FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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: Grumann	MODEL: G-73	SERIAL NO.: 1-36	NATIONALITY AND REGISTRATION MARK: N-2973
2. OWNER	NAME (*First, middle, last*): Butterworth System Inc.	ADDRESS (*Street and number, city, zone and State*): Foot of East 22 st. Bayonne, N. J.		

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Colombia	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P 1150365

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.

July 6, 1959 (Date repair and/or alteration completed) — H. A. Speer jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED / ☐ REJECTED BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (*Specify*) Inspection Aughtorisation

July 6, 1959 (Date of approval or rejection) — H. A. Speer jr. I.A. 1150365 (Signature of authorized individual, title of department, number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

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

_____ (CAA designation number) _____ (Signature Aviation Safety Agent)

16—64010-4

7-01

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 86

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.*

Repaired left wing float as follows:
Changed loose rivets.
Removed dents in skin and keel.
Reinforced ribs station #8
Installed handhole inspection doors.
Cleaned interior and resealed CREBER system.
two hour pressure check at 2.5#
All repairs performed in accordance with CAM 18. This repair was executed in the Aviance Repair station, Soledad International Airport, Barranquilla, Colombia, Certificate #129-F.

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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: Gruman	MODEL: G 73 Mallard J38	SERIAL NO.	NATIONALITY AND REGISTRATION MARK: N2973
2. OWNER	NAME (First, middle, last): Butterworth System Inc.	ADDRESS (Street and number, city, zone and State): Foot of East 22 st Bayonne, New Jersey		

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					
f. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
standard	9883.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Colombia	X U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P 1150365

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

May 16, 1959 — (Date repair and/or alteration completed)

H. A. Speer Jr. A.A. 1150365 — (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

X APPROVED / ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

May 16, 1959 — (Date of approval or rejection)

H. A. Speer Jr. A&I. 1150365 — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. X Accepted 6/25/59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

(CAA designation number) 7-01

(Signature Aviation Safety Agent)

16—64010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

Changed damaged skin on right side hull below chine station 180 to station 255.5. Repair was executed and inspected in accordance with current CAR and found airworthy for return to service.

E. A. Creed, Jr.
I.A. 1150365

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 62-R052.4.

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: J38	NATIONALITY AND REGISTRATION MARK: U.S.A. N2973
2. OWNER	NAME (First, middle, last): Butterworth System Inc.	ADDRESS (Street and number, city, zone and State): Foot of east 22 st. Bayonne, N. J.		

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: Tachometer - Gen	10010-02	10	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*)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AEROVIAS NACIONALES DE COLOMBIA "SOLEDAD" INTERNATIONAL AIRPORT BARRANQUILLA, COLOMBIA, S. A.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AIRFRAME & POWERPLANT NO. 1134319

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.

2-25-59 (Date repair and/or alteration completed)

ANDREW W. ABELA - AVIANCA'S FAA LIAISON (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED / ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (Specify) I.A. No. 1150365

2-28-59 (Date of approval or rejection)

H. A. SPERR Jr. - I.A. No. 1150365 (Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/7/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number) 7/01

_____ (Signature of Aviation Safety Agent)

6/16/19

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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:*

Overhauled Tachometer Generator Type 10016-02. Serial Number 10 according to Kollsman Overhaul Instruction Manual. Tested O. K.

Work was accomplished at Avianca's Overhaul Facilities at Barranquilla, Colombia, S. A.

del.

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73		N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of east 22 st Bayonne, N. J.

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)	Shock absorber	No. P/N Serial No. 61-1240 Vickers		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)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AEROVIAS NACIONALES DE COLOMBIA "SOLEDAD" INTERNATIONAL AIRPORT BARRANQUILLA, COLOMBIA	X ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AIRFRAME No. 1375455

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.

2-23-59 — (Date repair and/or alteration completed)

ANDRES M. ARELA - AVIANCA'S FAA LIAISON — (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

X ☐ APPROVED / ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft; ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (Specify) I.A. #1150365

2-23-59 — (Date of approval or rejection)

H. A. SPEER Jr. - I.A. # 1150365 — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/7/59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

7-11 — (CAA designation number)

(Signature Aviation Safety Agent)

16—64010-4

Form ACA-337 (4-52)

6/16/19

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

Disassembled - cleaned - magnafluxed - assembled one main landing gear shock absorver according to (NO P/N) serial No. 64-1240 Vickers overhaul Manual and according to Avianca's Maintenance Manual. Pressure - and functional test O.K., replaced standard seal and packings.

Work was accomplished at Avianca's Overhaul Facilities at Barranquilla, Colombia, S.A.

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-6

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73		U.S.A. N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of east 22 st. Bayonne, N. J., U.S.A.

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 1 MAGNETO 2 IGNITION VIBRATOR	P/N 10-78080-1 VJRC465	No. 193165 None	X 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)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AEROVIAS NACIONALES DE COLOMBIA "SOLEDAD" INTERNATIONAL AIRPORT BARRANQUILLA, COLOMBIA, S. A.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AIRFRAME & POWERPLANT No. 1134319

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.

2-25-59 (Date repair and/or alteration completed)

ANDREW W. ABELA - AVIANCA'S FAA LIAISON (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ ☐ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☒ ☐ Other (Specify) F.A.A. No. 1150365

2-28-59 (Date of approval or rejection)

H. A. SPEER Jr. - F.A.A. No. 1150365 (Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/17/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number) 7-01

(Signature Aviation Safety Agent)

5/19/59

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

a) Overhauled one magneto P/N 10-78060-1 Serial Number No. 193165 according to Bendix Service Instructions Form 1-52-5. Tested O. K.
Changed windings - charged magnet.

b) Overhauled one ignition vibrator Pipe VJR2AC5 without Serial Number, according to American Bosch. Service Instruction for staring vibrators.
Changed breaker points and adjusted amperage functional test O. K.

Work was accomplished at Avianca's Overhaul Facilities at Barranquilla, Colombia, S. A.

jiel.

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.	NATIONALITY AND REGISTRATION MARK: U.S.A. N2973
2. OWNER	NAME (*First, middle, last*): Butterworth system Inc.		ADDRESS (*Street and number, city, zone and State*): Foot of east 22 st, Bayonne, N. J.	

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: TWO GENERATORS	W535-AC-25474	18-38 and 15-91	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*)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AEROVIAS NACIONALES DE COLOMBIA "SOLEDAD" INTERNATIONAL AIRPORT BARRANQUILLA, COLOMBIA, S. A.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AIRFRAME & POWERPLANT NO. 1134319

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.

2-23-59
(Date repair and/or alteration completed)

ANDREW W. ABELA - AVIANCA'S FAA LIAISON
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED / ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft; ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (*Specify*) I. A. No. 1150365

2-28-59
(Date of approval or rejection)

H. A. SPEER I. A. No. 1150365
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/17/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____
(CAA designation number)

7-01

_____
(Signature Aviation Safety Agent)

6/16/59 mc

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Overhauled two (2) generators P/N 6535-40-25474 (Lesco - Esville) Serial Number 16-88 and 15-91 according to: The Lesco - Esville Co. Service Bulletin for H2 type-generator 24225, changed bearings and rectified collectors on both generators. Tested and operating normal. O. K.

Work was accomplished at Avianca's Overhaul Facilities at Barranquilla, Colombia, S. A.

Mel.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.	NATIONALITY AND REGISTRATION MARK: U.S.A. N2973
2. OWNER	NAME (First, middle, last): Butterworth system Inc.	ADDRESS (Street and number, city, zone and State): Foot of east 22 st. Bayonne, N. J.		

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: FUEL PUMP VACUUM PUMP	P/N B-4CCH2B-1 194	PEA-252-M No. 47-40	X 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)*
andard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AEROVIAS NACIONALES DE COLOMBIA "SOLEDAD" INTERNATIONAL AIRPORT BARRANQUILLA, COLOMBIA, S. A.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	POWERPLANT NO. 1396554

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.

2-23-59 (Date repair and/or alteration completed)

ANDREW M. ABEL - AVIANCA'S FAA LIAISON (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) I.A. No. 1150365

2-28-59 (Date of approval or rejection)

H. A. SPEER Jr. - I. A. No. 1150365 (Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/17/59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

(CAA designation number) 7-01

(Signature Aviation Safety Agent)

6/16/59

16—54010-4 Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

a) Overhauled one Pesco Fuel Pump P/N PB-40CEB-1 Serial Number PEA-252-W according to Pesco General Overhaul Manual. Pressure and functional test O.K., changed valve spring, rest O. K.

b) Overhauled one Pesco Vacuum Pump P/N 3P 194 Serial Number 47-40 according to Pesco General Overhaul and Repair Manual, and according to Avianc's Maintenance Manual. Pressure and functional test. O. K. Changed cover, four (4) 3" gaskests, one (1) collar and two (2) seals.

Work was accomplished at Avianca's Overhaul Facilities at Barranquilla, Colombia, S. A.

Mel.

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73		U.S.A. N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of east 22nd St. Bayonne, N. J.

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: Hyd. Actuating Cyl.	P/N F79	None	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)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AEROVIAS NACIONALES DE COLOMBIA "SOLEDAD" INTERNATIONAL AIRPORT BARRANQUILLA, COLOMBIA	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AIRFRAME No. 1375455

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.

2-25-59
(Date repair and/or alteration completed)

ANDREW W. ABELA - AVIANCA'S FAA LIAISON
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (Specify) L.A. #1150365

2-28-59
(Date of approval or rejection)

H. A. SPEER Jr. - L.A. #1150365
(Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/17/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

(CAA designation number)

(Signature Aviation Safety Agent)

18—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

Overhauled hydraulic actuating cylinder P/N FT9 (no serial No.) according to Vickers Overhaul and Repair Manual. Replaced standard seals and packings. Tested O. K.

Work was accomplished at Avianca's Overhaul Facilities at Barranquilla, Colombia, S. A.

*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 15—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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: GRUMAN	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N-2973
2. OWNER	NAME (First, middle, last): Butterworth system Inc.	ADDRESS (Street and number, city, zone and State): Foot of east 22 st Bayonne, N. J.		

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: Shock Strut Bendix	69629	S/N (Illegible) Right	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)*
STANDARD	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Colombia	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1150365

d. I certify that the repair and/or alteration made to the unit(s) identified under item 1 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.

Feb. 28, 1959 (Date repair and/or alteration completed)

H. A. Speer Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (Specify) Inspection Authorization

Feb. 28, 1959 (Date of approval or rejection)

H. A. Speer Jr. I.A. 1150365 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/12/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number)

_____ (Signature Aviation Safety Agent)

6/16/9 MC

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 86

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.*

Main Gear Shock Strut, Right P/N Bendix 69629 Ser. None
Dissasembled, inspected and assembled with new "O" rings and seals!
This repair was executed, inspected and tested as outlinned in Gruman service manual Sec. 111 and CAM 18.30-11(b)
CAM 18.1-3 CD) C4)

H. A. Speer Jr.
I.A. 1150365

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMAN	G-73	J 38	N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of east 22 st. Bayonne, N. J.

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: Retract Strut, Nose Bendix	109556	78	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)*
STANDARD	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Col.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1150365

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.

Feb. 28, 1959
(Date repair and/or alteration completed)

H. A. Speer Jr.
(Signature of authorized individual, title or certificate number)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☐ APPROVED ☐ REJECTED BY ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☒ Other (Specify) Inspection Authorization

Feb. 28, 1959
(Date of approval or rejection)

H. A. Speer Jr. A&E 1150365
(Signature of authorized individual, title or certificate number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/17/59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

(CAA designation number)

(Signature Aviation Safety Agent)

6/16/59

16—64010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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:*

Nose Gear Retract Strut #109556 Ser. #76
Dissasembled, inspected and assembled with new "O" rings and seals:
This repair was executed, inspected and tested as outlinned in Grumman service manual sec. 111 and CAM 18.30-11 (b)
CAM 18.1-3 (D) (4)

H. A. Speer Jr.
I.A. 1150365

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54016-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-38	N-2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of east 22 st Bayonne, N. J.

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				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Colombia	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures)	A&E 1150365

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.

Feb. 12, 1959 (Date repair and/or alteration completed)

H. A. Speer Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (specify) Inspection Authorization

Feb. 12, 1959 (Date of approval or rejection)

H. A. Speer Jr. I.A. #1150365 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/12/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number)

_____ (Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

Changed right and left engine cables as listed below. Installed cables Fabricated in Avianca in accordance with Mallard Service Manual Sec. 1V., And in accordance with CAM 18.30.5 (b)
Equivilant assy. Identification.
Governor cables
(1) 109200-18-8
(1) 109200-18-10
(1) 109200-18-5
(1) 109200-18-7
(2) 109200-38
LH Mixture (2) 109202-1 & -7 & -5
RH Mixture (2) 109202-2 -10 & -12
LH Throttle (2) 109202-3 -5 & -9
RH Throttle (2) 109202-4 -10 & -14

LH Carb Heat (2) 109203-2 -5 & -7
RH Carb Heat (2) 109203-3 -5 & -7

The repair was executed and inspected in accordance with current CAR and found airworthy for return to service.

H. A. Speer Jr.
I.A. 1150365

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N-2973
2. OWNER	NAME (*First, middle, last*): Butterworth System Inc.	ADDRESS (*Street and number, city, zone and State*): Foot of east 22 st Bayonne, N. J.		

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				

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. %Andian National Corp Cartegena, Colombia S.A.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1150365

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.

Feb. 3, 1959 (Date repair and/or alteration completed)

H. A. Speer Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (*Specify*) Inspection Authorization

Feb. 3, 1959 (Date of approval or rejection)

H. A. Speer Jr. I.A. #1150365 (Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted 5/7/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number)

_____ (Signature Aviation Safety Agent)

6/16/59 MC

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

Repaired damage to left chine: Replaced loose rivets as required: Installed new spray rail: Reinforced cracked frames Stations 47-53-59 in accordance with CAM 18.30-4 (e) (5) (vi) and Fig. 4-21. This repair was executed and inspected in accordance with current CAR found airworthy for return to service.
CAM 18.1-3 (a) (1)

H. A. Speer Jr.
I.A. #1150365

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMAN	G-73	J-38 m	N-2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of East 22 st Bayonne, N. J.

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				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Colombia	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1150365

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.

Nov. 25, 1958
(Date repair and/or alteration completed)

H. A. Speer Jr.
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

Nov. 25, 1958
(Date of approval or rejection)

H. A. Speer Jr. I.A. 1150365
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted 5/19/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____
(CAA designation number)

701

_____
(Signature Aviation Safety Agent)

6/16/16

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

Changed left engine: Installed Eng. 16807 and Carb 5962859 Overhauled by AIRWORK (337 included) Engine mount repaired and ma gnafluxed by AIRTECH SERVICE INC Nov. 24, 1958, Serial ATS 112358. New Shock mounts installed. All accessories installed NTSO. Changed Thermocouple lead Instrument to Thermocouple.
This work was executed and inspected in accordance with Gruman service manual section 111-6 and CAM 18.

H. A. Speer Jr.
I.A. 1150365

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

U. S. GOVERNMENT PRINTING OFFICE 16—56010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Gruman	G-73	J-38	N-2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butter worth System Inc.	Foot of east 22 st Bayonne, N. J.

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 Shock Strut Bendix	#69629	7A-852	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)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Colombia	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P 1150365

d. I certify that the repair and/or alteration made to the unit(s) identified under items a-c 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.

Nov. 6 1958 — H. A. Speer Jr.
(Date repair and/or alteration completed) (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED BY ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

(Date of approval or rejection)

H. A. Speer Jr. I.A. 1150365
(Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL:

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 5/17/59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

(CAA designation number)

(Signature Aviation Safety Agent)

6/10/59

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED:*

Main Shock Strut, Left.
Dissasemble, Inspect and assemble with new "O" rings and seals: P/N Bendix 69629 Ser #7A-852. This repair was executed, inspected and tested as outlinned in Gruman service Manual Sec. 111 and CAM 18.30-11 (b).
CAM 18.1-3 (D) (4)

K. A. Speer Sr.
I.A. 1150365

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-38	N-2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of east 22 st. Bayonne, N. J.

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 Valve, Flap Selector Brown & Taylor	#2[illegible]250	Illegible	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)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Col.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1150365

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.

Oct. 18, 1958 (Date repair and/or alteration completed)

H. A. Speer Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

Oct. 18, 1958 (Date of approval or rejection)

H. A. Speer Jr. I.A. #1150365 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/17/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number) 7-01 (Signature Aviation Safety Agent)

6/10/19

10—54010—4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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:*

Valve, wing flap selector P/N 25250 SN none . Dissasembled, Inspected and assembled with new "O" rings and sels. This repair was executed, inspected and tested as outlinned in Grumman service manual Sec. 111 and CAM 18.30-11 (b)

CAM 18.1-3 (b) (4)

H. A. Speer Jr.
I.A. 1150365

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMAN	G-73	J-38	N-2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Butterworth System Inc.	Foot of East 22 st Bayonne, N. J.

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				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. Andian National Corp Cartegena, Col.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1150365

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.

Sept. 26, 1958
(Date repair and/or alteration completed)

H. A. Speer Jr.
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

Sept. 26, 1958
(Date of approval or rejection)

H. A. Speer Jr. I.A. 1150365
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted 5/17/59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

(CAA designation number)

(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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:*

Changed Right engine: Installed P328053 overhauled AIRWORK (337 attached) Installed new engine mount and shock mounts: Changed thermocouple lead engine to instrument. Installed Carb. Ser 5561519 overhauled AIRWORK. Installed all NTSO Accessories.
This work was executed and inspected in accordance with Gruman service manual Section 111-6 and CAM 18

H. A. Speer jr.
I.A. 1150365

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

16

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N 2973
2. OWNER	NAME (First, middle, last): Butterworth System Inc.		ADDRESS (Street and number, city, zone and State): Foot of east 22 st Bayonne, N. J.	

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
H. A. Speer Jr. %Andian National Corp Cartegena Colombia	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Airframe & Powerplant $ 1150365

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.

Aug. 25, 1958 (Date repair and/or alteration completed)

H. A. Speer Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☐ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) Inspection Authorization

Aug. 25, 1958 (Date of approval or rejection)

H. A. Speer Jr. A. A. 1150365 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/13/59 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

_____ (CAA designation number)

_____ (Signature Aviation Safety Agent)

16—64010-4

Form ACA-337 (1-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 85

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Repaired leading edge left wing as follows.
Removed damaged skin between stations #130 & #186.
Repaired nose section rib sta. #164
Repaired nose section rib sta. #186
Replaced skin leading edge.
All structural components concerned painted with anticorrosive primer.
All repairs performed in accordance with figures 4-17, 4-18 and 4-25 of CAM 18 and as detailed in CAM 18.30-4 (e) (5) (iv) & (V) (a).
This repair was executed at Avianca repair Station, Soledad International Airport, Barranquilla, Colombia. Cert. #129-F
The aircraft identified above was repaired and inspected in accordance with current CAR and was found airworthy for return to service .
Pertinent details of the repair are on file at AVIANCA and in the aircraft files under work order #101.

H. A. Speer Jr.
I.A. 1150365

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

U. S. GOVERNMENT PRINTING OFFICE 16—56010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-75 "Mallard"	J-38 XXXXUnknown	U.S.A. N-2975

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	The Andian National Corporation.	"CRESPO" International Airport. Cartagena, Colombia .S.A.

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)			Yes.	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

(AFTER the repairs and/or alterations described below were made.)

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Transport	B.520	Range -17.3 to -7.4	4180

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Aerovias Nacionales de Colombia S.A. "AVIANCA" "Soledad" International Airport. Barranquilla, Colombia S.A.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☒ (Check if repair or alteration was made under delegation option procedures.)	Air Agency Certificate # 129-F Airframe Class 5 and 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.

8/ 25 / 58 (Date repair and/or alteration completed)

Jorge Correa S. (Signature of authorized individual) Maint. Manager.

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ ~~Canadian Department of Transport~~ Inspector of Aircraft ☐ Other (Specify)

(Date of approval or rejection)

Victor Sierra A. (Acting Supt. of Aircraft Insp.)
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 9-4-58 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

120-Mia 7.01 (CAA designation number)

James E McCarthy (Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

The following damage was sustained by H-2975 and repairs were performed accordingly:

A-leading edge at stations(between) #130 and 186.found cracked and bent skin. Changed skin between stations # 150 and 186 at leading edge. on left outer wing panel.

B-False rib (fowrd) upper part with small cracks. at station # 164. lft,outer wg.pnl. Re-enforced false rib (upper part) at station # 164 on left outer wing panel.

C-Several stringers cracked at rib section at station # 164,left outer wing panel. replaced one stringer and re-enforced two others at station # 164 on left outer wing panel.

D-Small crack in rib at station # 186 ,left outer wing panel.(Upper part of rib) Re-enforced upper part of rib at station # 186 in left outer wing panel.

E-Cracked compression stringerat foward part of rib at station # 186 at ledt outer wing panel—. Spliced compression stringer at station # 186 rib on left outer wing panel.

NOTE A: The above performed structural work was acomplished in accordance with the GRUMMAN G-73 TIPICAL REPAIR AND OVERHAUL MANUAL and C.A.M. # 18 sections 18-50-4 , 18-50-5 , 18-50-6, and 18-50-7 and related Sub-sections.

NOTE B: The above mentioned work was performed on H-2975 as a result of damage caused to to the left outer wing panel by a flying object(possibly a bird) to said aforsaid aircraft while on flight.

Prepared By: Andrew W. Abela

Andrew W. Abela.
Avianca's C.A.A. Liaison

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 96

A.C. 6352

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL G73	SERIAL NO. J-38	NATIONALITY AND REGISTRATION MARK 29 [illegible]
2. OWNER	NAME (*First, middle, last*) Esso Shipping Company	ADDRESS (*Street and number, city, zone and State*) New York 19, New York		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)				
b. POWERPLANT	Pratt & Whitney or Licensee	R-1340-AN-1	16807	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AIRWORK CORPORATION MUNICIPAL AIRPORT MILLVILLE, NEW JERSEY	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3507 Powerplant Class 1 & 2 No Limitations Accessory Class 1 & 2 Limited

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.

July 29, 1957 — (Date repair and/or alteration completed)

J. W. McKercher - E-17668 — (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED / ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (*Specify*)

July 29, 1957 — (Date of approval or rejection)

J. W. McKercher - Plant Manager — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

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

_____ (CAA designation number) _____ (Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 86

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:*

This engine has received a major overhaul with the replacement parts manufactured by Pratt & Whitney Aircraft or licensee.

Included were the following accessories:

☒ Two each	S9RN	Magnetos, B/H 075299, L/H 121266
☐ One each		Carburetor,
☐ Two each		Distributors,
☐ One each		Water Regulator

Time on this engine: Since Overhaul - Zero
Total - Not Available

All steel parts were Magnafluxed. The data plate has been stamped in accordance with the Civil Aeronautics Administration Engine Specifications.

This engine has been tested in accordance with the manufacturer's recommendations, the results of which are recorded on the accompanying Airwork Corporation Log.

Pratt & Whitney Service Bulletins, as shown on the accompanying Airwork Corporation "Automatic" Service Bulletin Compliance List, dated December 8, 1956, were embodied.
Plus: 677, 721, SI to 776, 1082, 1116A, 1266, 11F-44, 23F-45A.

This certification does not include the installation of the engine in the airplane.

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 12 - 21 - 86

CAA

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N2973
2. OWNER	NAME (*First, middle, last*): Esso Shipping Company	ADDRESS (*Street and number, city, zone and State*): 30 Rockerfeller Plaza New York 20, New York		

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	X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Aero Trades, Inc. MacArthur Airport Ronkonkoma, L.I., N.Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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.

7-1-57 (Date repair and/or alteration completed)

Joseph R. Etzel (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED BY ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

7-1-57 (Date of approval or rejection)

Joseph R. Etzel, Chief Inspector (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 8-12-57 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-4 (CAA designation number)

Otto H. Hoefer (Signature Aviation Safety Agent)

Reg. 1 NY ASDO 11

JUL 11 1957

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

1600 hour inspection in accordance with Grumman Aircraft Engineering Corp. inspection form.

Complete main and nose landing gears removed, overhauled and re-installed.

Brakes and master cylinders overhauled and reinstalled.

Complete hydraulic system, including all retract cylinders, valves, etc. overhauled and re-installed.

Installed individual parking brake system.

Scott #4200 valves used same as Twin Beech.

Installed individual engine hydraulic pump pressure gages.

Installed higher capacity hand hydraulic pump.

Replaced all flexible lines, all solid lines replaced as necessary.

Installed quick disconnects L/R brakes.

Recharged CO2 fire extinguishers.

Installed shoulder harnesses on pilots' seats.

Installed collapsible extension to existing water rudder. Fixed extension previously flight tested.

Recovered all control surfaces with Grade "A" fabric and nitrate dope.

Replaced all control system bearings.

Replaced surface control cables as necessary.

Replaced all loose rivets - Repaired cracks in wings, hull, etc.

Installed hat channel bumper strips along L/R sides of hull.

Installed hydraulic resivor access door.

Made L/R upper aft nacelles removable.

Repaired splash rails as necessary.

Overhaul ent-squat strut assembly and mechanism.

Static tested and repaired hull and floats.

Installed new flap support brackets p/n 57822.

Removed old P & W R-1340-S3H1 engines and installed Airwork overhauled P & W R-1340-S3H1 s/n 24401 left and s/n 13449 right.

Engine mounts magnafluxed.

Installed new engine mount and cowl lords.

Removed old type Pesco engine driven hydraulic pumps and replaced with Vickers pumps of approximate same displacement.

Replaced upper segments of exhaust stacks.

Installed type 30611A Winslow Oil Filters on L/R engines. Filter mount on .091" chrome Moly steel brackets. Brackets mounted to left side of engine mounts to center tubes with tubing clamps. Installation made in accordance with manufacturers specifications.

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Nationality and Registration Mark
N2973

Date Work Completed - 7/1/57

Overhauled propellers re-installed by Pester's Propeller Service.
Entire aircraft stripped, reprimed and repainted.
Radio units removed or installed as noted below.

ITEM	WEIGHT	ARM	MOMENT
Previous E.W. & C.G. from ACA 337 Dated 10-18-55	9517.00	219.37	2087833.02
Removed old hand pump	- 2.75	140.00	- 385.00
Installed new hand pump	+ 6.00	140.00	+ 840.00
Installed L/R forward hull bumpers	+ 7.50	137.00	+ 1027.50
Installed rear hull bumper on left side	+ 4.00	351.00	+ 1404.00
Installed additional hydraulic gages and plumbing	+ 2.00	98.00	+ 196.00
Installed Winslow filter pressure gages and plumbing	+ 2.50	97.00	+ 242.50
Installed Winslow engine oil filters (plumbing, bracket, etc.)	+ 23.00	186.00	+ 4278.00
Removed Pesco 011100-1-040-02 hyd. pumps	- 5.60	181.00	- 1013.60
Installed Vickers PF-3-2713-102 hyd. pumps	+ 13.25	181.00	+ 2398.25
Removed #1MN-26K ADF Receiver	- 38.20	65.00	- 2483.00
Removed #2MN-26K ADF Receiver	- 38.20	41.00	- 1566.20
Removed #1MN-31C Loop Control	- 17.00	46.00	- 782.00
Removed #2MN-31C Loop Control	- 17.00	46.00	- 782.00
Removed #1MN-60B Loop	- 15.70	144.00	- 2260.80
Removed #2MN-60B Loop	- 15.70	192.00	- 3014.40
Removed AR-100 Isolation Amp.	- 10.30	46.00	- 473.80
Installed #1 R-30 ADF Receiver	+ 6.50	46.00	+ 299.00
Installed #2 R-30 ADF Receiver	+ 6.50	46.00	+ 299.00
Installed #1 P-14 Power Unit	+ 5.00	46.00	+ 230.00
Installed #2 P-14 Power Unit	+ 5.00	46.00	+ 230.00
Installed #1 L-11 Loop	+ 4.50	144.00	+ 648.00
Installed #2 L-11 Loop	+ 4.50	192.00	+ 864.00
Installed R-13B Receiver and B-13A Converter	+ 17.50	41.00	+ 717.50
Installed F-11 Isolation Amplifier	+ 8.00	41.00	+ 328.00

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Nationality and Registration Mark
N2973
Date Work Completed - 7/1/57

Installed CA-10 Computer Amplifier	+ 3.50	41.00	+	143.50
Installed CT-10 Compass Transmitter	+ 2.00	509.00	+	1018.00
Installed P-12 Power Unit	+ 3.90	45.00	+	175.50
Installed A-13B OMNI Antenna	+ 2.00	533.00	+	1066.00
New E. W. & C.G.	9483.70	220.53	+	2091476.97

233.65 - 220.53 = -13.12 (C.G. from CAA datum)

12750 - 9483.70 = 3266.30 lbs. useful load.

END

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

S.O. #5299

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-38	N2973

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	Esso Shipping Company	30 Rockefeller Plaza New York 20, New York

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	X
b. POWERPLANT					
c. PROPELLER	Ham. Std.	23040-51	160298	Overhaul	
APPLIANCE	TYPE AND MANUFACTURER	6533A-18	3581 3582 3583		

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
PEDLER'S PROPELLER SERVICE, INC. 99 State Street Westbury, L.I., New York	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	132

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

6/19/57 — (Date repair and/or alteration completed)

L. D. McCormick — (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete as appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED BY ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

6/19/57 — (Date of approval or rejection)

L. D. McCormick — Repairman 1259595 — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 8-12-57 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-11 — (CAA designation number)

Otto H. Nolf — (Signature Aviation Safety Agent) MC

16—54010-4

JUL 11 1957

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

Propeller was overhauled and tested in accordance with manufacturer's specifications and CAA regulations. All steel parts were magnetically inspected. Exterior steel parts were cadmium-plated.

Range 10-90; High 84; Low 12; Shim .010.

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—56010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

B.O.#5300

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N2973
2. OWNER	NAME (First, middle, last): Esso Shipping Company		ADDRESS (Street and number, city, zone and State): 30 Rockerfeller Plaza New York 20, New York	

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	X
b. POWERPLANT					
c. PROPELLER	Ham. Std.	23D40-51	158076	Overhaul	
d. APPLIANCE	TYPE AND MANUFACTURER	6533A-18	389993 457452 471420		

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9483.70	- 13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
VENT R'S PROPELLER SERVICE, INC. 99 State Street Westbury, L.I., New York	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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

6/19/57 (Date repair and/or alteration completed)

L. D. McCormick (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE. (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

6/19/57 (Date of approval or rejection)

L. D. McCormick Repairman #1259595 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 8-12-57 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

1-11 (CAA designation number)

Otto N. Hoge (Signature Aviation Safety Agent)

10-50974

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

Propeller was overhauled and tested in accordance with manufacturer's specifications and CAA regulations. All steel parts were magnetically inspected. Exterior steel parts were cadmium-plated.

Range 10-90; High 84; Low 12; Main .015.

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Duplicate Copy

J.O. 5833

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-38	N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Esso Shipping Company	New York 19, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••				
b. POWERPLANT	Pratt & Whitney	R-1340-AN-1	24401	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9483.70	- 13. 12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AIRWORK CORPORATION MUNICIPAL AIRPORT MILLVILLE, NEW JERSEY	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3507

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.

October 19, 1956
(Date repair and/or alteration completed)

J. W. McKercher - E-17668
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

October 19, 1956
(Date of approval or rejection)

J. W. McKercher - Plant Manager
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 8-12-57 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-11
(CAA designation number)

Otto H. Hoge
(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.

Two each SB9RM Magnetos, R/H 154244, L/H 045699

Total time on this engine unknown. Zero time since overhaul.

All steel parts were Magnafluxed. The data plate has been stamped in accordance with CAA Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on an Airwork Corporation Test Log.

Pratt & Whitney Service Bulletins per Airwork Corporation "Automatic" Service Bulletin Compliance List, dated June 23, 1956, were embodied.
Plus: 677, 731, Sup. 1 to 776, 871, 1118A, 1266, 11F-44, 23F-45A, 1082.

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—64010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Duplicate Copy

J.O. 6102

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-38	N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, state and State)
	Esso Shipping Company	New York 19, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••				
b. POWERPLANT	Pratt & Whitney or Licensee	R-1340-AN-1	13449	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9483.70	-13.12	3266.30

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AIRWORK CORPORATION MUNICIPAL AIRPORT MILLVILLE, NEW JERSEY	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3507 Powerplant Class 1 & 2 No Limitations Accessory Class 1 & 2 Limited

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.

April 4, 1957
(Date repair and/or alteration completed)

J. H. McKercher - E-17668
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

April 4, 1957
(Date of approval or rejection)

J. H. McKercher - Plant Manager
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 8-12-57 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-11
(CAA designation number)

(Signature Aviation Safety Agent)

MC

16-50010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.

6. DESCRIPTION OF WORK ACCOMPLISHED:*

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.

Two each SB9RN Magnetos, R/H 064369, L/H 163186
One each MA3PE1-507 Carburetor, S/N 5774110, P/L 390814-1

Total time on this engine 1717:04. Zero time since overhaul.

All steel parts were Magnafluxed. The data plate has been stamped in accordance with CAA Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on an Airwork Corporation Test Log.

Pratt & Whitney Service Bulletins per Airwork Corporation "Automatic" Service Bulletin Compliance List, dated December 8, 1956, were embodied.
Plus: 677, 731, Sup. 1 to 776, 871, 1082, 1118A, 1266, 11F-44, 23F-45A.

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

U. S. GOVERNMENT PRINTING OFFICE 16—62010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

AR 2-3C

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R043.2.

PERIODIC AIRCRAFT INSPECTION REPORT

(For All Aircraft, Including Lighter-Than-Air)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMAN	MALLARD	[redacted]	NA 2973

2. INSPECTION (INDICATE WHETHER AIRWORTHY OR NOT BY CHECKING (✓) APPROPRIATE BLOCK)

3. Fuselage—Hull Group	Yes	No
a. Fuselage structure	✓	
b. Fabric—skin	✓	
c. External bracing	✓	
d. Control mechanism	✓	
e. Electrical system	✓	
f. Hydraulic system	✓	
Fuel system—tanks	✓	
a. Emergency exits	✓	
i. Cargo compartments	✓	
j. Rotor drive shafts	—	
k. Hull	—	
l. Envelope	—	
m. Gas bag	—	
n. Ballast tanks	—	

4. Cabin—Cockpit Group	Yes	No
a. Fuel system—tanks	✓	
b. Oil system	✓	
c. Electrical system	✓	
d. Batteries	✓	
e. Hydraulic system	✓	
f. Instruments	✓	
g. Flight—engine controls	✓	
h. Seats—berths	✓	
i. Safety belts	✓	
j. Fire-warning system	✓	
k. Fire-extinguisher system	✓	
l. Heating—ventilating	✓	
m. Windows—windshields	✓	
n. Control car	—	

5. Engine—Nacelle Group	Yes	No
a. Fuel system	✓	
b. Oil system—tanks	✓	
c. Ignition—electrical system	✓	
d. Exhaust stacks or manifolds	✓	
e. Cooling system	✓	
f. Engine controls	✓	
g. Power plant—general	✓	
h. Superchargers	—	
i. Heating—ventilating system	✓	
j. Engine mount—attach fittings	✓	
k. Engine accessories	✓	
l. Engine cowling	✓	
m. Main rotor transmission gear box	—	

6. Landing Gear Group	Yes	No
a. Main landing gear	✓	
b. Tail—nose gear	✓	
c. Latches	✓	
d. Retracting mechanism	✓	
e. Landing gear attach fittings	✓	
Electrical system	✓	
g. Hydraulic system	✓	
h. Wheels—brakes	✓	
i. Floats	✓	
j. Struts—attach fittings	✓	
k. Skis—fittings	—	

7. Wing—Centersection Group	Yes	No
a. Fixed surfaces	✓	
b. Movable surfaces	✓	
c. Fabric—skin	✓	
d. External bracing	✓	
e. Wing attach fittings	✓	
f. Flight-control mechanism	✓	
g. Fuel system—tanks	✓	
h. Electrical system	✓	
i. Hydraulic system	✓	
j. Anti-icing devices	—	
k. Gust lock mechanism	✓	
l. Main rotor blades	—	

8. Empennage Group	Yes	No
a. Fixed surfaces	✓	
b. Movable surfaces	✓	
c. Fabric—skin	✓	
d. External bracing	✓	
e. Attach fittings	✓	
f. Flight-control mechanism	✓	
g. Electrical system	✓	
h. Hydraulic system	✓	
i. Anti-icing devices	—	
j. Gust lock mechanism	✓	
k. Tail rotor blades	—	

9. Propeller Group	Yes	No
a. Propeller blades	✓	
b. Propeller hub(s)	✓	
c. Control mechanism	✓	
d. Attachment	✓	
e. Accessories	✓	
f. Anti-icing devices	—	

10. Radio Group (Installation)	Yes	No
a. Receiver	✓	
b. Transmitter	✓	
c. Antennas—insulators	✓	
d. Bonding—shielding	✓	
e. ADF receiver—loops	✓	
f. Dynamotor	✓	
g. Auxiliary power unit	—	
h. Electronic devices	—	

11. Miscellaneous Group	Yes	No
a. Position-light flasher mechanism	✓	
b. First-aid—emergency equipment	✓	
c. Industrial and advertising installations	—	
d. Pyrotechnics installation	✓	
e. Water-injection systems	—	
f. Oil-dilution system	—	

12. SIGNATURE(S)	CERTIFICATE NO.(S) AND RATING(S)	DATE
[signature]	# 1150365	May 30 - 56

A1.3S

16—60835-3

Form ACA-319 (11-42)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

Form to be completed in ink or indelible pencil by appropriately rated mechanic(s) and to be used for the periodic inspection required every 100 hours of operation for aircraft operated for hire, except those aircraft being inspected on a continuous inspection system approved by the Administrator. Aircraft being presented for annual inspection are also required to have this inspection accomplished immediately prior to presentation of the aircraft to a representative of the Administrator for such annual inspection. Signed copy to be retained by aircraft owner or operator.

Prior to inspection, all inspection plates, access doors, fairing and cowling will be opened or removed and the aircraft and engine thoroughly cleaned to properly reflect the actual condition of the parts being inspected. Airworthiness of the aircraft will be determined by thoroughly inspecting the pertinent items in groups 3 through 11 in accordance with instructions below, manufacturer's inspection procedures, supplemental service information, and standard inspection practices. Each item must conform with CAA Aircraft Specifications and Airworthiness Directives before being checked as airworthy.

Upon inspection of the items listed in groups 3 through 11, the condition will be indicated by placing a check mark (V) in the appropriate block. Check only the blocks applicable to the aircraft being inspected. Line through items which do not apply. If inspection reveals an unairworthy condition, the appropriate block under "No" should be checked. A check mark in each block of a specific item will indicate that an unsatisfactory condition existed but was corrected. **All entries on this Form pertaining to the condition of the engine or airframe must be based on actual observation at the time the aircraft is inspected.**

On completion of the inspection and following necessary repairs, if any, the Form ACA–319 should be signed in item 12, as required by the mechanic(s) accomplishing the work. A notation must be made in the appropriate log books describing briefly the work accomplished. Upon determination that the aircraft is airworthy, a statement must be made as follows: "It is certified that this aircraft has been thoroughly inspected, as required by Civil Air Regulations, and found to be airworthy." All log book entries shall include the certifying mechanic's name, certificate number, rating(s), and date.

3. Fuselage and Hull Group. Carefully inspect the fuselage and/or hull for general condition; fabric or skin for deterioration, distortion, pulled rivets, fabric attachment, other evidence of failure, and security of attachment fittings. The various systems and components installed in this group should be checked to assure that they are properly installed with no apparent defects and are operating satisfactorily. When applicable, the same general inspection procedures will apply to lighter-than-air craft and a determination made of the condition of the envelope, gas bags, ballast tanks, etc. Rotary-wing-type aircraft or other craft utilizing rotor or other propellant drive shafts should have the shafts inspected in accordance with the manufacturer's maintenance manual. Lubricate items as required.

4. Cabin and Cockpit Group. Check the cabin and cockpit for cleanliness and loose equipment which might foul the controls; seats and safety belts for condition and apparent defects; windows and windshields for deterioration or breakage; instruments for proper operation, mounting, and marking; flight and engine controls for installation and operation; batteries for installation and proper charge; the various systems for installation, general condition, apparent and obvious defects and security of attachment. The above inspection procedure will also apply to the control car of lighter-than-air craft. Lubricate items as required.

5. Engine and Nacelle Group. Remove all engine cowling and make a visual inspection of the entire engine section for evidence of excessive oil, fuel, or hydraulic leaks. Trace any and all leaks to their origin so that they may be corrected. Check all studs and nuts for tightness or obvious defects. Inspect the engine mount for cracks, tightness of mounting, and security of engine attachment to mount. Insure that flexible vibration dampeners are in good condition. Examine the engine controls for defects, proper travel, and safetying; lines for leaks and hoses and clamps for condition and tightness. Check exhaust stacks for cracks or other defects and satisfactory attachment. Examine accessories for apparent defects and security of mounting. Inspect the various systems for proper installation, general condition, defects, and attachment. Inspect cowling for cracks or other defects. On rotary-wing-type aircraft inspect the main rotor transmission gear box for obvious defects as outlined in the manufacturer's maintenance manual. Properly lubricate items so requiring.

6. Landing Gear Group. Examine the landing gear for general condition and security of attachment of all units. Make certain the oleo fluid level is at proper height or other shock-absorbing devices are in good condition. Inspect all linkage, trusses, and members for evidence of undue or excessive wear, fatigue, distortion, and security of attachment. Assure that the retracting and locking mechanisms, when installed, are operating satisfactorily. Check hydraulic lines for leakage and electrical system for chaffing and proper operation of switches. Remove the wheels and examine for cracks or other defects, tires for wear or cuts, brakes for proper adjustment. Lubricate entire landing gear assembly. If floats or skis are installed, inspect for security of attachment, general condition, and any obvious or apparent defects.

7. Wing and Centersection Group. Determine the airworthiness of the wing and centersection group by thoroughly inspecting the complete assemblies for general condition, fabric or skin for deterioration, distortion, pulled rivets, fabric attachment, other evidences of failure, and for security of attachment. This inspection is to include the various systems installed which make up a complete wing assembly. Rotary-wing-type aircraft are to be inspected in accordance with the manufacturer's maintenance manual. Lubricate items as required.

8. Empennage Group. Inspect the complete empennage assembly for general condition; fabric or skin for deterioration, distortion, fabric or skin attachment, other evidences of failure, and for security of attachment. Components and systems which make up the complete assembly should receive the same attention and it should be determined that they are installed properly and operating satisfactorily. Lighter-than-air craft should be inspected in the same manner. Helicopters should have the tail rotors inspected in accordance with the manufacturer's maintenance manual. Lubricate items as required.

9. Propeller Group. Carefully examine all parts of the propeller for cracks, nicks, bends, or oil leakage, if hydraulically controlled. Assure that all bolts are tight and properly safetied. Check the propeller anti-icing devices for proper operation or obvious defects. Assure that control mechanism operates satisfactorily, is securely mounted, and controls operate through full range of travel. Lubricate as required.

10. Radio Group. Inspect radio and electronic equipment for installation and security of mounting. Assure that wiring and conduits are properly routed to prevent short-circuiting and that there are no obvious defects. Determine that bonding and shielding is properly installed and in good condition. If installed, inspect trailing antenna mechanism for security and proper functioning.

11. Miscellaneous Group. When installed, inspect the miscellaneous items of equipment to determine that the component or assembly is installed in accordance with accepted standard practices, and that the items are operating satisfactorily.

U. S. GOVERNMENT PRINTING OFFICE 19—60685-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73	1-89	N2073

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	ESSO SHIPPING COMPANY	30 ROCKEFELLER PLAZA NEW YORK 20, NEW YORK

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				XXXX	
c. PROPELLER					
APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9517	-14.28	3233

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, NEW YORK	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

10-18-55
(Date repair and/or alteration completed)

JOSEPH R. STEEL
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

10-18-55
(Date of approval or rejection)

JOSEPH R. STEEL, CHIEF INSPECTOR
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 11-3-55 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent
(CAA designation number)

P. E. Wold
(Signature Aviation Safety Agent)

Reg. 1 NY ASDO 11
OCT 31 1955

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

1600HR. INSPECTION IN ACCORDANCE WITH CRUMMAN INSPECTION FORM.
COMPLETE MAIN AND NOSE LANDING GEARS REMOVED, OVERHAULED AND REINSTALLED.
BRAKES INCLUDING MASTER CYLINDERS, OVERHAULED AND REINSTALLED.
FABRICATED AND INSTALLED MASTER CYLINDER HYDRAULIC FLUID RESIVOR.
ENTIRE HYDRAULIC SYSTEM UNITS REMOVED, OVERHAULED AND REINSTALLED.
REPLACED ALL AEROQUIP LINES IN HYDRAULIC SYSTEM.
REPLACED LANDING GEAR INDICATOR SWITCH WIRING.
RUDDER AND BOTH ELEVATORS RECOVERED WITH GRADE "A" FABRIC AND NITRATE DOPE.
ALL CONTROL CABLES REPLACED, ENGINE CONTROLS, SURFACES AND TRIM TABS.
ALL CONTROL SURFACE AND TRIM TAB HINGE AND ACTUATING BEARINGS REPLACED.
INSTALLED SURFACE COMBUSTION OVERHAULED HEATER. INSTALLED OVERHAULED IGNITION UNIT, AIR LOADED REGULATOR BOTH BLOWERS AND FUEL PUMP.
HEATER GROUND AND FLIGHT CHECKED AND ADJUSTED.
STABILIZER BOLTS MAGNAFLUXED AND REINSTALLED.
NOSE AND MAIN WHEELS, STRIPPED EYGLOED.
REPAINTED AND REASSEMBLED.
REPLACED CENTER AND INBOARD AILERON HINGE HANGERS ON L/R WINGS.
REMOVED L/R ENGINES, MAGNAFLUXED AND REPAINTED ENGINE MOUNTS.
INSTALLED ALL NEW LORD MOUNTS AND RUBBERS IN L/R ENGINE INSTALLATIONS.
REPLACED LEFT ENGINE NOSE RING.
FABRICATED AND INSTALLED LARGE TYPE ENGINE JUNCTION BOXES.
INSTALLED FUEL PRESSURE WARNING LIGHTS FOR L/R ENGINES.
INSTALLED EDISON FIRE DETECTORS FOR L/R ENGINES.
REWORKED CABIN INTERIOR TO CUSTOMERS SPECIFICATIONS.
REPLACED CABIN FLOOR BOARDS AS NECESSARY.
REPLACED FORWARD LEFT STANDARD DIVAN WITH A FOLDING TYPE BENCH IDENTICAL TO ONE IN REAR OF SHIP IN ACCORDANCE WITH SK114 DRAWING APPROVED 12-29-52.
REPLACED EXISTING EXIDE BATTERY WITH A SAFT TYPE 20-VO-35 BATTERY.
BATTERY WAS INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION. BATTERY IS APPROVED ON THE BASIS OF PREVIOUS INSTALLATIONS.
MR. S. HAYDEN VERIFIED THIS, CAA ENGINEERING 1ST. REGION.
INSTALLED COCKPIT FRESH AIR VENTS.
INSTALLED NEW BOW NOSE FORMER WITH KEEL REINFORCEMENT.
REPAIRED BOTTON OF HULL AS NECESSARY.
REPAIRED WING SKIN CRACKS AND POPPED RIVITS AS NECESSARY.
AIRCRAFT STRIPPED FROM STRIPE DOWN, SANDED FROM STRIPE UP AND COMPLETELY REPAINTED.

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

Check block if additional sheets are attached. ☒

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 2 - 86

ESSO SHIPPING COMPANY C-75 #2975

WEIGHT CHANGE

	WT.	ARM	MOMENTS
PREVIOUS FROM 337 DATED 6-4-54	9565.25	218.34	2092863.27
REMOVED DIVAN	-92.00	188.00	- 17296.00
INSTALLED FOLDING BENCH	37.00	188.00	10956.00
FIRE DETECTOR RELAY	3.00	237.00	711.00
FUEL WARNING INDICATORS	3.75	95.00	348.75
FRESH AIR VENTS	2.00	125.00	250.00
NEW E.W.	9517.00		2087833.02

$\frac{2087833.02}{9517.00}$ = 219.37" AFT OF REF. DATUM.

233.65-219.37= 14.28 FWD CAA DATUM= E.C.G.

NEW USEFUL LOAD= 12750-9517= 3233 LBS.

END

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

RECEIVED
DEC 14 9 43 AM '55
AIRCRAFT REGISTRATION BRANCH
AT-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

1. TYPE OF APPLICATION (*Check which*)

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

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

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

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G73	J-38

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney Aircraft	R-1340-ANI

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Esso Shipping Company	30 Rockefeller Plaza New York 20, N.Y.	N- 2973

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 Nov. 7 1952
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 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

Ernest A. Valdes
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

1 June 1955 (DATE) Chief Pilot (TITLE)

16—60837-2

JUN 16 1955

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 76

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. A 783 THROUGH SHEET REVISION NO. I&2
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY (YEAR) 1955 THROUGH CARD NO. 48-3-4
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 2794:I5 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO.	24401	TOTAL HOURS	3610:I5
SERIAL NO.	I3449	TOTAL HOURS	2893:06
SERIAL NO.		TOTAL HOURS	
SERIAL NO.		TOTAL HOURS	

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED June 5, I955 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☒ BY APPROVED REPAIR STATION, CERTIFICATE NO. II5
☐ BY MECHANIC, CERTIFICATE NO. _____
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
JUN 22 9 57 AM '55
ADMIN. & RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE June I, I956 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE June 5, I956 (DATE)
BY Joseph R. Etzel (NAME OF ISSUING REPRESENTATIVE) DAMI, Aero Trades Inc. (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____, by CAR 52 and was found to be:

☐ AIRWORTHY
☐ UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
R. I. Carleton	IR 9800 Gen.	June I, I955	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
Paul J. Moore		6-13-55	

☐ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60537-2

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

Form Approved. Budget Bureau No. 41-R341.5.

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

1. TYPE OF APPLICATION (*Check which*)

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

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

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

RECEIVED JUN 21 9 00 AM '54 AERONAUTICS RECORDS BRANCH W-300

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-73	J-38

d. ENGINE MAKE	e. ENGINE MODEL
PRATT & WHITNEY	R-1340- S3H1

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
ESSO SHIPPING COMPANY	30 Rockefeller plaza New York 20 N. Y.	N- 2973

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 Nov. 7, 1952
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 ☐ WEIGHT AND BALANCE REPORT
☒ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

John L. H. Trunk
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

6-4-54 (DATE)

Pilot - ATR 7322 (TITLE)

16—50537-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☒ AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 3
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1954 (YEAR) THROUGH CARD NO. 54-11
   - 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 1975:58 HOURS
   - d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - L. SERIAL NO. 16807 TOTAL HOURS 186:45
     - R. SERIAL NO. P 328053 TOTAL HOURS 186:95
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED 6/5/54 (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☒ BY APPROVED REPAIR STATION, CERTIFICATE NO. 115
     - ☐ 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 TO EXPIRE June 5, 1955 (DATE)
   - g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE Jan 12, 1955 (DATE)
     BY R.I. Carleton (NAME OF ISSUING REPRESENTATIVE) Dean 9800 (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. 115 by CAR 52 and was found to be:

☒ AIRWORTHY
☐ UNAIRWORTHY

Joseph R. Stzel (REPAIR STATION AUTHORIZED SIGNATURE) 6/5/54 (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	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☑ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
R.F. Poole	agent -	6-9-54	

☐ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60857-2

Form ACA-305a (11-51)

JUN 9 - Recd

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

CAA

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-38	N 2973

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	Esso Shipping Company	30 Rockefeller Plaza New York 20 N .Y.

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCCMPLISHED 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)			Overhaul	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
STANDARD	9563.25	14.83 Fwd. Datum	2186.75

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES, Inc., Mac Arthur Aipport Ronkonkoma, N. Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☑ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

6/4/54 (Date repair and/or alteration completed)

Joseph R. Etzel (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☑ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☑ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L. I., N. Y.

6/4/54 (Date of approval or rejection)

(Chief Inspector) Joseph R. Etzel (Signature of authorized individual; title or identification number)

A. COPY

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 6-9-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent (CAA designation number)

R. Poole (Signature of Aviation Safety Agent)

JUN 9 RECD

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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:*

1600 hour Inspection on Airframe in accordance with Grumman Specifications.
Relicense Aircraft
Removed all Control Surfaces, Repaired structure as necessary, Recovered with Grade"A" fabric and nitrate Dope.
Replaced all control system bearings.
Overhauled control Columns.
Replaced root rib of right wing flap.

The following control Cables Replaced.

All outboard sections of Engine Controls.
Inboard Section of Right mixture cable.
Left Aileron Balance Cable
Right Aileron Outboard 1 x 19 Cable
Left Aileron Center Section Cable.
Right Aileron Center Section cable.
Left Aileron Stop Cable.
Left Aileron outboard 1x 19 Cable.
Right Aileron Balance Cable.
Forward section of Elevator up cable.
Forward Section of Elevator down cable.
Rear Section of Elevator down cable.
Rear Section of Left Rudder Cable
Rear Section of Right " "
Rear Section of Elevator up Cable.
Rear Section of Elevator Tab Cable.
Inboard Section of Left Throttle Cable.
Rear Section of Rudder tab Cable.

Replaced Control Pulleys as necessary.
Remove all hydraulic units, Control overhauled and reinstalled.
Removed and reinstalled overhauled nose wheel assembly.
Installed overhauled brakes, discs and new biscuits.
Installed all new tires and Tubes.
Rebalanced nose Wheel.
Installed new wheel Left side
Installed overhauled Janitrol Heater and Components.
Statically Tested hull and repaired as necessary.
Installed new Keel Section between Hull Stations #17 and 53 and installed reinforcement Strip.
Checked out CO 2 System and recharged cylinders.
Replaced right cockpit sliding window.
Instrument) overhauled and replaced .
All Engine accessories overhauled and replaced.
Replaced liquidometer in left wing.
Installed new Gasket on right liquidometer.

(continues)

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Installed new landing gear indicator Wires.
Installed allnew Aeroquip lines on landing gears and brakes.
Reworked Control Lock to work
Installed reinforcement patches and new rivets in L/R wings as necessary.
Installed new floorboards in cockpit and rear baggage compartment.
Repaired top outboard stringer in left nacelle.
Repaired cracked bracket on top inboard, forward section of left Nacelle.
Repaired cracked bracket on top forward, outboard section left nacelle.
Installed stiffener on left outboard stringer in left nacelle.
Repaired forward Bracket top inboard, Right Nacelle.
" " " " outboard " "

Installed Stiffeners on top right, nacelle stringers.
Treated and repainted Battery Compartment.
Repaired leaks in L/R Float tanks.
Fabricated and installed tie-down rings on top - fwd bolts of float pedastals.
Rebushed upper landing gear door linkages.
Repaired damaged skins in nose wheel well.
Installed new bearings and universals on all tab Drive Shafts.
Replaced landing light tapping strips with anchor nuts.
Installed fireproof shroud around flares.
Installed tail flasher Beacon on top of Vertical Stabiliger as approved on FN J.J. Ryan C-73 M-3010, Nov 16, 1953
Installed Detachable sparyx shields along L/R chines between stations #41 & 180 installation similar to Texaco C-73, M-1628, Dec 23, 1953.
Left and Right Engines removed Engine mounts Magnafluxed and repainted.
Engines reinstalled in L/R Positions.
Installed overhauled propellers.

	Wt.	ARM 218.76	Moment
Previous from 337 Dated Dec. 29, 1952	9527	218.76	2084126.52
Installed Spray Rails	23	108	2484.00
Installed Flare shield	10	454	4540.00
Installed Rotating Beacon	3.25	527	1712.75
New Empty Weight	9563.25		2092863.27

$\frac{2092863.27}{9563.25} = 218.84$ C.G. From Ref. Datum

233.65 - 218.84 = 14.81 C. G. From CAA Datum

12750 - 9563.25 = 3186.75 New Useful load

233.65 CAA Datum - 14.89 = 218.76

ENTIRE AIRCRAFT
STRIPPED, ETCHED, REPRIMED AND PAINTED WITH
DULUX RED 93-1863
WHITE 93-21667
BLUE 93-24366
GRAY 93-71488

END

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

RECEIVED
JUN 24 9 00 AM '51
AIRCRAFT RECORDS BRANCH
W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

LEFT

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N- 2973
2. OWNER	NAME (First, middle, last): ESSO SHIPPING COMPANY	ADDRESS (Street and number, city, zone and State): 30 ROCKEFELLER PLAZA NEW YORK - 20 - N.Y.		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••				
b. POWERPLANT					
c. PROPELLER	Hamilton Std	23D40-51 ~~6533A-18~~	160262	X	
d. APPLIANCE	TYPE AND MANUFACTURER		N390136 N390137 N390138		

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9563.25	148 FWD OF DATUM	3186.75

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Pester's Prop. Service 258 Herricks Road Mineola, New York	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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.

5/19/54 (Date repair and/or alteration completed)

A. V. Pattinson (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

5/19/54 (Date of approval or rejection)

A. V. Pattinson Pres. (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 6-9-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent (CAA designation number)

_____ (Signature Aviation Safety Agent)

16—54010-4

JUN 9 REC'D

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

Propeller was overhauled in accordance with manufacturers specifications and CAA regulations.

Blades were furnished by A.J. Moore Co. and were modified by P&W Airport Department.

All steel parts were magnetically inspected.

Exterior steel parts were cadmium plated.

Range 10-90 Hi 84 Lo 12

RECEIVED
JUN 24 9 00 AM '91
ADMIN. A/RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

RIGHT

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: 438	NATIONALITY AND REGISTRATION MARK: N-2973
2. OWNER	NAME (First, middle, last): ESSO SHIPPING COMPANY	ADDRESS (Street and number, city, zone and State): 30 ROCKEFELLER PLAZA NEW YORK-20-N.Y.		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				
b. POWERPLANT					
c. PROPELLER	Hamilton Std	23D40-51 6533A-18	160298 N389948 N471752 N471753	X	
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	3563.25	14.81 AFT. OF DATUM	3186.75

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Pester's Propeller Service 258 Herricks Road Mineola, New York	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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.

5/19/54 (Date repair and/or alteration completed)

H. V. Pattenburg (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

5/19/54 (Date of approval or rejection)

H. V. Pattenburg Pres. (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5-4 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

agent (CAA designation number)

R. G. Poole (Signature Aviation Safety Agent)

JUN 9 Recd

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Propeller was overhauled in accordance with manufacturers specifications and CAA regulations.

All steel parts were magnetically inspected.

Exterior steel parts were cadmium plated.

Blades were furnished by A.J. Moore Co. and were modified by P&W Airport Dept.

Range 10-90 Hi 84 Lo 12

RECEIVED
JUN 24 9 00 AM '54
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

CAA COPY

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: N-2973
2. OWNER	NAME (*First, middle, last*): Esso Shipping Company	ADDRESS (*Street and number, city, zone and State*): 30 Rockefeller Plaza New York, N.Y.		

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				

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

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CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	9561.75	— 14.88	3188.25

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Airmar Radio Service, Inc. P.O. Box 196 Ronkonkoma, N.Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3598

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, 1954
(Date repair and/or alteration completed)

Calvin White
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

June 4, 1954
(Date of approval or rejection)

Calvin White Chief Inspector
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted _____ (Date) ☒ Reinspected 6-4-54 (Date) ☐ Spot Checked _____ (Date)

Agent
(CAA designation number)

R. H. Poole
(Signature Aviation Safety Agent)

16—54010-4

JUN 8 REC'D

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Removed Bendix RTA-1B Transmitter-Receiver and installed Collins 18S-4 Transmitter-Receiver in its place. Installed Collins 180K-3 Antenna Loading Unit on new bracket in after baggage compartment.

2. Replaced existing #10 28 volt supply wire to RTA-1B with #6 wire. Replaced master circuit breaker with PIM-80.

	Weight	Arm	Moment
Previous	9563.25	218.84 (-14.81)	2092863.27
Removed RTA-1B	- 82.80	414.00	- 34279.20
Installed 18S-4	+ 67.50	414.00	+ 27945.00
180K-3	+ 13.80	390.00	+ 5382.00
	9561.75	218.77 (-14.88)	2,091,911.07

New Empty Weight: 9561.75

Empty C.G.: -14.88

Useful load: 12,750.00
-9,561.75
3,188.25

RECEIVED
JUN 24 9:00 AM '87
NORTH PACIFIC AIRPORTS DISTRICT OFFICE

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

JAN 22 1954
JAN 25 1954

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

Form Approved. Budget Bureau No. 41-R041.6a.

INSTRUCTIONS

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

1. TYPE OF APPLICATION (*Check which*)

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

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

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

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G 73	J-38

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney Aircraft	R- 1340-ANI

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Esso Shipping Company	30 Rockefeller Plaza New York 20, N. Y.	N- 2973

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 Nov. 7, 1952
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 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

J C Gibson
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

Jan. 12, 1954 (DATE)

Mgr. Administrative Serv. Dept.
Esso Export Corporation

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☒ AIRCRAFT SPECIFICATION NO. A 783 THROUGH SHEET REVISION NO. 1 + 2
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
   - 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 1763:23 HOURS
   - d. ☐ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. 24401 TOTAL HOURS 1542:52
     - SERIAL NO. 13449 TOTAL HOURS 825:43
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED Jan. 12, 1954 (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
     - ☒ BY MECHANIC, CERTIFICATE NO. A+E 1150365
   - b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
FEB 8 10 06 AM '54
ADMIN. & RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Jan. 12, 1955 (DATE)
   - g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE Jan. 20, 1954 (DATE)
     BY Paul Nyholm (NAME OF ISSUING REPRESENTATIVE) (DATE) DAM I (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

☐ AIRWORTHY
☐ UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE R. I. Carleton	DESIGNATION NO. 9800	DATE Jan. 16, 1953	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE 1/25/54	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—50837-2

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-819 (11-49)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R048.1
Approval Expires 9-30-51

PERIODIC AIRCRAFT INSPECTION REPORT

(For All Aircraft, Including Lighter-Than-Air)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
N2973	Grumman	MALLARD G73	138	U.S. N2973

2. INSPECTION (INDICATE WHETHER AIRWORTHY OR NOT BY CHECKING (✓) APPROPRIATE BLOCK)

3. Fuselage—Hull Group	Yes	No
a. Fuselage structure	✓	
b. Fabric—skin	✓	
c. External bracing	✓	
d. Control mechanism	✓	
e. Electrical system	✓	
f. Hydraulic system		
g. Fuel system—tanks	✓	
h. Emergency exits	✓	
i. Cargo compartments	✓	
j. Rotor drive shafts		
k. Hull	✓	
l. Envelope		
m. Gas bag		
n. Ballast tanks		

4. Cabin—Cockpit Group	Yes	No
a. Fuel system—tanks	✓	
b. Oil system	✓	
c. Electrical system	✓	
d. Batteries	✓	
e. Hydraulic system	✓	
f. Instruments	✓	
g. Flight—engine controls	✓	
h. Seats—berths	✓	
i. Safety belts	✓	
j. Fire-warning system	✓	
k. Fire-extinguisher system	✓	
l. Heating—ventilating	✓	
m. Windows—windshields	✓	
n. Control cables		

5. Engine—Nacelle Group	Yes	No
a. Fuel system	✓	
b. Oil system—tanks	✓	
c. Ignition—electrical system	✓	
d. Exhaust stacks or manifolds	✓	
e. Cooling system	✓	
f. Engine controls	✓	
g. Power plant—general	✓	
h. Superchargers		
i. Heating—ventilating system	✓	
j. Engine mount—attach fittings	✓	
k. Engine accessories	✓	
l. Engine cowling	✓	
m. Main rotor transmission gear box		

6. Landing Gear Group	Yes	No
a. Main landing gear	✓	
b. Tail—nose gear	✓	
c. Latches	✓	
d. Retracting mechanism	✓	
e. Landing gear attach fittings	✓	
f. Electrical system	✓	
g. Hydraulic system	✓	
Wheels—brakes	✓	
i. Floats		
j. Struts—attach fittings	✓	
k. Skis—fittings		

7. Wing—Centersection Group	Yes	No
a. Fixed surfaces	✓	
b. Movable surfaces	✓	
c. Fabric—skin	✓	
d. External bracing		
e. Wing attach fittings	✓	
f. Flight-control mechanism	✓	
g. Fuel system—tanks	✓	
h. Electrical system	✓	
i. Hydraulic system	✓	
j. Anti-icing devices		
k. Gust lock mechanism		
l. Main rotor blades		

8. Empennage Group	Yes	No
a. Fixed surfaces	✓	
b. Movable surfaces	✓	
c. Fabric—skin	✓	
d. External bracing		
e. Attach fittings	✓	
f. Flight-control mechanism	✓	
g. Electrical system	✓	
h. Hydraulic system	✓	
i. Anti-icing devices		
j. Gust lock mechanism		
k. Tail rotor blades		

9. Propeller Group	Yes	No
a. Propeller blades	✓	
b. Propeller hub(s)	✓	
c. Control mechanism	✓	
d. Attachment	✓	
e. Accessories	✓	
f. Anti-icing devices		

10. Radio Group (Installation)	Yes	No
a. Receiver	✓	
b. Transmitter	✓	
c. Antennas—insulators	✓	
d. Bonding—shielding	✓	
e. ADF receiver—loops	✓	
f. Dynamotor		
g. Auxiliary power unit		
h. Electronic devices		

11. Miscellaneous Group	Yes	No
a. Position-light flasher mechanism	✓	
b. First-aid—emergency equipment	✓	
c. Industrial and advertising installations		
d. Pyrotechnics installation	✓	
e. Water-injection systems		
f. Oil-dilution system		

12. SIGNATURE(S)	CERTIFICATE NO.(S) AND RATING(S)	DATE
[signature]	ATE # 1150365	Jan 12-54

16—80855-1

Form ACA-819 (11-49)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

Form to be completed in ink or indelible pencil by appropriately rated mechanic(s) and to be used for the periodic inspection required every 100 hours of operation for aircraft operated for hire, except those aircraft being inspected on a continuous inspection system approved by the Administrator. Aircraft being presented for annual inspection are also required to have this inspection accomplished immediately prior to presentation of the aircraft to a representative of the Administrator for such annual inspection. Signed copy to be retained by aircraft owner or operator.

Prior to inspection, all inspection plates, access doors, fairing and cowling will be opened or removed and the aircraft and engine thoroughly cleaned to properly reflect the actual condition of the parts being inspected. Airworthiness of the aircraft will be determined by thoroughly inspecting the pertinent items in groups 3 through 11 in accordance with instructions below, manufacturer's inspection procedures, supplemental service information, and standard inspection practices. Each item must conform with CAA Aircraft Specifications and Airworthiness Directives before being checked as airworthy.

Upon inspection of the items listed in groups 3 through 11, the condition will be indicated by placing a check mark (√) in the appropriate block. Check only the blocks applicable to the aircraft being inspected. Line through items which do not apply. If inspection reveals an unairworthy condition, the appropriate block under "No" should be checked. A check mark in each block of a specific item will indicate that an unsatisfactory condition existed but was corrected. All entries on this Form pertaining to the condition of the engine or airframe must be based on actual observation at the time the aircraft is inspected.

On completion of the inspection and following necessary repairs, if any, the Form ACA-319 should be signed in item 12, as required, by the mechanic(s) accomplishing the work. A notation must be made in the appropriate log books describing briefly the work accomplished. Upon determination that the aircraft is airworthy, a statement must be made as follows: "It is certified that this aircraft has been thoroughly inspected, as required by Civil Air Regulations, and found to be airworthy." All log book entries will include the certifying mechanic's name, certificate number, rating(s), and date.

3. Fuselage and Hull Group. Carefully inspect the fuselage and/or hull for general condition; fabric or skin for deterioration, distortion, pulled rivets, fabric attachment, other evidence of failure, and security of attachment fittings. The various systems and components installed in this group should be checked to assure that they are properly installed with no apparent defects and are operating satisfactorily. When applicable, the same general inspection procedures will apply to lighter-than-air craft and a determination made of the condition of the envelope, gas bags, ballast tanks, etc. Rotary-wing-type aircraft or other craft utilizing rotor or other propellant drive shafts should have the shafts inspected in accordance with the manufacturer's maintenance manual. Lubricate items as required.

4. Cabin and Cockpit Group. Check the cabin and cockpit for cleanliness and loose equipment which might foul the controls; seats and safety belts for condition and apparent defects; windows and windshields for deterioration or breakage; instruments for proper operation, mounting, and marking; flight and engine controls for installation and operation; batteries for installation and proper charge; the various systems for installation, general condition, apparent and obvious defects and security of attachment. The above inspection procedure will also apply to the control car of lighter-than-air craft. Lubricate items as required.

5. Engine and Nacelle Group. Remove all engine cowling and make a visual inspection of the entire engine section for evidence of excessive oil, fuel, or hydraulic leaks. Trace any and all leaks to their origin so that they may be corrected. Check all studs and nuts for tightness or obvious defects. Inspect the engine mount for cracks, tightness of mounting, and security of engine attachment to mount. Insure that flexible vibration dampeners are in good condition. Examine the engine controls for defects, proper travel, and safetying; lines for leaks and hoses and clamps for condition and tightness. Check exhaust stacks for cracks or other defects and satisfactory attachment. Examine accessories for apparent defects and security of mounting. Inspect the various systems for proper installation, general condition, defects, and attachment. Inspect cowling for cracks or other defects. On rotary-wing-type aircraft inspect the main rotor transmission gear box for obvious defects as outlined in the manufacturer's maintenance manual. Properly lubricate items so requiring.

6. Landing Gear Group. Examine the landing gear for general condition and security of attachment of all units. Make certain the oleo fluid level is at proper height or other shock-absorbing devices are in good condition. Inspect all linkage, trusses, and members for evidence of undue or excessive wear, fatigue, distortion, and security of attachment. Assure that the retracting and locking mechanisms, when installed, are operating satisfactorily. Check hydraulic lines for leakage and electrical system for chafing and proper operation of switches. Remove the wheels and examine for cracks or other defects, tires for wear or cuts, brakes for proper adjustment. Lubricate entire landing gear assembly. If floats or skis are installed, inspect for security of attachment, general condition, and any obvious or apparent defects.

7. Wing and Centersection Group. Determine the airworthiness of the wing and centersection group by thoroughly inspecting the complete assemblies for general condition, fabric or skin for deterioration, distortion, pulled rivets, fabric attachment, other evidences of failure, and for security of attachment. This inspection is to include the various systems installed which make up a complete wing assembly. Rotary-wing-type aircraft are to be inspected in accordance with the manufacturer's maintenance manual. Lubricate items as required.

8. Empennage Group. Inspect the complete empennage assembly for general condition; fabric or skin for deterioration, distortion, fabric or skin attachment, other evidences of failure, and for security of attachment. Components and systems which make up the complete assembly should receive the same attention and it should be determined that they are installed properly and operating satisfactorily. Lighter-than-air craft should be inspected in the same manner. Helicopters should have the tail rotors inspected in accordance with the manufacturer's maintenance manual. Lubricate items as required.

9. Propeller Group. Carefully examine all parts of the propeller for cracks, nicks, bends, or oil leakage, if hydraulically controlled. Assure that all bolts are tight and properly safetied. Check the propeller anti-icing devices for proper operation or obvious defects. Assure that control mechanism operates satisfactorily, is securely mounted, and controls operate through full range of travel. Lubricate as required.

10. Radio Group. Inspect radio and electronic equipment for installation and security of mounting. Assure that wiring and conduits are properly routed to prevent short-circuiting and that there are no obvious defects. Determine that bonding and shielding is properly installed and in good condition. If installed, inspect trailing antenna mechanism for security and proper functioning.

11. Miscellaneous Group. When installed, inspect the miscellaneous items of equipment to determine that the component or assembly is installed in accordance with accepted standard practices, and that the items are operating satisfactorily.

U. S. GOVERNMENT PRINTING OFFICE 16—60835-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

1. TYPE OF APPLICATION (*Check which*)

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

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

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

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G 73	J38

d. ENGINE MAKE	e. ENGINE MODEL
PRATT & WHITNEY	R 1340-AN -1

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
ESSO SHIPPING COMPANY	30 ROCKEFELLER PLAZA NEW YORK 20, NEW YORK	N- 2973

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 NOV 7, 1952
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 ☒ WEIGHT AND BALANCE REPORT
☒ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

John L. A. Trunk
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

JAN 20, 1953 (DATE)

AGENT (TITLE)

013

16—60337-2

JAN 28 1953

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☒ AIRCRAFT SPECIFICATION NO. A 765 THROUGH SHEET REVISION NO. 4
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 53-1
   - 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 956:30 HOURS
   - d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. 24401 TOTAL HOURS 769:25
     - SERIAL NO. 13449 TOTAL HOURS UNKNOWN (SINCE OVERHAUL 14:25)
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED JANUARY 20, 1953 (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☒ BY APPROVED REPAIR STATION, CERTIFICATE NO. 115
     - ☐ BY MECHANIC, CERTIFICATE NO. _____
   - b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
FEB 16 3 23 PM '53
ADMIN. & RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE JAN 20, 1954 (DATE)
   - g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE [redacted] (DATE) MARCH 7, 1953 BY OTTO H. HOLZER (NAME OF ISSUING REPRESENTATIVE) 1-579M-1 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

☐ AIRWORTHY
☐ UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Paul Nyholm	DAMI 153	Jan 20, 1953	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☐ ACCEPTED
Otto H. Holzer	1-579M-1	1-30-53	☐ REINSPECTED
			☑ SPOT CHECKED

☒ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60827

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G 73	SERIAL NO.: J 38 STANDARD N 2973	NATIONALITY AND REGISTRATION MARK
2. OWNER	NAME (First, middle, last): ESSO SHIPPING CO.	ADDRESS (Street and number, city, zone, and State): 30 ROCKEFELLER PLAZA NEW YORK 20 NEW YORK		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)			XX	X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*(*AFTER the repairs and/or alterations described below were made.)*	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	ACTUAL 9527 LBS	14.89 IN	3223 LBS.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER By ☒ APPROVED REPAIR STATION NO. 115 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	AERO TRADES, INC	MAC ARTHUR AIRPORT RONKONKOMA L. I.	12/29/52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

1600 HR INSPECTION ACCORDING TO GRUMMAN INSPECTION SHEETS
INSTALLED LARGE TYPE EMERGENCY EXIT SEE FORM 337
DATED DEC 29, 1952
INSTALLED WATER RUDDER SEE FORM 337 DATED DEC 29/52
REMOVED LAVATORY BENCH AND BULKHEAD.
INSTALLED LAVATORY CAN IN REAR BAGGAGE COMPT.
REMOVED WATER TANK AND SINK
INSTALLED WOOD PATCH ON REAR CABIN BULKHEAD RIGHT SIDE.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

PAUL NYHOLM Paul Nyholm A&E 16576 DEC 29/52
(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: Paul Nyholm	NO. DAM1#153	DATE Jan. 20, 1953
☐ REJECTED	CAA AGENT SIGNATURE: Otto A. Hoffa	☐ ACCEPTED ☐ REINSPECTED	DATE 1-30-53

JAN 28 1953

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA–309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.
   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   c. For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.
   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—84010-2 U. S. GOVERNMENT PRINTING OFFICE

FEB 16 3 28 PM '53
ADMIN. & RECORD BRANCH

INSTALLED HANDLING RINGS ON LEFT AND RIGHT SIDE OF HULL AFT OF CABIN DOOR (REWORKED TOEBOUT NO 4020)
INSTALLED BOW CLEAT APPROX 1½ FT. AFT OF ORIGINAL POSITION
INSTALLED CARGO FLOOR IN REAR CABIN.
INSTALLED TWO CABIN SEATS ON RIGHT SIDE OF FWD. CABIN IN PLACE OF DIVAN.
REMOVED RIGHT FWD. CABIN CABINETS.
MADE UP AND INSTALLED NEW RIGHT FWD. CABIN BULKHEAD.
INSTALLED THREE MODEL A 12 -3 SEATS, ONE MODEL S/C 113 SEAT AND ONE MODEL SK 114 DIVAN. SEE FORM 337 DATED 12/29/52
INSTALLED FOUR HADEES FANS IN CABIN
INSTALLED OVERHAULED ENGINES IN LEFT AND RIGHT SIDE
MAGNAFLUXED AND PAINTED LEFT AND RIGHT ENGINE MOUNTS.
INSTALLED NEW ENGINE AND COWLING SHOCK MOUNTS.
RELOCATED FWD BOOSTER PUMPS ON FIREWALL ACCORDING TO GAECO ED 1579
INSTALLED OVERHAULED CARB. HEADERS.
REPLACED FIRE RESISTANT HOSE ASSY WHERE NECESSARY ON LEFT AND RIGHT ENGINES.
INSTALLED ALL OVERHAULED ACCESSORIES.
INSTALLED LATE TYPE OIL SEPERATOR BOSSES IN LEFT AND RIGHT EXHAUST MANIFOLD.
INSTALLED ENGINE BREATHER EXTENSIONS BETWEEN EXHAUSTS LEFT AND RIGHT ENGINES.
INSTALLED INSPECTION OPENINGS IN LEFT AND RIGHT FUEL TANKS ACCORDING TO GRUMMAN DRAWINGS.
REWORKED LEFT AND RIGHT OIL COOLER BRACKETS.
INSTALLED OVERHAULED LANDING GEAR AND ALL HYDRAULIC UNITS.
INSTALLED ALL NEW TIRES AND TUBES ON LANDING GEAR AND NOSE WHEEL ASSY.

See Attachment

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

337 Attachment 1-20-53
Grumman G-73 N2973

CONTINUATION-

BALANCED NOSE WHEEL.
INSTALLED NEW BATTERY.
RECOVERED ALL FABRIC CONTROL SURFACES WITH GRADE A FABRIC AND NITRATE DOPE WHITE ENAMEL SPRAYED ON DOPED SURFACE.
INSTALLED OVERHAULED CABIN HEATER.
INSTALLED BIRD PROOF WINDSHIELDS.
MODIFIED PILOTS AND CO-PILOTS SEAT WITH LATE TYPE CANVASS BOTTOM AND SPRINGS.
INSTALLED FIBREGLASS INSULATION ON SIDE WALLS UNDER CABIN WINDOWS IN PLACE OF SKY-FELT
INSTALLED EXTRA THERMOS RACKS IN GALLEY COMPT.
REPLACED CONTROL CABLES WHERE NECESSARY.
REWORKED CENTERSECTION TO HULL FAIRINGS TO MAKE THEM REMOVABLE.
INSTALLED WARNING LIGHT ON EMERGENCY DOOR.
MAKE UP THEEE CARGO NETS.
SPRAYED RUST BAN #337 INSIDE WINGS, CENTERSECTION. STABILIZER, FIN AND FLOAT PEDESTALS.
INSTALLED INSPECTION OPENINGS ON LOWER NACELLE FAIRINGS LEFT AND RIGHT SIDE.
MADE UP BLEND FLYING SLATS FOR LEFT AND RIGHT SIDE WINDSHIELDS.
MADE UP CANVASS COVERS FOR WINDSHIELDS, EXHAUSTS, HEATER OPENINGS AND PITOT TUBE.
RELOCATED REAR CABI N HEATER OUTLETS ON SIDE WALL KICK STRIPS.
UPHOLSTERED REAR CABIN.
INSTALLED LATE TYPE ALUMINUH OVERHEAD INSTRUMENT PANEL IN COCKPIT.
RE-UPHOLSTERED PILOTS AND CO-PILOTS SEATS.
TOUCHED UP PAINTWHERE NECESSARY.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

RECEIVED
FEB 16 3 23 PM '53
ADMIN. & RECORDS BRANCH
N-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.3.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73 T38	SERIAL NO.	NATIONALITY AND REGISTRATION MARK: STANDARD N2973
2. OWNER	NAME (First, middle, last): ESSO SHIPPING COMPANY	ADDRESS (Street and number, city, zone, and State): 30 ROCKEFELLER PLAZA NEW YORK, NEW YORK		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(Same as described in item above)				XX
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

APPROVED, SUBJECT TO INSPECTION
BY GORDON SILVER D. E. R. 1-57
SIGNED Gordon Silver DATE Dec. 31 1952

AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9527 lbs	14.89 IN.	3223 lbs.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 115 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	AERO TRADES, INC.	MAC ARTHUR AIRPORT RONKONKOMA L. I./N.Y.	DEC 29TH, 1952

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

INSTALLED THREE FLIGHT EQUIPMENT SEATS NO. A-12-3 CAA TSO NO. C-25 TYPE 1
INSTALLED ONE NO. SK113 SEAT
INSTALLED ONE NO. SK114 DIVAN BENCH
THE ABOVE SEATS AND DIVAN INSTALLED ACCORDING TO REPORT No. 222 DATED DECEMBER 18, 1952 MODEL SK113 SEAT AND SK114 DIVAN MANUFACTURED ACCORDING TO REPORT No. 222 DATED DEC 18, 1952

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA L.I.N.Y.

PAUL NYHOLM Paul Nyholm (Signature of supervising mechanic) A&E 16576 (Certificate number and rating) DEC 29, 1952 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED	DESIGNEE'S SIGNATURE: Paul Nyholm DAM	NO. 153	DATE: Jan 20, 1953	
☐ REJECTED	CAA AGENT SIGNATURE: Otto W. Hofer	☐ ACCEPTED ☑ REINSPECTED	DATE: 1-30-53	

16—54010-3

JAN 28 1953

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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

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

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
FEB 16 3 23 PM '53
ADMIN. & RECORDS BRANCH
W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 21 86

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.3.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: J38	NATIONALITY AND REGISTRATION MARK: STENDARD N2973
2. OWNER	NAME (First, middle, last): ESSO SHIPPING CO	ADDRESS (Street and number, city, zone, and State): 30 ROCKEFELLER PLAZA NEW YORK NEW YORK		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				XXX
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9527 lbs	14.89 IN.	3223 lbs.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 115 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	AERO TRADES, INC.	MAC ARTHUR AIRPORT RONKONKOMA L. I. N. Y.	DEC 29, 1952

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

REWORKED ORIGINAL EMERGENCY EXIT TO GRUMMAN BLUE PRINT No. 107014

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L.I., N.Y.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

PAUL NYHOLM Paul Nyholm A&E 16576 DEC 29, 1952
(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES #

☑ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE (Engineering Only) Paul Nyholm Clarence W. Sweetser	28-1141-153 DER P-12	DATE 1-14-53
	CAA AGENT SIGNATURE Otto N. Hofer	☑ ACCEPTED ☐ REINSPECTED	DATE 1-30-53

JAN 28 1953

16—5401 0-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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

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

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

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FEB 16 3 23 PM '53
AIRWAY & RECORDS BRANCH
W-333

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.3.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G 73	SERIAL NO.: J 38	NATIONALITY AND REGISTRATION MARK: STANDARD N 2973
2. OWNER	NAME (First, middle, last): ESSO SHIPPING CO	ADDRESS (Street and number, city, zone, and State): 30 ROCKEFELLER PLAZA NEW YORK, NEW YORK		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				XX
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9527 lbs.	14.89 IN.	3223 lbs.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 115 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	AERO TRADES, INC.	MAC ARTHUR AIRPORT RONKONKOMA L.I.N.Y.	DEC 29/52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

INSTALLED WATER RUDDER ACCORDING TO GRUMMAN - BLUE PRINT # ~~106900~~, 106901, 106902, 106903, 106904, 106905 106906, 106907,, 106908 AND 107585

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L.I.N.Y.

PAUL NYHOLM Paul Nyholm A&E 16576 C.A.A. COPY DEC 29/52
(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☑ APPROVED	(Engineering Only) Paul Nyholm Lawrence W. Lawton	RAMI 1/53 DER 1-2	Jan 20, 1953 1-14-53
☐ REJECTED	CAA AGENT SIGNATURE Otto H. Hofer	☐ ACCEPTED ☑ REINSPECTED	DATE 1-30-53

JAN 28 1953

16—5401 0-3

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
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   - *a.* **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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

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

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
FEB 16 3 23 PM '53
ADMIN. & RECORDS BRANCH
NW-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

J. O. 2647

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-73	J-38	Standard N2973

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Esso Shipping Company	30 Rockefeller Plaza New York 20, N.Y.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				
b. POWERPLANT	Pratt & Whitney	R-1340-AN1	13449	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9527 lbs	14.89 in.	3223 lbs.

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Airwork Corporation Municipal Airport Millville, N. J.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. X ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3507

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

12/8/52
(Date repair and/or alteration completed)

Thomas Dickson Jr., 179681 A. & E.
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

Jan 20, 1953
(Date of approval or rejection)

Paul Nykohn DAM * 153
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 1-30-53 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-579 M-1
(CAA designation number)

Otto W. Hofer
(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

JAN 28 1953

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.

One each NAY9E1-507 Carburetor - S/N 5561519.
Two each SB9R Magnetos - L.H. 043550 - R.H. 064369.

All steel parts were Magnafluxed.

The data plate has been stamped in accordance with C. A. A. Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on Airwork Corporation Test Log.

The following Pratt & Whitney Service Bulletins were complied with:

403	528	683	1000RC
412	540	723RA	1097RA
433	598	765RD	11F-44
455	601	767RA	1118
468	609RC	770	23F-45
482	619RA	789RE	36F-49
484RA	621	795	1175RA
497RB	642RA	797	
511	682	977	

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AV-900

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DEC 18 1952

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

Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

J. O. 2638

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: Standard N2973
2. OWNER	NAME (First, middle, last): Esso Shipping Company	ADDRESS (Street and number, city, zone and State): 30 Rockefeller Plaza New York 20, N.Y.		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in Item 1 above)				
b. POWERPLANT	Pratt & Whitney	R-1340-AN1	24401	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9527 lbs.	14.89 in.	3223 lbs.

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Airwork Corporation Municipal Airport Millville, N. J.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3507

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

12/8/52
(Date repair and/or alteration completed)

Thomas Dickson Jr., 179681 A. & E.
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

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

Jan 20, 1953
(Date of approval or rejection)

Paul Nykohn, DAMI #153
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 1-30-53 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-5294-1
(CAA designation number)

Otto H. Hofer
(Signature Aviation Safety Agent)

16—54010-4

JAN 28 1953

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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.*

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.

One each NAY9E1 Carburetor - S/N 5564773.
Two each SB9RN Magnetos - L.H. 163186 - R.H. 154244

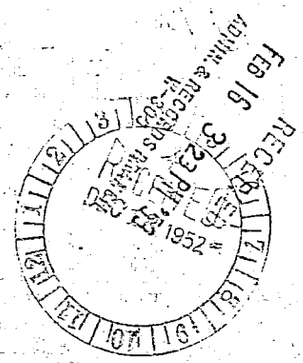
All steel parts were Magnafluxed.

The data plate has been stamped in accordance with C. A. A. Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on Airwork Corporation Test Log.

The following Pratt & Whitney Service Bulletins were complied with:

403	528	683	1000RC
412	540	728RA	1097RA
433	598	765RD	11F-44
455	601	767RA	1118
468	609RC	770.	23F-45
482	619RA	789RE	36F-49
484RA	621	795	1175RA
497RB	642RA	797	
511	682	977	



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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.3.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: Standard N2973
2. OWNER	NAME (First, middle, last): Coso Shipping Company	ADDRESS (Street and number, city, zone, and State): 30 Rockefeller Plaza, New York 20, N.Y.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	Hamilton	Hub 23D40-51 Blades 6533A018	160262 520240	X	
c. ENGINE			520241 520242		
d. INSTRUMENT	TYPE AND MANUFACTURER				

AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.

EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
9527 lbs	14.89 in.	3223 lbs.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 182 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Pester's Prop.Ser.,	258 Herricks Road, Mineola, N.Y.	12-22-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller was assembled, balanced and oil tested for leaks.
This propeller is new.

Range 10-90°, high 88°, low 12°, diameter 8'6".

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

(Signature of supervising mechanic)	(Certificate number and rating)	(Date)
A. D. McCormick	A&E358616	12-23-52

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☑ APPROVED	Paul Nyholm	DAMI 153	Jan. 20, 1953
☐ REJECTED	CAA AGENT SIGNATURE: Otto H. Hofer	☐ ACCEPTED ☐ REINSPECTED	DATE 1-30-53

JAN 28 1953

16—54010-3

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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

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

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.3.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: Standard N2973
2. OWNER	NAME (First, middle, last): Esso Shipping Company	ADDRESS (Street and number, city, zone, and State): 30 Rockefeller Plaza, New York 20, N.Y.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	Hamilton	Hub 23D40-51 Blades 6533A-18	160298 520325	X	
c. ENGINE			520326 520327		
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.

EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
9527 lbs.	14.89 in.	3223 lbs.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 182 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Pester's Prop. Ser.	258 Herricks Road, Mineola, N.Y.	12-22-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller was assembled, balanced and oil tested for leaks.
This propeller is new.

Range 10-90°, high 84°, low 12°, diameter 8'5".

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

(Signature of supervising mechanic)	(Certificate number and rating)	(Date)
L. A. McCormick	A&E358616	12-23-52

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: Paul Nyholm	NO. DAM #153	DATE: Jan. 20, 1953
	CAA AGENT SIGNATURE: Otto A. Hofer	☑ ACCEPTED ☐ REINSPECTED	DATE: 1-30-53

JAN 28 1953

16—54010-3

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
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     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

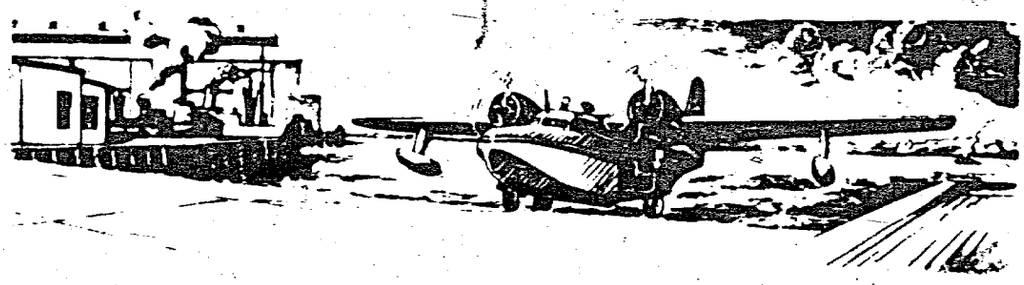
     Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval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

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

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CAMERA NO. 3N DATE: 10 - 21 - 86



SECTION VI

Weight and Balance Report

Model G-73

Serial No. J-38

Certificate No. H2973

AERO TRAILS INC.
MacArthur Field
Ronkonkoma, N.Y.

Date: 13 January 1953

Prepared by: Paul G. Halstead
Paul C. Halstead AAF753296

Checked by:

Approved by Raul Nyholm
DAM #153
Jan 20, 1953

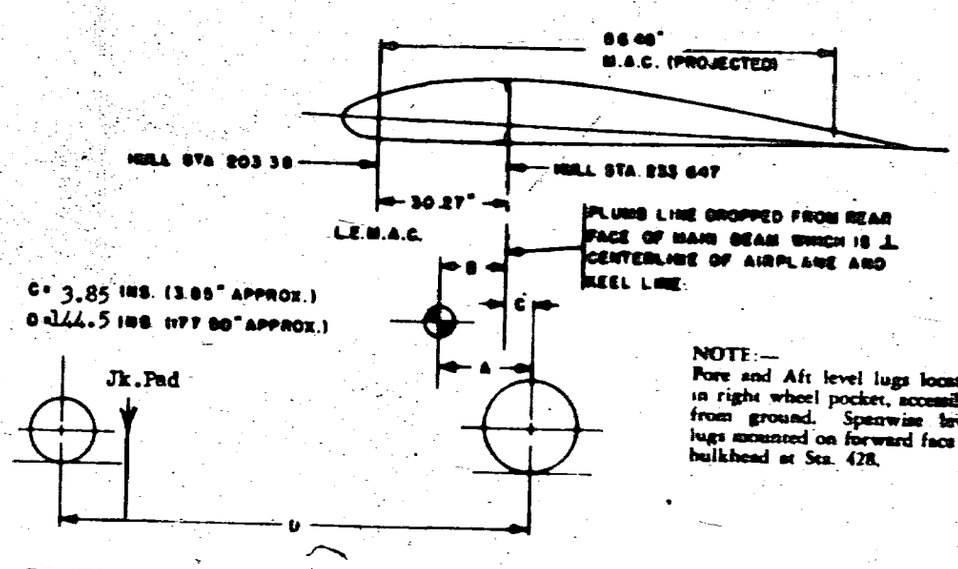
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W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 10 - 21 - 86

J-38
E2973

AIRPLANE WEIGHING DATA:
DATE WEIGHED—



NOTE:—
Fore and Aft level lugs located in right wheel pocket, accessible from ground. Spanwise level lugs mounted on forward face of bulkhead at Sta. 428.

REACTIONS	SCALE READING	TARE	CORRECTED READING
Right Wheel — W_R	4250	0	4250
Left Wheel — W_L	4192	0	4192
Nose Wheel — W_N	1202	0	1202
	9644	0	9644

A = C.G. inches forward of centerline Main Wheels $= \frac{W_N \times D}{W_R + W_L + W_N \text{ (corrected)}} = \frac{1202 \times 144.5}{9644} = 18.01$

B = C.G. inches forward of Rear Face Main Beam — A−C = 18.01 - 3.85 = 14.16 in.

C.G. inches aft of Reference Datum — 233.65 — B = 233.65 - 14.16 = 219.49

CORRECTION FOR MISSING ITEMS

	WEIGHT	ARM	MOMENT
Airplane as Weighed	9644	219.49	2,116,761
Less Oil 18 gals.	-135	212	-28,620
Additional Trapped Fuel in Flight	18	220	3,960
Empty Weight	9527	218.76	2,084,181

Empty Weight C.G. = 218.76 " Aft of Reference Datum or 14.89 " Forward of Hull Sta. 233.65 (Rear Face of Main Wing Beam) $= \frac{218.76 - 203.38}{86.48} \times 100 = 17.78$ % M.A.C.

12750 - 9527 = 3223 lbs.

Witnessed:

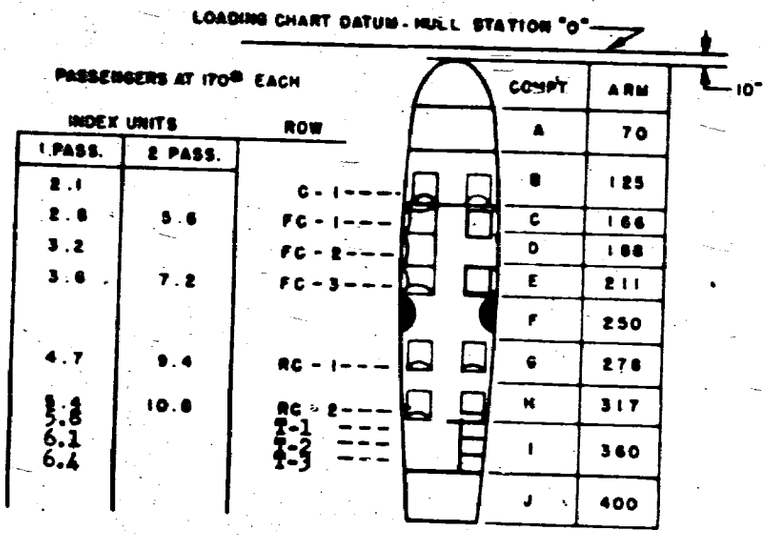
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W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 96

PASSENGER AND CARGO LOADING DIAGRAM

Maximum Allowable Take-Off Gross Weight 12750
Maximum Allowable Landing Gross Weight 12750



BASIC LOADING

The following values apply to this airplane as licensed:

ITEM	WEIGHT	ARM	MOMENT	INDEX UNIT
Empty Weight (p. 63)	9527	218.76	2084181	208.4
Pilot	170	125	21250	2.1
Basic Weight and Index Unit*	9697	217.12	2105431	210.5

* See p. 65 for latest Basic Weight and Index Unit.

NOTE: 1. The airplane shall be so loaded that the plot of Gross Weight vs. Index Units falls within the limiting lines on the Center of Gravity Limit Chart on page 60. Basic Weight and Index Units for the empty airplane plus Pilot are given above or on page 65. Index Units for Fuel, Oil, Cargo or Baggage, and Miscellaneous items are obtained from their respective tables, and Index Units for Passengers from diagram above.

2. IT IS THE RESPONSIBILITY OF THE OWNER AND THE PILOT to insure that the airplane is loaded properly. The Empty Weight and Empty Weight C.G. are listed on page 63 for this airplane as delivered from the factory. If the airplane has been altered, refer to the latest approved Alteration and Repair Form (A.C.A.—337) for the information necessary to revise the Airplane Basic Weight on page 65 of this report.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

J-38
N2973

LOG — BASIC WEIGHT AND INDEX UNIT
(List all changes made subsequent to weighing)

ITEM	WEIGHT EACH	ARM	INDEX UNIT EA.
Basic Weight and Index Unit as weighed at Factory			
Basic Weight and Index Unit as weighed at Aero Trades	9697	217.12	210.5

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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ADMIN. & RECORDS BRANCH
W-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

STANDARD EQUIPMENT
(X indicates items installed)

INSTALLED	ITEM NO.	ITEM	WEIGHT EACH	ARM	INDEX UNIT EA.
		PROPELLERS AND PROPELLER ACCESSORIES			
X	1	Two Hamilton Standard propellers, hubs 23D40-51, blades 6533A-18 to 6533A-20 inclusive. Diameter 8' 6-5/16" max., 8' 4-5/16" min.	252	155	3.91
X	2	Two Hamilton Standard propeller governors #4K11	6	163	.10
		ENGINE AND ENGINE ACCESSORIES— FUEL AND OIL SYSTEMS			
X	101	Two Eclipse starters #1416-15			
X	102	Two aluminum oil coolers, Clifford 10" Dia. x 9" long #B36690 with UAP 4 port valve #UD4785	27	192	.52
X	103	Residual fuel and oil in drained system (See p. 58)	18	193	.35
		Fuel—	30	218.5	.66
		Oil—	83	185.7	1.54
X	104	Two elect driven fuel pumps, Thompson Prod. #TFD10300	7	205	.14
X	105	One Surface Combustion heater #ADS-100N-P41C	21	439	.92
		LANDING GEAR			
X	201	Two aluminum wheel assemblies, Goodyear 9.50 x 16 (Includes brakes, 6 ply-nylon tires and tubes)	120	237.5	2.85
X	202	One nose wheel, Bendix #145308-19 x 6.80-10 (Includes fairing, 6 ply Goodrich rayon tire and tube)	37	160	.22
		ELECTRICAL AND RADIO EQUIPMENT			
X	301	Two generators—100 amp. Leece-Neville #2473-G12	32	184.5	.59
X	302	One battery AN3150 34AH (12-TS-9L)	73	230	1.68
X	303	Two landing lights #G-3801 Grimes	7	220	.15
	304	Standard radio instal.—bow compt.)	93	60	.56
		—rear compt.) See page 68	95	414	3.93
		—misc.)	69	140	.97
		INTERIOR EQUIPMENT			
		Miscellaneous cabin furnishings			
X		(a) 3 passenger chairs (rear cabin) A-12-3	35	297	1.04
X		(b) 1, 2, 3 or 4 passenger chairs (forward cabin)	35		
X		(c) 1 divan (forward cabin)	92	188	1.73
X		(d) One revolving table GAEC #111046 (stowed)	6	425	.25
X		(e) Two hand operated fire extinguishers (1 qt. Pyrene)	7	225	.16
		(f) Jump Seat SK 113 (g) Rear Divan SK 114			
		MISCELLANEOUS (NOT LISTED ABOVE)			
X	401	One C.A.A. Approved Airplane Flight Manual	1	93	.01
X	403	One windshield wiper installation, Kearfott	4	102	.04
X	404	Two safety belt and harness assemblies, NAF1201-1	15	125	.04
X		One Mk. IV Danforth anchor with 100 ft. ½" nylon rope	19	60	.11
X		One First Aid kit	3	345	.10
		Two Engine Log books and one Airplane Log book	5	93	-
		One Bilge pump, Perko	9	41	.04
X		One boarding ladder (stowed)	7	390	.27
		20 ea. Fire Detectors—engine compartment, Wilcolator A4981	15	190	
X		1 ea. Smoke detector installation	35	366	.13
		Rack, Thermos bottles			

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W-300

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SPECIAL EQUIPMENT

(X installed or furnished with airplane)
(* not included in Weight Empty)

INSTALLED	ITEM NO.	ITEM	WEIGHT EACH	ARM	INDEX UNIT EA
*		1 ea. Automatic Pilot, Sperry Type A-12	193.7	90.1	1.74
*		1 ea. Wing & Tail De-icer installation	131.0	281.2	3.68
*		2 gals. Propeller anti-icing fluid (per gal.)	6.6	240	.16
*		1 ea. Propeller anti-icer installation	18.2	227.2	.41
*		1 ea. "Ship to Shore" radio telephone—Avidmeter Corp.	4.5	220	.10
X		1 ea. Very Pistol installation	4.0	120	.05
*		Fuel Analyzer instal.—dual type	13.0	199.4	.26
		1 ea. Collapsible 4 man life raft—MK IV	50.0	400	2.00
*		Pontoon Fuel Tank installation	37.2	243.6	91
		Life Preservers			
*		1 ea. Parachute rack (for 4 chutes)	5.0	405	.20
		Chest type parachutes—SWITLIK Q.B.	19.0	405	.77
		1 ea. Add'l. sensitive altimeter—instrument operation only	2.0	93	.02
X		1 ea. Set of wheel brakes for co-pilot	10.8	95	.10
		1 ea. Bird Proof Windshield, GAEC #107469 (In lieu of Std.)	9.7	107	.10
		1 ea. Position light flasher	2.1	200	.04
		2 ea. Tail Light—Model C—Grimes—1 red—1 white 32CP	.3	400	.01
		4 ea. Solenoid shut-off valves for fuel and oil gages, General Controls #40R342			
X		1 ea. Pressure gage installation on accumulator	.9	192	.02
*		gals. Wash water (per gal.)	.7	231	.02
X		1 ea. Add'l airspeed indicator—instrument operation only	8.3	390	.32
		1 ea. Electrically heated pitot for add'l airspeed indicator	1.2	120	.01
		Oxygen installation	2.2	198	.04
		1 set Chair and divan slip covers, per set	61.0	78.5	.48
X		2 ea. Flashlights, accessible to both pilots	18.5	222.8	.41
		1 ea. Signs "Fasten Seat Belt", "No Smoking", "Use Oxygen Equipment", operable by either pilot or co-pilot	2.0	125	.02
		1 ea. Fuel pressure warning indicator	2.2	135	.03
		1 ea. Oil pressure warning indicator	1.7	93	02
	402	2 ea. Parachute flares (3 minute)	1.7	93	.02
X		4 ea Fans, Endees	23.0	455	1.05
X		Water Rudder Dwg. 106900			
X		Special Right Fwd. Cabin Blkh.			
X		Enlarged Cabin Door (right)Dwg.107014			
X		Cargo floor and cargo rings			
X		Rear floor extended forward to station 330			
X		Cockpit controled squat strut			
X		Rug, Forward Cabin			

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

RADIO EQUIPMENT

(X indicates items installed)
(* indicates Standard Radio items)

INSTALLED	ITEM NO.	ITEM	WEIGHT EACH	ARM	INDEX UNIT EA.
		RADIO COMPASS EQUIPMENT			
X	304	*MN-26K Receiver and mount	37.9	65	.25
	304	MN-26K Receiver and mount	37.9	41	.16
X	304	*MN-36C Loop and dehydrator	10.2	192	.20
	304	MN-36C Loop and dehydrator	10.2	144	.15
X	304	*MN-37B Bearing indicator	1.4	96	.01
	304	MN-42C Dual Azimuth indicator	2.0	96	.02
X	304	*MN-31C Loop control unit	17.6	46	.08
	304	MN-31C Loop control unit	17.6	46	.08
X	304	*Sense antenna (wire)	.5	144	.01
		RANGE RECEIVER EQUIPMENT			
X	304	*MN-26K Receiver and mount	[illegible]	41	.16
X	304	*MN-54A Loop antenna	[illegible]	144	.08
X	304	*Range antenna	[illegible]	144	.01
		COMMUNICATIONS RADIO AND INTERPHONE			
X	304	*RTA-1 Receiver-Transmitter, amplifier and mount	[illegible]	414	3.14
	304	sets Additional crystals at .7#/set		414	
	304	TA-17 Transmitter	[illegible]	414	1.59
	304	Antenna loading coil installation	[illegible]	414	.14
X	304	*Antenna (wire)	[illegible]	315	.05
X	304	*MR-39B Dual audio amplifier	5.1	37	.02
		Receiver,RA10Da Bendix	32.5	41	
		MARKER BEACON RECEIVER EQUIPMENT			
X	304	*MN-53A Marker Beacon Receiver and mount	17.0	416	.71
X	304	*"T" antenna (wire)	2.5	480	.12
X	305	*Miscellaneous panels, controls, cables, etc.	48.4	132	.64
		GLIDE PATH LANDING EQUIPMENT			
	304	R-89B/ARN-5A Receiver and mount	13.8	125	.17
	304	BC-732A Control unit and mount	.6	120	.01
	304	AS-27A/ARN-5A Antenna	3.5	115	.04
	304	ID-48/ARN Pilots indicator	2.1	93	.02
		V.H.F. RECEIVING, TRANSMITTING AND I.L.S. EQUIPMENT			
X	304	Transmitter T11A ARC	3.4	40	
X	304	Receiver R15 ARC	8.3	40	
X	304	Isolation Amplifier F11A ARC	8.0	40	
	304				
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FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

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AERONAUTICAL RECORDS BRANCH
M-300

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

1. TYPE OF APPLICATION (*Check which*)

- a. [X] 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. [X] EXPERIMENTAL

(*Check the type of experimental operation(s) to be conducted*)

- [X] RESEARCH AND DEVELOPMENT
- [ ] AMATEUR-BUILT
- [ ] DEMONSTRATION
- [ ] RACING
- [ ] EXHIBITION
- [ ] OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-73	J 38

d. ENGINE MAKE	e. ENGINE MODEL
PRATT & WHITNEY	R1340 -AN-1

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
ESSO SHIPPING COMPANY	30 ROCKEFELLER PLAZA NEW YORK N. Y.	N- 2973

1-16-3

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

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

- a. [X] CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE NOVEMBER 7, 1952
- 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.

013

ATTACHMENTS (*Check which*)

- [ ] ACA-319
- [ ] ACA-337
- [ ] ACA-317
- [ ] WEIGHT AND BALANCE REPORT
- [X] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

Paul Nyholm
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

JANUARY 7, 1953 (DATE)

AGENT (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☒ AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 4
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 52-29
   - 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 942:50 HOURS
   - d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO.	13449	TOTAL HOURS	--
SERIAL NO.	24401	TOTAL HOURS	755:00
SERIAL NO.		TOTAL HOURS	
SERIAL NO.		TOTAL HOURS	

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

RECEIVED JAN 13 4 28 PM '53 ADMINISTRATIVE RECORDS BRANCH

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-1352, ISSUED TO EXPIRE MARCH 7, 1953 (DATE)
   - g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE NOT AVAILABLE (DATE)

   BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DATE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

   The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

   - ☐ AIRWORTHY
   - ☐ UNAIRWORTHY

   _____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE Otto H. Hozer OTTO H. HOZER	CAA DESIGNATION NO. 1-579M-1	DATE JAN 7, 1953	☐ ACCEPTED ☒ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60327-2

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

W.O. 367

Form ACA-337 (11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS) (Standard)

1. AIRCRAFT	MAKE: Grumman	MODEL: G 73	SERIAL NO.: J98	NATIONALITY AND REGISTRATION MARK: N 8973
2. OWNER	NAME (First, middle, last): Terminal & Supply Corp.	ADDRESS (Street and number, city, zone, and State): 408 S.E. 30th Street, Des Moines 4, Iowa		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	R-1340-AN-1	AC-42-12825 MFG-16807	Major Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

**AFTER the repairs and/or alterations described below were made.*

EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
9615.4	116.99	2134.6

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3503 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	PAGE AIRCRAFT SERVICE	P.O. Box 535, Oklahoma City, Okla.	4/10/51

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

This engine has received a major overhaul, with replacement parts manufactured by Pratt & Whitney licensee. All steel parts magnafluxed. All madatory Bulletins complied with, Crankshaft converted to Hydromatic operation, Starterdog and generator drive converted to Ballard operation.

Approved for Installation
F.A. Stephenson
Dek. 4381

(Installation approved 4-25-51)
N.O. Hansen ATE 396863

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Chas. E. Bradley (Signature of supervising mechanic)	M12286 (Certificate number and rating)	4/10/51 (Date)

Chas. E. Bradley

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☑ APPROVED			
☐ REJECTED	CAA AGENT SIGNATURE: Chas Moran	☐ ACCEPTED ☐ REINSPECTED	DATE: 5-3-51

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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

   a. **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

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

   c. **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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

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

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-305 (11-49)

DEPARTMENT OF COMMERCE
Civil Aeronautics Administration

Form Approved
Budget Bureau No. 41-R041.4

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative

1. APPLICATION (CHECK WHETHER)
- ☐ ORIGINAL AIRWORTHINESS CERTIFICATE
- ☒ ANNUAL INSPECTION

2. AIRWORTHINESS CLASSIFICATION
- ☒ STANDARD ☐ RESTRICTED
- ☐ EXPERIMENTAL ☐ LIMITED ☐ OTHER

AIRCRAFT

3. MAKE: Grumman

4. MODEL: G-73

5. NATIONALITY AND REGISTRATION MARK: N 2975

6. MANUFACTURER'S SERIAL NO.: J-38

ENGINE

6 11-2-51

7. MAKE: Two P & W.

8. MODEL: Left -R-1340-AN-1
Right R-1340-S3H1

9. OWNER'S NAME: Terminal & Supply Corp.

10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500)

11. ATTACHMENTS (CHECK WHICH)
- ☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT
- ☒ ACA-337 ☐ DATA, DRAWINGS, ETC.
- ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

12. I CERTIFY that the above statements are true.
N. C. Hanson
N. C. Hanson (OWNER OR AUTHORIZED AGENT)
4-25-51 (DATE) Agent (TITLE)

Form ACA-305a (11-49)

AIRCRAFT INSPECTION REPORT

(To be completed by CAA representatives)

13. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS)
- a. ☒ AIRCRAFT SPECIFICATION NO. 783 THROUGH SHEET REVISION NO. 2
- b. ☐ AIRCRAFT LISTING PAGE NO.
- c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1951 (YEAR) THROUGH CARD NO. 11
- d. ☐ OPERATIONS LIMITATIONS FORM ACA-309 ISSUED.
- e. ☐ OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT.
- f. ☒ CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT.
- g. ☒ ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH.
- h. ☒ CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED.

FINDINGS

14.	15. DESIGNEE'S SIGNATURE	16. DESIGNATION NO.	17. DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	N. C. Hanson	3239	4-25-51
	18. AVIATION SAFETY AGENT'S SIGNATURE	19. ☒ ACCEPTED ☐ REINSPECTED	20. DATE
	Chas Moore		5-3-51

21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) ☐ YES ☒ NO

6-1-1
NW X

U. S. GOVERNMENT PRINTING OFFICE 16—80837-1

Form ACA-305-305a (11-49)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMN.
MAY 10 1 10 PM '51
MAIL ROOM - 1
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

Form ACA-305
(12-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIFICATE
- ☒ ANNUAL INSPECTION ✓

AIRWORTHINESS CLASSIFICATION
- ☒ STANDARD ✓
- ☐ RESTRICTED
- ☐ EXPERIMENTAL
- ☐ LIMITED
- ☐ OTHER

AIRCRAFT

MAKE	MODEL	TYPE CERTIFICATE NO.
Grumman ✓	G-73 ✓	783 ✓

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.
2973 ✓	J-38 ✓

ENGINE

MAKE	MODEL
P & W ✓	S3H1 ✓

OWNER'S NAME: William Goetz ✓

PERMANENT ADDRESS (Street and number, city, zone, and State): c/o Universal-International Pictures Universal City, California. ✓

ATTACHMENTS (Check which)
- ☒ ACA-319 ✓
- ☐ WEIGHT AND BALANCE REPORT
- ☒ ACA-337 ✓
- ☐ DATA, DRAWINGS, ETC.
- ☐ ACA-317
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY that the above statements are true.

S. E. Stothers ✓
Owner or authorized agent.

6/9/50 ✓ (DATE)

Agent ✓ (TITLE)

Form ACA-305a

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA inspector or a designated inspector or representative)

It has been determined that the aircraft described in 305 above is in conformity with the following:

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

AIRCRAFT SPECIFICATION—AIRWORTHINESS DIRECTIVE NO(S). A- 783 ADS thru 50-21 ✓ (Specify)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED
☐ ORIGINAL ☒ ANNUAL INSPECTION ✓

(Check whether)
- ☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- ☒ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT ✓

FINDINGS

- ☒ AIRWORTHY ✓
- ☐ UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. James B. Bailey James B. Bailey 6314 ✓ — DATE 6/9/50 ✓

CAA INSPECTOR'S SIGNATURE H. E. Hoffman ✓ — ☒ ACCEPTED ✓ ☐ REINSPECTED — DATE 6/16/50 ✓

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item.) ☐ Yes ☒ No.

7-17-0 MW ✓

U. S. GOVERNMENT PRINTING OFFICE 16—54336-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 21 96

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN
JUL 10 2 39 PM '50
MAIL ROOM - J
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 96

2-7718

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-58	NATIONALITY AND REGISTRATION MARK: NC 2973
2. OWNER	NAME (First, middle, last): William Goetz	ADDRESS (Street and number, city, zone, and State): c/o Universal-International Pictures Universal City, California.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	HAMILTON STANDARD	23D40-51	158076	XX	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repair and/or alterations described below were made.

EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
9615.4	216.89" aft of datum	3134.6

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 88 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Pacific Airmotive Corp.	2940 N. Hollywood Way, Burbank, Cal.	June 8, 1950

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 15 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

1. Overhauled, steel parts magnafluxed, buff finished blades, 4" red tip painted on blades. Blade faces painted anti-glare black.
2. Reassembled, checked, balanced, tested for actuation and leakage.
3. Setting: Low pitch - 12°, High pitch - 84°.
4. Installed blades design 6533A-18, serials 512747, 512748, 512749.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

(Signature of supervising mechanic)	(Certificate number and rating)	(Date)
L. Kasmuth	EA24009	June 8, 1950

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: James B. Bailey	NO. 6314	DATE 6/8/50	
☐ REJECTED	CAA AGENT SIGNATURE: J. E. Hoffmeaw	☒ ACCEPTED ☐ REINSPECTED	DATE 6/16/50	

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

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

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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

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

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

2-7718

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman		MODEL: G-73	SERIAL NO.: J-38	NATIONALITY AND REGISTRATION MARK: NC 2973
2. OWNER	NAME (First, middle, last): William Goetz		ADDRESS (Street and number, city, zone, and State): c/o Universal-International Pictures Universal City, California.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	HAMILTON STANDARD	23D40-51	158612	XX	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9615.4	216.89" aft of datum	3134.6

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 88 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Pacific Airmotive Corp.	2940 N. Hollywood Way, Burbank, Cal.	June 7, 1950

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

1. Overhauled, steel parts magnafluxed, buff finished blades, 4" red tip painted on blades. Blade faces painted anti-glare black.
2. Reassembled, checked, balanced, tested for actuation and leakage.
3. Setting: Low pitch - 12°, High pitch - 84°.
4. Installed blades design 6533A-18, serials 514614, 514615, 514616.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

(Signature of supervising mechanic) — E424009 (Certificate number and rating) — June 7, 1950 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED ☐ REJECTED	James B. Bailey	6314	6/5/50
	CAA AGENT SIGNATURE: J. E. Hoffmeister	☒ ACCEPTED ☐ REINSPECTED	DATE 6/16/50

16—64010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

INSTRUCTIONS

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMN.
OCT 18 2 39 PM '39
WASHINGTON

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-308, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.

a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

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

c. For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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

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

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

FORM ACA-237
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
	Grumman	G-73	J-38	NC 2973
2. OWNER	NAME *(First, middle, last)* William Goetz	ADDRESS *(Street and number, city, zone, and state)* c/o Universal-International Pictures, Inc., Universal City, Calif.		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
AIRCRAFT	*(As described in Item 1 above)*				X
PROPELLER b. BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT *(Pounds)**	EMPTY CENTER OF GRAVITY *(Inches from datum)**	USEFUL LOAD *(Pounds)**
	9615.4	216.89" aft of datum	3134.6

**AFTER the repairs and/or alterations described below were made.*

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS *(Check)*
☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 088 ☐ CERTIFIED MECHANIC
(SPECIFY)

6. AGENCY	NAME	ADDRESS *(Street and number, city, zone, and state)*	DATE WORK ACCOMPLISHED
	Pacific Airmotive Corp.	Lockheed Air Terminal Burbank, California	June 1, 1950

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

1. Installed AN-104B Antenna Mast & bracket assembly, attached with bolts and nuts to forward bulkhead structure above rear baggage compartment. wt. 4 lbs at 387"
2. Installed ARC A-13 Omni Antenna and base assembly, attached with screws and nuts to top of wing center section structure forward of rear main beam. wt. 5 lbs at 229"
3. Installed custom radio control panel, attached with screws and nuts to left side cockpit radio control panel. wt. 8 lbs at 96"

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

James B. Bailey — SIGNATURE OF SUPERVISING MECHANIC
A&E 708692 — CERTIFICATE NUMBER AND RATING
6/6/50 — DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF DESIGNEE	NUMBER	DATE
☒ APPROVED ☐ REJECTED	James B. Bailey	6314	6/9/50
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR	☒ ACCEPTED ☐ REINSPECTED	DATE
	D. E. Hoffmeier		6/16/50

21372 AW

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

4. Installed ID-48 Crosspointer Meter, attached with screws to instrument panel. wt. 2 lbs at 92"
5. Installed radio rack in nose compartment, attached with bolts and nuts to main side stringers and bulkhead structure. wt. 4 lbs at 40"
6. Installed ARC T-11A Transmitter, attached with screws and nuts to nose radio rack. wt. 3.5 lbs at 42"
7. Installed ARC R-15 Receiver, attached with screws and nuts to nose radio rack. wt. 8.5 lbs at 40"
8. Installed ARC R-13A rack complete with R-13A Receiver and R-10 Converter, attached with screws and nuts to nose radio rack. wt. 18 lbs at 40"
9. Installed ARC F-10 Filter Amplifier, attached with screws and nuts to nose radio rack. wt. 5.5 lbs at 42"
10. Installed R-89 Glide Path Receiver, attached with screws and nuts to nose radio rack wt. 13 lbs at 40"
11. Installed miscellaneous radio cables and control shafts. wt. 8 lbs at 68"
12. Removed 2 parachute flares. wt. -46 lbs at 455"

ITEM	WEIGHT	ARM	MOMENT
Airplane	9581.9	219.17	2100065
K-10B Antenna Mast Assembly	4.0	387.0	1548
A-13 Antenna Assembly	5.0	229.0	1145
Custom Radio Control Panel	8.0	96.0	768
ID-48 Crosspointer Meter	2.0	92.0	184
Nose Radio Rack	4.0	40.0	160
T-11A Transmitter	3.5	42.0	147
R-15 Receiver	8.5	40.0	340
R-13A Rack, Receiver & Converter	18.0	40.0	720
F-10 Filter Amplifier	5.5	42.0	231
R-89 Receiver	13.0	40.0	520
Radio Cables & Control Shafts	8.0	68.0	544
2 Parachute Flares	-46.0	455.0	-20930
	9615.4	216.89	2085442

$\frac{2085442}{9615.4} = 216.89$" aft of datum new E.C.G.

SEE LOADING CHART FOR LOADING INFORMATION.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

OCT 1 DECH 1949.

FORM ACA-305 (3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check whether)
- [X] ORIGINAL AIRWORTHINESS CERTIF.
- [ ] ANNUAL INSPECTION

CAA IDENTIFICATION
- [X] NC
- [ ] NR
- [ ] OTHER (Specify)
- [ ] NX
- [ ] NL

NEW AIRCRAFT - FLYAWAY

MAKE	MODEL
GRUMMAN	G-73 (MALLARD)

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
2973	J-38		783

ENGINE

MAKE	MODEL
PRATT & WHITNEY	1340 S3H1 600H.P. ea

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
THOMAS S. LEE ENTERPRISES INC.	LOS ANGELES, CALIFORNIA.

ATTACHMENTS (Check which)
- [ ] ACA-319
- [X] WEIGHT AND BALANCE REPORT
- [ ] ACA-337
- [ ] SPECIAL APPROVALS
- [ ] ACA-805
- [ ] DATA, DRAWINGS, ETC.
- [ ] ACA-317
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Thomas S. Lee Enterprises
OWNER OR AUTHORIZED AGENT

May 1st, 1948
DATE

C B Smith - Pilot
TITLE

FORM ACA-305a (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**
(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [X] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A-783-2 ADs thru (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)
NONE

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [X] ORIGINAL [ ] ANNUAL INSPECTION

(Check whether)
- [ ] OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- [X] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

- [X] AIRWORTHY
- [ ] UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. Fred R. Armstrong 1008 — DATE 5-19-48

CAA INSPECTOR'S SIGNATURE Edwin P. Schwoebb — [X] ACCEPTED [ ] REINSPECTED — DATE 5-19-48

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

ans 10-22-48

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.
OCT 7 8 54 AM '48
MAIL ROOM-2
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

MAY 25 RECD
#2482

FORM ACA-305
(8-26-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NR ☐ OTHER (Specify:)
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Grumman	G73		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC2973	J38	May 1948	783

ENGINE

MAKE	MODEL
Pratt & Whitney	Wasp S3H1

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
Thomas S. Lee Inc.	San Francisco, Calif.

ATTACHMENTS (Check which)
- ☐ ACA-319
- ☐ ACA-337
- ☐ ACA-805
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Marian Loughlin
OWNER OR (AUTHORIZED AGENT)

5/20
DATE

TITLE

FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT

(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- 783-2 AD Summary thru 49-19
(SPECIFY)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

(Check whether)
- ☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- ☒ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

☒ AIRWORTHY
☐ UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO.: Edwin Lovejoy DMIR 1009 — DATE: 5/20/49

CAA INSPECTOR'S SIGNATURE: Edwin W. Schwoebel — ☒ ACCEPTED ☐ REINSPECTED — DATE: 5/24/49

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

Read 6-7-49 NW

NW

21049

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10 - 21 - 86

MAY 31 10 56 AM '83
MAIL ROOM 3
WASHINGTON