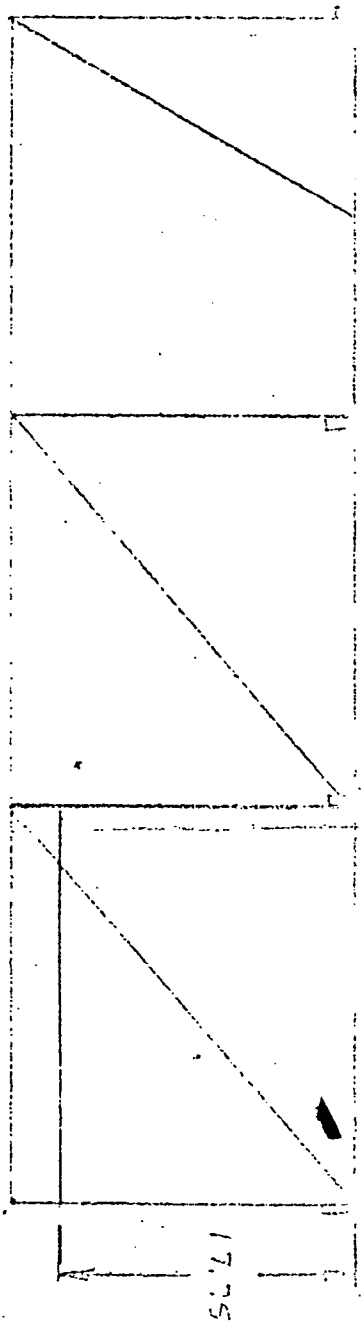
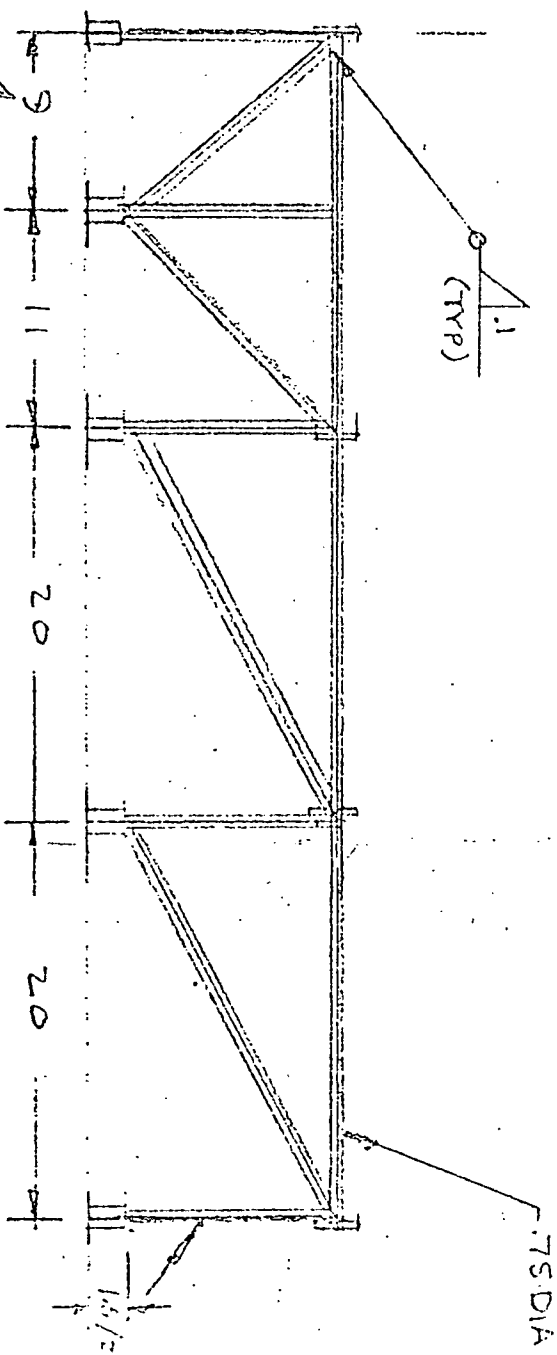




1.1
(TRP)

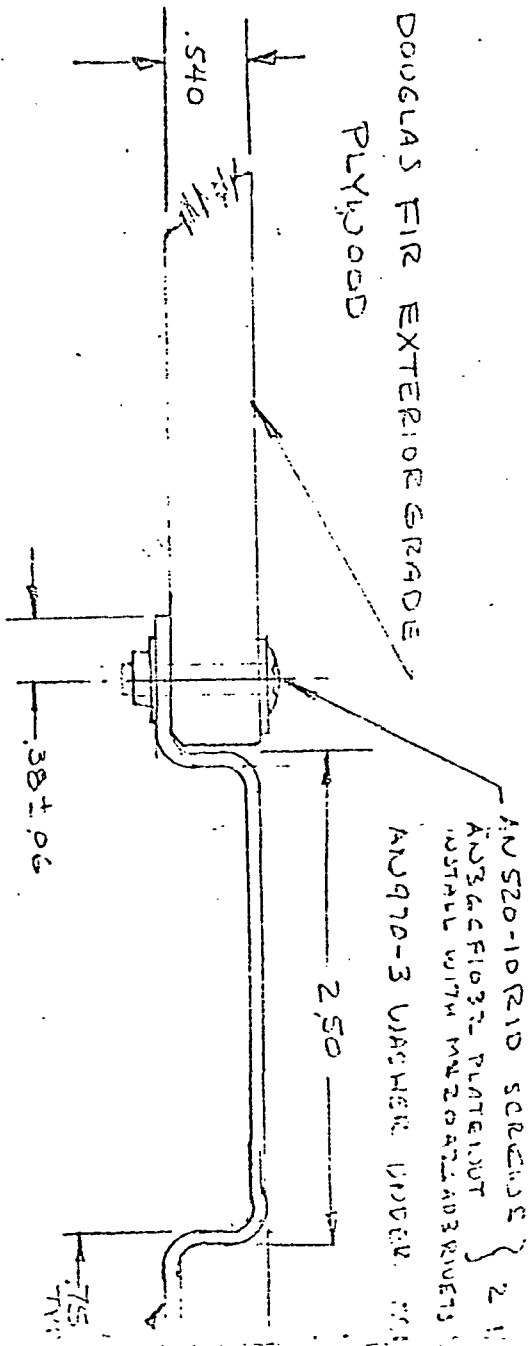


LOCATION FOR RHFW COUCH ONLY
L.H. AFT COUCH HAS 20 IN SPACING

3 PLACE COUCH

CODE REQUIRED FOR REF ONI
SEE DWG 621-1003

1/2 DOUGLAS FIR EXTERIOR GRADE
PLYWOOD

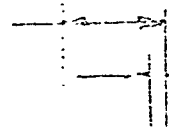


NOTE: ATTACH CHANNEL TO EXISTING
FLOOR STRUCTURE WITH

11/2" BETWEEN EACH FRAME STATION
EQUALLY SPACED

HEAD

11/2"



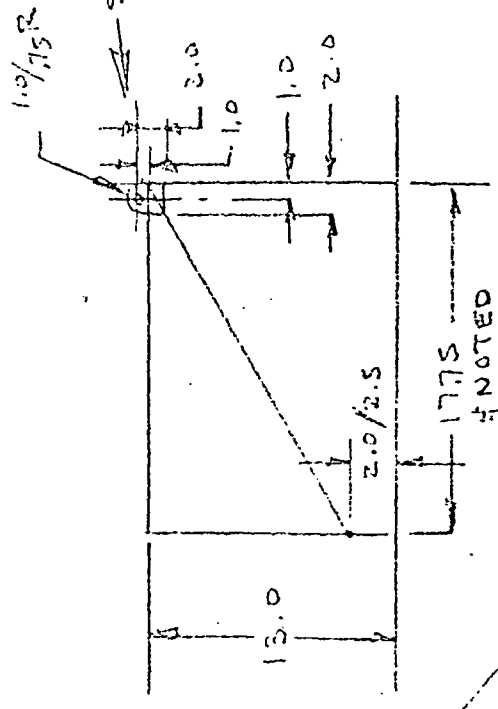
OC3 REF

OC3, 2024T4 ALUM AL. SHEET
QQ-A - 250/4 OR QQ-A-250/5

2024T4 ALUM. RIVETS

LH AFT COUCH ONLY

9 TUBE; ALL MEMBERS



SEAT BELT TIE .063 4130 STL SHEET
 DUE THICKNESS AT EACH END
 TWO THICKNESSES AT BOTH
 INTERMEDIATE TIES

THIS LEG ON L.H. COUCH 2.5 SHORT
 TO MATCH FLOOR CONTOUR
 AT AFT END OF CABIN

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

Form approved
 Budget Bureau No. 64-R
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 C-21A	MODEL C 21A
	SERIAL NO. B 60	NATIONALITY AND REGISTRATION MARK N 1762C
2. OWNER	NAME (As shown on registration certificate) Alaska Airlines Inc.	ADDRESS (As shown on registration certificate) Seattle Tacoma Airport Seattle, Wash

3. FOR FAA USE ONLY

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

6-13-69 *Richard M. Bopp* LCB GPO 4-1-68

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Carl Volair Inc. 2830 E. Wardlow Rd. Long Beach, Calif	B. KIND OF AGENCY	C. CERTIFICATE NO. 4869
	☐ U.S. CERTIFICATED MECHANIC	
	☐ 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 6-13-69	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard M. Bopp</i>
-----------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL	

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. Floor channels and seats installed in accordance with attached report.

☐ ADDITIONAL SHEETS ARE ATTACHED

2870 E WARDLOW RD
LONG BEACH CALIF 90804

10 JUNE 1969

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

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

NO OF PAGES 3

REF. DWGS: G21-1001, 2 SHTS

APPROVED: *Thomas L. Carr* DER LA-321
APPVD: *A. J. McLean* CAL-VOLAIR



10 JUNE 1967

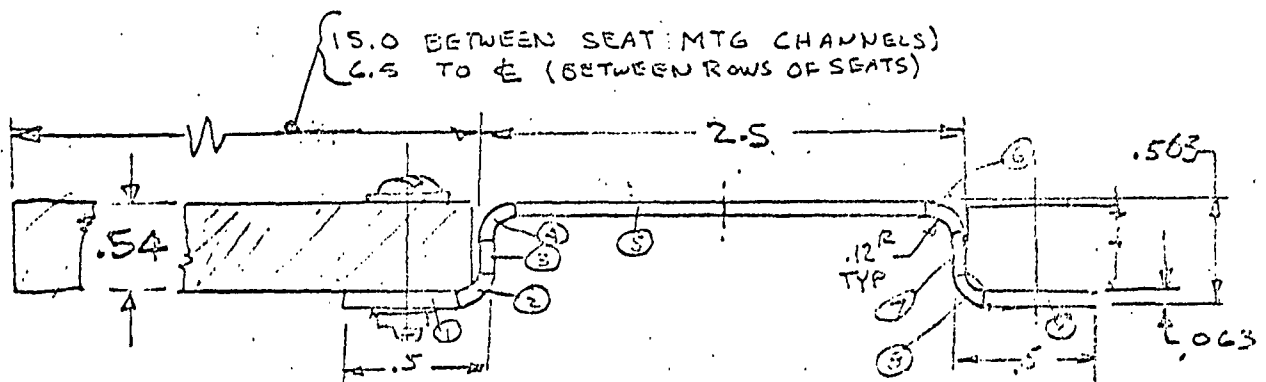
FLOOR BEAM ANALYSIS:

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

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

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

SECTION PROPERTIES: (REF DWG G21-1001 SHT1)



FOR CHANNEL ONLY: MATL = 2024-T3 ALUM,

		A	Y	AY	AY ²	I _o
.32x.063	1	.0202	.031	.00062	.000019	—
.123x.063	2	.0158	.086	.00136	.000117	.00004
.138x.063	3	.0118	.281	.00331	.000932	—
P	4	.0158	.398	.00630	.002510	.00004
L .063	5	.1338	.532	.07200	.038650	.00004
	6	.0158	.398	.00630	.002510	.00004
	7	.0118	.281	.00331	.000932	—
	8	.0158	.086	.00136	.000117	.00004
.32x.063	9	.0202	.031	.00062	.000019	—
Σ		.2610	<u>Ȳ = .368</u>	.09618	.045806	.00016
				31	.000163	
					.045969	
					.0359	
					<u>I_{NA} = .010566 IN⁴</u>	



THE ABOVE CHARTER TO HOLD IN FULL PAYMENT OF THE
FEE ATTACHED WITH THIS SUB GRANT - F3 4-12-50

THIS CHARTER IS VALID FOR THE PERIOD OF
THIRTY DAYS FROM THE DATE OF ISSUANCE
AND IS NOT VALID FOR THE PERIOD OF
THIRTY DAYS FROM THE DATE OF ISSUANCE

AND IS NOT VALID FOR THE PERIOD OF
THIRTY DAYS FROM THE DATE OF ISSUANCE

RECEIVED

DATE

RECEIVED

DATE

RECEIVED



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

$$388(2) = 776 \text{ #/channel}$$

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

(FROM FWD LOAD)

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



CARRIER

AIRCRAFT, INC.

LONG BEACH AIRPORT • PHONE 427-0760 • LONG BEACH, CALIFORNIA

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

December 1, 1971

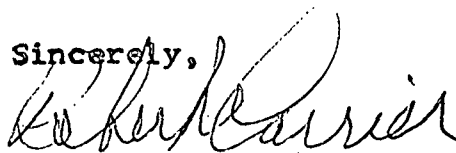
Antilles Air Boats
39 Strand St.,
Christiansted
St. Croix
U.S. Virgin Islands

Attention: Captian Gillies

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

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

Sincerely,



Robert Carrier

RC/ibp



CARRIER

AIRCRAFT, INC. LONG BEACH AIRPORT, DEPT. OF 100 • LONG BEACH, CALIFORNIA

MAILING LIST 1955
P.O. BOX 10
LONG BEACH, CALIFORNIA 90714

June 24, 1955

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

Authorization is hereby made for submission to use the technical standard order procedures.

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

The technical data required by the TSO and the quantity of articles are specified as follows.

The required quality control of the article is submitted under separate cover.

Authorization to use TSO identification on this article is requested.

Seat forward facing single - Model 101

CARRIER AIRCRAFT, INC.

William C. MacCell,
President

WCM:mme



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

15 SEP 1969

IN REPLY

REFER TO: WE-130/8150

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

Attention: Mr. William C. Waddell
President

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

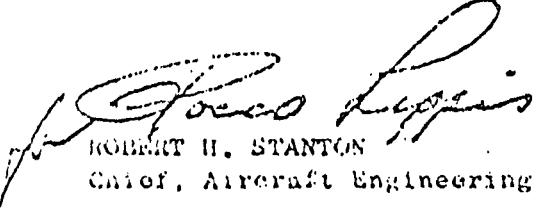
Gentlemen:

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

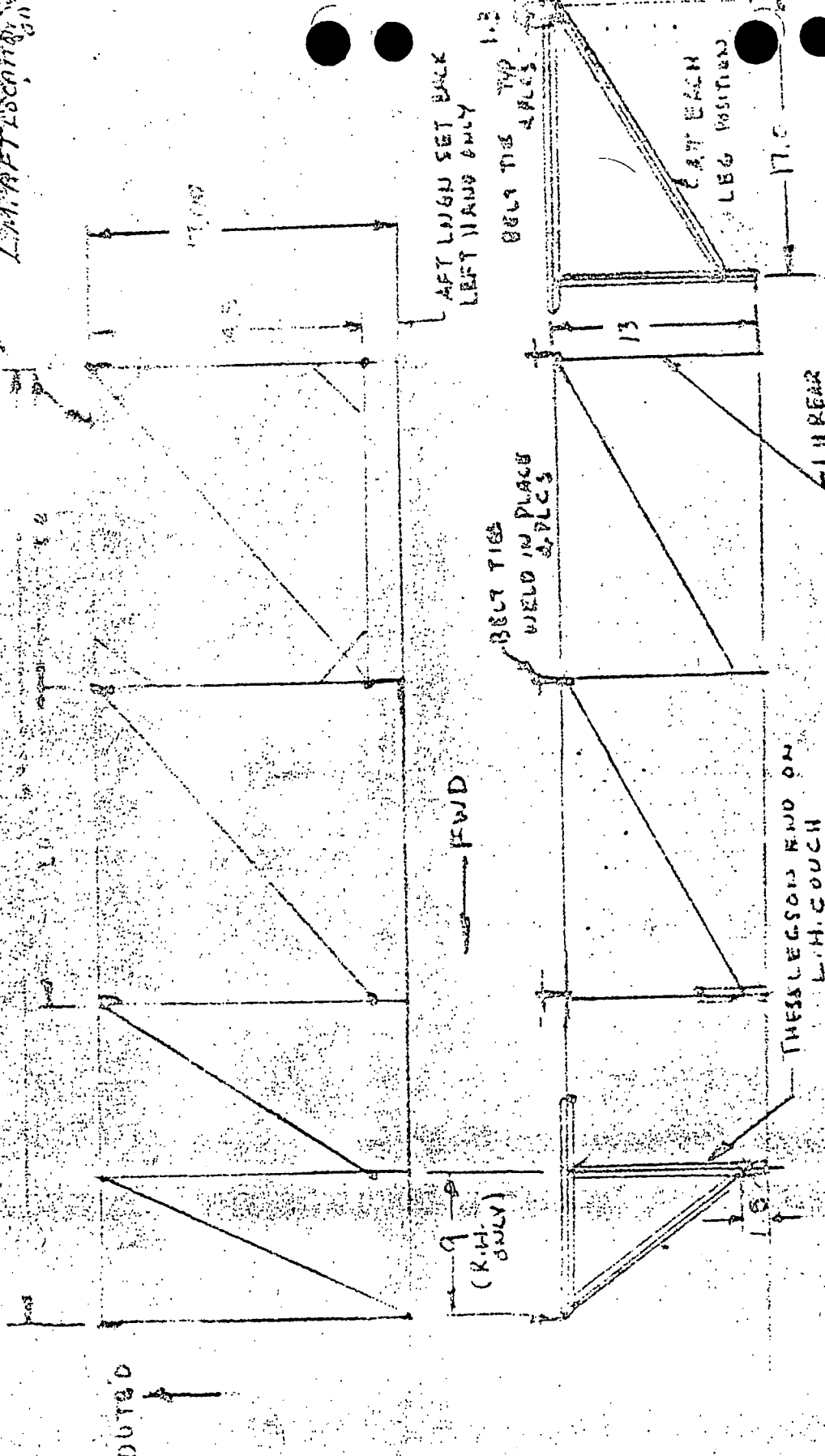
Effective this date, you are authorized to use the technical standard order procedures as prescribed by Part 37 of the Federal Aviation Regulations, and to identify the subject seats with the applicable TSO marking, as required by TSO-C39.

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

Sincerely,


ROBERT H. STANTON
Chief, Aircraft Engineering Division

3 X 3 X 1/8 STEEL - (H)
L.H. AFT-DESCENDING



LEG MAY BE TRIMMED
TO FIT FLOOR SLOPE

ALL TUBES 75 DIA X .049, 4130 STL TUBE

ALL WELDS PER PAR 43.13-1, -2

ALL CORNERS ROUNDED SMOOTH AFTER WELD

FOR COVER & DETAILING SPEC. SEE DWG 021-1002

-102-2 R.H. SHOWING
-102-3 L.H. NOTED

3 PLACE COUCH
CARBIDE AIRCRAFT CO
LONG BEACH, CALIF.

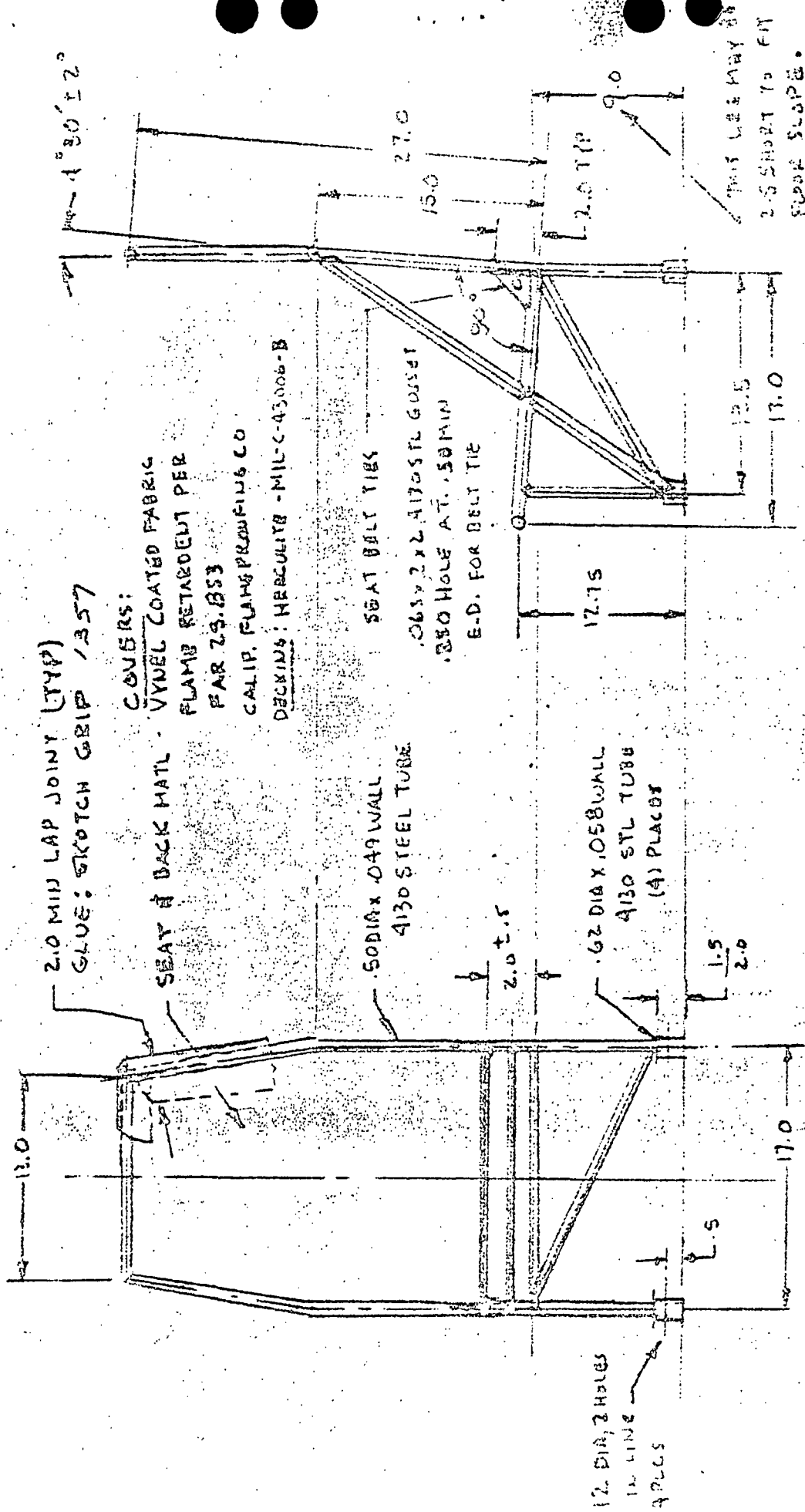
021-1003
SHEET 1



.....



176.96.10



SEATTLE 4.4.57 746
WJTB (Transmit 1140.)

2. INSTALL BELTS WITH :
 AN3-12A BOLT
 AN388102 NUT
 AN460-10 WASHER AS

2. ALL WELDED CONSTRUCTIONS
PER FAB-4313-1-2

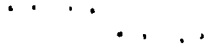
1. ALL CORNERS ROUNDED WITH
AF122 WELDING

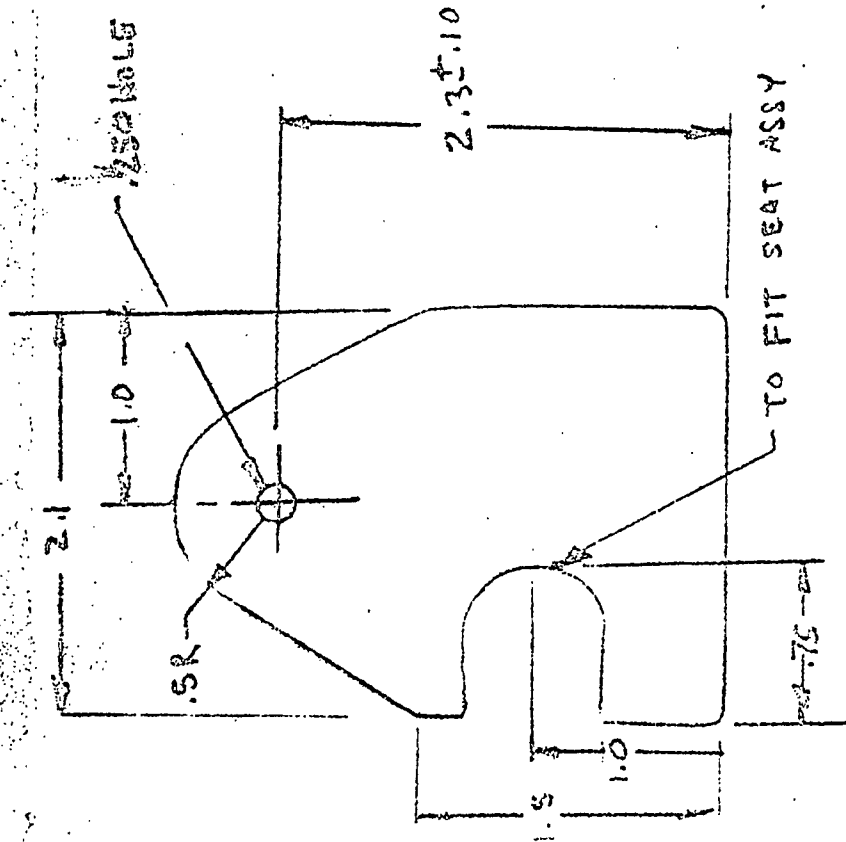
Notes:

U.S. DEPT. OF AGRICULTURE
BUREAU OF PLANT INDUSTRY

2001-123 4000

100





TAG ON EACH COUCH TO READ

CARRIER AIRCRAFT

102-2 (FOR RH COUCH)

MODEL NO: 102-3 (FOR LH COUCH)

SIDE FACING COUCH

DATE OF MFG

PER TSO C 39

DETAIL OF SEAT BELT TIE

.003, 4130 STL SHEET

NO. OF AS - TIES .063 (1) SHOT ONLY

CENTER TIES (2) SHOTS .063 WELDED TOGETHER

Q 310 100 3
200 4 8



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

Form Approved
Budget Bureau No. 01-16

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 G-21A	MODEL G 21A
	SERIAL NO. B 60	NATIONALITY AND REGISTRATION MARK N 4762C
2. OWNER	NAME (As shown on registration certificate) Alaska Airlines Inc.	ADDRESS (As shown on registration certificate) Seattle Tacoma Airport Seattle, Wash

3. FOR FAA USE ONLY

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

6-13-69 *W. Wardlow* LCB 6000 4-1-68

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Old Volair Inc. 2630 E. Wardlow Rd. Long Beach, Calif	☐ U.S. CERTIFICATED MECHANIC	4369
	☐ 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 6-13-69	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>W. Wardlow</i>
-----------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL	

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. Floor channels and seats installed in accordance with attached report.

10/10/10
10/10/10
10/10/10

10/10/10

10/10/10
10/10/10
10/10/10

10/10/10

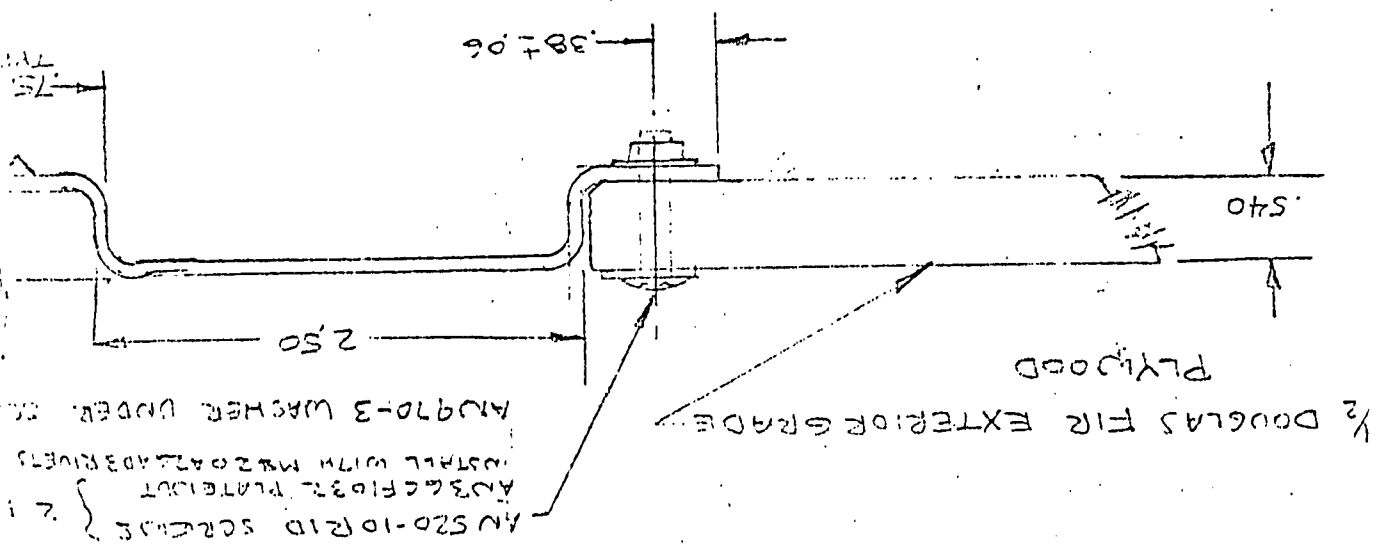
10/10/10
10/10/10

10/10/10

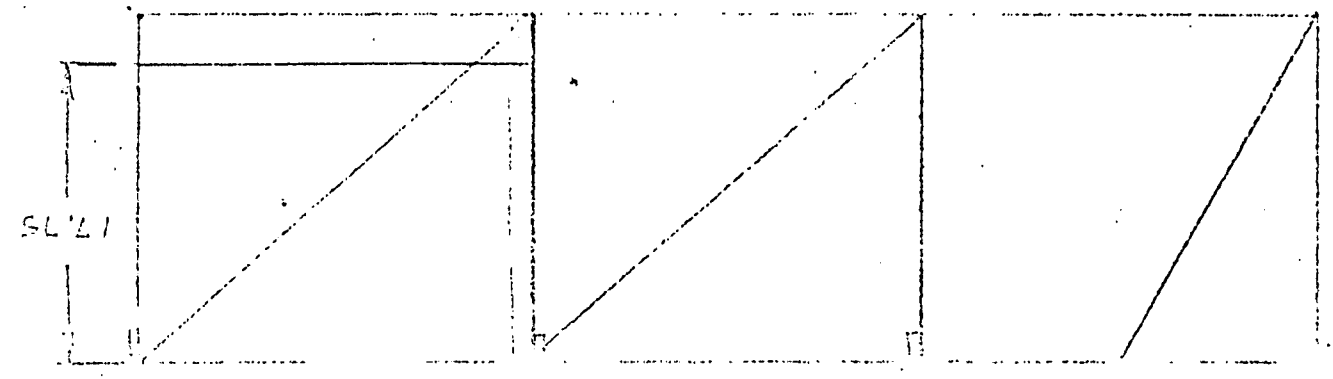
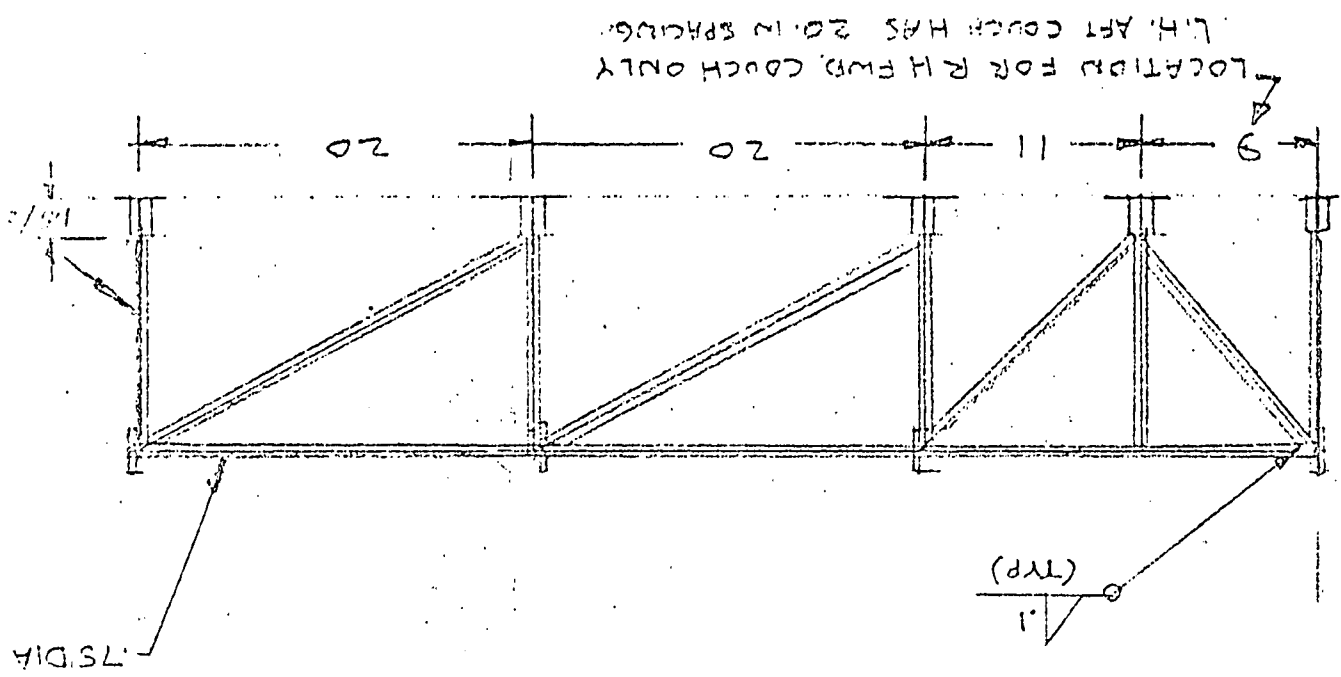
10/10/10

☐ ADDITIONAL SHEETS ARE ATTACHED

NOTE: ATTACH CHANNEL TO EX
FLOOR STRUCTURE WITH



3 PLACE COUCH
COUCH SHOWN FOR REF ONLY
SEE DWG 621-1003



L.M. AFTERLOCATING

AFT LONG SET BACK LEFT HAND ONLY

BEET THE TOP 4 PLES

BEET TIES WELD IN PLACE 4 PLES

FWD

9 (K.H. ONLY)

13

BEET EACH LEG POSITION

9
(K.H. ONLY)

1. 3. 5. 7. 9. 11. 13. 15. 17. 19. 21. 23. 25. 27. 29. 31. 33. 35. 37. 39. 41. 43. 45. 47. 49. 51. 53. 55. 57. 59. 61. 63. 65. 67. 69. 71. 73. 75. 77. 79. 81. 83. 85. 87. 89. 91. 93. 95. 97. 99. 101. 103. 105. 107. 109. 111. 113. 115. 117. 119. 121. 123. 125. 127. 129. 131. 133. 135. 137. 139. 141. 143. 145. 147. 149. 151. 153. 155. 157. 159. 161. 163. 165. 167. 169. 171. 173. 175. 177. 179. 181. 183. 185. 187. 189. 191. 193. 195. 197. 199. 201. 203. 205. 207. 209. 211. 213. 215. 217. 219. 221. 223. 225. 227. 229. 231. 233. 235. 237. 239. 241. 243. 245. 247. 249. 251. 253. 255. 257. 259. 261. 263. 265. 267. 269. 271. 273. 275. 277. 279. 281. 283. 285. 287. 289. 291. 293. 295. 297. 299. 301. 303. 305. 307. 309. 311. 313. 315. 317. 319. 321. 323. 325. 327. 329. 331. 333. 335. 337. 339. 341. 343. 345. 347. 349. 351. 353. 355. 357. 359. 361. 363. 365. 367. 369. 371. 373. 375. 377. 379. 381. 383. 385. 387. 389. 391. 393. 395. 397. 399. 401. 403. 405. 407. 409. 411. 413. 415. 417. 419. 421. 423. 425. 427. 429. 431. 433. 435. 437. 439. 441. 443. 445. 447. 449. 451. 453. 455. 457. 459. 461. 463. 465. 467. 469. 471. 473. 475. 477. 479. 481. 483. 485. 487. 489. 491. 493. 495. 497. 499. 501. 503. 505. 507. 509. 511. 513. 515. 517. 519. 521. 523. 525. 527. 529. 531. 533. 535. 537. 539. 541. 543. 545. 547. 549. 551. 553. 555. 557. 559. 561. 563. 565. 567. 569. 571. 573. 575. 577. 579. 581. 583. 585. 587. 589. 591. 593. 595. 597. 599. 601. 603. 605. 607. 609. 611. 613. 615. 617. 619. 621. 623. 625. 627. 629. 631. 633. 635. 637. 639. 641. 643. 645. 647. 649. 651. 653. 655. 657. 659. 661. 663. 665. 667. 669. 671. 673. 675. 677. 679. 681. 683. 685. 687. 689. 691. 693. 695. 697. 699. 701. 703. 705. 707. 709. 711. 713. 715. 717. 719. 721. 723. 725. 727. 729. 731. 733. 735. 737. 739. 741. 743. 745. 747. 749. 751. 753. 755. 757. 759. 761. 763. 765. 767. 769. 771. 773. 775. 777. 779. 781. 783. 785. 787. 789. 791. 793. 795. 797. 799. 801. 803. 805. 807. 809. 811. 813. 815. 817. 819. 821. 823. 825. 827. 829. 831. 833. 835. 837. 839. 841. 843. 845. 847. 849. 851. 853. 855. 857. 859. 861. 863. 865. 867. 869. 871. 873. 875. 877. 879. 881. 883. 885. 887. 889. 891. 893. 895. 897. 899. 901. 903. 905. 907. 909. 911. 913. 915. 917. 919. 921. 923. 925. 927. 929. 931. 933. 935. 937. 939. 941. 943. 945. 947. 949. 951. 953. 955. 957. 959. 961. 963. 965. 967. 969. 971. 973. 975. 977. 979. 981. 983. 985. 987. 989. 991. 993. 995. 997. 999. 1001. 1003. 1005. 1007. 1009. 1011. 1013. 1015. 1017. 1019. 1021. 1023. 1025. 1027. 1029. 1031. 1033. 1035. 1037. 1039. 1041. 1043. 1045. 1047. 1049. 1051. 1053. 1055. 1057. 1059. 1061. 1063. 1065. 1067. 1069. 1071. 1073. 1075. 1077. 1079. 1081. 1083. 1085. 1087. 1089. 1091. 1093. 1095. 1097. 1099. 1101. 1103. 1105. 1107. 1109. 1111. 1113. 1115. 1117. 1119. 1121. 1123. 1125. 1127. 1129. 1131. 1133. 1135. 1137. 1139. 1141. 1143. 1145. 1147. 1149. 1151. 1153. 1155. 1157. 1159. 1161. 1163. 1165. 1167. 1169. 1171. 1173. 1175. 1177. 1179. 1181. 1183. 1185. 1187. 1189. 1191. 1193. 1195. 1197. 1199. 1201. 1203. 1205. 1207. 1209. 1211. 1213. 1215. 1217. 1219. 1221. 1223. 1225. 1227. 1229. 1231. 1233. 1235. 1237. 1239. 1241. 1243. 1245. 1247. 1249. 1251. 1253. 1255. 1257. 1259. 1261. 1263. 1265. 1267. 1269. 1271. 1273. 1275. 1277. 1279. 1281. 1283. 1285. 1287. 1289. 1291. 1293. 1295. 1297. 1299. 1301. 1303. 1305. 1307. 1309. 1311. 1313. 1315. 1317. 1319. 1321. 1323. 1325. 1327. 1329. 1331. 1333. 1335. 1337. 1339. 1341. 1343. 1345. 1347. 1349. 1351. 1353. 1355. 1357. 1359. 1361. 1363. 1365. 1367. 1369. 1371. 1373. 1375. 1377. 1379. 1381. 1383. 1385. 1387. 1389. 1391. 1393. 1395. 1397. 1399. 1401. 1403. 1405. 1407. 1409. 1411. 1413. 1415. 1417. 1419. 1421. 1423. 1425. 1427. 1429. 1431. 1433. 1435. 1437. 1439. 1441. 1443. 1445. 1447. 1449. 1451. 1453. 1455. 1457. 1459. 1461. 1463. 1465. 1467. 1469. 1471. 1473. 1475. 1477. 1479. 1481. 1483. 1485. 1487. 1489. 1491. 1493. 1495. 1497. 1499. 1501. 1503. 1505. 1507. 1509. 1511. 1513. 1515. 1517. 1519. 1521. 1523. 1525. 1527. 1529. 1531. 1533. 1535. 1537. 1539. 1541. 1543. 1545. 1547. 15

886-745 442

1967-68
1968-69

1120021417
20 044 1105737183411

225

1911-1912

ALL TUBES .75 DIA X .049, 4130 STL TUBES

ALL WELD: PER PAK 43.13-1, 2

ALL CORNERS ROUNDED SMOOTH AFTER WELD

2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808 2809 2810 2811 2812 2813 2814 2815 2816 2817 2818 2819 2820 2821

LEL MAY BE TRIMMED
TO FIT FLOOR, STOPPED

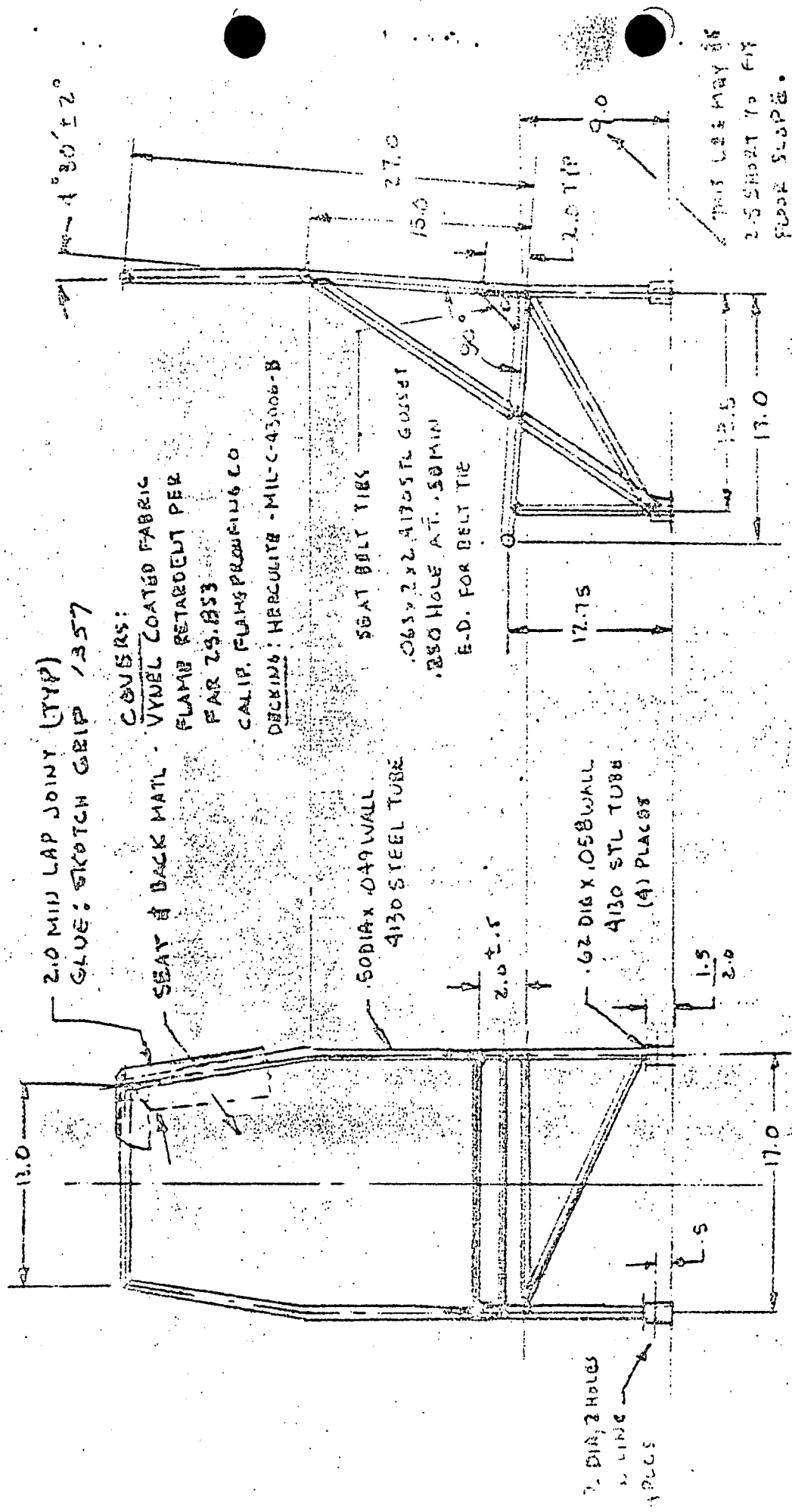
2-201- Ri Shown
3-201- Ri Noted

3. Leafy Cudweed

[illegible]

62-103

175' 10" TOL



SEAT TO HAVE TAG WITH FOLLOWING INFO:

COSMOS AIRCRAFT CO.
MODEL NO 101-1
THE FACING SEAT
WEIGH APPROX
150 G-089

3. INSTALL BELTS WITH:
AN3-17A BOLT
AN3316L NUT
AN460-10 WASHER AS REQD

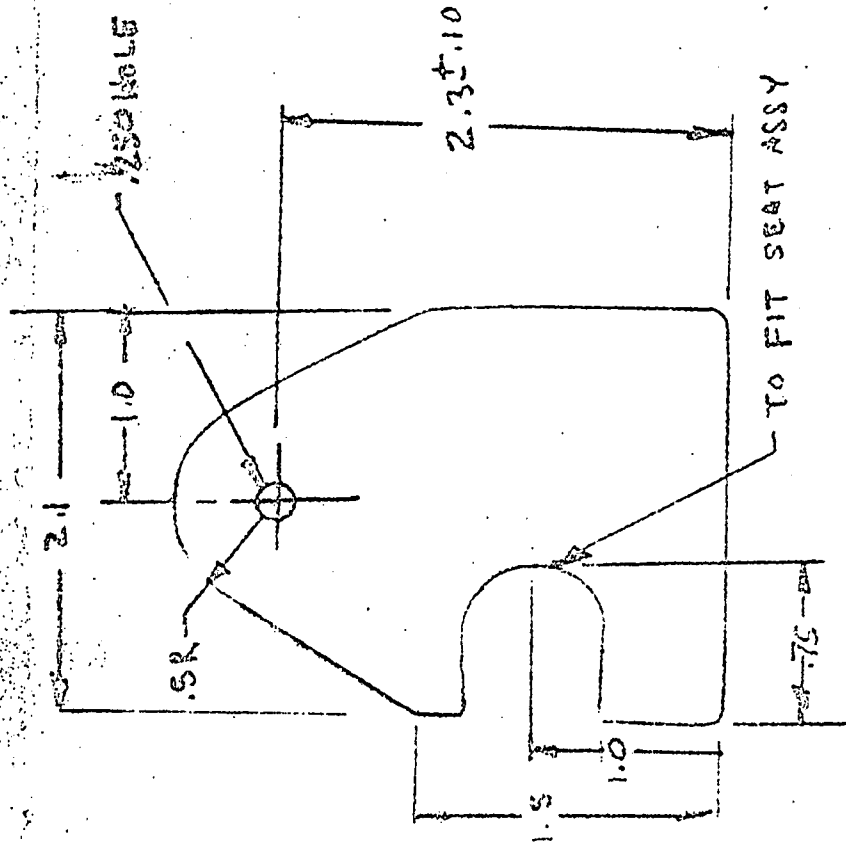
2. ALL WELDED CONSTRUCTION PER FAB 4312-1-2
1. ALL CORNERS ROUNDED SMOOTH AFTER WELDING

NOTES:

CARRIED ALL LEAF CO.
LOANS BEACH AIRPORT 13.0000 90000

Dwg 621-1002

SEAT 1



TAG ON EACH COUCH TO READ

CARRIER AIRCRAFT

102-2 (FOR RH COUCH)

MODEL NV: 102-3 (FOR LH COUCH)

SIDE FACING COUCH

DATE OF MFG

PER TSO C 39

DETAIL OF SEAT BELT TIE

.063 .4130 STL SHEET

END OF 45° TIES .063 (1) SHOT ONLY

CENTER TIES (2) SHOTS .063 WELDED TOGETHER

Q 21-10-1
20078

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

INSTRUCTIONS

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

1. TYPE OF APPLICATION (Check which)

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

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

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

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

3. AIRCRAFT IDENTIFICATION (Complete all items)

| | | |
|-----------------------------------|------------------------------|--------------------------------|
| a. AIRCRAFT MAKE
GRUMMAN | b. AIRCRAFT MODEL
G-21A | c. AIRCRAFT SERIAL NO.
B-60 |
| d. ENGINE MAKE
PRATT & WHITNEY | e. ENGINE MODEL
R-985-AN4 | |

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

| | | |
|---|--|--|
| a. REGISTERED OWNER'S FULL NAME
Alaska Coastal- Ellis Airlines | b. PERMANENT MAILING ADDRESS
2 Marine Way
Juneau, Alaska | c. AIRCRAFT NATIONALITY
AND REGISTRATION MARK
N- 4762C |
|---|--|--|

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

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

- a. ☐ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE _____
b. ☒ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON 9/18/62
(DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)

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


(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

10/11/62
(DATE)

V. Pres.-Adm. & Finance
(TITLE)

17 FEB 04 1963



| | | | |
|--|---------------------------------|------------------|--|
| ☐ ATTACHMENT
AVIATION SAFETY AGENT'S SIGNATURE
<i>Stanley O. Jensen</i> | CAA DESIGNATION NO.
AF 550-3 | DATE
10/15/62 | ☐ SPOT CHECKED
☐ REINSPECTED
☐ ACCEPTED |
| DESIGNEE'S SIGNATURE | DESIGNATION NO. | DATE | |

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

6. CAA REPRESENTATIVE CERTIFICATION

☐ AIRWORTHY
☐ UNAIRWORTHY
 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:

5. CAA APPROVED REPAIR STATION CERTIFICATION

BY V. M. DENISON (NAME OF ISSUING REPRESENTATIVE)
 (DATE) 12-29-58 (DESIGNATION NO.) 5-732
☒ PREVIOUS FORM ACA-1362 WAS ISSUED
☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362 ISSUED TO EXPIRE **
☐ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
☒ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED TO EXPIRE **
 *Available in aircraft in compliance with CAM 43.10.
 **When not maintained and operated in accordance with Operating Certificates Nos. AL-501 & 501F.

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

☐ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER
☐ BY MECHANIC, CERTIFICATE NO. _____
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☐ BY AIRCRAFT MANUFACTURER
 a. LAST AIRWORTHINESS INSPECTION CONDUCTED (DATE) _____
 Inspection under continuous maintenance system in accordance with Operating Certificate Nos. AL-501 & 501F.

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

| | |
|------------------|-------------------|
| SERIAL NO. 17217 | SERIAL NO. 5285.6 |
| SERIAL NO. 24216 | SERIAL NO. 7018.4 |
| SERIAL NO. _____ | SERIAL NO. _____ |
| SERIAL NO. _____ | SERIAL NO. _____ |

d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
 c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 6804.9 HOURS
 b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
 a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT SPECIFICATION NO. _____
 b. ☒ AIRCRAFT LISTING PAGE NO. 98
 c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1962 THROUGH CARD NO. 62-22
 d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

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)

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

AIRCRAFT INSPECTION REPORT

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

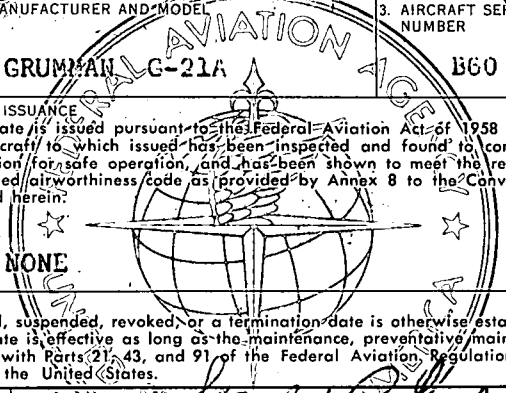
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|---|--|--|--|
| 1. NATIONALITY AND
REGISTRATION MARKS

N4762C | 2. MANUFACTURER AND MODEL

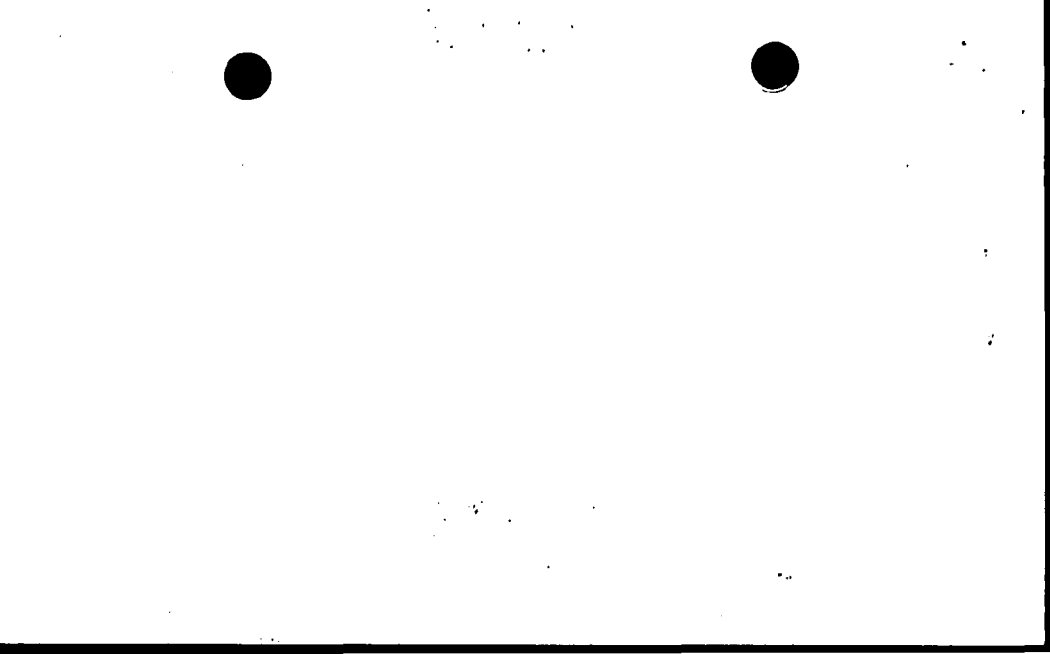
GRUMMAN G-21A | 3. AIRCRAFT SERIAL
NUMBER

B60 | 4. CATEGORY

NORMAL |
| 5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:
<div style="text-align: center;">  <p>NONE</p> </div> | | | |
| 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
11-19-65
EXCHANGE | FAA REPRESENTATIVE
<i>Stanley R. Ferber</i>
STANLEY R. FERBER | | DESIGNATION NUMBER

AL-FSDC-3 |

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.



UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY

CERTIFICATE OF AIRWORTHINESS

| | | |
|--|-------------------------------|------------------------------|
| 1. NATIONALITY AND
REGISTRATION MARKS | 2. MAKE AND MODEL OF AIRCRAFT | 3. AIRCRAFT SERIAL
NUMBER |
| N- 4762C | GRUMMAN G-21A | B-60 |

4. CATEGORIES

STANDARD

5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944, and the Federal Aviation Act of 1958, in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent Airplane Flight Manual.

10/15/62

DATE OF ISSUE


Stanley R. Ferber

FAA REPRESENTATIVE

AL-3

DESIGNATION NO.

6. This aircraft is being maintained under a continuous inspection system in accordance with the terms of Operating Certificate No. AL-501



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SJU FSDO

7-5-61

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

| | | |
|-------------|--|--|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21A |
| | SERIAL NO.
B60 | NATIONALITY AND REGISTRATION MARK
N4762C |
| 2. OWNER | NAME (As shown on registration certificate)
Antilles Air Boats | ADDRESS (As shown on registration certificate)
Seaplane Ramp, Veterans Drive
St. Thomas, U.S. Virgin Islands |

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

| | | |
|---|--|-----------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| Dale E. Bartholomew
% Antilles Air Boats
St. Thomas, U.S. Virgin Islands | ☒ U.S. CERTIFICATED MECHANIC | A&P1814610 |
| | ☐ 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
26 April, 1973 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Dale E. Bartholomew</i> |
|-------------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ 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
04/26/73 | | CERTIFICATE OR DESIGNATION NO.
IA1496292 | | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>W.J. Everett</i> | |

ADDITIONAL SHEETS ARE ATTACHED

ASO-FSDO-61/SJU
Rcvd 5/1/73
Chief
242 262
245 264
246 265
247 266
250 267
240a 260a
250a 200a

NOTHING FOLLOWS.

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

- A. One hole made on each side of the hull between hull stations nine and ten, 16.5 inches above the chine, 14.5 inches forward of each main gear wheel well. All corners 5/16" radius.
- B. One doubler of 2024T3 X.050 X 10 3/4 " X 9 3/4 " riveted on the inside of the hole to restore skin strength at the location of the access hole. Double row of rivets used with 1" spacing as in skin joints of airframe.
- C. A hole of 5 1/4" vertical dimension and 6.5" longitudinal dimension has been cut in the doubler and provides actual inspection facilities as mentioned above.
- D. # 8 X 32 Gang-nut channel with 3/4" spacing provides the attachment of water heat cover constructed in the same manner as water tight doors on floats and large water tight door on wheel well on R/H side of hull. Cover installed on Sealant surface and torqued in same manner as wheel well inspection door.
- E. All work done in accordance with Grumman Structure and Repair Manual Nav. Aer. 01-85V-3, Page 196, Figure 110 and AC 43-13-1, Chapter 2, Section 3, Paragraph 60-68. AC-43-13-2, Chapter 1, Paragraphs 4 thru 8.

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

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

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.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

| | | |
|-------------|--|---|
| 1. AIRCRAFT | MAKE
Grumman | MODEL
G 21A |
| | SERIAL NO.
B-60 | NATIONALITY AND REGISTRATION MARK
NH762C USA |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS | ADDRESS (As shown on registration certificate)
ST THOMAS, U.S. VIRGIN ISLANDS |

3. FOR FAA USE ONLY

| | | |
|------------------------|--------------------------------|------------|
| 4. UNIT IDENTIFICATION | 5. TYPE | |
| | REPAIR | ALTERATION |
| UNIT | MAKE | MODEL |
| Chief | 240 | 240a |
| Rcvr | 242 | 242a |
| 243 | 243 | 243a |
| 244 | 244 | 244a |
| 245 | 245 | 245a |
| 246 | 246 | 246a |
| 247 | 247 | 247a |
| 248 | 248 | 248a |
| 249 | 249 | 249a |
| 250 | 250 | 250a |
| 250a | 250a | 250a |
| 200a | 200a | 200a |
| AIRFRAME | (As described in item 1 above) | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 |
| PROPELLER | | |
| APPLIANCE | TYPE | |
| | MANUFACTURER | |

6. CONFORMITY STATEMENT

| | | |
|--|---|------------------------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| ENGINE SUPPORT, INC.
SEBRING AIR TERMINAL
P.O. BOX 631
SEBRING, FLORIDA | U.S. CERTIFICATED MECHANIC | 3610
POWER PLANT
CLASS 1 & 2 |
| | FOREIGN CERTIFICATED MECHANIC | |
| | ☒ 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 |
| May 29, 1972 | Burt M. Peterson <i>Burt M. Peterson</i> |

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ 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
May 29, 1972 | | CERTIFICATE OR DESIGNATION NO.
3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL
Burt m. Peterson <i>Burt M. Peterson</i> | |

NOTICE

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

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

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

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

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Budget Control Number
FOR FAA USE
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
<i>GRUMMAN</i> | MODEL
<i>G-21A</i> |
| | SERIAL NO.
<i>B-60</i> | NATIONALITY AND REGISTRATION MARK
<i>N-4762C</i> |
| 2. OWNER | NAME (As shown on registration certificate)
<i>ANTILLES AIR BOATS, INC.</i> | ADDRESS (As shown on registration certificate)
<i>SEAPLANE RAMP, VETERANS DRIVE
ST. THOMAS, U.S. VIRGIN ISLANDS</i> |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

| | | |
|---|--|------------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| <i>Dale Bartholemew
c/o Antilles Air Boats, Inc.
St. Thomas, U.S.V.I.</i> | ☒ U.S. CERTIFICATED MECHANIC | <i>1814610 A&P</i> |
| | ☐ FOREIGN CERTIFICATED MECHANIC | |
| | ☐ CERTIFICATED REPAIR STATION | |
| | ☐ MANUFACTURER | |

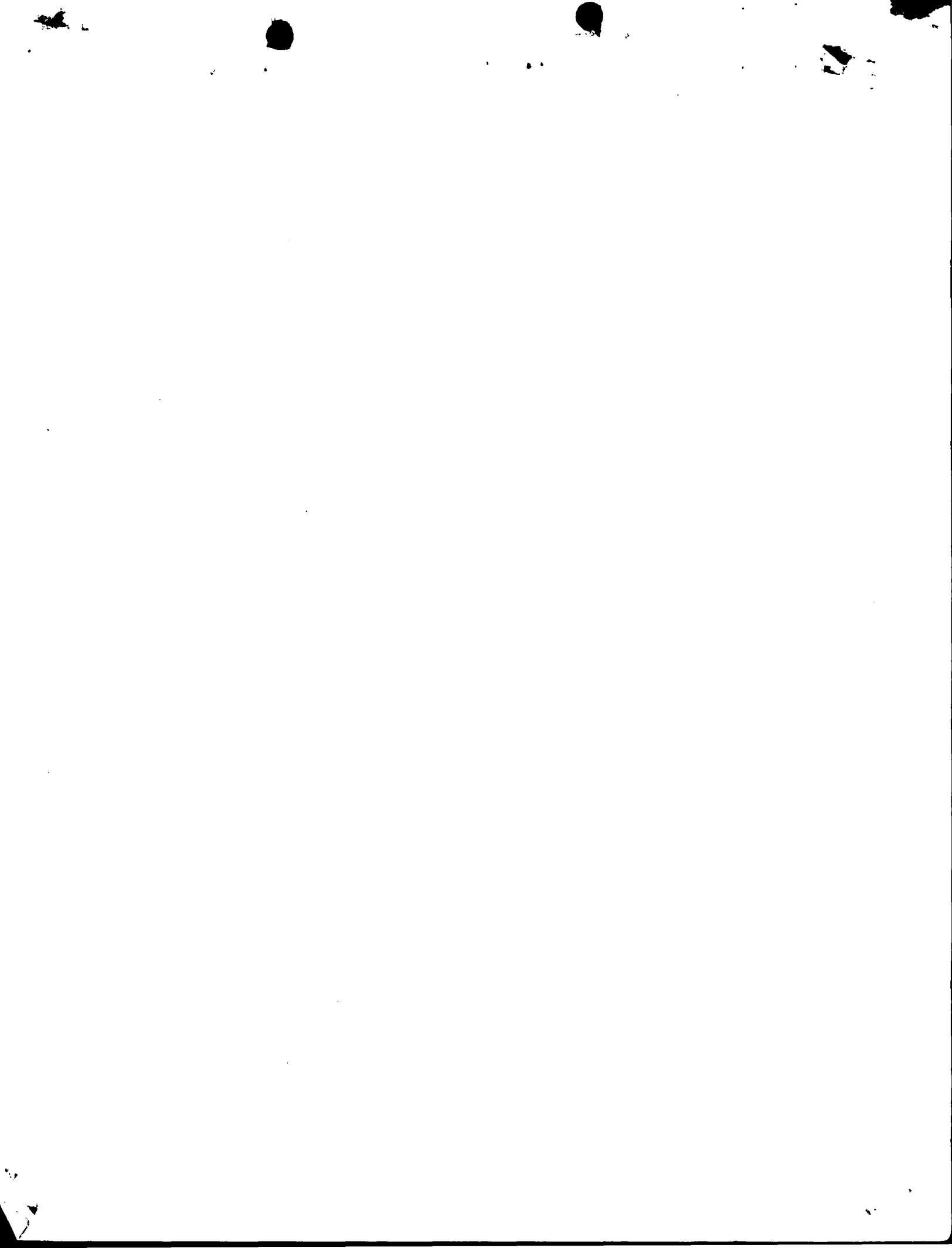
I, *Dale Bartholemew*, certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished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

| | |
|------------------------|---|
| DATE
<i>5/30/72</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Dale Bartholemew</i> |
|------------------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|---|------------------------------|--|---|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | X | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION
<i>5/30/72</i> | | CERTIFICATE OR DESIGNATION NO.
<i>1428780</i> | | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Mark V. [Signature]</i> | |



NOTICE

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

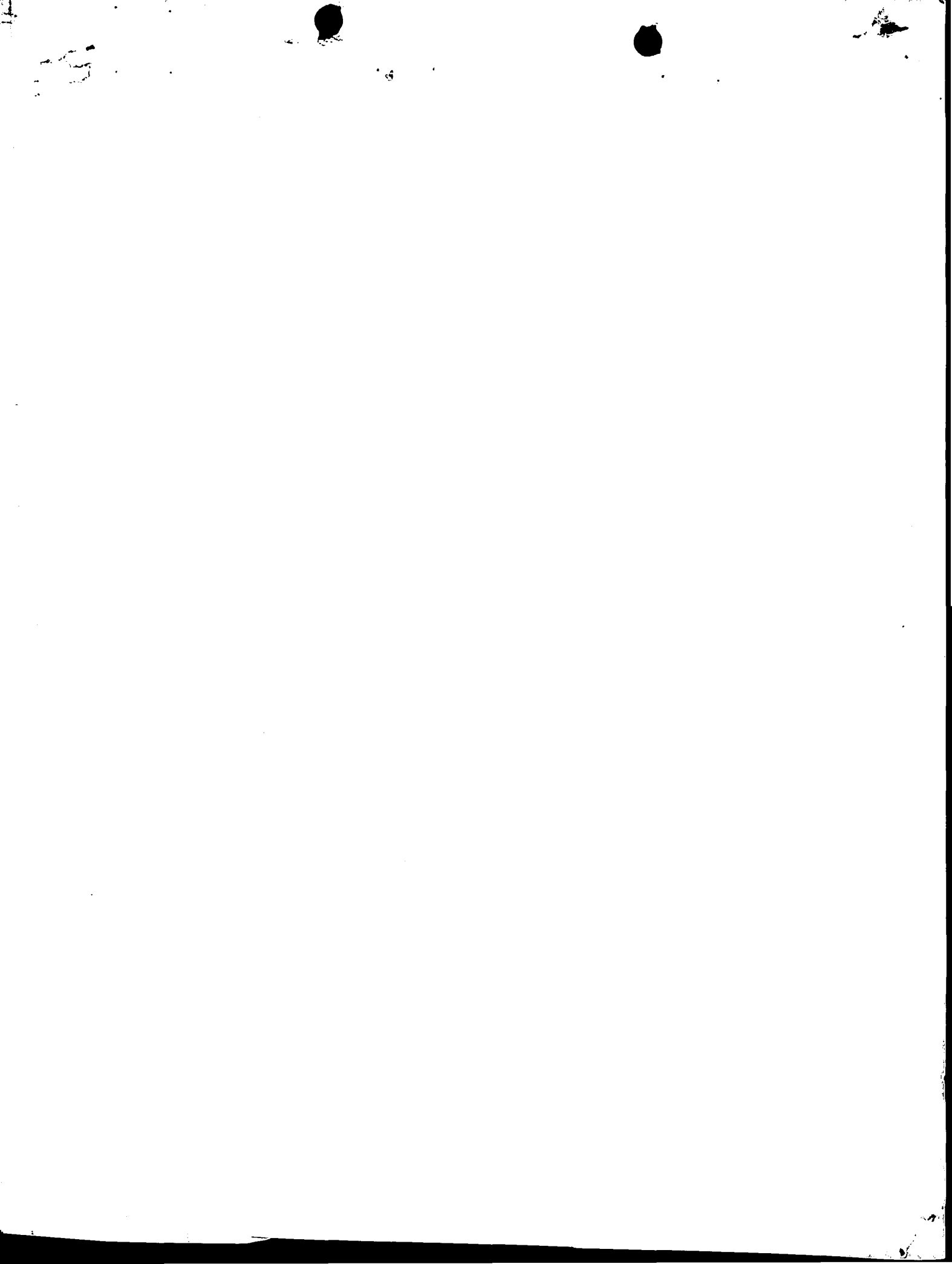
9. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Aileron serial #006 recovered with Grade A fabric. All work performed in accordance with AC-43-13-1, Chapter 3, fabric covering section 1 and section 2.

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

SO-FSDG-51/3JU

| | |
|-------|-------------|
| Rcvd | 6/6/72 |
| Chief | [Signature] |
| 240 | 260 |
| 242 | 262 |
| 243 | 263 |
| 244 | 264 |
| 245 | 265 |
| 246 | 266 |
| 247 | 267 |
| 248 | 268 |
| 249 | 269 |
| 240a | 260a |
| 250 | |
| 250a | |
| 200a | |



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

Form approved
 Budget Bureau No. 04-10

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 C-21A | MODEL
C 21A |
| | SERIAL NO.
B 60 | NATIONALITY AND REGISTRATION MARK
N 17620 |
| 2. OWNER | NAME (As shown on registration certificate)
Alaska Airlines Inc. | ADDRESS (As shown on registration certificate)
Seattle Tacoma Airport
Seattle, Wash |

3. FOR FAA USE ONLY

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

6-13-69 *[Signature]* LCB 6020 4-1-05

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

| | | |
|--|---|--------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| Carl Volair Inc.
2830 E. Wardlow Rd.
Long Beach, Calif | ☐ U.S. CERTIFICATED MECHANIC | 4869 |
| | ☐ FOREIGN CERTIFICATED MECHANIC | |
| | ☒ CERTIFICATED REPAIR STATION | |
| | ☐ MANUFACTURER | |

I, 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
6-13-69 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>[Signature]</i> |
|-----------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|-------------------------------|------------------------------|--------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | |

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. Floor channels and seats installed in accordance with attached report.

1. 100% of the total population
 2. 100% of the total population
 3. 100% of the total population

yes

100-443887-100

[illegible]

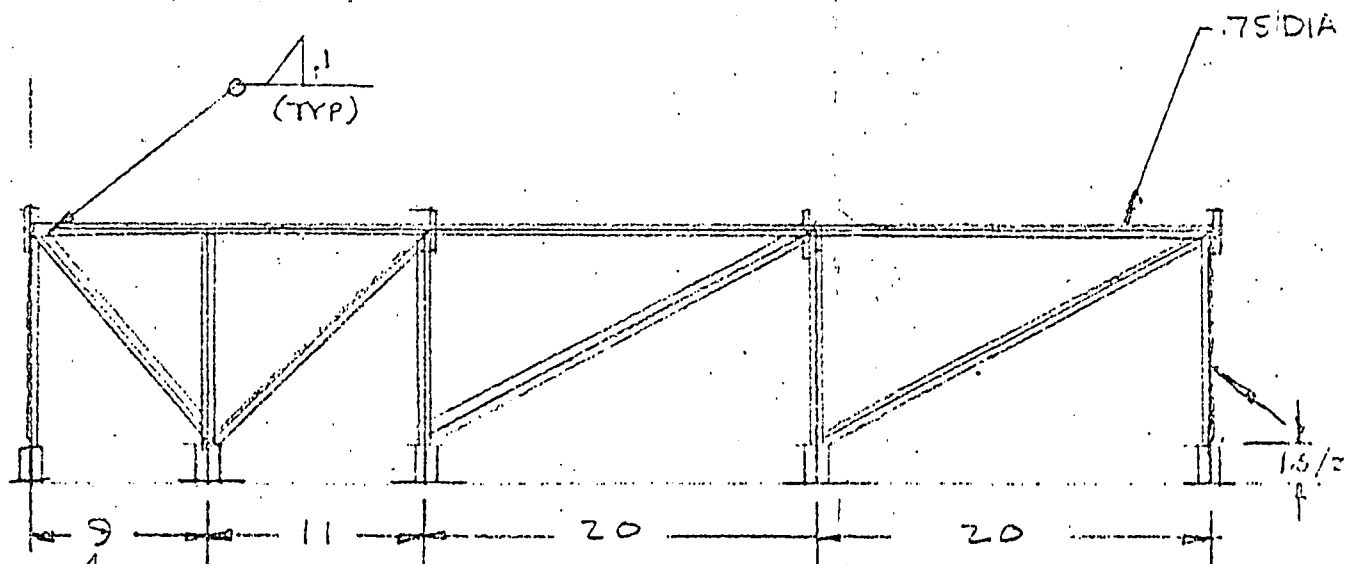
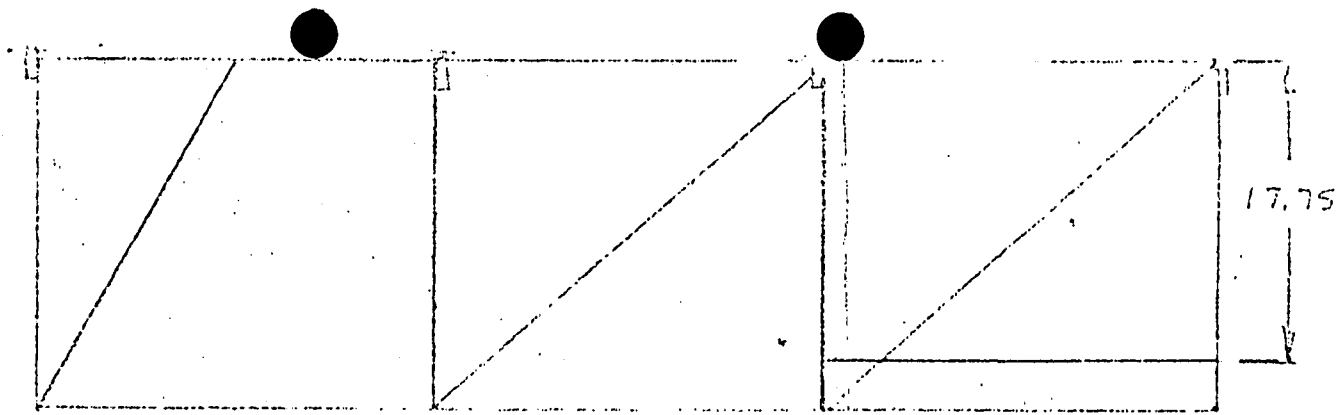
3. 10

1. 1992年12月1日以前，
 2. 1992年12月1日以后

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

U. S. A.

☐ ADDITIONAL SHEETS ARE ATTACHED

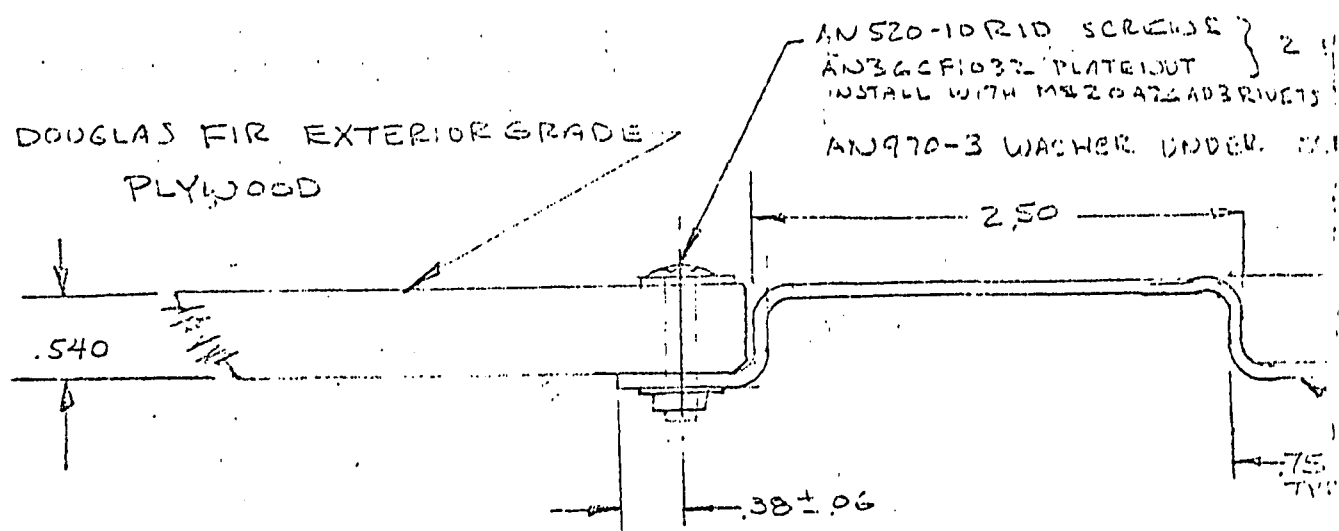


LOCATION FOR RH FWD. COUCH ONLY
L.H. AFT COUCH HAS 20. IN SPACING.

3 PLACE COUCH

COUCH SHOWN FOR REF ONLY
SEE DWG 621-1003

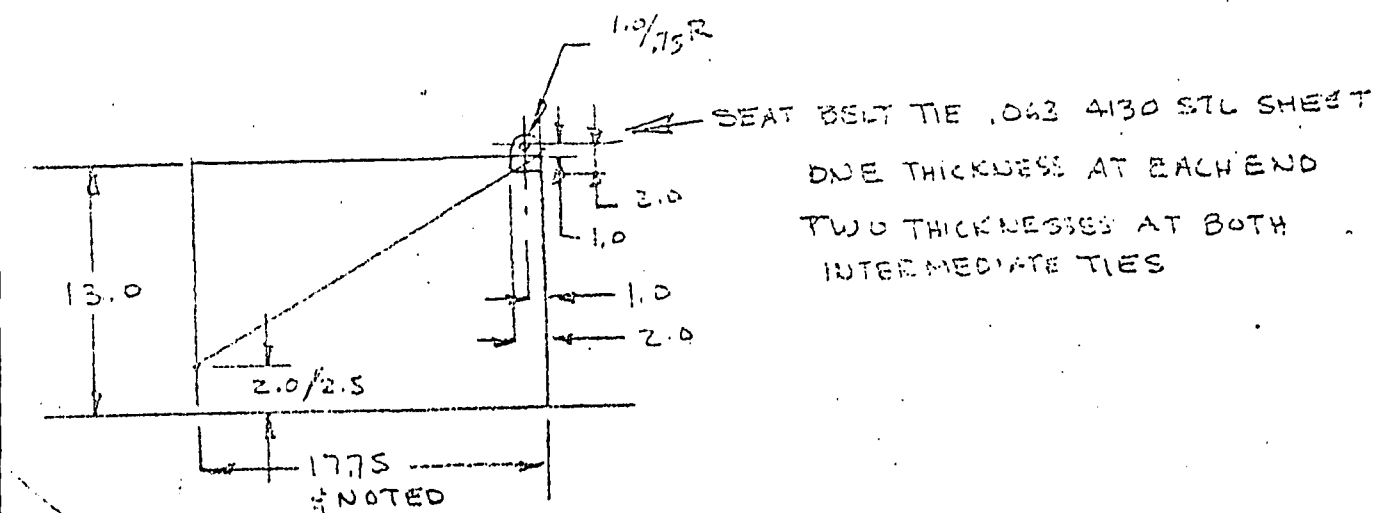
$\frac{1}{2}$ DOUGLAS FIR EXTERIOR GRADE
PLYWOOD



NOTE: ATTACH CHANNEL TO EX
FLOOR STRUCTURE WITH

LH AFT COUCH ONLY

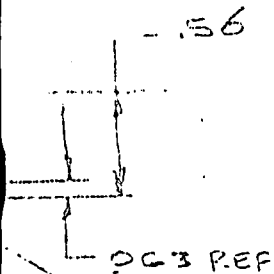
19 TUBE ; ALL MEMBERS



THIS LEG ON L.H. COUCH 2.5 SHORT
TO MATCH FLOOR CONTOUR
AT AFT END OF CABIN

1/4" BETWEEN EACH FRAME STATION
EQUALLY SPACED

HEAD



.063, 2024T4 ALUM AL. SHEET
QQ-A-250/4 OR QQ-A-250/5

5/16" DIA. RIVETS

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
330
7-5-61

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

| | | |
|-------------|---|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21-A |
| | SERIAL NO.
B60 | NATIONALITY AND REGISTRATION MARK
N4762C |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIRBOATS | ADDRESS (As shown on registration certificate)
SEAPLANE RAMP
VETERANS DRIVE, ST. THOMAS, V.I. 00801 |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

| | | |
|--|--|--------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| WILLIAM J. EVERETT
c/o PAN AMERICAN
P.O. BOX 208
ST. THOMAS, V.I. 00801 | ☒ U.S. CERTIFICATED MECHANIC | 1496292 |
| | ☐ FOREIGN CERTIFICATED MECHANIC | |
| | ☐ CERTIFICATED REPAIR STATION | |
| | ☐ MANUFACTURER | |

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

| | |
|------------------------|--|
| DATE
3-26-73 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> |
|------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|---|--|--|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | ☒ INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION
3-26-73 | CERTIFICATE OR DESIGNATION NO.
1496292 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> | | |

NOTICE

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

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

1) Removed section of skin from fuselage station # 1 to station # 9.

2) Structure cleaned, inspected and repaired as necessary.

3) Replaced section of skin from fuselage station # 1 to station # 9 as referenced in item # 32 pg. # 115 and 116 in hull plating diagram.

4) All work done in accordance with AC 43-13-1, chapter 2, section 3 paragraph 60-68 and Uruman structure and repair manual NAV AER 01-85VA-3.

NOTHING FOLLOWS.

NOTE:
ALL SKIN JOINTS OR REPAIRS MADE
FORWARD OF STATION 9 OR IN SHADED
AREA AS SHOWN ARE TO BE WATERTIGHT.

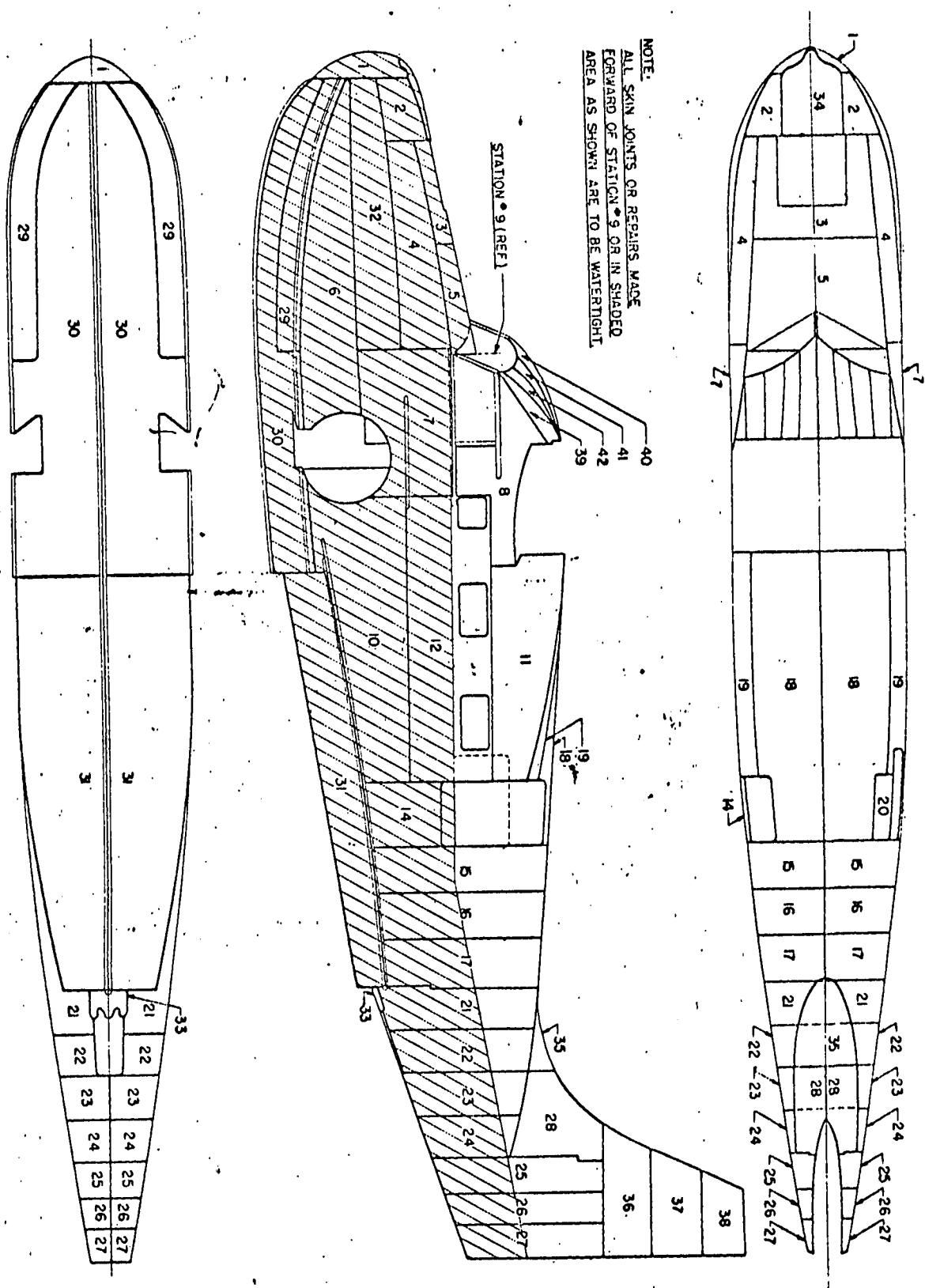


Figure 62 - Hull Skin Plating Diagram (Sheet 1)

111111

111111

RESTRICTED

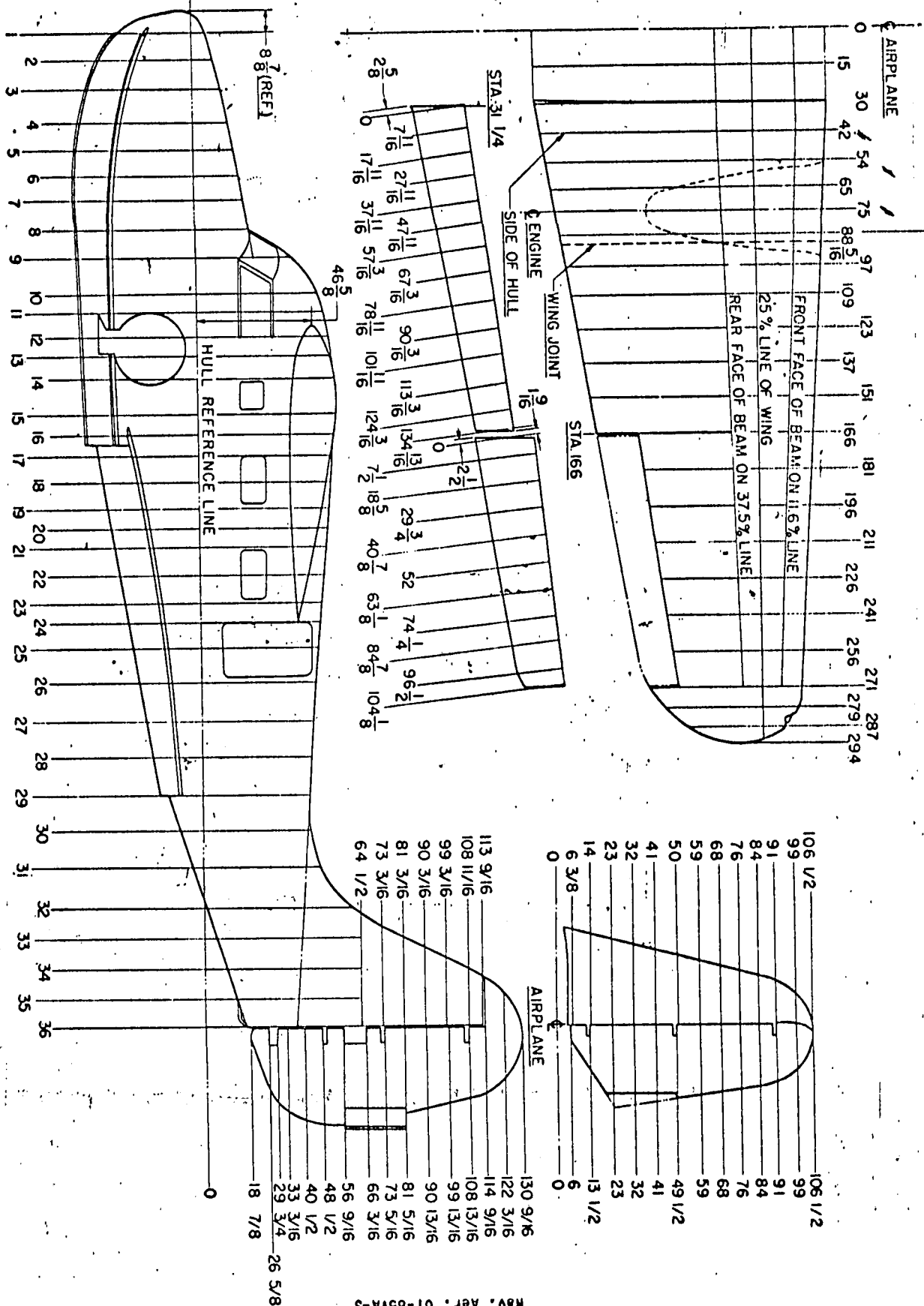


Figure 3 - Stations Diagram

RESTRICTED
Nav. Aer. 01-85VA-3



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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

SJO FS
7-5-61

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

| | | |
|-------------|---|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21A |
| | SERIAL NO.
B60 | NATIONALITY AND REGISTRATION MARK
N4762C |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIRBOATS | ADDRESS (As shown on registration certificate)
SEAPLANE RAMP
VETERANS DRIVE, ST. THOMAS, V.I. 00801 |

3. FOR FAA USE ONLY

| | | | | | | | | |
|----------------|--|-----|-----|-----|-----|-----|------|------|
| ASO-FSDO-61/ST | | 262 | 264 | 265 | 266 | 267 | 260a | 200a |
| 3/29/73 | | | | | | | | |

4. UNIT IDENTIFICATION

| UNIT | MAKE | MODEL | Rcvd | Chief | 242 | 245 | 246 | 247 | 250 | 240a | 250a | 5. TYPE | |
|------------|--|-------|------|-------|-----|-----|-----|-----|-----|------|------|---------|------------|
| | | | | | | | | | | | | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | | | | | | | X | | |
| POWERPLANT | | | | | | | | | | | | | |
| PROPELLER | | | | | | | | | | | | | |
| APPLIANCE | TYPE | | | | | | | | | | | | |
| | MANUFACTURER | | | | | | | | | | | | |

6. CONFORMITY STATEMENT

| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
|---|--|--------------------|
| WILLIAM EVERETT
c/o PAN AMERICAN
P.O. BOX 208
ST. THOMAS, V.I. 00801 | ☒ U.S. CERTIFICATED MECHANIC | 1496292 |
| | ☐ 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
3-25-73 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> |
|------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

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

| | | |
|---|--|--|
| DATE OF APPROVAL OR REJECTION
3-25-73 | CERTIFICATE OR DESIGNATION NO.
1496292 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> |
|---|--|--|

NOTICE

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

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

- 1) Removed section of skin from nose of aircraft from station 3 to station 9.
- 2) Cleaned structure from station 3 to station 9, inspected and repaired structure as necessary.
- 3) Installed section of skin per hull plating diagram, using .032 material 2024T3 anodized. Reference item # 4 pages 114-115 of Grumman Structure and Repair Manual.
- 4) All work done in accordance with AC43-13-1 chapter 2, section 3 paragraph 60-68 and Grumman structure and repair manual NAV AER 01-85VA-3.

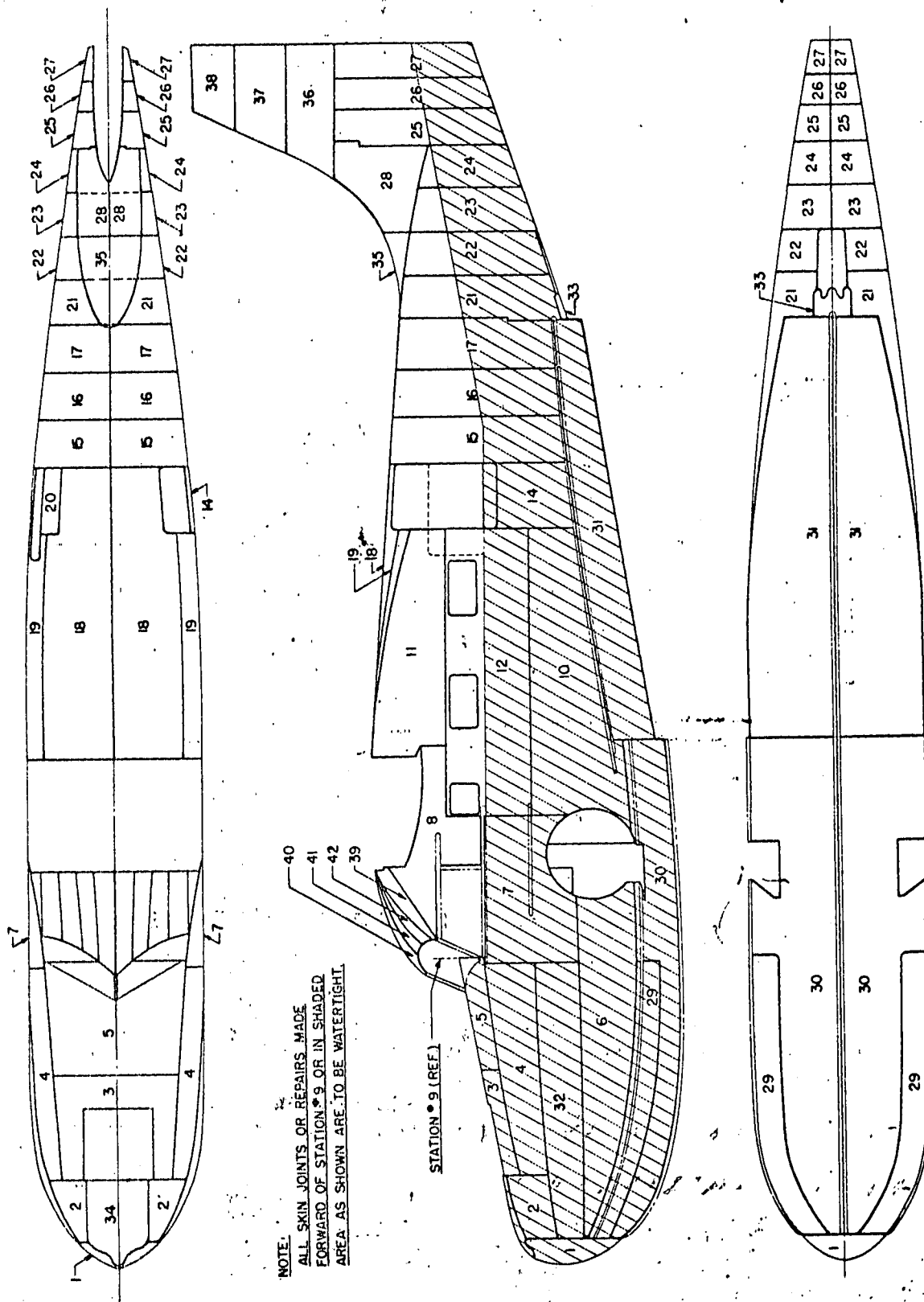


Figure 62 - Hull Skin Plating Diagram (Sheet 1)

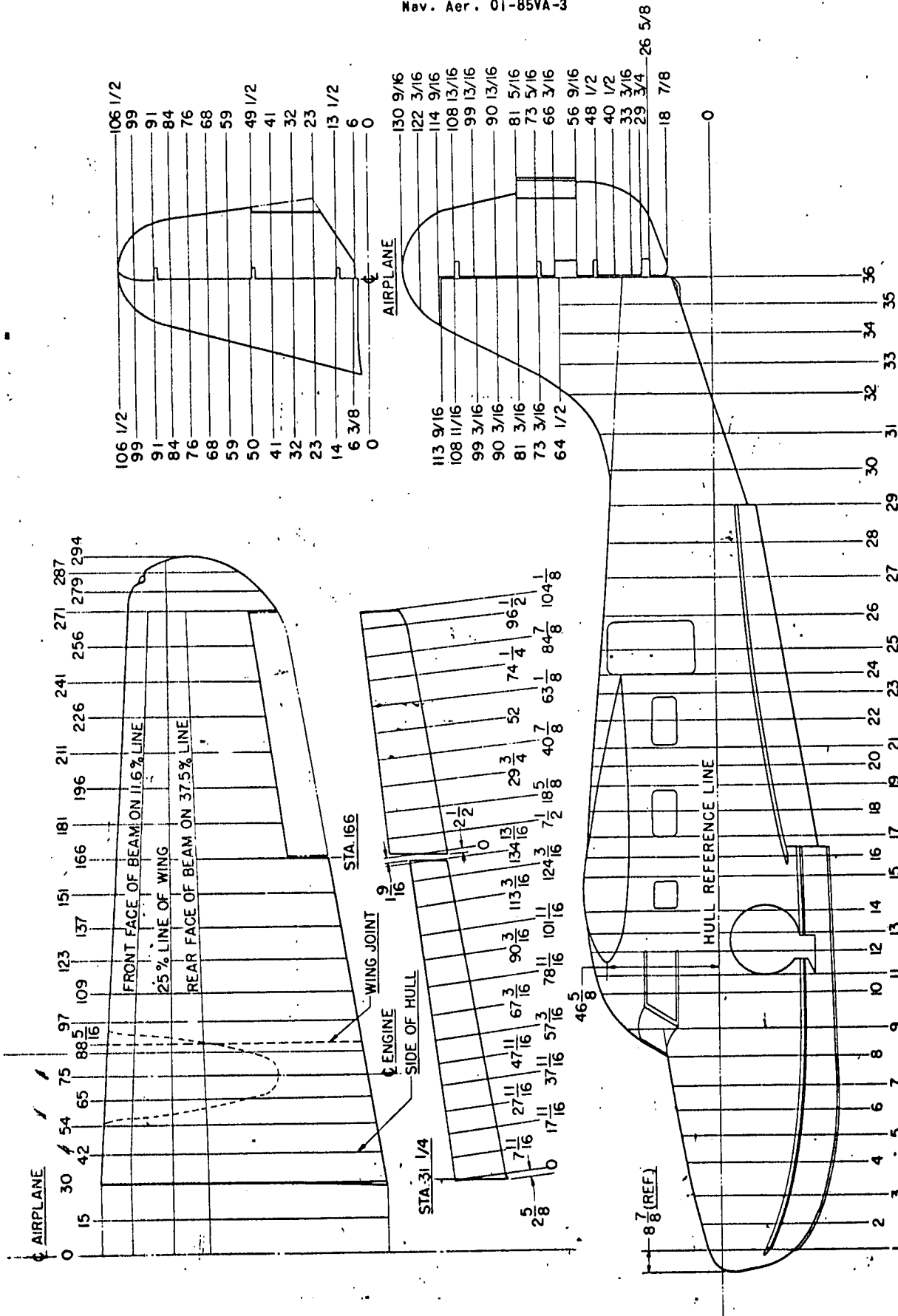


Figure 3 - Stations Diagram

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-21A |
| | SERIAL NO.
B-60 | NATIONALITY AND REGISTRATION MARK
N-4762C |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS | ADDRESS (As shown on registration certificate)
SEAPLANE RAMP-VETERANS DRIVE
ST. THOMAS, U.S. VIRGIN ISLANDS |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
|------------|--|-------------------|------------------|----------|------------|
| | | | | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | JP-205781 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|---|---|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| ENGINE SUPPORT, INC.
SEBRING AIR TERMINAL
P.O. BOX 631
SEBRING, FLORIDA | ☐ U.S. CERTIFICATED MECHANIC | 3610
POWER PLANT
CLASS 1 & 2 |
| | ☐ FOREIGN CERTIFICATED MECHANIC | |
| | ☒ 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
September 9, 1971 | SIGNATURE OF AUTHORIZED INDIVIDUAL
Burt M. Peterson |
|----------------------------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|---|------------------------------|--|---|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | ☒ REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION
September 9, 1971 | | CERTIFICATE OR DESIGNATION NO.
3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL
Burt M. Peterson | |

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.

NOTICE

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

R985-AN14B engine S/N JP-205781 with 463.00 hours since major overhaul was returned to this facility for reported vibration problems.

A preliminary inspection of the crankshaft run out was performed and it indicated satisfactory within overhaul limits. The power section was completely disassembled and the crankshaft was indicated on "V" blocks and proved to be satisfactory. To eliminate the possibility of adverse tolerances occurring in the crankshaft main bearings and the propeller thrust bearing all three bearings were replaced with O.H.C. like units and the engine was re-assembled. The engine was given a full performance test and proved to be satisfactory and will be returned to service.

FAA A.D. Note 56-6-2 complied with on this repair.

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ADDITIONAL SHEETS ARE ATTACHED

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|--|---|------------------------------------|--|---|-----------------|
| FEDERAL AVIATION AGENCY
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance) | | | | Form Approved
Budget Bureau No. 04-R060.1
<hr/> FOR FAA USE ONLY
<hr/> OFFICE IDENTIFICATION
SJU FSDO
7-5-01 | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. | | | | | |
| 1. AIRCRAFT | MAKE | GROUMAN | | MODEL | 9-21A |
| | SERIAL NO. | B-60 | | NATIONALITY AND REGISTRATION MARK | N-4762C |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | ANTILLES AIR BOATS | | | SEAPLANE BAMP VETERANS DRIVE
ST. THOMAS, U.S. VIRGIN ISLANDS | |
| 3. FOR FAA USE ONLY | | | | | |
| | | | | | |
| 4. UNIT IDENTIFICATION | | | | | 5. TYPE |
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTER-
ATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | 22330 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| ENGINE SUPPORT, INC.
SEBRING AIR TERMINAL
P.O. BOX 631
SEBRING, FLORIDA | | U.S. CERTIFICATED MECHANIC | | 3610
POWER PLANT
CLASS 1 & 2 | |
| | | FOREIGN CERTIFICATED MECHANIC | | | |
| | | X 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 | | | |
| June 28, 1971 | | Burt Peterson <i>Burt Peterson</i> | | | |
| 7. APPROVAL FOR RETURN TO SERVICE | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | | |
| | 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 28, 1971 | | 3610 | Laurie Dicks, Chief Inspector <i>Laurie Dicks</i> | | |

NOTICE

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

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

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

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

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ADDITIONAL SHEETS ARE ATTACHED

| | | | | | |
|--|---|--------------------------------|---------------------------------------|---|---|
| <div style="position: relative; height: 20px;"> L/C </div> FEDERAL AVIATION AGENCY
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance) | | | | Form Approved
Budget Bureau No. 04-R060.1
<hr/> FOR FAA USE ONLY
<hr/> OFFICE IDENTIFICATION NU FSDO
<div style="text-align: right;">7-5-61</div> | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. | | | | | |
| 1. AIRCRAFT | MAKE | <i>Gruenman</i> | | MODEL | <i>9-21A</i> |
| | SERIAL NO. | <i>B-60</i> | | NATIONALITY AND REGISTRATION MARK | <i>N-4762E</i> |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | ANTILLES AIR BOATS, INC. | | | SEAPLANE RAMP VETERANS DRIVE
ST. THOMAS, U.S. VIRGIN ISLANDS | |
| 3. FOR FAA USE ONLY | | | | | |
| | | | | | |
| 4. UNIT IDENTIFICATION | | | | | 5. TYPE |
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTER-
ATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | 22365 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | | B. KIND OF AGENCY | | C. CERTIFICATE NO. |
| ENGINE SUPPORT, INC.
SEBRING AIR TERMINAL
P.O. BOX 631
SEBRING, FLORIDA | | | U.S. CERTIFICATED MECHANIC | | 3610
POWER PLANT
CLASS 1 & 2 |
| | | | FOREIGN CERTIFICATED MECHANIC | | |
| | | | X 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 29, 1971 | | | <i>Burt Peterson</i>
Burt Peterson | | |
| 7. APPROVAL FOR RETURN TO SERVICE | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | X | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | | SIGNATURE OF AUTHORIZED INDIVIDUAL | |
| March 29, 1971 | | 3610 | | <i>Laurie Dicks</i>
Laurie Dicks, Chief Inspector | |

NOTICE

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

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

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

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

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| 200a | | |

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION **BJU FSDO**
7-5-61

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

| | | | | |
|-------------|---|----------------|---|----------------|
| 1. AIRCRAFT | MAKE | <i>Grumman</i> | MODEL | <i>9-21A</i> |
| | SERIAL NO. | <i>B-60</i> | NATIONALITY AND REGISTRATION MARK | <i>N-4762C</i> |
| 2. OWNER | NAME (As shown on registration certificate) | | ADDRESS (As shown on registration certificate) | |
| | ANTILLES AIR BOATS, INC. | | XX 39 Strand Street
Christiansted, St. Croix U.S. V.I. | |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
|------------|--|----------|------------|---------|------------|
| | | | | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | 16083 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|---|---|------------------------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| ENGINE SUPPORT, INC.
SEBPING AIR TERMINAL
P. O. BOX 631
SEBPING, FLORIDA | ☐ U.S. CERTIFICATED MECHANIC | 3610
POWER PLANT
CLASS 1 & 2 |
| | ☐ 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 28, 1970 | Burt Peterson <i>Burt M. Peterson</i> |

7. APPROVAL FOR RETURN TO SERVICE

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

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

| | | |
|-------------------------------|--------------------------------|---------------------------------------|
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL |
| December 28, 1970 | 3610 | Burt Peterson <i>Burt M. Peterson</i> |

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.

NOTICE

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

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

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

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ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SJU FSDO

7-5-61

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

| | | |
|-------------|--|--|
| 1. AIRCRAFT | MAKE
<i>Cessna 441</i> | MODEL
<i>C-21-A</i> |
| | SERIAL NO.
<i>B-60</i> | NATIONALITY AND REGISTRATION MARK
<i>N-4762-C</i> |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate)
39 Strand St., Christiansted
St. Croix, US Virgin Islands |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
|------------|--|------------|------------|--------|------------|
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | 41-6869 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|---|-------------------------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| EIGHTH AIR DEPOT, INC.
SEBRING AIR TERMINAL
P.O. Box 631
Sebring, Florida 33870 | ☐ U.S. CERTIFICATED MECHANIC | 3610
POWER PLANT.
CLASS 1 & 2 |
| | ☐ 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
May 23, 1970 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>George W. Dumont</i>
George W. Dumont, Chief Inspector |
|----------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|---|--|--|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE ☒ | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION
May 23, 1970 | CERTIFICATE OR DESIGNATION NO.
3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>George W. Dumont</i>
George W. Dumont, Chief Inspector | | |

NOTICE

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

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

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).

FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

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☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
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
<i>Cumman</i> | MODEL
<i>C-21-A</i> |
| | SERIAL NO.
<i>B-60</i> | NATIONALITY AND REGISTRATION MARK
<i>N-4762C</i> |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS, INC. | |
| | ADDRESS (As shown on registration certificate)
39 Strand St., Christiansted
St. Croix, US Virgin Islands | |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
|------------|--|-----------------|---------------|----------|------------|
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | 200493 | x | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|---|---|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| EIGHTH. AIR DEPOT, INC.
SEBRING AIR TERMINAL.
P.O. Box 631
SEBRING, FLORIDA 33870 | ☐ U.S. CERTIFICATED MECHANIC | 3610
POWER PLANT
CLASS 1 & 2 |
| | ☐ 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
May 4, 1970 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>George W. Dumont</i>
George W. Dumont, Chief Inspector |
|----------------------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|---|--|---|---|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE ☒ | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION
May 4, 1970 | | CERTIFICATE OR DESIGNATION NO.
3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>George W. Dumont</i>
George W. Dumont, Chief Inspector | |

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.

NOTICE

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

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

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

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 SUPV. *[Signature]*
 CIRC. DIST.

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□ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SJU FSDJ

7-5-61

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

| | | |
|-------------|--|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21A |
| | SERIAL NO.
B-60 | NATIONALITY AND REGISTRATION MARK
B-4762C |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate)
Seaplane Ramp, Veterans Drive
St. Thomas, U.S.V.I. |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
|------------|--|---|-----------------|--------|------------|
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | HARTZELL PROPELLER | Sub Model #UCB3R30-2E
Blade Model #P20152-51/2 | AB36 L/E | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--|
| A. AGENCY'S NAME AND ADDRESS
Dele E. Bartholomew
Antilles Air Boats, Inc.
St. Thomas, U.S.V.I. | B. KIND OF AGENCY
☒ U.S. CERTIFICATED MECHANIC
☐ FOREIGN CERTIFICATED MECHANIC
☐ CERTIFICATED REPAIR STATION
☐ MANUFACTURER | C. CERTIFICATE NO.
AAP 1814810 |
|--|--|--|

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

| | |
|-----------------------------------|--|
| DATE
September 25, 1970 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Dele E. Bartholomew</i> |
|-----------------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|--|--|---|---|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION
☒ | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |
| DATE OF APPROVAL OR REJECTION
11-19-70 | CERTIFICATE OR DESIGNATION NO.
1A1406892 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>W.J. EVERETT</i> | | |

NOTICE

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

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

One (1) each Bartlett Propeller, sub model #HC-BAR30-2E, Baldo Model #P10152-51/2 installed on the left side of this aircraft in accordance with BARTLETT PROPELLERS, INC. SEC SAI-52, Drawing #D1866. Flight manual modified for this installation.

Proportional check OK

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SJU FSDO
7-5-61

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

| | | |
|-------------|--|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-57A |
| | SERIAL NO.
B-60 | NATIONALITY AND REGISTRATION MARK
B-4762C |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate)
Seaplane Ramp, Veterans Drive
St. Thomas, U.S.V.I. |

3. FOR FAA USE ONLY

| | | | | | |
|------------------------|------|-------|------------|---------|------------|
| 4. UNIT IDENTIFICATION | | | | 5. TYPE | |
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |

| | | | | | |
|------------|--|---|------------------|--|---|
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | HARTZELL PROPELLERS | Hub Model #HCDJR30-22
Blade Model #P10152-51/2 | P231A R/E | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--|
| A. AGENCY'S NAME AND ADDRESS
Dale K. Bartholomew
Antilles Air Boats, Inc.
St. Thomas, U.S.V.I. | B. KIND OF AGENCY
☒ U.S. CERTIFICATED MECHANIC
☐ FOREIGN CERTIFICATED MECHANIC
☐ CERTIFICATED REPAIR STATION
☐ MANUFACTURER | C. CERTIFICATE NO.
ASP 7814610 |
|--|--|--|

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

| | |
|-----------------------------------|--|
| DATE
September 25, 1970 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Dale K. Bartholomew</i> |
|-----------------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|--|------------------------------|--|---|---|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION
☒ | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |
| DATE OF APPROVAL OR REJECTION
11-19-70 | | CERTIFICATE OR DESIGNATION NO.
IA1498292 | | SIGNATURE OF AUTHORIZED INDIVIDUAL
W.J. EVERETT |

NOTICE

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

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

One (1) each Hartzell Propeller, Hub Model #HC-B3R30-2E, Blade Model #P10152-51/2 installed on right side of this aircraft in accordance with HARTZELL Propellers, Inc. STC EAI-52, Drawing #D1860. Right manual modified for this installation.

Functional check OK

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SJU FSDO

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

| | | |
|-------------|--|--|
| 1. AIRCRAFT | MAKE
<i>Cumman</i> | MODEL
<i>B-21-A</i> |
| | SERIAL NO.
<i>B-60</i> | NATIONALITY AND REGISTRATION MARK
<i>N 4762-C</i> |
| 2. OWNER | NAME (As shown on registration certificate)
<i>ANTILLES AIR BOATS, INC.</i> | ADDRESS (As shown on registration certificate)
<i>39 Strand St., Christiansted
St. Croix, US Virgin Islands</i> |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTER-
ATION |
|------------|--|-----------------|---------------|----------|-----------------|
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | <i>PRATT & WHITNEY</i> | <i>R985-AN3</i> | <i>011768</i> | <i>x</i> | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|---|---|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| <i>EIGHTH AIR DEPOT, INC.
SEBRING AIR TERMINAL
P.O. Box 631
SEBRING, FLORIDA</i> | ☐ U.S. CERTIFICATED MECHANIC | <i>3610
POWER PLANT
CLASS 1 & 2</i> |
| | ☐ 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
<i>April 21, 1970</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>George W. Dumont</i>
<i>George W. Dumont, Chief Inspector</i> |
|-------------------------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|--|------------------------------|---|---|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE <i>x</i> | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION
<i>April 21, 1970</i> | | CERTIFICATE OR DESIGNATION NO.
<i>3610</i> | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>George W. Dumont</i>
<i>George W. Dumont, Chief Inspector</i> | |

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.

NOTICE

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

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

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

FILE COPY

MSDO

5/1/70

SUPV.

CIRC. DIST.

251

252

253

254

255

256

262

263

264

267

200a

200b

200c

ADDITIONAL SHEETS ARE ATTACHED

| | |
|---|---|
| <div style="position: relative; height: 40px;"> R/H </div> <div style="text-align: center;"> DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 MAJOR REPAIR AND ALTERATION
 (Airframe, Powerplant, Propeller, or Appliance) </div> | <div style="border: 1px solid black; padding: 2px;"> <i>Form Approved</i>
 <i>Budget Bureau No. 04-R060.1</i> </div> <div style="border: 1px solid black; padding: 2px; text-align: center;"> FOR FAA USE ONLY </div> <div style="border: 1px solid black; padding: 2px;"> OFFICE IDENTIFICATION
 <div style="text-align: center; font-weight: bold;"> 7-561 </div> </div> |
|---|---|

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

| | | |
|-------------|--|--|
| 1. AIRCRAFT | MAKE
<i>Cessna</i>
SERIAL NO.
<i>3-60</i> | MODEL
<i>6-21-A</i>
NATIONALITY AND REGISTRATION MARK
<i>N-4762C</i> |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate)
39 Strand St, Christiansted
 St. Croix, US Virgin Islands |

3. FOR FAA USE ONLY

| 4. UNIT IDENTIFICATION | | | | 5. TYPE | |
|------------------------|--|----------|------------|---------|------------|
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN1 | JP-204632 | x | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | | | | | |
|---|--|----------------------------|-------------------------------|---|--------------|--|
| A. AGENCY'S NAME AND ADDRESS
EIGHTH AIR DEPOT, INC.
SEBRING AIR TERMINAL
P.O. Box 631
SEBRING, FLORIDA | B. KIND OF AGENCY
<table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>U.S. CERTIFICATED MECHANIC</td></tr> <tr><td>FOREIGN CERTIFICATED MECHANIC</td></tr> <tr><td>☒ CERTIFICATED REPAIR STATION</td></tr> <tr><td>MANUFACTURER</td></tr> </table> | U.S. CERTIFICATED MECHANIC | FOREIGN CERTIFICATED MECHANIC | ☒ CERTIFICATED REPAIR STATION | MANUFACTURER | C. CERTIFICATE NO.
<div style="text-align: center;"> 3610
 POWER PLANT
 CLASS 1 & 2 </div> |
| U.S. CERTIFICATED MECHANIC | | | | | | |
| 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
February 12, 1970 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<div style="text-align: center;">
 George W. Dumont, Chief Inspector </div> |
|----------------------------------|---|

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

FAA DESIGNEE | ☒ | MANUFACTURER

REPAIR STATION | INSPECTION AUTHORIZATION

CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | OTHER (Specify) |
| DATE OF APPROVAL OR REJECTION
February 12, 1970 | | CERTIFICATE OR DESIGNATION NO.
3610 | | SIGNATURE OF AUTHORIZED INDIVIDUAL
<div style="text-align: center;">
 George W. Dumont, Chief Inspector </div> | |

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.

NOTICE

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

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

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

FILE COPY
 ESDO

2/27/76
 SUFF.
 CIRC. DIST.

- 251
- 252
- 253
- 254
- 255
- 256
- 262
- 263
- 264
- 267
- 200A
- 200B
- 200C

☐ ADDITIONAL SHEETS ARE ATTACHED

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

Form Approved
 Budget Bureau No. 04-R-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 G-21A | MODEL
G 21A |
| | SERIAL NO.
B 60 | NATIONALITY AND REGISTRATION MARK
N 47620 |
| 2. OWNER | NAME (As shown on registration certificate)
Alaska Airlines Inc. | ADDRESS (As shown on registration certificate)
Seattle Tacoma Airport
Seattle, Wash |

3. FOR FAA USE ONLY

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

6-13-69 *Robert M. Wright* LCB GPO 4-1-05

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

| | | | |
|---|-------------------------------|--------------|--------------------------------|
| A. AGENCY'S NAME AND ADDRESS

Cal Volair Inc.
2830 E. Wardlow Rd.
Long Beach, Calif | B. KIND OF AGENCY | | C. CERTIFICATE NO.

4869 |
| | U.S. CERTIFICATED MECHANIC | | |
| | FOREIGN CERTIFICATED MECHANIC | | |
| | X CERTIFICATED REPAIR STATION | | |
| | | MANUFACTURER | |

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
6-13-69 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Robert M. Wright</i> |
|-----------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|-------------------------------|------------------------------|--------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | |

0052-025-8000

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.

NOTICE

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. Floor channels and seats installed in accordance with attached report.

☐ ADDITIONAL SHEETS ARE ATTACHED

| | | | | | |
|--|---|---|--|---|------------------------------------|
| FEDERAL AVIATION AGENCY
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance) | | | | Form Approved
Budget Bureau No. 04-R060.1
<hr/> FOR FAA USE ONLY
<hr/> 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 | <i>Cessna</i>
SERIAL NO. <i>B-60</i> | | MODEL | <i>C-21-A</i> |
| | | | | NATIONALITY AND REGISTRATION MARK | <i>N-4762C</i> <i>4762C</i> |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | ANTILLES AIR BOATS, INC. | | | 39 Strand St. - Christiansted,
St. Croix, US Virgin Islands | |
| 3. FOR FAA USE ONLY | | | | | |
| | | | | | |
| 4. UNIT IDENTIFICATION | | | | | 5. TYPE |
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTER-
ATION |
| AIRFRAME | (As described in item 1 above) | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | JP-207867 | x | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | | B. KIND OF AGENCY | | C. CERTIFICATE NO. |
| EIGHTH AIR DEPOT, INC.
SEBRING AIR TERMINAL
P.O. Box 631
SEBRING, FLORIDA | | | U.S. CERTIFICATED MECHANIC | | 3610
POWER PLANT
CLASS 1 & 2 |
| | | | FOREIGN CERTIFICATED MECHANIC | | |
| | | | x 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 | | |
| June 10, 1969 | | | <i>George W. Dumont</i>
George W. Dumont, Chief Inspector | | |
| 7. APPROVAL FOR RETURN TO SERVICE | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED | | | | | |
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| | | x | | | |
| DATE OF APPROVAL OR REJECTION | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| June 10, 1969 | | 3610 | <i>George W. Dumont</i>
George W. Dumont, Chief Inspector | | |

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.

NOTICE

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

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

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

CONVEYANCE LED WITH
FAA AIRCRAFT REGISTRY

AUG 4 1 27 PM '69
OKLAHOMA CITY, OKLA.

☐ ADDITIONAL SHEETS ARE ATTACHED

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

INSTRUCTIONS

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

1. TYPE OF APPLICATION (Check which)

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

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

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

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)

b. ☐ LIMITED (SEE CAR 9)

c. ☐ RESTRICTED (SEE CAR 8)

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

☐ AGRICULTURAL AND PEST CONTROL

☐ AERIAL ADVERTISING

☐ AERIAL SURVEYING

☐ GLIDER TOWING

☐ PATROLLING

☐ FOREST AND WILDLIFE CONSERVATION

☐ WEATHER CONTROL

☐ OTHER

d. ☐ EXPERIMENTAL

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

☐ RESEARCH AND DEVELOPMENT

☐ AMATEUR-BUILT

☐ DEMONSTRATION

☐ RACING

☐ EXHIBITION

☐ OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE

GRUMMAN

b. AIRCRAFT MODEL

G-21A

c. AIRCRAFT SERIAL NO.

B-60

d. ENGINE MAKE

PRATT & WHITNEY

e. ENGINE MODEL

R-985-AN6B

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

ALASKA COASTAL AIRLINES

b. PERMANENT MAILING ADDRESS

2 MARINE WAY,
JUNEAU, ALASKA

c. AIRCRAFT NATIONALITY
AND REGISTRATION MARK

N-4762C

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

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

- a. ☐ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____
b. ☒ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON FEB. 1, 1953.
(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


(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

Feb. 1, 1953 Co-Manager
(DATE) (TITLE)

| | | | |
|--|--|-------------------------------|-----------------------|
| DESIGNER'S SIGNATURE
<i>Gordon Graham</i> | | DESIGNATION NO.
8801 | DATE
Febr. 1, 1953 |
| AVIATION SAFETY AGENT'S SIGNATURE
<i>J. E. McCarthy</i> | | CAA DESIGNATION NO.
Reg. 8 | DATE
2-17-53 |
| ☐ ATTACHMENT
☐ SPOT CHECKED
☒ REINSPECTED
☐ ACCEPTED | | | |

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

6. CAA REPRESENTATIVE CERTIFICATION

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

☐ AIRWORTHY ☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE) _____

5. CAA APPROVED REPAIR STATION CERTIFICATION

BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.) _____

a. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS

b. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT

c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT

d. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT

e. ☒ REMOVAL OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE UPON REMOVAL OF THIS AIRCRAFT FROM OPERATING CERTIFICATE

f. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE

g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE

h. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE

(DATE) _____

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE) _____

b. ☐ BY AIRCRAFT MANUFACTURER

c. ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____

d. ☐ BY MECHANIC, CERTIFICATE NO. _____

e. ☐ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

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

1. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☒ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY — Assembled from spare components.

b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED

c. ☐ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF _____ HOURS

d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

| SERIAL NO. | TOTAL HOURS |
|------------|-------------|
| 6432 | 4168:48 |
| 7352 | 2118:12 |

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____

b. ☒ AIRCRAFT LISTING, PAGE NO. 98

c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1952 THROUGH CARD NO. 53-2

d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

(Check and complete applicable items)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:

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

AIRCRAFT INSPECTION REPORT

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm 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-21A | SERIAL NO.
B-60 | NATIONALITY AND REGISTRATION MARK
N 4762C |
| 2. OWNER | NAME (First, middle, last)
ALASKA COASTAL AIRLINES | | | |
| | ADDRESS (Street and number, city, zone, and State)
2 MARINE WAY, JUNEAU, ALASKA | | | |

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------------------------|----------------------------------|----------------------------------|--------------------------------------|------------------------|------------------|
| | | | | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRCRAFT | As described in item 1 above | | | X | X |
| b. PROPELLER
BLADE OR
HUB | HAM. STD. HUBS
BLADES | 2D30
6101A-18 T29015 | 91896 115393
15819 120410 | X | |
| c. ENGINE | P & W | R-985-AN1
R-985-AN-6B | 6432
7352 | X
X | |
| d. INSTRUMENT | TYPE AND MANUFACTURER | | | | |

4. AIRCRAFT

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.

WEIGHT AND BALANCE DATA

| | | | |
|--|------------------------|--|-----------------------|
| *AFTER the repairs and/or alterations described below were made. | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
| | 6340 | 4 23.15 | 1660 |

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER☒ APPROVED REPAIR STATION NO. **1355**

(Specify)

☐ CERTIFIED MECHANIC

| | | | |
|-----------|--|---|---|
| 6. AGENCY | NAME
ALASKA COASTAL AIRLINES | ADDRESS (Street and number, city, zone, and State)
2 MARINE WAY, JUNEAU, ALASKA | DATE WORK ACCOMPLISHED
FEB. 1, 1953 |
|-----------|--|---|---|

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.)

SEE ATTACHED PAGES.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

acu

☐ FORWARDED FOR
ENGINEERING
APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

JOHN S. BRACELEN
(Signature of supervising mechanic)**689213 A&E**
(Certificate number and rating)**FEB. 1, 1953**
(Date)

TO BE COMPLETED BY GAA REPRESENTATIVES

| | | | |
|---|--|--|------------------------------|
| ☒ APPROVED

☐ REJECTED | DESIGNEE'S SIGNATURE
Gordon Graham | NO.
8801 | DATE
FEB. 1, 1953. |
| | CAA AGENT SIGNATURE
J. E. McCarthy | ☐ ACCEPTED
☒ REINSPECTED | DATE
2-17-53 |

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
 2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
 3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
 4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
 5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.
 - b. 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.
 - c. 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.
 6. 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.
 7. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
- Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
- Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

10-54010-2 U. S. GOVERNMENT PRINTING OFFICE

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ATTACHMENT TO FORM ACA 337 FOR GRUMMAN G-21A,
SERIAL NO. B-60, REGISTRATION NO. N 4762C,
DATED FEBRUARY 1, 1953.

DESCRIPTION OF WORK ACCOMPLISHED

- A. Aircraft hull completely rebuilt in accordance with the manufacturer's recommendations. (Ref. 1)
Vertical fin above sta. 64.5 replaced with used, serviceable part.
Camera well hatch and hatch frame replaced with equivalent floor frames and plating.
All damaged structure and plating repaired or replaced.
Hull tested for leakage subsequent to completion of all repairs to bottom.
- B. Wing center section assembly replaced with overhauled center section.
Alignment checked with transit and found satisfactory. AD 49-16-1 complied with.
- C. Spare outer wing panels overhauled. All minor structural repairs found necessary were accomplished in accordance with the manufacturer's recommendations. (Ref. 1). Fabric covering replaced with "Grade A" fabric and finished with six (6) coats of clear nitrate dope, three (3) coats aluminum nitrate dope and three (3) coats of pigmented nitrate dope. Panels installed on aircraft with new attaching hardware in accordance with the manufacturers recommendations (Ref. 2).
- D. Spare ailerons, elevators, rudder and wing flaps repaired as necessary (Ref. 1). All defective hinge fittings and control horns replaced. Minor repairs to structure accomplished satisfactorily. Fabric covering repaired or replaced as required. Components installed on aircraft. Upper stabilizer strut terminals, P/N 12561-1, are steel parts in accordance with AD-48-18-1.
- E. Landing gear assembled with overhauled parts. All bushings fit to manufacturer's tolerances. Dural landing gear operating shafts replaced with SAE 4130 steel shafts. Overhauled brake assemblies and brake master cylinders installed. Landing gear retraction tested and rigged according to manufacturer's instructions (Ref. 2).
- F. Control system completely overhauled. New cables, pulleys, fairleads, and bearings installed. Rudder pedals overhauled. Rebuilt throttle and mixture control assembly installed. AD 50-15-1 complied with.
- G. New instrument panels installed. All instruments installed were overhauled in accordance with the manufacturer's recommendations in ACA Instrument and Accessory Overhaul Shop.
- H. All fluid and air lines were replaced. All valves replaced with new or overhauled valves.
- I. Electrical system completely overhauled. New wiring installed throughout aircraft. All defective conduit was replaced and all unnecessary conduit and fittings were removed. Carbon pile voltage regulator and relay installed.
- J. Seven (7) Warren-McArthur Model 192 passenger seats were modified and

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ATTACHMENT TO FORM ACA 337 FOR GRUMMAN G-21A,
SERIAL NO. B-60, REGISTRATION NO. N 4762C,
DATED FEBRUARY 1, 1953.

DESCRIPTION OF WORK ACCOMPLISHED (Continued).

- J. (Continued)
installed in accordance with ACA Dwg. Nos. 820-3, 820-4, and 820-5, identical to installation previously approved (Engineering approved 2/26/51 by R. Lippis, Region 7) for Grumman G-21A, Ser. No. 1138, Reg. No. N 68157 on Form ACA 337 dated 2/8/50.
- K. Stewart-Warner Model 979-B1 cabin heater installed in accordance with ACA Approved Dwg. Nos. H-01A, H-02A, H-02-1A, H-02-2, H-03-2, H-03A, H-03-3, H-04A, H-06, H-06-1 H-07, H-09, H-09-1, H-10, H-11B, H-12 and H-13A. Hand operated CO₂ fire extinguisher installed in cockpit.
- Engineering Approval Reference: Memorandum from Acting Chief, Aircraft Division, Seventh Region. Subject: Project 1A96-8, Installation of Stewart-Warner 979B-1 Heater in Grumman G-21A by Alaska Coastal Airlines.
- L. Water rudder assembly installed in accordance with Ellis Air Lines Dwg. No. B-9-8 (formerly No. E-47-1001-900).
- M. Interior of hull refinished with zinc chromate primer and aluminum lacquer. Cabin upholstered with quilted fiberglass blanket and flame-resistant imitation leather. New floorboards of 3/8 inch plywood covered with B.F. Goodrich "Avtrim Flight Floor" were installed.
- N. The exterior of the hull and wing center section assembly were completely stripped of all finish, thoroughly cleaned, Alodized and refinished with zinc chromate primer and enamel.
- O. Lear RCB-B receiver, T30-AB transmitter and G-30-AB power supply, overhauled in Alaska Coastal Airlines Radio Shop, were installed in the cockpit. Fixed and trailing antennae installed.
- P. Pratt & Whitney R-985 engines, completely overhauled in accordance with the manufacturer's recommendation and tolerances, were installed. Engine overhaul included magnaflux inspection of all steel parts, Dy-Chek inspection of pistons, chromic acid treatment of magnesium cases, and replacement of all parts found worn beyond limits or otherwise defective.
- Q. Hamilton Standard 2D30 propellers with 6101A-18 blades were completely overhauled in accordance with the recommendations of the manufacturer.
- R. All engine accessories were overhauled in accordance with the recommendations of their respective manufacturers prior to installation. Powerplants built up, run in for four (4) hours, tested and installed in aircraft. AD 46-38-1 complied with.
- S. Fuel tanks and system filled, flow checked and checked for leaks.
- T. All controls rigged for proper travel and cable tension.
- U. The aircraft was weighed and its center of gravity determined as shown in the attached weight and balance data.

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ATTACHMENT TO FORM ACA 337 FOR GRUMMAN G-21A,
SERIAL NO. B-60, REGISTRATION NO. N 4762C,
DATED FEBRUARY 1, 1953.

DESCRIPTION OF WORK ACCOMPLISHED (Continued).

All parts and materials used in the assembly of this aircraft comply with the recommendations of the manufacturer as contained in the reference manuals.

REFERENCES:

1. NavAer 01-85V-3, Handbook of Instructions, Structural Repair for Models JRF-1, 2, 3, 4, 5 and 6B.
2. Service Manual for Grumman Goose Model G-21A (JRF).

I certify that the above statements are true and correct to the best of my knowledge.

February 1, 1953.


JOHN S. BRACELESS
689213 A & E

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ATTACHMENT TO FORM ACA 337 FOR GRUMMAN G-21A,
 SERIAL NO. B-60, REGISTRATION NO. N 47620,
 DATED FEBRUARY 1, 1953.

WEIGHT & BALANCE DATA

| | | | |
|---------------------------|-------------|--------|-----------------|
| * Empty weight | 6300 | + 23.5 | + 148050 |
| ** Cabin heater installed | 40 | - 31.5 | - 1260 |
| | <u>6340</u> | | <u>+ 146790</u> |

$$ECG = \frac{+ 146790}{6340} = + 23.15$$

● BASIC WEIGHT

| | | | |
|----------------------------------|-------------|---------|---------------|
| * Empty Weight | 6300 | + 23.5 | + 148050 |
| Pilot | 170 | - 5.0 | - 850 |
| Oil (15 gallons) | 112.5 | + 8.0 | + 920 |
| Remove Arctic Survival Equipment | <u>- 20</u> | + 169.0 | <u>- 3380</u> |
| | 6562.5 | | + 144740 |

$$CG = \frac{+ 14470}{6562.5} = + 22.0556 \quad \text{or,} \quad 6563 \text{ lbs. at } + 22.01.$$

● BASIC INDEX

$$I = \frac{6563(100 + 22.01)}{10,000} = 80.08$$

A table of weights and index units for the subject aircraft has been prepared and added to Alaska Coastal Airlines Loading Information Manual for Grumman G-21A, a copy of which has been installed in the aircraft.

* "As weighed". See report attached.

** Ref. ACA Dwg. No. E-01.

● Ref. Alaska Coastal Airlines Loading Information Manual for Grumman G-21A, submitted as attachment to form ACA 337 for Grumman G-21A, Serial No. 1138, Registration No. N 68157, dated July 14, 1952.

February 1, 1953.


 JOHN S. BRACELET
 689213 A & E

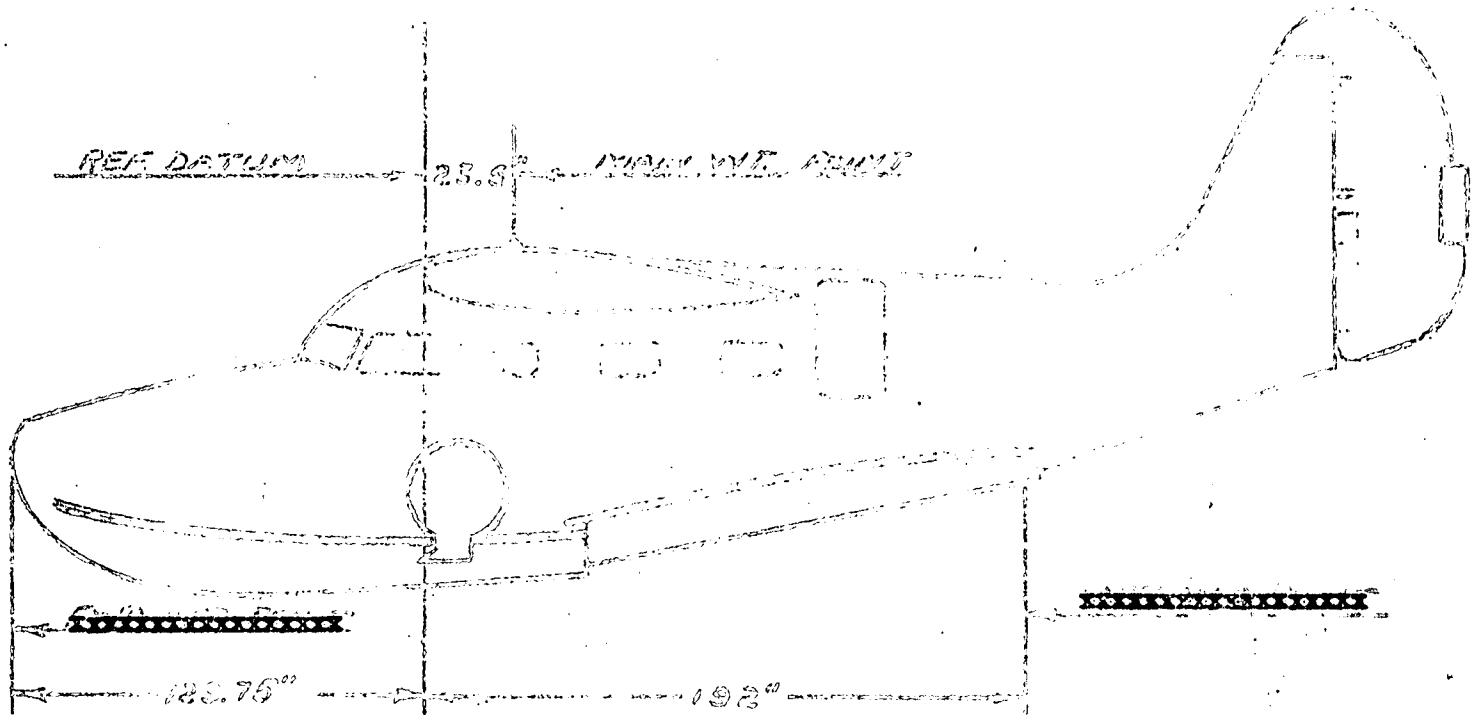
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ALASKA COASTAL AIRLINES



GRUMMAN F4U

SERIAL NO. B-60

47620

REFERENCE DATUM - wing leading edge at fuselage, 30 inches out from centerline of airplane.

LEVELING MEANS - leveling brackets in cockpit.

Distance from reference datum to main weight point is 23.5 inches.

Distance from reference datum to tail weight point is 123.75 inches.

SCALES USED - Dillon Dynamometer, ~~and Hanna (Barnes) Scales~~

| | Scale Reading | Tare weight | Net Weight |
|---------------------------------|--|----------------|----------------------------------|
| Main Weight Point | 6300 | =0- | 6300 |
| End/Arm Weight Point | When suspended from the scale at the hoisting eye, the aircraft remained in level flight attitude. CG is $\pm$ 23.5. | | |
| | Net Weight | Arm | Moment |
| Main Weight Point | 6300 | $\pm$ 23.5 | $\pm$ 148050.00 (Ref.) |
| End/Arm Weight Point | 23.5 | 0.0 | 0.00 |
| Less Oil 15 scale | 23.5 | 0.0 | 0.00 |
| TOTAL NET WEIGHT | 6300 | TOTAL MOMENT | |
| E.C.G. - Total Net Moment | $\pm$ 148050 | $\pm$ 23.5 | inches aft of the ref. datum, or |
| Total Net Weight | 6300 | | 18.3 % M.A.C. |

FUEL TRAINED AT SYSTEM DRAINS.

OIL " " " "

EQUIPMENT LIST ATTACHED.

Date February 1, 1953.

Weighed and
Computed by:

John S. Braucelen
JOHN S. BRAUCELEN
689213 A & E

Checked By:

Witnessed By:

Gordon Graham

GORDON GRAHAM

DAMI No. 8801

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E-Q-U-I-P-M-E-N-T L-I-S-T

The following equipment was installed in Grumman G-21A, Serial No. B-60, Registration No. N 4762C when the aircraft was weighed on Feb. 1, 1953:

Items 101, 106(b), 107, 108, 111(e), 201, 210, 217(a), 225, 301 and 302 of the Aircraft Specification for Grumman G-21A on page 98 of the Aircraft Listing, and the following items of special equipment:

| <u>Item</u> | <u>Weight</u> | <u>Location</u> |
|---|---------------|-----------------|
| A. Two starters (Eclipse E-80) | - - | - 12 |
| B. One generator (50 amp) | - - | - 23 |
| C. Two batteries (AN3152) | - - | + 18 |
| D. Two oil coolers (AN4080-7) | - - | (0) |
| E. One Lear RCB-B receiver | - - | - 13 |
| F. One Lear T-30-AB transmitter | - - | - 13 |
| G. One Lear G-30-AB power supply | - - | - 13 |
| H. Nine life preservers (AF type B-4) | 27 | + 169 |
| I. One first aid kit | 2 | + 169 |
| J. One fire extinguisher (2½ lb. CO ₂) | 9 | - 14 |
| K. One fire extinguisher (1 qt. Pyrene) | - - | + 14 |
| L. Two containers emergency rations | 55 | + 169 |
| M. Water rudder assembly (EAL B-9-8) | - - | - - - |
| N. Chine spray shields | - - | - - - |
| O. Two passenger chairs (War.McArthur Mod. 192) | - - | + 37 |
| P. Two " " " " " " | - - | + 69 |
| Q. Two " " " " " " | - - | + 101 |
| R. One " chair " " " " | - - | + 129.5 |
| S. Special cabin floor (3/8 in. plywood with
B.F. Goodrich "Avtrim Flight Floor" covering) | 85 | + 91.5 |
| T. Arctic Survival Equipment (1 pr. snowshoes, 1
sleeping bag, 5 blankets) | 20 | + 169 |

NOTE: Co-pilot's controls NOT installed.
Stewart-Warner cabin heater not installed at time of weighing.

February 1, 1953.


JOHN S. BRACELESS
689213 A & E

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CIVIL AERONAUTICS ADMINISTRATION
ANCHORAGE, ALASKA

AIRCRAFT WEIGHT & BALANCE

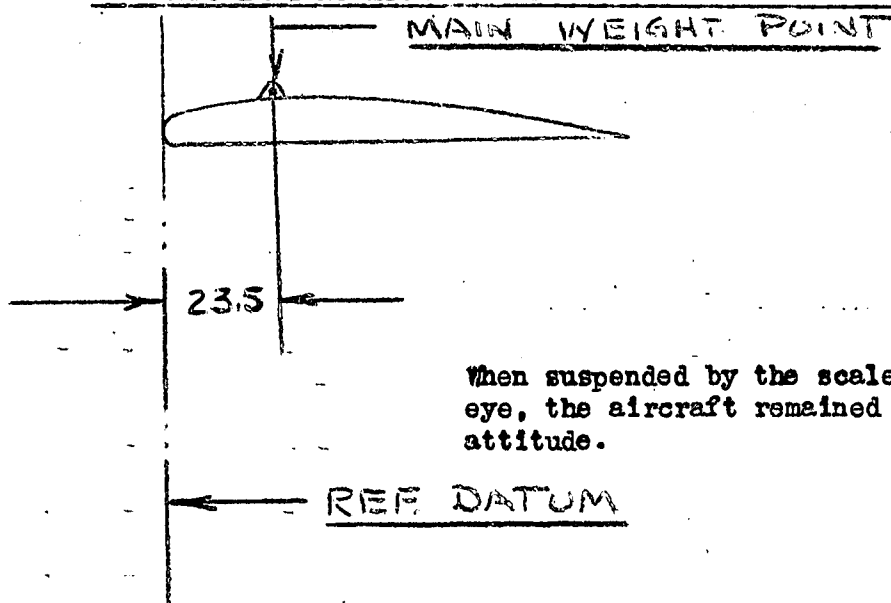
AIRCRAFT: Make & Model GRUMMAN G-21A Serial No. B-60
Registration No. N 47620

DATE 2/1/53 PLACE JUNEAU, ALASKA SCALES USED DILLON DYNAMOMETER
WEIGHING WITNESSED BY J. E. MCCARTHY C.A.A.

AIRCRAFT WEIGHED AS FOLLOWS:

1. EMPTY (Fuel and oil drained at system drains)
2. IN LEVEL FLIGHT ATTITUDE
3. FIXED EMERGENCY EQUIPMENT INCLUDED AS FOLLOWS:
104 Lbs. at 169 Ins. aft of Datum
For'd/aft

4. DATUM IS WING LEADING EDGE AT FUSELAGE.



SKETCH OF WEIGHING METHOD AND MAJOR DIMENSIONS

| | Scale Weight (Lbs.) | Tare (Lbs.) | Net Weight (Lbs.) (Scale Wt.-Tare) |
|--|---------------------|----------------|------------------------------------|
| Left Main Weight Point (W_L) | 6300 | -0- | 6300 |
| Right Main Weight Point (W_R) | --- | --- | --- |
| Nose Gear Weight Point (W_G) | --- | --- | --- |
| Total Empty Weight (W) | | | 6300 |

Empty Weight C.G. = 23.5 Ins. aft of reference datum.
for'd/aft

Empty Weight C.G. = _____ Ins. _____ of _____
for'd/aft datum

| LOCATION OF EQUIPMENT ITEMS | | |
|---|------------------|---------------------------|
| ITEM | Weight
(Lbs.) | ARM
(Ins. from Datum)* |
| Items 101, 106(b), 107, 108, 111(e), 201, 210, 217(a), 225, 301 and 302 of the Aircraft Specification for Grumman G-21A on page 98 of the Aircraft Listing, and the following items of special equipment: | | |
| Two starters (Eclipse M-80) | - - | - 12 |
| One generator (50 amp) | - - | - 23 |
| Two batteries (AN3152) | - - | + 18 |
| Two oil coolers (AN4080-7) | - - | (0) |
| One Lear RCB-B receiver | - - | - 13 |
| One Lear T-30-AB transmitter | - - | - 13 |
| One Lear G-30-AB power supply | - - | - 13 |

(CONTINUED BELOW)

* Use plus (+) sign for arms of items aft of datum and minus (-) sign for arms forward of datum.

| | | |
|--|-----|---------|
| Nine life preservers (AF type B-4) | 27 | + 169 |
| One first aid kit | 2 | + 169 |
| One fire extinguisher (2½ lb. CO ₂) | 9 | - 14 |
| One fire extinguisher (1 qt. Pyrene) | - - | + 14 |
| Two containers emergency rations | 55 | + 169 |
| Water rudder assembly (EAL B-9-8) | - - | - - - |
| Chine spray shields | - - | - - - |
| Two passenger chairs (War. McArthur Mod. 192) | - - | + 37 |
| Two " " " " " " | - - | + 69 |
| Two " " " " " " | - - | + 101 |
| One " chair " " " " | - - | + 129.5 |
| Special cabin floor (3/8 in. plywood with B.F. Goodrich "Avtrim Flight Floor" covering Arctic Survival Equipment (1 pr. snowshoes, 1 sleeping bag, 5 blankets) | 85 | + 91.5 |
| | 20 | + 169 |

REMARKS:

Co-pilot's controls NOT installed.

Stewart-Warner cabin heater NOT installed at time of weighing.

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ALASKA COASTAL AIRLINES

TABLE OF WEIGHTS & INDEX UNITS

① ADDED 2-1-53 *W.A.A.*
EFFECTIVE DATE 7/14/52
REVISED NOV 17, 1952 *W.A.A.*

FOR
GRUMMAN G-21A

PREPARED BY *John R. ...*
APPROVED: *[Signature]*

D.A.M.I. 8801

NOTE:

WHEN STEWART - WARNER HEATER IS
INSTALLED, ADD 40 LBS. TO BASIC
WEIGHT AND .27 TO BASIC INDEX.

| | | | | | | |
|---------------|--------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| PLANE NO. | N88820 | N95431 | N 4762C ① | | | |
| SEAT LOCATION | MAY 1 THRU OCTOBER 31 | | | | | |
| | 1 PASS.
160 LBS. | 2 PASS.
320 LBS. | 1 PASS.
160 LBS. | 2 PASS.
320 LBS. | 1 PASS.
160 LBS. | 2 PASS.
320 LBS. |
| COCKPIT | 1.5 | | 1.5 | | 1.5 | |
| FWD. ROW | 2.2 | 4.4 | 2.2 | 4.4 | 2.2 | 4.4 |
| CENTER ROW | 2.7 | 5.5 | 2.7 | 5.5 | 2.7 | 5.5 |
| AFT ROW | 3.2 | 6.5 | 3.2 | 6.5 | 3.2 | 6.5 |
| AFT SEAT | 3.7 | | 3.7 | | 3.7 | |
| | NOVEMBER 1 THRU APRIL 30 | | | | | |
| | 1 PASS.
165 LBS. | 2 PASS.
330 LBS. | 1 PASS.
165 LBS. | 2 PASS.
330 LBS. | 1 PASS.
165 LBS. | 2 PASS.
330 LBS. |
| COCKPIT | 1.6 | | 1.6 | | 1.6 | |
| FWD. ROW | 2.3 | 4.6 | 2.3 | 4.6 | 2.3 | 4.6 |
| CENTER ROW | 2.8 | 5.6 | 2.8 | 5.6 | 2.8 | 5.6 |
| AFT ROW | 3.3 | 6.7 | 3.3 | 6.7 | 3.3 | 6.7 |
| AFT SEAT | 3.8 | | 3.8 | | 3.8 | |
| BASIC WEIGHT | 6503 | | 6503 | | 6503 | |
| BASIC INDEX | 78.87 | | 78.84 | | 80.08 | |
| USEFUL LOAD | 2297 | | 2297 | | 2237 | |

ARCTIC SURVIVAL EQUIPMENT (OCT. 15 THRU MAR. 30) + ADD 20 LBS. & .54 INDEX UNIT.

FIG. II

389-90

RECEIVED
FEB 24 10 39 AM '53
ADMIN. & RECORDS BRANCH
W-300