

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

1. NATIONALITY AND
REGISTRATION MARKS

N-323

2. MANUFACTURER AND MODEL

Grumman G-21A

3. AIRCRAFT SERIAL
NUMBER

1191

4. CATEGORY

Standard

5. AUTHORITY AND BASIS FOR ISSUANCE

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

Exceptions:

None

6. TERMS AND CONDITIONS

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

DATE OF ISSUANCE

**Replacement
7/19/63**

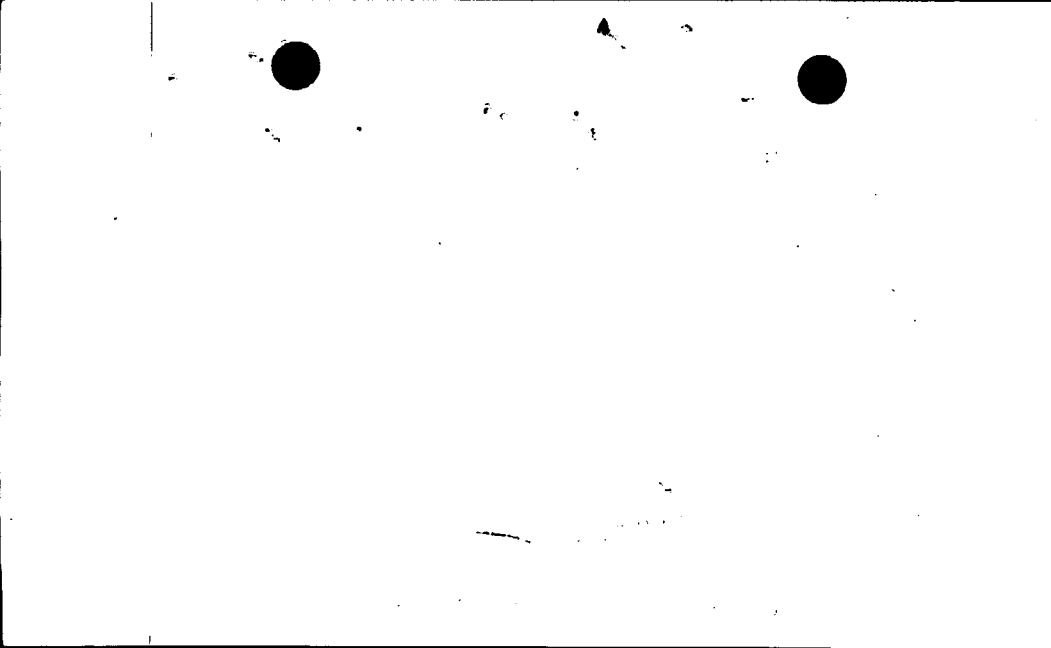
FAA REPRESENTATIVE

Gerald G. Barry

DESIGNATION NUMBER

FSDO/ASJU 7-5-61

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. AIRCRAFT IDENTIFICATION AND REGISTRATION MARKS

1343

2. AIRCRAFT AIRWORTHINESS CLASSIFICATION

Standard

3. This Certificate of Airworthiness is issued pursuant to the Federal Aviation Act of 1958. The aircraft identified hereon is considered airworthy when operated in accordance with the Civil Air Regulations and applicable aircraft operation limitations.

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

5. DATE OF ISSUANCE

July 14, 1962

6. FAA REPRESENTATIVE

W. Elliott

7. EXPIRATION DATE

Indefinite

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

3A

FEDERAL AVIATION AGENCY
APPLICATION FOR AIRWORTHINESS CERTIFICATE

FORM APPROVED
BUDGET BUREAU NO. 04-R058.1

INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.

PART I AIRCRAFT DESCRIPTION	1. AIRCRAFT IDENTIFICATION NO. N 323	2. AIRCRAFT MAKE Grumman	3. AIRCRAFT MODEL G21A
	4. AIRCRAFT SERIAL NUMBER 1191	5. ENGINE MAKE Pratt & Whitney	6. ENGINE MODEL R985
	7. NUMBER OF ENGINES TWO	8. PROPELLER MAKE Hartzell	9. PROPELLER MODEL HCB3230-2E

PART II CERTIFICATION REQUESTED	1. APPLICATION IS HEREBY MADE FOR: A. <input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT <input type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT) (CAR 1) B. <input checked="" type="checkbox"/> AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62) C. <input type="checkbox"/> MULTIPLE CERTIFICATE (REF. CAR 1 AND 8) D. <input type="checkbox"/> OTHER _____ (Specify)
	2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s): A. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1) B. <input type="checkbox"/> LIMITED (REF. CAR 9) C. <input type="checkbox"/> RESTRICTED (REF. CAR 8) (Check operation(s) to be conducted) (1) <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL (2) <input type="checkbox"/> AERIAL ADVERTISING (3) <input type="checkbox"/> AERIAL SURVEYING (4) <input type="checkbox"/> PATROLLING (5) <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION (6) <input type="checkbox"/> WEATHER CONTROL (7) <input type="checkbox"/> OTHER _____ (Specify) D. <input type="checkbox"/> EXPERIMENTAL (REF. CAR 1) (Check operation(s) to be conducted) (1) <input type="checkbox"/> AMATEUR-BUILT (2) <input type="checkbox"/> EXPERIMENT (RESEARCH AND DEVELOPMENT) (3) <input type="checkbox"/> EXHIBITION (4) <input type="checkbox"/> RACING (5) <input type="checkbox"/> TO SHOW COMPLIANCE WITH CAR _____ E. <input type="checkbox"/> (OTHER) _____ (Specify) 3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? <input type="checkbox"/> YES (Explain) <input checked="" type="checkbox"/> NO

PART III INSPECTION AGENCY VERIFICATION (Not applicable to newly manufactured aircraft.)	1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: A. <input type="checkbox"/> AIRCRAFT MANUFACTURER (Name of Firm) _____ B. <input type="checkbox"/> CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____ C. <input type="checkbox"/> CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____ D. <input checked="" type="checkbox"/> CERTIFICATED MECHANIC (Inspection Authorization) NO. A & P 240907
	DATE 7-19-63 SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Albert Taylor</i> TITLE Supt. of Maintenance

PART IV OWNER'S CERTIFICATION	I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. (Check and complete appropriate item(s): this includes completion of items 1 and 2 on the reverse side of this form.)	
	1. <input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE October 4, 1955	
	2. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO FAA AIRCRAFT REGISTRATION BRANCH ON (Date) _____	
3. <input type="checkbox"/> DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 (Expiration date) _____		
4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS (No., Street, City, Zone and State) Avalon Air Transport, Inc. 3365 Lakewood Boulevard Long Beach 8, California 90808		
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958.		
5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT 6. DATE 7-19-63 7. TITLE Supt. of Maintenance		
8. ATTACHMENTS (Check which) A. <input type="checkbox"/> FAA FORM 337 B. <input type="checkbox"/> FAA FORM 317 C. <input type="checkbox"/> WEIGHT AND BALANCE REPORT D. <input type="checkbox"/> DATA, DRAWINGS, PHOTOGRAPHS, ETC. (List separately) E. <input type="checkbox"/> OTHER (List separately)		

FEDERAL AVIATION AGENCY
AIRCRAFT INSPECTION REPORT

(Items 1 and 2 will be verified and all other applicable items will be completed by an authorized FAA representative.)

1. AIRCRAFT CERTIFICATION BASIS

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

REVISION NO. _____

OKLAHOMA CITY, OKLA.

DATA SHEET NO. _____

98

PAGE NO. (S)

63-13-3

(YEAR) THROUGH CARD NO. _____

January 1, 1962

SUPPLEMENTAL TYPE CERTIFICATE NO. (S) _____

E. ☐ OTHER _____D. ☐ AIRCRAFT LISTING, PAGE NO. (S) _____C. ☒ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. _____B. ☒ AIRCRAFT LISTING, PAGE NO. (S) _____A. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORYB. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDEDC. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 4770 + 22 HOURSD. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO.	TOTAL HOURS	TIME SINCE OVERHAUL
SERIAL NO. JP 208209	unknown	90 + 54
SERIAL NO. -200675	unknown	506 + 32
SERIAL NO. _____	TOTAL HOURS	TIME SINCE OVERHAUL
SERIAL NO. _____	TOTAL HOURS	TIME SINCE OVERHAUL
SERIAL NO. _____	TOTAL HOURS	TIME SINCE OVERHAUL

3. AIRWORTHINESS DOCUMENTATION

- A. ☐ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), COPY ATTACHED
- B. ☒ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT
- C. ☐ CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT
- D. ☐ CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT
- E. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- F. ☐ FAA FORM 1337, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)
- G. ☐ FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)
- H. ☐ WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)
- I. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)
- J. ☒ AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 43
- K. ☒ PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 40

BY L. E. Layton

(Name of Issuing Representative)

WE-ACDO-32

(Designation Number)

4. FAA REPRESENTATIVE CERTIFICATION

- I have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it conforms to its type certificate and that it is in condition for safe operation.
5. REGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT ☒ YES ☐ NO (Explain)

6. DESIGNEE'S SIGNATURE

DESIGNATION NO. _____

DATE _____

7. FAA INSPECTOR'S SIGNATURE

FAA DISTRICT OFFICE NO. _____

DATE 7/19/63

8. REMARKS

- A. ☐ ACCEPTED
- B. ☐ REINSPECTED
- C. ☐ SPOT CHECKED

9. ATTACHMENT(S) IN ADDITION TO THOSE LISTED ON REVERSE (List separately)

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE Grumman	MODEL G-21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats	ADDRESS (As shown on registration certificate) West Seaplane Ramp Christiansted, St. Croix, USVI 00820
	3. FOR FAA USE ONLY	

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

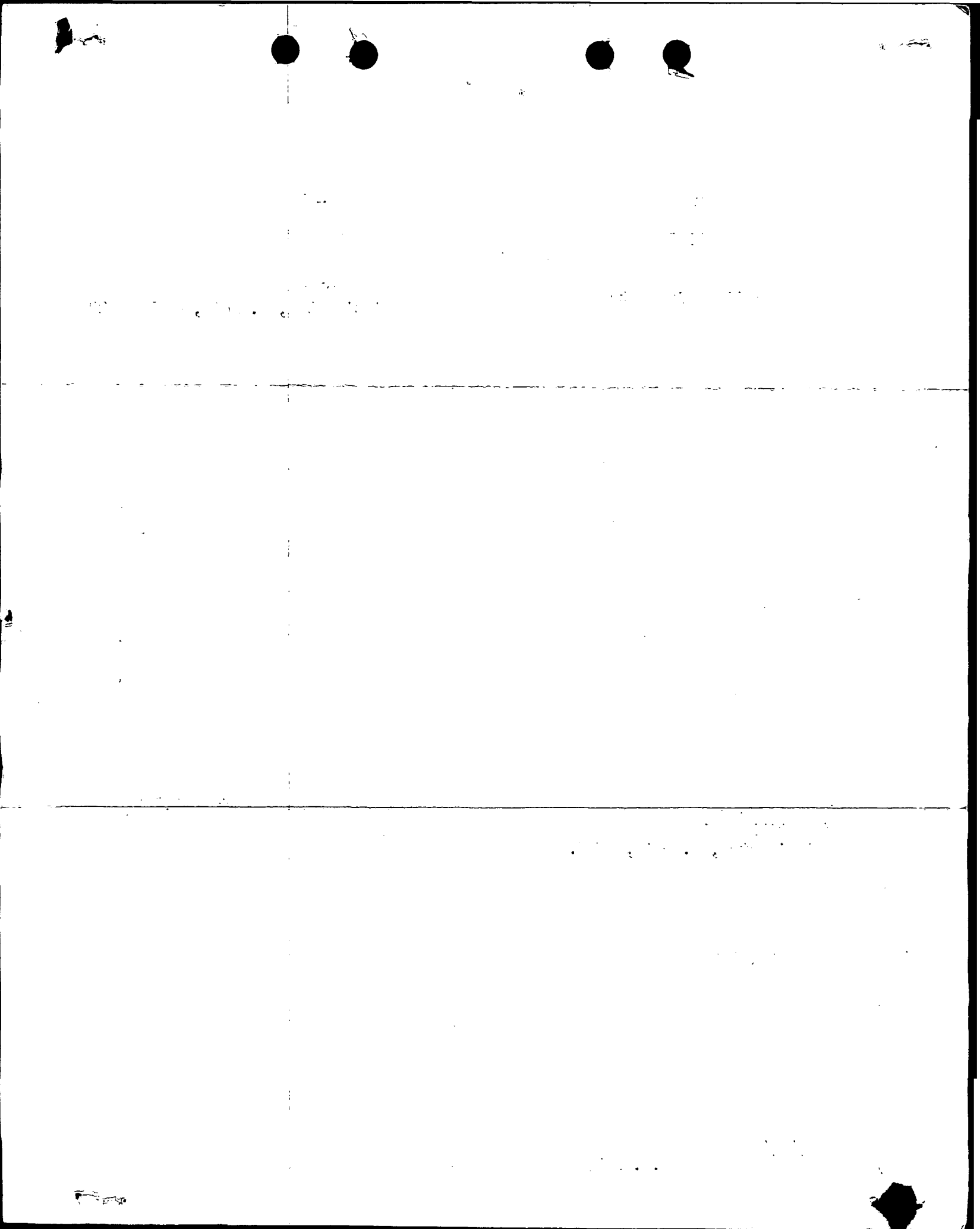
A. AGENCY'S NAME AND ADDRESS Claude Austin c/o Antilles Air Boats Christiansted, St. Croix, USVI.	B. KIND OF AGENCY		C. CERTIFICATE NO. A+P 2227109
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
	<input type="checkbox"/> CERTIFICATED REPAIR STATION		
	<input type="checkbox"/> MANUFACTURER		

I, the undersigned, certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of this form 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 25, 1978	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Claude Austin</i>
-----------------------------	--

7. REFUSED FOR REPAIR OR SERVICE

Authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Federal Aviation Administration and is: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
STANDARD	MANUFACTURER	X INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
REPAIR STATION	REPAIR STATION		
DATE OR 5/25/78	CERTIFICATE OR DESIGNATION NO. I.A. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles H. Freeling</i>	



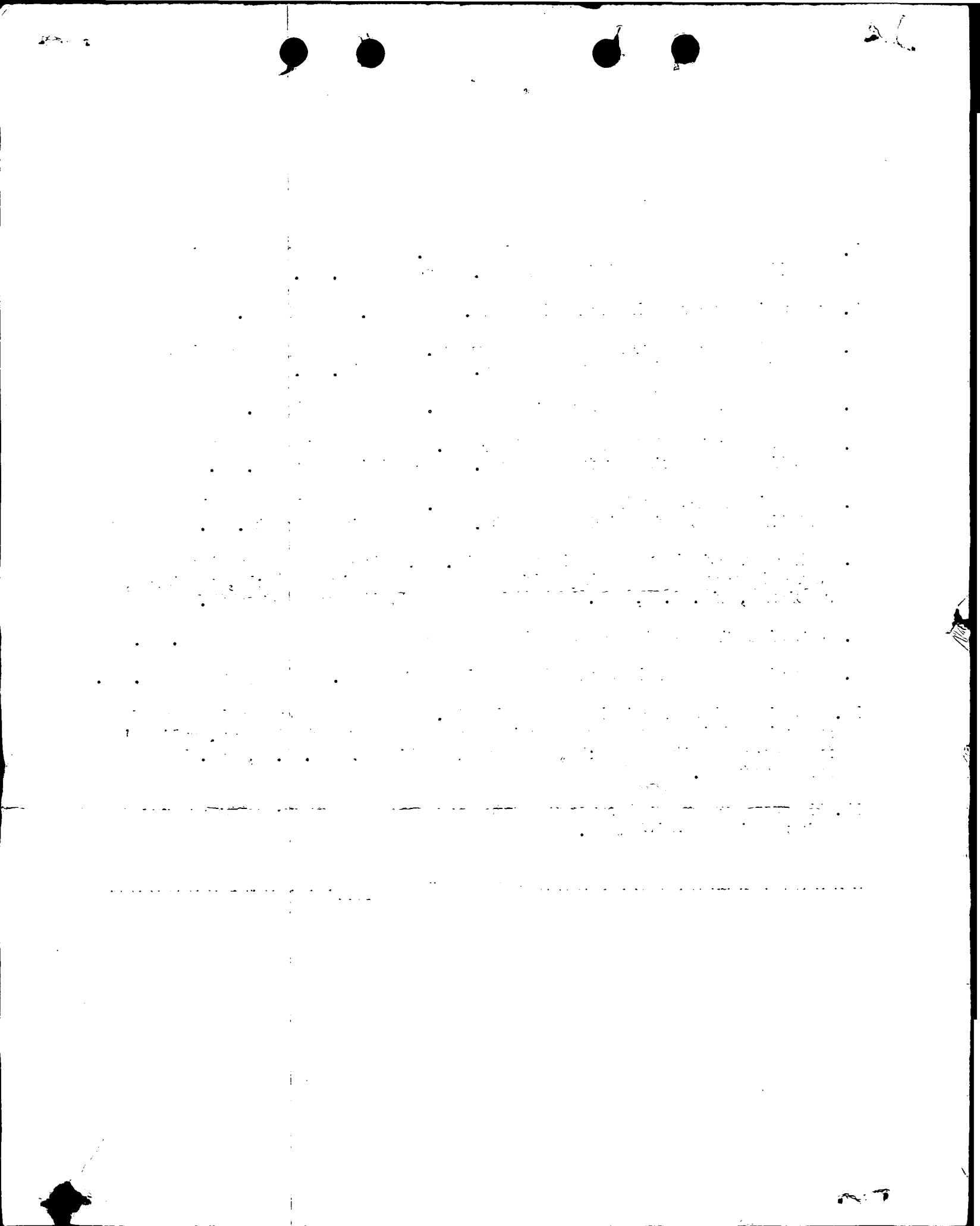
NOTICE

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. Right side first stringer above floor sta. 26 to 29 replaced complete
Installed new casting stringer to sta. 26 and to sta. 29.
2. Right side first angle above floor sta. 26 to sta. 28 replaced.
3. Right side second stringer above floor sta. 26 to 29 replaced complete
Installed new casting stringer to sta. 26 and to sta. 29.
4. Right side second stringer above floor sta. 26 to 28 replaced.
5. Right side third stringer above floor sta. 26 to 29 replaced complete
Installed new casting stringer to sta. 26 and stringer to sta. 29.
6. Right side fourth stringer above floor sta. 26 to 29 replaced complete
Installed new casting stringer to sta. 26 and stringer to sta. 29.
7. Replaced vertical frame angle right sta. 27, splice between first stringer above floor and first angle, splice in accordance with AC 43:13, chapter 2, section 3, fig. 2.25, par. 100E and subsequent, to center of cabin.
8. Left side first stringer above floor replaced casting stringer to sta. 29.
9. Left side second angle above floor replaced from sta. 26 to 27 and to sta. 28.
10. Left side splice vertical frame angle sta. 27 between second angle above floor and third stringer and between third stringer and fourth stringer, splice in accordance with AC 43:13, chapter 2, section 3, fig. 2.25, par. 100 E, and subsequent par.
11. All stringers and angles painted with zinc chromate primer; bolts and nuts painted with par-al-ketone.

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



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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

SO-FSDO-61

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

1. AIRCRAFT	MAKE Grunman	MODEL G-21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats	ADDRESS (As shown on registration certificate) West Seaplane Ramp Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P.O. Box 731 Fredricksted, St. Croix, U.S.V.I. 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	AI 1617154
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE May 14, 1978	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i>
-----------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION 5/14/78	CERTIFICATE OR DESIGNATION NO. AI 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i>
---	---	--

NOTICE

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

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

Increase maximum weight to 8750 lbs. In accordance with STC SA3630WE. See attached data.

Weight and balance correction entered in aircraft log book.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-661

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. 1191	NATIONALITY AND REGISTRATION MARK N-323
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats Inc.	ADDRESS (As shown on registration certificate) Christiansted, St. Croix U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	2000-210	401 01 7		
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS ANTILLES AIR BOATS INC. PO BOX 100 CHRISTIANSTED ST. CROIX U.S.V.I.	B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	C. CERTIFICATE NO. 0123456789
---	---	----------------------------------

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

DATE 11/1/77	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert C. Lovell
-----------------	--

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

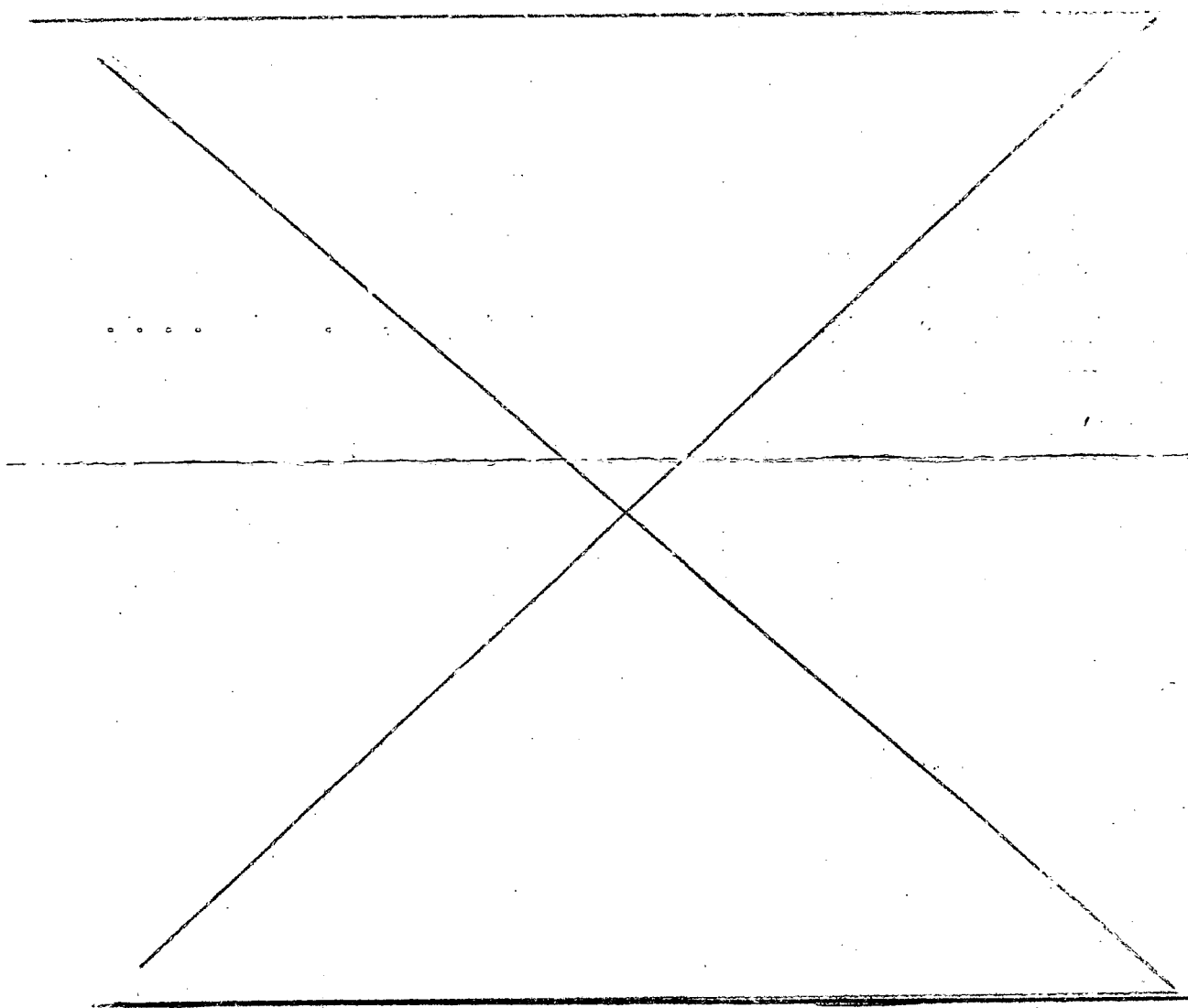
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 11/1/77		CERTIFICATE OR DESIGNATION NO. 1191	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert C. Lovell	

NOTICE

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

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

1. The aircraft was inspected and found to be in good condition. The engine was checked and found to be in good condition. The landing gear was checked and found to be in good condition. The fuel system was checked and found to be in good condition. The electrical system was checked and found to be in good condition. The communication system was checked and found to be in good condition. The navigation system was checked and found to be in good condition. The engine was checked and found to be in good condition. The landing gear was checked and found to be in good condition. The fuel system was checked and found to be in good condition. The electrical system was checked and found to be in good condition. The communication system was checked and found to be in good condition. The navigation system was checked and found to be in good condition.



☐ ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G -21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (As shown on registration certificate) ANTILLES, AIR BOATS, INC.	ADDRESS (As shown on registration certificate) C' STED., ST. CROIX U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	Pratt & Whitney (As described in item 1 above)				
POWERPLANT	Pratt & Whitney	R-985 ANI.	8550	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Caribbean Airmotive, Inc. PO Box 4973, Old San Juan Sta. San Juan, Puerto Rico, 00907.	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. ACP-XXXXXXX I690355. #761-22
---	---	---

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 2-1977	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Thomas O'Neill Ramos</i>
---------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify) IA-52853-4I
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION May 2-1977	CERTIFICATE OR DESIGNATION NO. 761-22	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph L. Martinez</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 completely disassembly. All parts and components cleaned. Perform inspection of all parts and components per P&W, Aircraft Engine Overhaul Manual. All steel parts Magnafluxed. Aluminum parts, thoroughly and Zygo checked. Check crankshaft per P&W crankshaft spect and through chart. Install overhaul magnetos by Caribbean Airmotive, Inc. Engine assembled per P&W, Overhaul Instructions. Test Cell RUN UP proved Satisfactory as per P&W, run up procedure. Time since Mayor run up test 4Hrs.

The following P&W, Service Bulletins are complied at this time.

1710-1703- 1718- 1758-1783-1000-1175- 1183- 1710.

C/W following AD, 57-5-4, Crankshaft rework, 66-14-4, Cam reduction. 68-9-1, Flyweight and linnars, 76-20-01, Cylds, head press test.

NOTHING

FOLLOWS.

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-21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
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					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CHARLES R. FREEHLING P.O. Box 731 Fredericksted, St. Croix U.S.V.I. 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1617154
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE 18 March 1977	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i>
------------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION 18 March 1977	CERTIFICATE OR DESIGNATION NO. I.A. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL CHARLES R. FREEHLING <i>Charles R. Freehling</i>
---	---	---

NOTICE

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

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

The installation of one (1) each left and right, Hartzell Propeller Hub Model # HC-B3Z30-2E. Found install on this aircraft in accordance with Hartzell Propellers Inc., STX SAI-52, Drawing #D1860.

Flight Manual modified for this installation.

NOTHING FOLLOWS.

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau 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. 1191	NATIONALITY AND REGISTRATION MARK N 323
2. OWNER	NAME (As shown on registration certificate) CARIBBEAN FLYING BOATS	ADDRESS (As shown on registration certificate) C/O ANTILLES AIR BOATS, INC., ST. THOMAS, U.S.V.I.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	CLEVELAND WHEELS AND BRAKE (As described in item 1 above)	30-91 BRAKE 40-127 WHEELS	N/A		X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CHARLES R. FREEHLING P.O. Box 731 Fredericksted, St. Croix 00840 U.S.V.I.	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1617154
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE 16 March 1977	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i>
------------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 16 March 1977	CERTIFICATE OR DESIGNATION NO. I.A. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL CHARLES R. FREEHLING <i>Charles R. Freehling</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.)

Removed main landing gear wheels (2) Hayes Model # C3-56A 30X7 together with brake assemblies (2) Hayes Model H-2-102
Installed Cleveland Aircraft Products, Inc., (2) Brake Assemblies Model #30-91 together with (2) Wheel Assemblies Model #40-127 32X8.8
TYPE VII.

Weight Removed = 80 lbs. @ ARM 10" = $\frac{800}{1000}$ = 81 U.

Weight Added = 110 lbs. @ ARM 10" = $\frac{1100}{1000}$ = 1.19 I.U.

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

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

STC # SA GL December 3, 1975

NOTHING FOLLOWS.

ADDITIONAL SHEETS ARE ATTACHED ☐

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**
75-61

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. 1191	NATIONALITY AND REGISTRATION MARK U.S.A. N 323
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, V.I. 00801

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	WHEELS AND BRAKES #) 30-91 Brake N/A CLEVELAND 40-127 WHEELS <small>(As described in item 1 above)</small>				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS VICTOR PINHEIRO c/o ANTILLES AIR BOATS, INC. ST. THOMAS, V.I. 00801	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. A&P 378437
--	--	---

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

DATE APRIL 20, 1976	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>V. Pinheiro</i>
-------------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 4-20-76		CERTIFICATE OR DESIGNATION NO. AI 133009		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph H. Stoy</i>	

NOTICE

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

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

Removed main landing gear wheels (2) Hayes Model #G3-56A 30x7 together with Brake Assemblies (2) Hayes Model H-2-102.

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

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

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

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

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

STC # SA 99 GL DECEMBER 3, 1975

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION NO. **NY FSDC**
175-61

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. 1191	NATIONALITY AND REGISTRATION MARK N 323 U.S.A.
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) SEA PLANE RAMP, VETERANS DRIVE ST. THOMAS, V.I. 00801

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS ABELARDO GOMEZ ISLA LAGRANDE AIRPORT SAN JUAN, PUERTO RICO	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. ASP 1736931
---	--	--

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

DATE JANUARY 14, 1976	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Abelardo Gomez Ramos</i>
---------------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION 1-14-76	CERTIFICATE OR DESIGNATION NO. AI 133009	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph H. Stoy</i>
---	--	---

NOTICE

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

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

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

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

Beechcraft cowl support brackets, p/n 18S 5916 and engine cowlings, upper p/n 404-185901 - lower, p/n 185903 installed under S.T.C. # SA 551SW dated 8/31/65.

Weight and Balance correction entered in air craft log book.

NOTHING FOLLOWS

ASO-FSDO-61/SJU
Rcvd 2/5/76
Chief
242 262
245 264
246 265
247 266
250 267
240a 260a
250a 200a

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

ASO-FSDO-61

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G--21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Victor Pinheiro c/o Antilles Air Boats, Inc. Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 378437
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
	<i>Victor Pinheiro</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	<input checked="" type="checkbox"/> FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	<input type="checkbox"/> FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 9-27-73		CERTIFICATE OR DESIGNATION NO. 1A1106999		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Julius [Signature]</i>

NOTICE

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

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

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

A. One hold 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 1/5" vertical dimension and 6.5" longitudinal dimension has been cut in the doubler and provides actual inspection facilities as mentioned above.

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

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

NOTHING FOLLOWS.

☐ 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

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 <u>Grumman</u>	MODEL <u>G-21A</u>
	SERIAL NO. <u>1191</u>	NATIONALITY AND REGISTRATION MARK <u>N 323</u>
2. OWNER	NAME (As shown on registration certificate) <u>Three Twelve Corp.</u>	ADDRESS (As shown on registration certificate) <u>St. Thomas U.S. Virgin Islands</u>

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.
<u>Ralph Cullen</u> <u>2845 Airport Drive</u> <u>Torrance, Calif.</u>	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	<u>A&P 1128140</u>
	<input checked="" type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE <u>9-13-72</u>	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Ralph Cullen</u>
------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION <u>9-13-72</u> <u>9-13</u>	CERTIFICATE OR DESIGNATION NO. <u>AP1128140 IA</u>	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Ralph Cullen</u>
--	---	---

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.)

Following parts replaced.

Wing attach blocks replaced.
Six feet of sparcap replaced, 4 feet ~~to~~ wing connection; 2 splices installed on both ends.
4 feet of sparcap replaced, 6 feet from wing connection, 2 splices installed on both ends.
6 feet x 4 feet of centersection skin replaced.
4 feet of sparcap replaced on centersection aft, upper.

Skin below cabin windows left and right replaced.
Skin replaced on bow, 1st, and 2nd from bottom.
Skin replaced on bow aft of ~~heel~~ well.
Skin replaced aft of step left side.
Aft skin of bow (top) replaced.
Replaced floats struts.
Replaced stabilizer struts.

Replaced skin on vert. stab. above hor. stab.
All metal anodized.
All work performed per AC-43-13-1

END.

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE	MODEL
	Crummen SERIAL NO. 1191	G-21A NATIONALITY AND REGISTRATION MARK NK N-323
2. OWNER	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)
	Three Twelve Corporation	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.
Ralph Cullen 2845 Airport Drive., Torrance, Ca.	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 1128140
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
9/11/72	Ralph Cullen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9/11/72	A & P 1128140IA	Ralph Cullen

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. Install Genave Alpha 200 - VHF Transceiver in center of instrument panel.

2. Installed Bendix ADF T-12E under VHF Radio in instrument panel.

These units installed per AC-43-13-2, Chapter 2, Pages 4 & 5, Fig. 2.1-2.2.

End

☐ ADDITIONAL SHEETS ARE ATTACHED

1284-1100 37 OCT 5 '67

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1
	FOR FAA USE REG. WE
	OFFICE IDENTIFICATION GADO-5

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

1. AIRCRAFT	MAKE Grumman	MODEL G-21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (As shown on registration certificate) Catalina Air Lines, Inc.	ADDRESS (As shown on registration certificate) 4100 Donald Douglas Drive Long Beach, Calif. 90808

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.
Catalina Air Lines, Inc. 4100 Donald Douglas Drive Long Beach, Calif., 90808	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	4525
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE July 27, 1967	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>H. A. Smith</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	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION July 26, 1967		CERTIFICATE OR DESIGNATION NO. 4525	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>H. A. Smith</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.)

1. Remove MN-62 ADF radio receiver system and related components
2. Install King K-80 ADF radio receiver system and related components
3. Weight and balance computations:

Aircraft empty wt. (Form 337 dated 2/20/64)			
Removed ADF receiver MN-62A	-47.0	-105.0	4987.50
Inverter 12123A BPD	-12.0	-106.0	1272.00
ADF Control Head	-4.5	-13.0	58.50
ADF Loop Antenna MN-36	-11.0	-38.0	-437.00
ADF Indicator	-1.0	-27.0	27.00
ADF Junction Box, relays etc.	-4.5	-63.0	283.50
Miscellaneous wiring, loop	-10.0	-55.0	550.00
transmission cable, tuning cable etc.	3.63	-29.0	-105.00
Installed King K-80 ADF receiver	1.38	58.0	80.04
King K-80 ADF Loop Antenna	1.14	-8.0	-9.12
Related wiring, loop transmission cable etc.	5901.15	22.03	129998.42

4. See approved loading schedule for loading information

☐ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY 1882-1634 28 JUN 29 '66

Form Approved
Budget Bureau No. 04-R060.1 1-
FOR FAA USE ONLY
OFFICE IDENTIFICATION REG. WE-
CADO-5

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

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N-323
2. OWNER	NAME (As shown on registration certificate) CATALINA AIR LINES INC.	ADDRESS (As shown on registration certificate) 3365 Lakewood Blvd. Long Beach, Calif.

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 Catalina Air Lines Inc. 3365 Lakewood Blvd. Long Beach, Calif.	B. KIND OF AGENCY	C. CERTIFICATE NO.
	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	LIMITED
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	DC 3 Series
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	Grumman G21 Series
	<input type="checkbox"/> MANUFACTURER	Luscombe 8 Series
# 4525		

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 28 May 1966	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Hamel</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 <input checked="" type="checkbox"/>	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 28 May 1966	CERTIFICATE OR DESIGNATION NO. 4525	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Everett Trues</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.)

SUBJECT- Wing Retractable Floats.

Left hand float strut attach point forward doubler and "U" channel stiffener was replaced. All material was the same as original and anodized before installation. The original rivets AN 470 AD were replaced with AN-3 bolts.

Right hand strut attach point forward "U" channel was replaced. Material was the same as original and anodized before installation. The original rivets were replaced with AN-3 bolts in lieu of AN470AD-6 rivets.

A flush patch 8 inches long and 3 inches wide was held arc welded on the top aft. leg of the right hand float strut pedestal. The original material was 1/16 inch stainless steel. The patch was manufactured from 1/8 inch stainless steel material.

Damaged right and left floats and float actuators were replaced.



FEDERAL AVIATION AGENCY

Form Approved W.S.2-
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION NO. WE-
CADO-5

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

1. AIRCRAFT	MAKE Grumman	MODEL C-21A
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N-323
2. OWNER	NAME (As shown on registration certificate) Catalina Air Lines Inc.	ADDRESS (As shown on registration certificate) 3365 Lakewood Blvd. Long Beach, Calif.

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 Catalina Air Lines Inc. 3365 Lakewood Blvd. Long Beach, California	B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER	C. CERTIFICATE NO. Limited #4525 Douglas DC3 series Grumman G21 series Luscombe 8 series
--	---	--

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 January 1966	SIGNATURE OF AUTHORIZED INDIVIDUAL 
-------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION 26 January 1966	CERTIFICATE OR DESIGNATION NO. 4525	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.)

Four cross stringers replaced under nose baggage compartment floor.
 Replaced five feet of chine strip on left and right side of fuselage from the main landing gear wells forward.
 Replaced chine strip on left side of fuselage from the main landing gear wells aft to the hull step.
 Replaced skin over cockpit.
 Left and right wings recovered with Geconite fabric. S.T.C. 544-1137

All material was of 2024 T3 and anodized before installation.
 Material thickness was the same as the original.

Weight change in these repairs, negligible.

☐ ADDITIONAL SHEETS ARE ATTACHED

988

774

28 NOV 2 1965

FEDERAL AVIATION AGENCY

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

Form Approved NOV 2 1965
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

WE-CADO/5

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

1. AIRCRAFT	MAKE Grumman	MODEL G-21
	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N 323
2. OWNER	NAME (As shown on registration certificate) Catalina Air Lines, Inc.	ADDRESS (As shown on registration certificate) 3365 Lakewood Blvd Long Beach, California

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Catalina Air Lines, Inc. 3365 Lakewood Blvd Long Beach, California	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	Limited # 4525 DC-3 Luscombe-8 Grumman G-21
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE 12 Sept. 65	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Monte Verrill</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	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 12 Sept. 65	CERTIFICATE OR DESIGNATION NO. # 4525	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Everett Ruess</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.)

The hull frames were repaired at stations 27, 28 & 29 and the bottom skins on the right and left sides were replaced between stations 26 and 27 aft to station 29: a total of 3 feet.

The keel extrusion was replaced from station 26 aft to station 29.

The material and rivets used were of the original thickness and size.

The hull frame doublers were manufactured from 2024 T-4 .050 material and anodized.

The hull skins were manufactured from 2024 T-4 .040 material and anodized.

The keel extrusion was anodized before installation. See attached drawing.

☒ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE Grumman	MODEL G-21A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N-323
2. OWNER	NAME (First, middle, last) Catalina Air Lines Inc.		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd. Long Beach, California	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				X
b. POWERPLANT					2
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	5985	20.6	3215

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Catalina Air Lines Inc. 3365 Lakewood Blvd. Long Beach, California	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. Limited Douglas DC3 Series Grumman G21 Series Luscombe 8 Series # 4525
---	--	---

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

25 January 1965

(Date repair and/or alteration completed)

(Signature of authorized individual)

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

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

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

25 January 1965

(Date of approval or rejection)

(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
 b. ☐ Accepted _____ (Date) ☒ Reinspected 1/29/65 (Date) ☐ Spot Checked _____ (Date)

REG. WE-4-5

(FAA designation number)

(Signature Flight Standards Inspector)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

SUBJECT Nose baggage door hinge and lock mechanism.

The nose baggage door hinge was repositioned from the right side of the door to the forward side of the door. The lock, a single spring type, was mounted on the aft edge on the center line of the door.

This alteration is identical to the door alteration on Grumman G21A N322 S/N B-73, submitted on form 337 with drawing on January 12, 1965 for Catalina Air Lines Inc., Repair Station # 4525.

Weight change on this alteration negligible.

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

Check block if additional sheets are attached. ☐

Verified by Operator #33

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

1. AIRCRAFT	MAKE Grumman	MODEL G-21A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK 0A323
2. OWNER	NAME (First, middle, last) Catalina Air Lines, Inc.		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd., Long Beach 8, Calif.	

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

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

4. AIRCRAFT WEIGHT AND BALANCE DATA

*AFTER the repairs and/or alterations described below were made.

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STD.	5985	20.6	3215

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Everett Pricer Catalina Air Lines 3365 Lakewood Blvd. Long Beach, Calif.	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A & P 1240573
---	--	--

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

Feb. 20, 1964

(Date repair and/or alteration completed)

Everett Pricer
(Signature of authorized individual)

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

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

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

Feb 20, 1964
(Date of approval or rejection)Albert Taylor 0A32340907
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum **7 FEB 28 1964**
b. ☒ Accepted 2-28-64 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)
REG. WE-4-05
GADO-5 (FAA designation number)
F. M. Robinette
(Signature Flight Standards Inspector)

CRO INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Electric landing gear retract unit installed in accordance with STC #SA4 1551.
2. Glide slope receiver installed between stations #1 & #2 forward of bow compartment using 2024-T4 aluminum formed to fit aircraft structure & attached with AN-3 bolts. This receiver installed in same location & manner as installation shown on form 337 dated Feb. 18, 1964.

Item	Weight	Arm	Moment
Aircraft	5985	21.1	125418.4
Glide Slope Rec.	+16	-115	-1840
Elec. Retract Unit	+25	-5	-125
	<u>5985</u>		<u>123453.4</u>

123453.4
5985

=

20.6 Empty C.G.

Most forward C.G.

Aircraft	5985	20.6	123453.4
Pilot	+170	-5	-850
Min. fuel	+396	+30	+11880
Oil	+112.5	+8	+9000
	<u>6663.5</u>		<u>143083.4</u>

143083.4
6663.5

=

21.4 Foremost C.G.

Most rearward C.G.

Aircraft	5985	20.6	123453.4
Pilot	+170	-5	-850
Min. fuel	+396	+30	+11880
Oil	+112.5	+8	+9000
2 Passengers	+340	+164	+55760
	<u>7003.5</u>		<u>197843.4</u>

197843.4
7003.5

=

28.2 Rearmost C.G.

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-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

Grunman

b. AIRCRAFT MODEL

G-21A

c. AIRCRAFT SERIAL NO.

1191

d. ENGINE MAKE

Pratt & Whitney

e. ENGINE MODEL

R-985

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

Avalon Air Transport, Inc.

b. PERMANENT MAILING ADDRESS

3365 Lakewood Blvd.
Long Beach 8, Calif

c. AIRCRAFT NATIONALITY
AND REGISTRATION MARK

N-323

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

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

- a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Oct. 4, 1956
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____ (DATE)

*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)

Nov. 27, 1962
(DATE)

President
(TITLE)

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION									
AIRCRAFT INSPECTION REPORT <i>(To be completed by a CAA representative or approved repair station)</i>									
The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:									
1. AIRCRAFT AND ENGINE CERTIFICATION BASIS a. <input type="checkbox"/> AIRCRAFT SPECIFICATION NO. _____ b. <input checked="" type="checkbox"/> AIRCRAFT LISTING PAGE NO. <u>98</u> c. <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY <u>Jan 1962</u> THROUGH CARD NO. <u>62-24</u> d. <input type="checkbox"/> CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)									
2. AIRCRAFT AND ENGINE OPERATING RECORDS a. <input type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY b. <input checked="" type="checkbox"/> COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED c. <input checked="" type="checkbox"/> AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF <u>4203:50</u> HOURS d. <input checked="" type="checkbox"/> ENGINE RECORDS INDICATE THE FOLLOWING OPERATION: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>SERIAL NO. <u>Left</u></td> <td>TOTAL HOURS <u>Unknown NTSO</u></td> </tr> <tr> <td>SERIAL NO. <u>6454</u></td> <td>TOTAL HOURS <u>Unknown NTSO</u></td> </tr> <tr> <td>SERIAL NO. <u>Rt. 200675</u></td> <td>TOTAL HOURS <u>Unknown NTSO</u></td> </tr> <tr> <td>SERIAL NO. _____</td> <td>TOTAL HOURS _____</td> </tr> </table>		SERIAL NO. <u>Left</u>	TOTAL HOURS <u>Unknown NTSO</u>	SERIAL NO. <u>6454</u>	TOTAL HOURS <u>Unknown NTSO</u>	SERIAL NO. <u>Rt. 200675</u>	TOTAL HOURS <u>Unknown NTSO</u>	SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. <u>Left</u>	TOTAL HOURS <u>Unknown NTSO</u>								
SERIAL NO. <u>6454</u>	TOTAL HOURS <u>Unknown NTSO</u>								
SERIAL NO. <u>Rt. 200675</u>	TOTAL HOURS <u>Unknown NTSO</u>								
SERIAL NO. _____	TOTAL HOURS _____								
3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319) a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ BY AIRCRAFT MANUFACTURER b. <input type="checkbox"/> BY APPROVED REPAIR STATION, CERTIFICATE NO. _____ c. <input checked="" type="checkbox"/> BY MECHANIC, CERTIFICATE NO. <u>A&P 240907</u> d. <input type="checkbox"/> PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER									
4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED a. <input type="checkbox"/> OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED) b. <input checked="" type="checkbox"/> CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT c. <input checked="" type="checkbox"/> CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT d. <input checked="" type="checkbox"/> CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT e. <input checked="" type="checkbox"/> THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS f. <input checked="" type="checkbox"/> CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE _____ g. <input checked="" type="checkbox"/> PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ BY <u>F. W. Robinette</u> (NAME OF ISSUING REPRESENTATIVE) (DESIGNATION NO.) _____ (DATE) <u>4-20</u>									
5. CAA APPROVED REPAIR STATION CERTIFICATION The aircraft described on the reverse has been inspected under the authority accorded <u>REPAIR STATION/Repair Station</u> No. <u>402</u> by CAR 52 and was found to be: by <u>Albert Taylor, Chief of Maintenance</u> No. <u>11/27/62</u> (DATE) AIRWORTHY <input checked="" type="checkbox"/> UNAIRWORTHY <input type="checkbox"/>									
6. CAA REPRESENTATIVE CERTIFICATION I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT <input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY (Check appropriate item)									
DESIGNEE'S SIGNATURE _____ DESIGNATION NO. _____ DATE _____	AVIATION SAFETY AGENT'S SIGNATURE <u>J. E. M. Jr.</u> CAA DESIGNATION NO. <u>WE-ACD-32</u> DATE <u>11/29/62</u> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED <input type="checkbox"/>								

fs-960

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-B032.4

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

1. AIRCRAFT	MAKE Cessna	MODEL 441-A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (First, middle, last) Avalon Air Transport		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd. Long Beach, California	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER Burns Seat	Model 1	2659 2658		X

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	5944	20.9	3256

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Avalon Air Transport 3365 Lakewood, Blvd. Long Beach, Calif.	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. Air Carrier #402
---	--	---

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

11-25-62
(Date repair and/or alteration completed)Albert Taylor #0241907
(Signature of authorized individual)

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

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

<input checked="" type="checkbox"/> APPROVED	BY	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft
<input type="checkbox"/> REJECTED		<input checked="" type="checkbox"/> FAA Flight Standards Inspector	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Other (Specify)

11-27-62
(Date of approval or rejection)L. M. Robinson
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. <input type="checkbox"/> Forwarded for engineering comment	<input type="checkbox"/> See attached memorandum
b. <input type="checkbox"/> Accepted <u>ASDO 20</u> (Date)	<input type="checkbox"/> Reinspected (Date)
<input type="checkbox"/> Spot Checked (Date)	
<u>8 DEC 18 1962</u>	
(FAA designation number)	(Signature Flight Standards Inspector)

INSTRUCTIONS

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

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

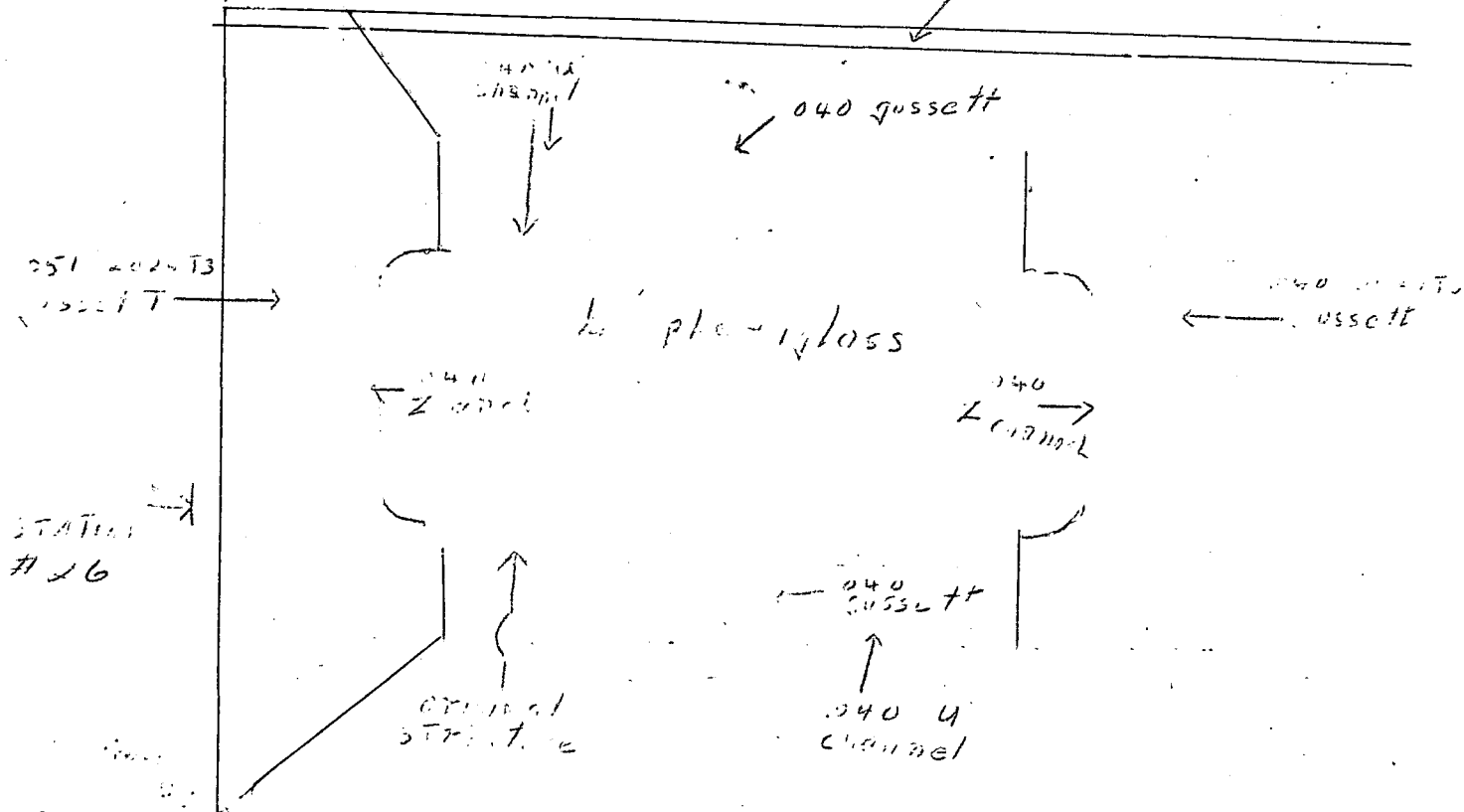
8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Burns seat, model 1, TSO C 25 at station 164. This seat widened six inches by adding a three inch section to both sides, using the inner sleeve method of repair as shown in manual 18 page 160, fig. 4-4. This seat attached to the aircraft structure by four widget plates and a 2024 T3 hat section in accordance with a previously approved methods for theseven foward passenger seats.

Installed Burns seat model 1- TSO C25 at station 132, at passenger loading door. This seat altered to a single passenger seat by cutting the seat in half and welding legs to each corner, using the original seat design, the reclining attachments removed and the back rest welded solid to the seat. This seat attached to the aircraft structure by a 4130 steel tube insert attached to each seat leg by one AN3 bolt, the insert is welded to a 4130 steel plate attached to the aircraft structure by four AN3 bolts.

Installed window both sides of aft section of passenger cabin, as per drawing: *as per drawing*

aircraft weighed & new weight & balance computed. ^{original structure} ~~original structure~~



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

Check block if additional sheets are attached. ☐

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE Grumman G-21	MODEL G-21	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (First, middle, last) AVALON AIR TRANSPORT		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd. Long Beach, Calif.	

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	5944	20.9	3256

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS AVALON AIR TRANSPORT 3365 Lakewood Blvd. Long Beach, Calif.	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. Air Carrier #402
--	---	---

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

11-25-62

(Date repair and/or alteration completed)

Everett Pricer A&P 1240573Everett Pricer (Signature of authorized individual)

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

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

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	} BY {	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft
		<input type="checkbox"/> FAA Flight Standards Inspector	<input type="checkbox"/> Repair Station	<input checked="" type="checkbox"/> Other (Specify) IA

11-25-62

(Date of approval or rejection)

Albert Taylor A&P 240907

(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 12-10-62 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

REG. WE -
GADO-20 (FAA designation number)

F. M. Robinette (Signature Flight Standards Inspector)

8 DEC 27 1962

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Removed bulkhead at station 26 as per STC # 108 RW.

Installed picture windows as per STC # SA 101 WE and manufactures approved drawings and instructions.

Aircraft weighed as equipped.

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

Check block if additional sheets are attached. ☐

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-R0324.

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

1. AIRCRAFT	MAKE Grueman	MODEL G21-A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N 323
2. OWNER	NAME (First, middle, last) Avalon Air Transport		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd. Long Beach, California	

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	5944	20.9	3256

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Avalon Air Transport 3365 Lakewood Blvd. Long Beach, Calif.	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. Air Carrier # 402
--	---	--

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

11-25-62

(Date repair and/or alteration completed)

Everett Prices
A&P 1240573**Everett Prices**
(Signature of authorized individual)

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

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

<input checked="" type="checkbox"/> APPROVED	BY {	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft
<input type="checkbox"/> REJECTED		<input type="checkbox"/> FAA Flight Standards Inspector	<input type="checkbox"/> Repair Station	<input checked="" type="checkbox"/> Other (Specify) L.A.

11-25-62

(Date of approval or rejection)

Albert Taylor
A&P 240907**Albert Taylor**
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. <input type="checkbox"/> Forwarded for engineering comment	<input type="checkbox"/> See attached memorandum
b. <input checked="" type="checkbox"/> Accepted 12-4-62	<input type="checkbox"/> Reinspected _____
neg. 4 LA	(Date)
ASDO 20	L. M. Robinette
(FAA designation number)	(Signature Flight Standards Inspector)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed McKinnon increased gross weight kit as per STC #SA-1467 and McKinnon drawing and instructions on file at Avalon Air Transports maintenance office.

Aircraft weighed

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

Check block if additional sheets are attached. ☐

Form approved.
Budget Bureau No. 41-B0524

FEDERAL AVIATION AGENCY				Form approved. Budget Bureau No. 41-R0524.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Grumman	MODEL G21 A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323	
2. OWNER	NAME (First, middle, last) Avalon Air Transport		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd. Long Beach, California		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	As described in item 1 above			X	X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Standard	5944	20.9		3256	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Avalon Air Transport 3365 Lakewood Blvd. Long Beach, California		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		Air Carrier #402	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
11-25-62 (Date repair and/or alteration completed)		Everett Bricker AEP 1240573 (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is					
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) L.A.					
11-25-62 (Date of approval or rejection)		Albert Taylor AEP240907 (Signature of authorized individual; title or identification number)			
7. TO BE COMPLETED ONLY BY FAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input checked="" type="checkbox"/> Accepted 12-4-62 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)					
Reg. 4 LA ASDO 20 (FAA designation number)					
L. W. Robinette (Signature Flight Standards Inspector)					
DEC 18 1962					

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

- 1- Installed a one piece baggage hatch.
- 2-Installed stainless steel couplings on the landing gear operating shafts.
- 3-Replaced top nose skin from instrument panel to front baggage hatch.
- 4-Replaced instrument panel.
- 5-Replaced vertical stabilizer spar.
- 6-Recovered rudder and both elevators, using Razorback fabric in accordance with STC # SA2-952.
- 7-Installed Hartzell propellers in accordance with STC #SA1-52.
- 8-Installed emergency exit light in accordance with STC # SA4-1203.
- 9-Installed radio equipment as follows, in accordance with previously approved installations:

MB 3 Marker Beacon Receiver.
ARC 150 Omni System
Two C166 Jack Boxes
Circuit Breaker Box.

*Aircraft weighed
FR*

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G 21 A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
-------------	------------------------	------------------------	---------------------------	--

2. OWNER	NAME (First, middle, last) AVALON AIR TRANSPORT, INC.	ADDRESS (Street and number, city, zone and State) 3365 LAKEWOOD BLVD. LONG BEACH 8, CALIFORNIA
----------	---	--

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STD.	6181	25.0	1819

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS ALBERT TAYLOR 5908 E. EDGEFIELD LAKEWOOD, CALIFORNIA	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A&P 240907
---	--	---

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

6-23-59
(Date repair and/or alteration completed)

Albert Taylor
(Signature of authorized individual) **ALBERT TAYLOR**

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

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

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

6-23-59
(Date of approval or rejection)

Albert Taylor
(Signature of authorized individual; title or identification number) **ALBERT TAYLOR**

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted 6-29-59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

Reg. 4 LA

ASDO 20

(CAA designation number)

William B. Kluttsch
(Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

INSTALLED ANTI COLLISION LIGHT IN ACCORDANCE WITH S.T.C. # SAL-846

ITEM	WEIGHT	ARM	MOMENT
AIRCRAFT (EMPTY)	6179	25.	154475
ANTI-COLLISION LIGHT	2	286.83	573.66
	<u>6181</u>		<u>155048.66</u>

$$\frac{155048.66}{6181} = 25.0 \text{ EMPTY C.G.}$$

EMPTY WEIGHT C.G. REMAIN THE SAME

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R0524.

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

1. AIRCRAFT	MAKE Grumman	MODEL G 21 A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N 323
2. OWNER	NAME (First, middle, last) Avalon Air Transport, Inc.		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd. Long Beach 8, California	

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	6179	25.0	1821

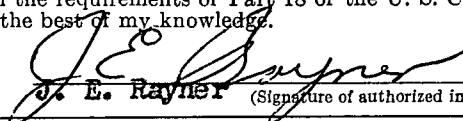
5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS James E. Rayner 6102 Freckles Road Lakewood 8, California	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A&P 1188687
--	--	--

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

November 1, 1958

(Date repair and/or alteration completed)


J. E. Rayner (Signature of authorized individual)

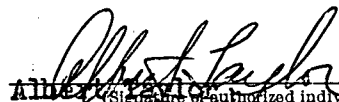
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

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

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

November 1, 1958

(Date of approval or rejection)

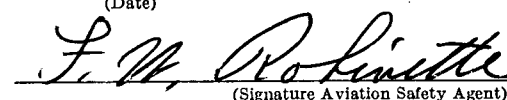

Albert Taylor (Signature of authorized individual; title or identification number)**A&P 240907**

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted **11-6-58** ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Reg. 4 LA**ASDO 20**

(CAA designation number)


F. M. Robinson (Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Removed A.R.C. VHF radio at -33 inches.

Installed Lear VHF LVTR-36 at -33 as per STC No. SA4-637.

Radio and racks removed were the same weight as radio installed. No weight change.

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-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-21 A

c. AIRCRAFT SERIAL NO.

1191

d. ENGINE MAKE

(2) Pratt & Whitney

e. ENGINE MODEL

R-985 - AN 6

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

Avalon Air Transport, Inc.

b. PERMANENT MAILING ADDRESS

3365 Lakewood Blvd
Long Beach, Calif.

c. AIRCRAFT NATIONALITY
AND REGISTRATION MARK

N-323

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

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

- a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE Oct 4, 1954
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)

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

Wilton R. Robert
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

Feb 12, 1957
(DATE)

Wilton R. Robert
(TITLE)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
(Check and compile applicable items)

- a. ☒ AIRCRAFT SPECIFICATION NO. 98
b. ☒ AIRCRAFT LISTING PAGE NO. 1956
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1956
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1733.2 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>6467</u>	TOTAL HOURS <u>388.28</u>
SERIAL NO. <u>6479</u>	TOTAL HOURS <u>3741.6</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

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

- a. ☐ LAST AIRWORTHINESS INSPECTION CONDUCTED 2-11-57
b. ☐ BY AIRCRAFT MANUFACTURER
c. ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
d. ☐ BY MECHANIC, CERTIFICATE NO. 220907
e. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 2-12-57
g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE <u>F. M. [Signature]</u>	DESIGNATION NO. <u>ASDO 20</u>	DATE <u>2-10-57</u>
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>Reg. 4 LA</u>	DATE <u>2-10-57</u>
<input type="checkbox"/> ATTACHMENT	<input type="checkbox"/> ACCEPTED	<input type="checkbox"/> REINSPECTED
<input type="checkbox"/> SPOT CHECKED		

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-21 A	SERIAL NO. 1191	NATIONALITY AND REGISTRATION MARK N323
2. OWNER	NAME (First, middle, last) AVALON AIR TRANSPORT, INC.		ADDRESS (Street and number, city, zone and State) 3365 Lakewood Blvd. Long Beach, California	

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

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

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

**AFTER the repairs and/or alterations described below were made.*

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Std.	6179	25.0	1821

5. CONFORMITY STATEMENT (Complete and check).

a. AGENCY'S NAME AND ADDRESS Albert Taylor	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A&E 240907
--	--	---

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

2-11-57

(Date repair and/or alteration completed)

Albert Taylor
(Signature of authorized individual)

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

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

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

2-12-57

(Date of approval or rejection)

F. M. Robinson
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
 b. ☐ Accepted _____ (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

(CAA designation number)

(Signature Aviation Safety Agent)

Reg. 4 LA
ADEC 79

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

All fabric surfaces recovered using Grade A fabric; and Butu^{te} dope.

Installed 7 main cabin seats and one jump seat as per former approval on Grumman G-21A form ACA 337, dated June 20, 1956.

Aircraft and engine electrical system rewired from cockpit to engines.

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

Check block if additional sheets are attached. ☐

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Los Angeles 45, California

AIRCRAFT WEIGHT AND BALANCE REPORT

MAKE Grueman MODEL G-21A SERIAL # 1191 REGISTRATION # N323
DATUM IS Leading Edge of Wing at Fuselage

A. COMPUTED AS FOLLOWS IF AIRCRAFT WEIGHED

1. Leveling means: Lucs on right side of cockpit (inside)
2. Main wheel weighing point is located ("FORWARD") (10 " AFT") of datum.
3. Actual measured distance from the main weight point centerline to the tail (or nose) point centerline 277.4".
4. Oil over and above "ZERO" tank reading - (a. 15 Gals.) (b. 113 lbs.) (c. 8 In.)

B. ACTUAL EMPTY WEIGHT

Weight Point	Scale Reading	- Tare	= Net Weight
5. Right	3100	-7	3093
6. Left	2885	-5	2880
7. Tail	329	-10	319
8. Nose			
9. Total Net Weight			6292

WEIGHT WITNESSED BY: Martin S. Judy -DMR DATE: 2/11/57

C. CENTER OF GRAVITY AS WEIGHED

10. C.G. relative to main wheel weighing point:				
(a) Tail wheel airc. (Item 3) <u>277.4</u> X <u>319</u> (Item 7) =	<u>14.1</u>	=	C.G.	
(b) Nose wheel airc. (Item 3) <u> </u> X (Item 8) =		=	C.G.	
11. C.G. relative to datum:				
(a) Tail wheel airc. (Item 10a) added to (Item 2) =	<u>24.7</u>	=	C.G.	
(b) Nose wheel airc. (Item 10b) added to (Item 2) =		=	C.G.	

D. COMPUTED IF AIRCRAFT WEIGHED WITH OIL (Item 4)

	Weight	x Arm	= Moment
Aircraft	(9) <u>6292</u>	(11) <u>24.7</u>	<u>155412.4</u>
Less Oil	(4b) <u>113</u>	(4c) <u>8</u>	<u>904</u>
Empty Totals	(a) <u>6179</u>		(b) <u>154508.4</u>
(b) <u>154508.4</u>		= (c) <u>25.0</u>	" = Empty weight C.G.
12. (a) <u>6179</u>			

REPAIR AGENCY Avalon Air Transport, Inc.

DATE Feb. 11, 1957

Name
Albert Taylor

Number
R & E. 240907

(Over)

E. EQUIPMENT LIST

*Required or Optional Item Numbers as Shown in Aircraft Specification					
201, 302	101, 102	106b, 305,	301, 104,	215	205a, 225
110, 204a,	207b, 210	217 and one each of the following			BC433G ADF,
ARC-R15 Rec. BC78AD Loc. Rec. Control Boxes, Tail Shafts and Antennas					103, 108, 109, ARC-T21A Trans.
Special Equipment -					
Item	Make	Model	Weight	Arm	
Enter above those items included in the empty weight					

F. WEIGHT AND BALANCE EXTREME CONDITIONS

Approved fwd. limit <u>20.5</u>				Approved max. weight <u>8000</u>				Approved aft limit <u>33.0</u>			
Item	FORWARD CHECK			REARWARD CHECK							
	Weight	X Arm =	Moment	Weight	X Arm =	Moment					
Airc. Empty	6179 (9 or 12a)	25.0 (11 or 12c)	154475	6179 (9 or 12a)	25.0 (11 or 12c)	154475					
Oil Full	113	8	904	113	8	904					
Pilot	(2) 340	-5	-1700	(1) 170	-5	-850					
Fuel	396	30	11880	1046	30	31380					
Passenger(s)	None		-16250	(1) 170	130	22100					
Baggage	250	-65		325	169	54925					
TOTAL	7278		149309	8000		262934					
TM -149309		=	20.5	TM - 262934		=	32.8				
TW 7278				TW 8000							
Most forward C.G. location				Most rearward C.G. location							

G. LOADING SCHEDULE

Gallons of Fuel	Number of Passengers	Pounds of Baggage
See Aircraft Loading Chart		
The above includes pilot and capacity oil		

H. EQUIPMENT CHANGE

Computing New C. G.			
Item, Make and Model*	Weight	X Arm =	Moment
Airc. Empty.	(9 or 12a)	(11 or 12c)	
NET TOTALS			
NM =		= New C. G.	
NW			

* ITEM NUMBERS WHEN LISTED IN PERTINENT AIRCRAFT SPECIFICATION MAY BE USED IN LIEU OF "ITEM, MAKE, AND MODEL."

APPROVED BY: _____

DATE: _____

Avalon Air Transport, Inc.

ADMINISTRATION BLDG. ... LONG BEACH MUNICIPAL AIRPORT
3365 LAKEWOOD BOULEVARD LONG BEACH 8, CALIFORNIA

OPERATIONS LIMITATIONS

Registration No. N323 GRUMMAN G-21A Serial No. 1191

ENGINES: P & W R-985 AN6

FUEL: 80 Min. Octane aviation gasoline (for 400 HP Rating)
87 Min. Octane aviation gasoline (for 450 HP Rating - Take off)

ENGINE LIMITS: Maximum except takeoff (Sea Level) 34.5 in. Hg. 2200 RPM
(400 hp) Straight line manifold pressure variation with
altitude to 500 ft. 33.5 in. Hg., 2200 RPM (400 hp)
Take-off (One Minute) (with 80 octane fuel) 33.5 in. Hg.
2200 RPM (400 hp).
With 87 Octane Fuel 36.5 in. Hg., 2300 RPM (450 hp)

AIR SPEED LIMITS: Level flight or climb 194 MPH (169 Knots)
TIAS - Glide or dive 225 MPH (195 Knots)
Flaps Extended - 110 MPH (96 Knots)

CEILINGS: (a) Without de-icers - 6000 ft. absolute (density altitude)
either engine inoperative
(b) With de-icers Not applicable

C. G. RANGE: (20.5)(15.2% MAC to (33.0)(28.0%MAC)

DATUM: Wing leading edge at fuselage.

LEVELING MEANS: Lugs on right side and aft bulkhead of pilot's compartment

BAGGAGE: 700 lbs. Maximum (300 pounds in front compartment (-65); 400
pounds in rear compartment (169)

FUEL CAPACITY: 220 gals. (30)

OIL CAPACITY: 15 gals. (one 7½ gal. tank in each nacelle) (8)

SEE ACTUAL WEIGHT AND BALANCE FOR LOADING INFORMATION

THE UNIVERSITY OF CHICAGO
LIBRARY

1961

THE UNIVERSITY OF CHICAGO
LIBRARY
1961

Avalon Air Transport, Inc.

ADMINISTRATION BLDG., --- LONG BEACH MUNICIPAL AIRPORT
3365 LAKEWOOD BOULEVARD LONG BEACH 8, CALIFORNIA

LOADING INFORMATION FOR GRUMMAN G-21 AIRCRAFT

OPERATED BY AVALON AIR TRANSPORT

Aircraft operated with one or two pilots and no passengers or baggage will trim out very nearly in the zero position. The amount of fuel carried has little or no effect on the trim as the fuel tanks are located only slightly rearward of the aircraft empty CG.

Weight and Balance extreme conditions indicate that with two pilots, 66 gals. of fuel, full oil tanks and no passengers 250 pounds of baggage may be carried in the front baggage compartment. Under these conditions the aircraft would be extremely nose heavy and it would be impossible to land the aircraft on land without abnormal forward speed. Water landings under these conditions would be hazardous for the bow would have a decided tendency to "dish in" causing a water loop. Therefore, when the aircraft is to be flown with pilots only all baggage, up to 800 pounds, will be carried in the cabin and the rear baggage compartment. When the baggage load exceeds 800 pounds, such as mail or special freight, it should be loaded according to the maximum loading placards in the front and rear baggage compartments and the amount of baggage over that loaded in the baggage compartments will be loaded in the aircraft seats in approximately the same weight category as if passengers were carried in the seats.

When the aircraft carries one or two passengers in the passenger compartment they shall be seated in the most rearward seats and their baggage carried in the front baggage compartment. When four ~~passengers~~ passengers are carried in the passenger compartment they may occupy any seats and their baggage will be carried in the front baggage compartment. When six or more passengers are carried in the passenger compartment they will be loaded to occupy the forward seats, including the co-pilot seat, first and when a full load of passengers are carried passengers will be loaded with obviously heavy passengers forward and light passengers rearward. With six or more passengers on board all baggage, up to the placarded limit, will be carried in the front baggage compartment.

Weight and balance extreme conditions indicate that with one pilot, one passenger in a rear seat, full tanks of oil and 175 gallons of fuel 325 pounds of baggage may be carried in the rear baggage compartment. An aircraft loaded in this condition would be extremely tail heavy, would require full nose down trim and some additional help from the pilot to hold the ship in level flight. Landings on land with this condition would present no problem because lowered speed and the application of flaps tends to override the tail heavy condition. Landings on the water under these conditions are hazardous for porpoising will surely result. Any baggage loaded in the rear baggage compartment when there are six or more passengers aboard should be confined to light weight baggage.

DIRECT TO AVALON BAY

RECEIVED 1944

OFFICE OF THE
DIRECTOR

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

