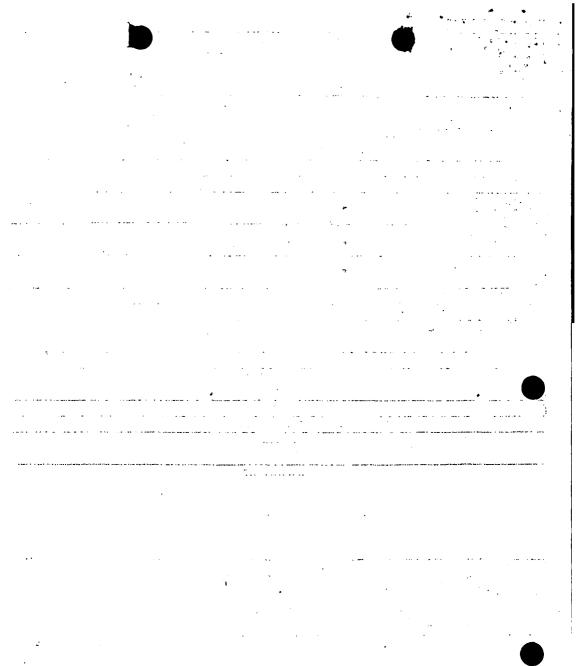
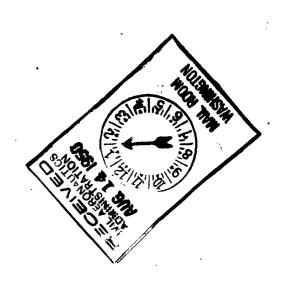
ror.	mAC	A.	309	(0-4	Q								-		
ו ביו	IITED : DEPART /IL AERO	ME	T O	F CON	MERC	E .		OPE	RATION	LIMITA	NOITA	s			
	MAKE	2						MAKE			_	ALITY AND REG			
ш			P	33	W		AIRCRAFT	GRU	MAN		U.S	.A.	NC-10	78A	
ENGINE	MODE	L					5	MODEL			SERIAL		TYPE	CERTIF. N	0.
E.		<u>R</u>	9	<u> 35</u>	-An	<u> </u>	Ā	<u>G</u>	21A		3	17793		<u>654</u>	
	ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED (All Values are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)														
		_				EN	GIN	E LIMIT	s			TRUE	NDICATED	AIR SP	EED
			1	MIN	UTES	ALTI	TUDE	IN. HG.	R. P. M.	HP.	MIN. OCT.			M. P. H. LAND	M. P. H. SEA
-	KÉ-OFI		_	•	1	AN	Y	36.	2300	450	91	CLIMB OR LI	VEL FLIGHT		194
· ·	EA LE					т	0.	34.	5 2200	400	91	GLIDE OR I	ORIVE Only)	225	225
∑ A	LTITU			-	ом -	5 00			5 2200	400	91	FLAPS EXT	ENDED	110	110
•MET	METO—MAXIMUM EXCEPT TAKE-OFF														
 	TAKE-OFF WEIGHT LANDING WEIGHT														
LAN	8000 SEA 8000 LAND 8000 SEA 8000														
									C. G.	LIMITS			•		
		20).	5_	to	+33	}				20.5	5 to +9	33		
										EIGHT					
							SEE	WEIGHT A	ND BALANCE I		IDING INF	ORMATION		· · · · · ·	
l	Wing leading edge at fuselage														
	LIMITATIONS														
INS	SPECTO	OR"	s o	R DE	SIGN	E'S SIC	NAT	URE'	- 0		G. NO.	DA			
L		I	1.	E.	WE	idd f	q	! E.M	Kens	y	741	(July 1	6, 1	949
						ADDI"	rion	AL LIMITA	_	EŠ NO	(IF Y	ES—SEE OVE	R)	•	

THIS FORM MUST BE AVAILABLE IN THE AIRCRAFT WHEN OPERATED 16-45710-8 GPO



· · · · · · · · · · · · · · · · · · ·							
Голи АСА-905 (\$~26-47)	DEPART CIVIL AERON	MENT OF COM AUTICS ADMI		BUDG	FORM APPROV SET BURBAU NO.		,
APPLICATION FOR AI ANNUAL INS	RWORTHINESS CERTIF PECTION OF AN AIRC		/OR	Please subm mautics Admi	INSTRUCTION it this form to inistration Field	o the Civi	l Aero- tative.
APPLICATION (Check whether) ORIGINAL AIRWORTHINESS C			□ OTHER (Sp	ecify)			
XXANNUAL, INSPECTION -	□ NX [□ NL					
		AIRC	RAFT		,		
MA KE	NT		MODEL	0.014		٠.	,
GRUMMA) REGISTRATION NO.	MANUFACTURER'S SER	IAI NO :	DATE MANUF	G 21A	TYPE CERTIFICAT	E NO	
NC1048V	37793	TAL, NO.	DATE MANO	ACT ONLD	654		
		ENG	INE			· · · · · · · · · · · · · · · · · · ·	
MA KE			MODEL				
Pratt & Whit	ney			R 985 1		· · · · · · · · · · · · · · · · · · ·	
OWNER'S NAME					et and number.		and
Arthur James	Williams		, ,	32 Main	& Hope Str	eets,	
		·	Georg	etown, Bi	ritish Gui	ana, S	· ,A.
TTACHNENTS (Check which)		I CERTIFY	THAT THE AB	OVE STATEMENT	S ARE TRUE.	4.	
	BALANCE REPORT		•	•	N		ا ر
ACA-337 SPECIAL AP			•		ames /	NOON	<u> </u>
ACA-805 DATA, DRAW ACA-317 DUNAPPROVED		T 7 O	0 4050		AND AUTHORIZE		_
LI ACA-317 LI UNAPPROVED	DEVIATION DATA	July 2	9,1950	_Mainter	nabele Supe	rinten	lent.
FORM ACA-305a (FORMERLY ACA	-307) AIR(eted by a CAA insp	CRAFT INSP	ECTION REP	ORT		i de la companya de l	
IT HAS BEEN DETERMINED THAT					-		
ALL APPLICABLE MANDATORY NO							
WITH XXX YES INO		•					
(AIRCRAFT SPECIFICATION - A	IRWORTHINESS DIRECT	IVE, NO(S).	A 6	54-3 thro	ough 48-18	-1	
FORM ACA-1362, CERTIFICATE	OF AIRWORTHINESS, I	SSUED _	ORIGINAL	XXX	NUAL INSPECTION		
(Check whether)		·					
OPERATION LIMITATIONS FO	DRM. ACA-309 WAS ISSU	ED, OR	ie 0	0:1012 - 4	in oisses	_///	,
APPROVED AIRPLANE FLIGHT	MANUAL IS IN THE A			TTTTDEE	in aircraf	1 W	
	te cleurtuse		INGS		1		
XX AIRWORTHY HE	's signature and no.	S	6 m/	and s	DATE	July 2	29/50
	ECTOR'S SIGNATURE	1	V //	□ APTE	PTED DATE		-0,00
SIM	mel 40	Chr	mi		SPECTED SPECTED	7-5	0
REASON FOR DISAPPROVAL, OR	REMARKS (Indicate i	f you have	used the re	verse to cont		• • •	
other item (Yes (XX No)	·						
				•		. 3	
\					or	6-0	
\					9 -	6	
V			•	•	•		
					•		
		٠.					. 1
				•			
	•	• •					
							· .
·							

AUG 22 9 40 AN 159 CERTION



August 9, 1950

International Region

1048 V

TO : Administrator, International Region TR-500 Washington, D. C. Attn: GUSAA Specialist

Filoff : Chief Advisor, 100 - Miami, Fla

SUBJECT: Form ACA 305 - Application for Airworthiness Cartificate and/or Inspection of an Aircraft

Enclosed is an executed Form ACA 305 covering annual inspection of a Grumman G21A aircraft, NC10hGV, owned by Arthur James Williams and inspected by Mr. H. E. Wendt, DAMI #97h1, July 29, 1950.

The shove is forwarded for your further handling.

Original signed by Clyde S. Angel for

Frank C. Stone

s Encl.

Wallows and Starte to

Post Office Box 102 Georgetown British Guiana, S.A. August 3rd, 1950

Chief Advisor International District Office Post Office Box 52 Miami Springs, Florida, U.S.A.

Dear Sir,

Enclosed please find Forms 305 and 305A covering Grumman G-21A, NC-1048V.

Your letter of July 25th received and I note that Airworthiness Directive 48-17-1 is considered not mandatory, but recommended. Delivery on the parts for compliance is fairly certain now during the current month and the installation will be done as soon as the parts arrive.

Sincerely yours,

Original signed by

H. E. Wendt. DAMI 9741

HEW/rp enc:

is, will be be sing

Administrator, International Region TR-500 Attention: UCDAA Specialist DR-575

October 21, 1949

Chief Advisor IFO - Miami, Fla

Application for Airworthiness Certificate for Cruman C21A, Georgetown, British Quiana

As per request contained in your letter of October 12, 1949, the attached forms, covering certification of subject aircraft have been processed and are being returned for filing with 300, Aircraft Record Branch.

It is requested that we be advised if there are any additional Maintenance Resignees in our assigned area and, if there are, it is believed that the files on these personnel, along with Mr. Wendt's, should be forwarded this office in order that proper supervision can be maintained.

We will withhold notifying Mr. Wendt to communicate with this office until a reply is received from you.

Original signed by

F. C. Stone

CCCAbson/es

Facl.

विश्वास्त्र में जुलानामा १५ विश्वास्त्राम्

Wile My SK II. SZ Kry

	· ,							
FORM ACA-305 (8-26-47)			TMENT OF COM		BUD		APPROVED U NO. 41-R041	. 3
	N FOR AIRWORTHI)/OR	Please subr	mit this f	RUCTIONS form to the Ci on Field Repres	vil Aero- entative.
APPLICATION (Check ORIGINAL AIRWOR ANNUAL INSPECTIO	THINESS CERTIF.		□ NR □	□ OTHER (Sp	eclfy)			
			AIRC	CRAFT		· · · · · · · · · · · · · · · · · · ·		
GRUMMAN	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	. i	MODEL	G21A	,	•	
NC1048V		CTURER'S SEF 37793		DATE MANUF	ACTURED	TYPE CERT	TIFICATE NO.	
		<u> </u>	ENG	SINE			·	
	: WHITNEY				R 985-AN			
OWNER'S NAME				PERMANENT	ADDRESS (Stre	eet and num	mber, City, Zor	ne and
Arthur Jame	s Williams		•	32 Mai	n & Hope	Street Brit	ts, George ish Guian	etown a
ATTACHMENTS (Check	which)		TI CERTIFY	THAT THE AB	OVE STATEMEN	TS ARE TRU	F .	
ACA-319 / XX WE	EIGHT AND BALANCE PECIAL APPROVALS	[REPORT			James	. 0	A me on B	Sons
☐ ACA-805 ☐ D	ATA, DRAWINGS, ET	rc.	1		01	WHER OF ADT	HORIZED AGENT	
	NAPPROVED DEVIATI		July	16, 1949	9 <u>Mai</u>	ntenand	de Supt.	
FORM ACA-305a (FORM	MERLY ACA-307) be completed by	A IR	RCRAFT INSP	ECTION REP	ORT	r or repre	esentative)	
IT HAS BEEN DETERM						-		
ALL APPLICABLE MAN	DATORY NOTES, INS	STRUMENT MAF	RKINGS AND F	PLACARDING R	REQUIREMENTS	HAVE BEEN	COMPLIED	
(AIRCRAFT SPECIFIC	ATION - AIRWORTH	INESS DIRECT	TIVE, NO(S).	. <u>a- 654-</u> 3	3 A.D. c	omplied (SPECIFY)	l with	
FORM ACA-1362, CER	TIFICATE OF AIRW	ORTHINESS,	ISSUED _	ORIGINAL.	. (32) AN	NUAL INSPE	CTION	
(Check whether)						-		
OPERATION LIMIT	ATTONS FORM ACA-S							
				INGS				1/11
	DESIGNEE'S SIGNA	TURE AND NO		210	<u></u>	1./	DATE	1961
XX AIRWORTHY		endt. DA		17/10/	Wen 1	15	July 16.	1949
	CAA INSPECTOR'S		THE C.		1 '	EPTED NSPECTED	DATE	TUTU
REASON FOR DISAPPRO		(Indicate i	f you have	used the re			or	1
		•	•	•				•
,							\cdot \cdot \cdot	. Pa
							000 28.4	(1 1
							10.	

7897 ×

21049

- gle • ... 🕶

WEIGHT AND BALANCE REPORT:

NC 1048V	Make Grumman.	• ,	° Model G-21A	Serial # 37793
	SCALE	NET	• ·	
Right Wheel Left Wheel Tail Wheel	3380 3430 450 7260		,	

Datum to Front Wheel C/l 10.25 ins.
From Front Wheel C/l to Tail Wheel C/l 203.25 ins.
Aircraft weighed with 15 gals. Oil and 220 gals. Fuel.

 $\frac{450 \times 203.25}{7260} = 12.59 + 10.25 = 22.84$ ins.

6730

As weighed Less Fuel Less Oil	7260 1320 112.5	+ + +	22.84 30 8		+ 165818.4 - 39600 - 900
				•	
Emtrov C.G.	5827.5	+	21.5		+ 125318.4

	Forward	1 C.G.	Rear	ward C.G.
Arm.	Wt.	Moment	Wt.	Moment
+21.5 + 8 +30 - 5	5827.5 112.5 450 340	+ 125318.4 + 900 + 13500 - 1700	5827.5 112.5 450 170	+ 125318.4 + 900 + 13500 - 850
s +24 +62 +102 +169			340 340 325	+ 21080 + 34680 + 54925
	+21.5 + 8 +30 - 5 s +24 +62 +102	Arm. Wt. +21.5 5827.5 + 8 112.5 +30 450 - 5 340 s +24 +62 +102	+21.5 5827.5 + 125318.4 +8 112.5 + 900 +30 450 + 13500 -5 340 - 1700 s +24 +62 +102	Arm. Wt. Moment Wt. +21.5 5827.5 + 125318.4 5827.5 +8 112.5 + 900 112.5 +30 450 + 13500 450 -5 340 - 1700 170 s +24 340 +62 340 340

+ 138018.4

Forward C.G. + 20.507 Rearward C.G. + 32.98 C.G. Limits + 20.5 to 33.0 Gross Weight 8000 lbs.

7565.0

Weighed by B.G. Airways Ltd.
Witnessed by H.E. Wendt, 9741, DAMI.

+ 249553.4

e de la companya de l

BUDGET BUREAU NO. 41-R082.1 APPROVAL EXPIRES DECEMBER 31, 1948

	REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)							
of an ai (A) Fo (B) Fo 4,	<pre>INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows: (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval. (B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above. (C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for</pre>							
a j	oproval. When approved ircraft. At that time, orward forms as describ	, retain both items 1, 2, a	copies of this and 4 must be comp	form wit leted by	h the component the installing	until install	ation on an	
1. AIRCRAFT	GRUMMAN		G21A		37793	NClo	11 FICATION MARK	
	NAME (First: middle, Williams, Arth		32 Main & F		-	-	Br. Guians	
3. FILL IN	INFORMATION IN THIS IT	EM ONLY FOR TH	E UNIT REPAIRED A	ND/OR AL	TERED	····		
UNIT	MAKE		MODEL		SERIAL NO-		WORK (Check) MAJOR ALTERATION	
a. Alrcraft		(As describe	d in item 1 abov	e)				
PROPELLE BLADE OF HUB			· · · · · · · · · · · · · · · · · · ·					
c. ENGINE								
d. INSTRUMEN	,				,			
itom 4 wi	The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.							
4. 'A I RCRAFT	EMPTY WEIGHT (Pounds)* 5827.5		R OF GRAVITY (Incl	es from		.OAD (Pounds)* 172.5		
*AFTER the	repairs and/or alterat	iona describe	d below were made					
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check) MANUFACTURER APPROVED REPAIR STATION NO. XX CERTIFIED MECHANIC								
		TABOO	ESS (Street and n	(SPECII		tatal DATE WO	RK ACCOMPLISHED	
6. AGENCY	B.G. Airways		Main & Hop	e Sts	., Georgeto	wn Ju	ly 15, 194	
DE SCRIP	British Guiana DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft							
	completely over	rhauled.	All fabric	cove	red surfac	es recove	ered with	
Grade A Fabric. Tail section replaced from Station #28 to #36 with Grumman assembly. P.&W. R985 AN3 engines #12415 and #16664, overhauled								
accor	by approved repair station #3604, installed. All work accomplished according to CAM 18. Ship test flown.							
I CERTIFY	THAT THE ABOVE STATEME!	NTS ARE TRUE A	IND CORRECT TO THE	BEST OF	MY KNOWLEDGE.			
Jame	S BOW SIGNATURE OF SUPERVIS	ING MECHANIC	A & CERTIFI	E 852	BER AND RATING	July 15	5, 1949 TE	
`		TO BE COM	PLETED BY CAA R	EPRESEN1	TATIVES			
XX APPROV		/ V /	EMEN.	lst	DAMI 974	1 July 1	L6. 1949	
FORWAR ENGINE	DED FOR SIGNATURE OF I		0	24/	ACCEPTED REINSPECTED	DATE		
21372								

(a) Logic operation of the control of the control of the control operation of the control operation.

Market Barrier Barrier Will Et. Market Barrier Co.

	REPAIR AND ALTERA	TION FORM (AIRCRA	FT, PROPELLERS	S, ENGINES, INST	TRUMENTS)	
of an ai (A) Fo (B) Fo 4, (C) Fo	IONS - This form must be f rcraft, propeller, engine, r an Aircraft - Complete i r a Component Installed in 5, and 6, and submit as d r a Spare Component - Comp	or instrument, as tems 1, 2, 3a, 4, 5 an Aircraft - Comp escribed in (A) abo lete items 3(b, c,	follows: , 6, and 7 and lete items 1, 2 ve. or d), 5, and	submit to CAA rep 2, 3(b, c, or d, v 6, and submit to	presentative f whichever is a o CAA represe	or approval. applicable;
ai	proval. When approved, re rcraft. At that time, ite rward forms as described i	ms 1, 2, and 4 must	be completed	th the component by the installing	g agency, which	h will then
L. AIRCRAFT	MAKE	MODEL		SERIAL NO.	CAA IDEN	TIFICATION MARK
	NAME (Pirat; middle, last	ADDRESS	(Street and nu	mber, city, zone,	and state)	v'
OWNER A IR CARI	IER ENGINE SERVICE,			rport, Miami,	Florida	
3. FILL IN	INFORMATION IN THIS ITEM O	NLY FOR THE UNIT RE	PAIRED AND/OR	ALTERED	NATURE OF	WORK (Check)
UNIT	MAKE	MODEL		SERIAL NO-		MAJOR ALTERATION
A IRCRAFT	· (As	described in item	(1 above)			
POPELLER ADE OR						
THUB C. ENGINE	Pratt Whitney	R-985 ANS		12415	×	
	TYPE AND MANUFACTURER					
d. INSTRUMENT						
item 4 wil	ving items are to be comple ll not be completed until by the installing agency,	such component is	teration agency installed in	. 'However, in the an aircraft. At	case of a spa this time, in	recomponent, tem 4 will be
4. AIRCRAFT	EMPTY WEIGHT (Pounds)* EM	PTY CENTER OF GRAVI	TY (Inches fro.	m detum)* USEFUL	LOAD (Pounds)	
	repairs and/or alterations					
5. KIND OF MANUF	AGENCY WHICH MADE REPAIRS	AND/OR ALTERATIONS TED REPAIR STATION N		<	CERTLE	IED MECHANIC
	ACTOREK — ATT NO.	_	(SPEC			•
6_AGENCY	NAME	ADDRESS (Stree	et and number,	city, zone, and a	DATE WO	RK ACCOMPLISHED
	RIER EUGINE SERVICE,	Inc., Internat	ional Airpo	rt, Miami, Fl	.a. 9-	5-47
AE RONAU1	ION OF WORK ACCOMPLISHED FICS MANUAL 18. (If more leation mark)	N ACCORDANCE WITH F space is needed, cont	PART 18 OF THE C	CIVIL AIR REGULATI	ONS AND ITS AS	SOCIATED CIVIL aring aircraft
	Engine given	major overhaul	- complete	ely disassembl	led, oldane	d, inspecte
and all	steel parts magnafl	uxed one hundre	d percent.	Replacements	made wher	e necessary
with following 12'	llowing major replace 768 bearings, two RT	ements made: w 52137 rotor. or	no SP5287 of	m XXX follow	er, three E	B5210 bear-
ines. 0	ne BB525 bearing, tw	o LR528 cam lul	o., one 3298	33 bearing. I	ingine reas	sembled and
sent wi	th overhauled magnet	os and carburet	tor to be bl	lock tested ac	scording to	factory
specific	cation. Test satisf	actory. All ar	bircepte se	ervice builes:	ms meorpe	rateu.
I CERTIFY	THAT THE ABOVE STATEMENTS	ARE TRUE AND CORRECT	T TO THE BEST (OF MY KNOWLEDGE.		
N. Oli	in Boundi	Man Hi	15353		9-30)-47
ma	SIGNATURE OF SUPERVISING	MECHANIC	CERTIFICATE MU	IMBER AND RATING	DA	TE
APPROVE		TO BE COMPLETED B	Y CAA REPRESE	NTATIVES NUMBER	DATE	
REJECTE						•
FORWARD ENGINEE	RING	CTOR	3630	ACCEPTED REINSPECTE	DATE	
21372			V	•		

CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE. "E"H 15353 9-30-47 TURE OF SUPERVISING MECHANIC CERTIFICATE NUMBER AND RATING DATE TO BE COMPLETED BY CAA REPRESENTATIVES SIGNATURE OF DESIGNEE APPROVED. NUMBER DATE REJECTED FORWARDED FOR SIGNATURE OF INSPECTOR DATE ACCEPTED . ENGINEERING APPROVAL REINSPECTED

• .

LIST OF EQUIPMENT.

Item No.	Class Name of Item .	Arm .	Weight
100m NO.	Olabo Mamo Ol 100m .	AIM .	worght
20 1 302	Constant speed propeller controls Two controllable metal propellers	- 23	13
	Ham.Std, hubs 2D30-237 Blades 6:101A-18	- 52	3 08
. 101	Two engine ring cowls	- 36	56
102	Two oil radiators (UAP #U3160)	0	26
103 108	Two starters (Eclipse E-160) Pressure Fire extinguisher (Lux type	-1 2 -33	77 21
111	(Lux type A-1)		684
218 221	Engine Engine tool kit(stowed) Engine work shelf	+1 61 +1 89	004
106	30x7 wheels 32x8 ply tyres (G3-56A Hayes wheels)		
301 305	Wing Tip Floats Tail wheel 12.50 smooth contoor with Goodrich 6 ply special heavy duty tyre(wheel must be placarded for this type tyre)		
104	Generator 50 amp. (Eclipse)	- 23	31
105 203	Batteries Two.38#(Exide 6-TS-9-L)	-7	75
215	Extra generator 50 amp. (Eclipse ") One landing light (Grimes ST-1000)	- 23 +60	31 8
207	Learadio receiver RCBB, tuning unit Lear transmitter UT6A,	- 32	7
	and receiver power supply	+151	4 5
205	Cabin furnishings		
	(a) Leather chair upholstery o (b) Four sets quick detachable	+77	40
•	chair leg locks.	+77	12
217	Miscellaneous seaplane equiptment. (a) Anchor (Northill) 12 lb &		
,	150 ft Nylon line 11/16 dia. (b) Bilge pump, boat hook,	- 88	34
	and fog horn.		7

WIST OF COMMERCE

Oct 24. 1 06 PM '49

MAIL ROOM 3 WASHINGTON

Supersedes Form ACA 309 dated May 16, 1945 M. W. Leaphart (Page 1) Form ACA 309 (Rev. 12-1-40) UNITED STATES OF AMERICA (Inspector's signature) DEPARTMENT OF COMMERCE Page 1 CIVIL AERONAUTICS ADMINISTRATION Page 1 of _____ pages WASHINGTON May 22, 1945 AIRCRAFT OPERATION RECORD (Non Air Carrier) Grumman Aircraft Engineering Col. 37793 ~ NR 46497 (Serial number) 7 PCAm FOM (Manufacturer) PILL. AM-F&M Winghiedding edge Strilling butt. (M. A. C.) (Datum to L. E. of M. A. C.) Datum used Level in Aptril tres patineptial rotes specifications create complete description) Leveling means SEATING ARRANGEMENT Number Location or arm NumberBAGGAGE COMPARTMENTS in bow compartment -65" Capacity Location or arm 105 lb. in rear compartment+169" 280 gals. 110 gal. in each wing at FUEL TANKS 60 gal. in aux. tank in fuselage+27" 15 gals. 72 gal. in each nacelle+8" OIL TANKS 1. INSTRUMENT NIGHT (not for REFERATIONS AUTHORIZED 2. OPERATE FROM SHELTERED WATER OR PREPARED LANDING AREAS AS PER NAVY ORDER 96-42 /3. PASSENGERS AUTHORIZED ARE: Representatives of the Rubber Development Corporation and/or individuals flying in the interest of the Rubber Development Corporation. No passenger shall accompany ferry flight from Miami to Manaos, Brazil. /4. When two crew in pilots compartment, any amount of fuel, not more than 25 lbs. is to be carried in BOW RAGGAGE COMPARTMENT. "ith SEVEN PERSONS aboard, 405 lbs. BAGGAGE, ONLY 132 Gals. FUEL PERMITTED. /6. With full fuel?, NO BAGGAGE, FOUR PERSONS ONLY MAY BE CARRIED. Maintain loading conditions of aircraft so that Center of Gravity Limits are not exceeded in any Gross loaded weight. (OVER)

NOTES

If Operation Record form, or any part thereof, is lost or destroyed, a duplicate may be obtained from the Civil Aeronautics Administration, Washington, D. C., at the rate of \$1 per page. (Money order or check should be made payable to the Treasurer of the United States.)

When, following examination and inspection of the aircraft to which this form is issued, endorsement of the Aircraft Airworthiness Certificate is refused, a copy of the "disapproved" Aircraft Inspection Report will be attached hereto, and will remain herewith until removed by an inspector of the Administration following a satisfactory inspection of the aircraft.

To execute those portions of this form pertaining to, "Datum Used," "C. G. Limits," and "Leveling Means," use the figures indicated in the pertinent aircraft specifications, where such information is given; otherwise, when established, describe.

Before adding, removing, or relocating any item of equipment on the aircraft to which this form is issued, or making any repair or alteration, consult Part 18 of the Civil Air Regulations, or an inspector of the Administration.

When additional space is required for the listing of "Equipment" and "Major Repairs," as provided for on pages 3 and 5, respectively, of this form, additional sheets similar to those to which reference is made, will be inserted and made a part of this form by an inspector of the Administration.

Sheets issued as a part of this form shall not be added to, removed from, or altered in any manner, except by an inspector of the Administration.

Form ACA 309 (Rev. 12-1-40)

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINIST WASHINGTON

J. Allen MaPeeke
(Inspector's signature)

Page 1 of6.... pages

May 16, 1945

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Grumman A	ircraft Engineering	g G	-21-A (JRF-5)	3 7 793	NR 46497
	(Manufacturer)		(Model)	(Serial number)	(CAA identification mark)
7 PCAmFbM	<u> </u>	Feb	. 1944	654	
	(Designation)	(2	Date manufactured)	(Aircra	ft specification number)
(Incidence)	(Dihedral)	(Stägger)	(M. A. C.)	(Datum	to L. E. of M. A. C.)
Datum used	Wing leading edge				
- 10			specifications or give comple	te description)	
Leveling me	ans Leveling lugs				
37	T 1		ARRANGEMENT	77	T
Number	Location or arm	Number	Location or arm	Number	$Location\ or\ arm$
_2	-5"				
<u>1</u>	24"		~	***************************************	
2	62"				
2	102"	BAGGAGE	COMPARTMENTS		
Capacity	Location or ar	rm	Capacity	Location	on or arm
700 lb	in bow compartment	-6511	.		
	. in rear compartmen		•		
_280_gals_	. 110 gal in ead 60 gal. in a		O" fußelage 27"	····	
	·	ريمير			
		OI	L TANKS		
15 gals.	7½ gal in each na	celle 8"			
,				•	
		OPERATIO	NS AUTHORIZED		
1. Instr	RUMENT NIGHT (not f	or hire at	night)		
2. OPERA	ATE FROM SHELTERED V	WATER OR PR	EPARED LANDING	AREAS AS PER	NAVY ORDER 96-42
3. USE C	ONLY FOR CARGO AND	OR CARRIAGE	OF EMPLOYEES OF	F RUBBER DEVE	LOPMENT CORP.
	CREW ESSENTIAL TO P			0 0	then 05 1h
	two crew in pilots be carried in BOW			r ruer, not m	nore then 25 lb.
	SEVEN PERSONS aboa:			TY 132 Gals.	FIRE PERMITTED
6. With	FULL FUEL? NO BAG	GAGE FOUR	PERSONS ONLY MA	Y BE CARRIED.	
7. Main	tain loading condit	ions of air	craft so that C	enter of Grav	rity Limits are
	exceeded in any Gr				
			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		

### NOTES

If Operation Record form, or any part thereof, is lost or destroyed, a duplicate may be obtained from the Civil Aeronautics Administration, Washington, D. C., at the rate of \$1 per page. (Money order or check should be made payable to the Treasurer of the United States.)

When, following examination and inspection of the aircraft to which this form is issued, endorsement of the Aircraft Airworthiness Certificate is refused, a copy of the "disapproved" Aircraft Inspection Report will be attached hereto, and will remain herewith until removed by an inspector of the Administration following a satisfactory inspection of the aircraft.

To execute those portions of this form pertaining to, "Datum Used," "C. G. Limits," and "Leveling Means," use the figures indicated in the pertinent aircraft specifications, where such information is given; otherwise, when established, describe.

Before adding, removing, or relocating any item of equipment on the aircraft to which this form is issued, or making any repair or alteration, consult Part 18 of the Civil Air Regulations, or an inspector of the Administration.

When additional space is required for the listing of "Equipment" and "Major Repairs," as provided for on pages 3 and 5, respectively, of this form, additional sheets similar to those to which reference is made, will be inserted and made a part of this form by an inspector of the Administration.

Sheets isued as a part of this form shall not be added to, removed from, or altered in any manner, except by an inspector of the Administration.

U. S. GOVERNMEN'T PRINTING OFFICE

16-11617-1

# UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

J. Allen McPeeke
(Inspector's signature)

(Page 1 of 6 pages

Date 1245

### AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Datum used Fing leading edge at wing butt.  (Obtain from pertinent aircraft specifications of the comparation of the comparatio	RF-5) 37793 RR 40497
(Incidence) (Dihedral) (Stagger)  Datum used Fing leading edge at wing butt.  (Obtain from pertinent aircraft specifications or zeveling means  Leveling lugs in pilots comparting SEATING ARRANGE SEATING ARRANGE Number Location  2	(Serial number) (CAA identification mar
(Incidence) (Dihedral) (Stagger)  Datum used Ting leading edge at wing butt.  (Obtain from pertinent aircraft specifications or eveling means  Leveling lugs in pilots comparting SEATING ARRANGE SEATING ARRANGE Number Location  2	654
Datum used Fing leading edge at wing butt.  (Obtain from pertinent aircraft specifications of the veiling means Leveling lugs in pilots comparting SEATING ARRANGE Number Location or arm Number Location 2 -5 BAGGAGE COMPARTS Capacity Location or arm Capacity Location or arm Capacity Location or arm Capacity Location or arm Sea	tured) (Aircraft specification number)
Datum used Fing leading edge at wing butt.  (Obtain from pertinent aircraft specifications of the veiling means Leveling lugs in pilots comparting SEATING ARRANGE Number Location or arm Number Location 2 -5 BAGGAGE COMPARTS Capacity Location or arm Capacity Location or arm Capacity Location or arm Capacity Location or arm Sea	
Cobtain from pertinent aircraft specifications of pertinent aircraft specifications of pertinent aircraft specifications of pertinent sealing lugs in pilots compartment.  SEATING ARRANGE  Number Location of arm Location  2	(M. A. C.) (Datum to L. E. of M. A. C.)
Cobtain from pertinent aircraft specifications of the velling means. Leveling lugs in pilots comparting SEATING ARRANGE.  Number Location or arm Number Location  2 5	
SEATING ARRANGE  Number Location or arm Number Location  2	or give complete description)
Number Location or arm Number Location  2	nent
Number Location or arm Number Location  2	MENT
2 62*  2 102** BAGGAGE COMPARTY Capacity Location or arm Capa  300 lb. in bow compartment -65** 105 lb. in rear compartment. 169**  FUEL TANKS  280 gals. 110 gal in each wing at 50** 60 gal. in aux. tank in fuselag  OIL TANKS  15 gals. 7; gal in each nacelle 8**	and the contract of the contra
2 102" BAGGAGE COMPARTS Capacity Location or arm Capa  300 lb. in bow compartment -65" 105 lb. in rear compartment. 169"  FUEL TANKS 280 gals. 110 gal in each wing at 50" 60 gal. in aux. tank in fuselag  OIL TANKS 15 gals. 72 gal in each nacelle 8"	
2 102" BAGGAGE COMPARTS Capacity Location or arm Capa  300 lb. in bow compartment -65" 105 lb. in rear compartment. 169"  FUEL TANKS 280 gals. 110 gal in each wing at 50" 60 gal. in aux. tank in fuselag  OIL TANKS 15 gals. 7 gal in each nacelle 8"	Stranger of the Stranger of the American
2 102" BAGGAGE COMPARTS Capacity Location or arm Capa  300 lb. in bow compartment -65" 105 lb. in rear compartment. 169"  FUEL TANKS  280 gals. 110 gal in each wing at 50" 60 gal. in aux. tank in fulelag  OIL TANKS  15 gals. 7 gal in each nacelle 8"	
2 102" BAGGAGE COMPARTY Capacity  Location or arm  Capa  300 lb. in bow compartment -65"  105 lb. in rear compartment. 169"  FUEL TANKS  280 gals. 110 gal in each wing at 50"  60 gal. in aux. tank in fulclag  OIL TANKS  15 gals. 7 gal in each nacelle 8"	
Soo lb. in bow compartment -65"  105 lb. in rear compartment. 169"  FUEL TANKS  280 gals. 110 gal in each wing at 50"  60 gal. in aux. tank in fuselag  OIL TANKS  15 gals. 72 gal in each nacelle 8"	and the state of t
Capacity  Location or arm  Capa  300 lb. in bow compartment -65*  105 lb. in rear compartment. 169*  FUEL TANKS  280 gals. 110 gal in each wing at 50*  60 gal. in aux. tank in fuselag  OIL TANKS  15 gals. 72 gal in each nacelle 8*	MENTS
300 lb. in bow compartment -65"  105 lb. in rear compartment. 169"  FUEL TANKS  280 gals. 110 gal in each wing at 50"  60 gal. in aux. tank in fuselag  OIL TANKS  15 gals. 7 gal in each nacelle 8"	acity . Location or arm
FUEL TANKS  280 gals. 110 gal in each wing at 50"  60 gal. in aux. tank in fuselag  OIL TANKS  15 gals. 7 gal in each nacelle 8"	19 Document of with
FUEL TANKS 280 gals. 110 gal in each wing at 50" 60 gal. in aux. tank in fuselag OIL TANKS	
FUEL TANKS  280 gals. 110 gal in each wing at 50"  60 gal. in aux. tank in fuselag  OIL TANKS  15 gals. 7 gal in each nacelle 8"	Substitution of the Substi
FUEL TANKS  280 gals. 110 gal in each wing at 50"  60 gal. in aux. tank in fulelag  OIL TANKS  15 gals. 7 gal in each nacelle 8"	
280 gals. 110 gal in each wing at 50" 60 gal. in aux. tank in fuselag OIL TANKS 15 gals. 7 gal in each nacelle 8"	
OIL TANKS	
OIL TANKS	
15 gals. 72 gal in each nacelle 8"	augustalika adalah dari dari dari dari dari dari dari dari
ODED A MICANO A TIMIT	
ADED AMIONG ATIMIT	
APPRILATE WATER	
UPERATIONS AUTHO	ORIZED
1. INSTRUMENT NIGHT (not for hire at night)	
2. OPERATE FROM SHELTERED WATER OR PREPARED L	ANDING AREAS AS PER NAVY ORDER 96-
3. USE ONLY FOR CARGO AND/OR CARRIAGE OF EMPL	
AND CREW ESSENTIAL TO PURPOSES OF FLIGHT.	
4. When two crew in pilots compartment, any a	
is to be carried in BOW BAGGAGE COMPARTMEN	ve .
5. With SEVEN PERSONS aboard, 405 pounds BAGG	FAGE, ONLY 132 Gala. FUEL PERMITTEL
6. With FULL FUEL?, NO BAGGAGE, FOUR PERSONS	
7. Meintain loading conditions of aircraft so	
not exceeded in any Gross loaded weight.	

### NOTES

If Operation Record form, or any part thereof, is lost or destroyed, a duplicate may be obtained from the Civil Aeronautics Administration, Washington, D. C., at the rate of \$1 per page. (Money order or check should be made payable to the Treasurer of the United States.)

When, following examination and inspection of the aircraft to which this form is issued, endorsement of the Aircraft Airworthiness Certificate is refused, a copy of the "disapproved" Aircraft Inspection Report will be attached hereto, and will remain herewith until removed by an inspector of the Administration following a satisfactory inspection of the aircraft.

To execute those portions of this form pertaining to, "Datum Used," "C. G. Limits," and "Leveling Means," use the figures indicated in the pertinent aircraft specifications, where such information is given; otherwise, when established, describe.

Before adding, removing, or relocating any item of equipment on the aircraft to which this form is issued, or making any repair or alteration, consult Part 18 of the Civil Air Regulations, or an inspector of the Administration.

When additional space is required for the listing of "Equipment" and "Major Repairs," as provided for on pages 3 and 5, respectively, of this form, additional sheets similar to those to which reference is made, will be inserted and made a part of this form by an inspector of the Administration.

Sheets isued as a part of this form shall not be added to, removed from, or altered in any manner, except by an inspector of the Administration.

U. S. GOVERNMENT PRINTING OFFICE

•			
Form		(CAA 1-39)	01-3)
	P,	age 2	

. 3. 17	/	j.	_	, with	^
1/4	1411	124	Dod!	_	40.
7	<b>д.д.⊈</b> Inspe	ector's	F 60E	e)	
/					

		46	4	۵	7				
 	 _3	-		ø.	٠.	 	 	 	 •

Date	May	16,	1945	
------	-----	-----	------	--

# **OPERATION LIMITATIONS**

1. AIRSPEEDS—NEVER TO B		cated.	for which the stru are maximum va	cture has been alues which s	ons are based on values designed or tested, and hall not be exceeded. ENDED OPERATION
			AIRSPEEDS.		
Glide or dive . > 35 mplo 19	5- Knoth. Indi	cated.			
Flaps extended . 110 mfd. 29	6- Knot b. indi	icated.	•		
2. ENGINE	TAKE	-OFF (1 M	IINUTE)		•
et any altitude	36.5	in. hg.	2300	r. p. m.	450 hp.)
2			TAKE-OFF		
At sea level	34.5	in. hg.	3200	r. p. m.	400 (hp.)
Atfeet altitud	e <b>33_5</b> (For additional limi	in. hg.	2200 posite side of this sheet)	r. p. m.	(hp.)
Note.—Manifold pressure limit v				signated.	
These limits apply only with the					
Engine manufactur	÷			Iodel	Number installed
				E THE LAND	•
Jeoobs Aircraft Engin	0.40	, , ,	Wasp R-98		
			-an-	to 8B.	2
			similar	20 NU	J.
Propeller manufactur	er		Hubs	Blades	Number installed
Hamilton Standard Cu	pelles		2D30		<b>2</b>
Dev. of Cented a	would C	//	· b speed)	6167A-12	<b>4</b>
3. WEIGHT					
The maximum certificated weigh	nt of this aircr	aft which	shall not be exce	eded, is:	
8800				8800	
(Land, with wheels)	(	(Land, with sk	is)	. (Wa	ter type)
4. BALANCE					
This aircraft shall be so loaded	at all times th	at the cer	nter of gravity f	alls within	the following limits:
Center of gravity limits—L	and type	lus 20,	5" to 330"	<del>-</del>	
Center of gravity limits—V	Vater type <b>x</b>	1us 20, (OVER)	5" to 33.0"		16—11617

# ADDITIONAL OPERATION LIMITATIONS REMARKS

Note.—Following any modification to the aircraft to which this form is issued or to the pertinent aircraft specifications which necessitates a change in the information contained on this sheet, a superseding sheet will be issued by an inspector of the Authority, and made a part hereof. The superseded sheet with a copy of the superseding sheet will be forwarded with the pertinent file.

| V. S. GOVERNMENT PRINTING OFFICE | 16—11617

Form ACA 809, (Rev. 12-1-40)

Page 3

# UNITED STATES OF AMERICA * DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

J. Allen McPeeke
(Inspector's signature)

46497 (Identification mark)

Date May 16, 1945

## **EQUIPMENT**

Item No. Class (1) (2)	Name of Item (3)	Arm (4)	Weight (5)
101/	Two engine ring cowls	<b>~</b> 36¹	56 lb
102/	Two oil radiators UAP-U3160		
103/		0	26
4	Two starters Eclipse E-160	- 12	77
	Generator 50 amp. Eclipse E-5	- 23	26
203(0)/	Generator 50 Amp. Eclipse E-5(Extra Gen.)	- 23	<b>-17</b> *
105	Two batteries Exide 6TS-13-1	- 7	<b>7</b> 5
usl (106)	30x7 Wheels (Hayes G-3-56-A) 32-8 tires 8 ply.	-	•
107	13.25 tail wheel with 6-ply heavy duty tire	-	-
108	Lux type pressure fire extingusher A-1	- 33	21
XXX 302 /	Two controllable Hame Std. Propellers 2D30	- 52	308
	With 61674-12 blades.	_ 0.5	000
*03 /			0.00
301	Wind tip Plosts - Grunnan	-	87
201/	Constant speed peopeller controls	- 23	13
222 /	Aux. Pue Cank (80 cal. Granes 18900 C	27	40
207/	Pedia de la constante de la co	- 60	150
215 / Special Reql	Bendix Requirer RB11  Fordix Trems Nitter TA2  12 V Dynamic  Centrol for Control for Receiver  One Grinds ST 1000 Landing light (left)  Two kilot ohs ir a and quantums and safety belts	69	8
u u u u	Two blot chairs and distribute and safety belts  Four passenger chairs and belts  One small passenger seat and belt  Two Ptw West engines model 7895 AV 63  Navigation 1121 to  Primary Flight Instruments  Seven Inflateable type life belts		· · · · · · · · · · · · · · · · · · ·
<b>19</b>	Three Jungle kits.		1 4
**	Two shot-guns and shells.	لأب	1146
<b>n</b>	One Very's Pistol and shells.	J	
n	One Machetti.	/1/ L	$\mathcal{N}$
12		( <b>\rangle</b> \rangle \lambda	`
•	One box(25 lb.) K rations.	- 1	
<u> </u>	Mechanics tools and parts kit.	i	
•	Toilet,	/ 1	
· 17	One Gallon fresh water container	/	
	J. Allen Moreeke Mile. Legic	′ .	
	The state of the s	<b>'</b>	
	1.		
	·	İ	
	•	1	
·		İ	
i		İ	
ı .		- 1	
	·	[	

### NOTES

Column (1).—Use item number listed on pertinent aircraft specification. If old specifications and no number is listed, leave this space blank. If item is not included on pertinent aircraft specification, mark "Special."

Column (2).—Designate whether Class I, II, or III. Class I denotes equipment which must be installed unless replaced by Class II or III equivalent items, or unless designated for "balance" only. Equivalent Class II or III items should then be marked "Required" (as, II Req." or "III Req."). Class II denotes items which may be installed or removed "subject to inspection and check of balance." Class III denotes equipment which may be installed or removed subject to inspection only, except when some item of Class II equipment is installed, in which case check of balance is also required. Reference above to Class III equipment does not apply to those aircraft on which specifications require weight and balance report for original certification, and following any change in equipment thereafter.

Column (3).—Include name of manufacturer, type, and/or model when necessary to complete identification of item.

Column (4).—Use Arm listed on Pertinent Aircraft Specification. If no Arm or Datum is listed on pertinent specifications, specify datum used, when arm is established.

For those aircraft previously certificated, on which equipment has not been classified (as Classes I, II, and III), Columns (1), (2), and (4) may be left blank. The location of equipment subsequently added, removed or relocated, will be clearly described in that portion of this form dealing with "Weights and Alterations," and included on the Repair and Alteration Form covering the alteration, which is submitted.

When any equipment is added, removed, or relocated, the sheet thus affected will be superseded by new "Equipment" sheet, and the old sheet together with a copy of the superseding sheet will be forwarded with the pertinent file.

Inspectors signature will appear immediately below last item of equipment listed, which was installed at the time inspected and approved by him, if equipment listed has not previously been approved and endorsed by an inspector of the Administration.

Form ACA 309 (Rev. 12-1-40)

Page 4 <b>46497</b>	
(Identification mark)	

Y	Ul.	Mr	3.00	, •
/	J. A	llen 1	ic Peeke	<del>)</del>
	(In	spector's si	gnature)	

Date May 16, 1945

# WEIGHTS AND ALTERATIONS

WEIGHTS	Land		Water	Ski
Empty (actual)	6309/	lbs	lbs	lbs
Useful*	2491 /	lbs	lbs	lbs
Gross *			lbs	
See Loading Schedul	e dated		where such is required,	
any	revision thereto. w	hich is made a	part hereof.	
Empty center of gravity is 21.92	inches—forward	( ) ait (A	A)0I <u>PARIM</u>	
ALTERATION				
Alteration of(Dat	e)	checked by	(Inspe	ctor)
described as follows:				
		•••••		· •
				•
	*****	***********************		
accomplished by		<del></del>		
for which copy of Repair and Alte				
for which copy of Repair and Alte The following special notes listed				
dates shown:	on the pertinent	anciare speci	incautons have been ev	mpned with on the
Special note Date	Special note	Date	Special note	Date
No. AD-317 None Applicable	No		No.	·
No. 5n-1+2 nos	No			
No	No		No	
				•
No	No		No	
REMARKS:			••••••	
This page superseded				

(See notes on reverse side of this sheet, pertaining to information provided for.)

### NOTES

The following values shall be used when computing useful loads:

Fuel at 6 pounds per gallon, lubricating oil 7.5 pounds.

All occupants, baggage, and other useful load items at actual weight.

The information provided for hereon will be maintained in a current condition.

Following any alteration affecting any information contained hereon, a superseding sheet will be issued by an inspector of the Administration, and made a part hereof. The duplicate copy of the superseding sheet will be forwarded with the pertinent file.

All sheets pertaining to repairs and alterations, which have been superseded, will be retained as a part of this form for record purposes.

CLASSIFICATION	NATURE OF WORK PERFORMED					
CLASSIFICATION	Major repair	Major alteration				
AIRCRAFT	х					
ENGINE						
PROPELLER						
INSTRUMENT						

# UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AFRONAUTICS ADMINISTRATION

CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

AFTER ACCIDENT OF	(Date)
	(Date)
Approved	
DISAPPROVED	

Engineery of 19

# REPAIR AND ALTERATION FORM

AIRCRAFT-ENGINES-PROPELLERS-INSTRUMENTS

Aircraft I	dentification Mark No. NR-46497
Owner's name Rubber Development Corporation, Mana	us Office, Brazil,
wner's address HOLC Bldg., 101 Indiana Ave. NW., Wa	shington 25, D. C.
Aircraft manufacturer and model Grumman - G-21-A	Serial No. 37793
Engine manufacturer and model*	Serial No.
Propeller manufacturer and model*	Serial No
Propeller blade model*	Serial No
Propeller hub model*	
*To be filled in only for unit repaired or altered.	
REPAIR OR ALTERATION AC	GENCY
	Certificated mechanic
Agency's name Rubber Development Corporation	
Address Manaus, Brazil	Date of repair or alteration Aug. 17, 1945

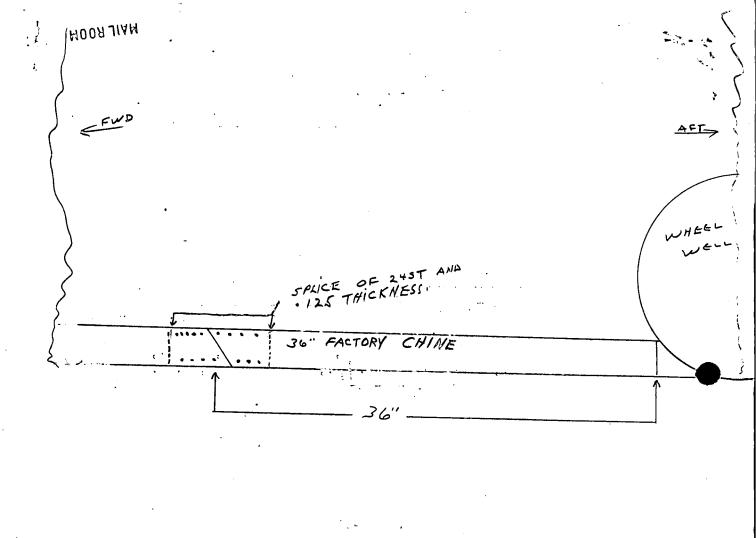
The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

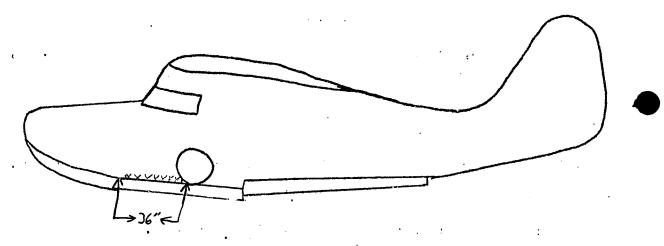
[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½" or multiples thereof) bearing aircraft identification mark]

36" of Chine replaced on left side of hull from wheel well 36" forward.
Replacement made with factory chine.

NOTE: Repair necessary due collision with fence post.

0





## SUPERVISING MECHANIC'S CERTIFICATE

Hans V. Koehler certifies that the foregoing statements are true of his own knowledge.

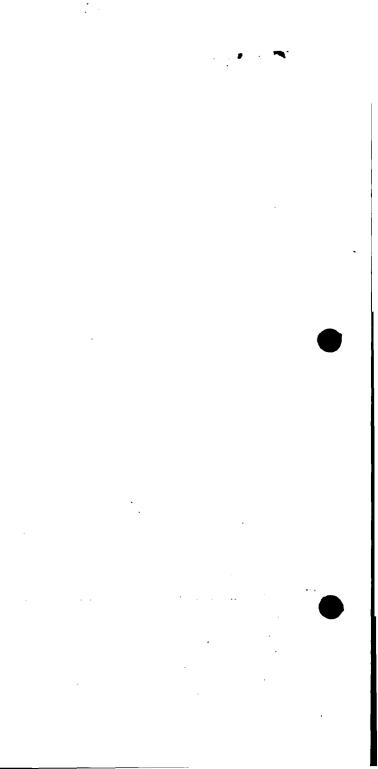
Mechanic's Certificate No. (Machanic's Signature)

U. S. GOVERNMENT PRINTING OFFICE 19-8168

## DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

STANDARD REFERENÇE SLIP

-/-//
DATE 3/22/45
To 2120 (1949) Ref. No. A278
From Seaken Ref. No. 1
REMARKS:
Or per our they have
Check more than one caption where necessary  For your information.   Note.   Return.
Check more than one caption where necessary
☐ For your information. ☐ Note. ☐ Return.
Prepare reply for—
☐ My signature. ☐ Your signature.
Signature of
☐ Without recourse. ☐ Comment.
☐ Investigate and report. ☐ See me.
Send to central files.   Telephone me.
Returning file and copies of any correspondence to my office.
Sending only copies of correspondence to my office.



## FOREIGN FLIGHT AUTHORIZATION

## Amendment No. 1

## Issued to:

Date issuedMAY 1 9 1945

Rubber Development Corporation (A United States Agency) 101 Indiana Avenue, N.W. Washington, D. C.

Reference is made to the foreign flight authorization issued to Rubber Development Corporation (a United States agency), this date, to cover the flight of Grumman aircraft, serial number 37793, identification mark MR46497, from Miami, Florida to Manaos, Brazil, S. A., for operation in Brazil, Colombia, Bolivia and Peru.

Item 4 of the above referred to authorization is hereby amended to read as follows:

4. Passengers. Passengers shall be limited to employees of the Rubber Development Corporation. No passenger shall accompany ferry flight from Hiami to Manaos, Brasil.

This amendment shall be attached to and made a part of the foreign flight authorisation.

John T. Morgan, Chief Aircraft Registration and Recordation

FJEurrows:abm

CANCELLED 1-4-4 7:5

e distribute,

#### FOREIGN FLIGHT AUTHORIZATION

## Issued to:

Date issued MAY 1 9 1945

Rubber Development Corporation (A United States Agency) 101 Indiana Avenue, N. W. Washington, D. C.

Authorisation is hereby granted for the foreign flight of a United States registered aircraft from Miami, Florida, to Manaos, Brasil, S. A., via Camaguey, Cuba; Port au Prince, Haiti; Dominican Republic; San Juan, Puerto Rico; Antigua, British West Indies; Port of Spain, Trinidad; Georgetown, British Guiana; Ceyenne, French Guiana; Belem and Santarem, Brazil, and for subsequent flights between Manaos and various points in Colombia, Belivia, and Peru, after arrival at Manaos, premised upon the following express terms and conditions:

- 1. Purpose. Delivery. Aircraft is to be operated in Brazil, Colombia, Bolivia and Peru, in connection with the activities of the Rubber Development Corporation.
- 2. Aircraft. The aircraft shall be a Grumman, serial number 37793, identification mark NR46497, registered in the name of the Rubber Development Corporation (a government agency), 101 Indiana Avenue, N.W., Washington, D.C. The aircraft shall at all times be maintained in a condition for safe operation and shall have on board currently effective aircraft registration and airworthiness certificates.

## 3. Crew.

Pilot. Frank L. Sage, a United States citizen, holder of United States commercial pilot certificate No. 37611.

Copilot and mechanic. John W. Gans, a United States citizen, holder of United States private pilot certificate No. 57223, and aircraft and aircraft engine mechanic certificate No. H-2861.

- 4. Passengers. Representatives of the Rubber Development Corporation and/or individuals flying in the interest of the Rubber Development Corporation. No passenger shall accompany ferry flight from Miami to Manaos, Brasil.
  - 5. Radio equipment. Two-way radio.
  - 6. Special apparatus. No camera or firearm shall be carried.

.

.

.

.

2**<u>,</u>

. •

. • .

- 7. Cargo. Aircraft spare parts and/or aviation equipment.
- 8. First aid equipment. A first aid kit shall be carried and shall contain the items listed for the No. 2 kit, as set forth in Form ACA 1008, dated April 15, 1942, "First Aid Equipment for Aircraft Engaging in Foreign Flight," copy attached.
- 9. Emergency equipment. The aircraft shall carry a rubber life raft, Navy type life preserver for each person on board, Very pistol and signals.
- 10. Flight shall be made under daylight flying conditions only.
- 11. Special conditions for flight in foreign countries.

Cuba. Permission for the aircraft to fly over and land in Cuba shall be obtained by the pilot from the local Cuban consul prior to departure from Miami, and flight within Cuba shall at all times conform to any special conditions or restrictions incorporated in the said permission.

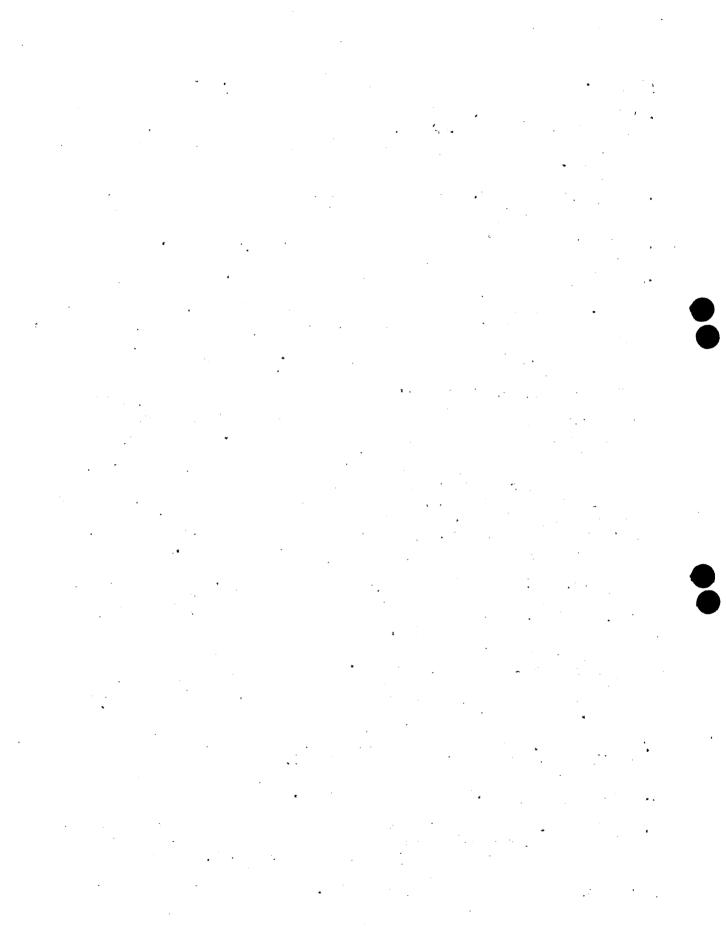
Haiti and Dominican Republic. These countries are parties to the Convention on Commercial Aviation adopted at Habana on February 20, 1928, and in accordance with the terms and conditions of the said Convention, no prior authorisation is necessary to fly over and land therein.

The pilot shall notify the authorities at the point of entry in each of these countries prior to arrival, giving the approximate date, hour and place of arrival, the identification of the aircraft and the names and citisenship of persons carried therein. With reference to Haiti, such notice shall be sent to Pan American Airways, the operator of the Port au Frince Airport, in order that attendants and clearance officials may be arranged.

Antigua, Trinidad, British Guiana and French Guiana. The Department of State has advised that permission for the aircraft to fly over and land in Antigua, Trinidad, British Guiana and French Guiana, has been granted by the competent governmental authorities.

Brazil, Colombia, Bolivia and Peru. Flight of the aircraft in these countries shall be in accordance with the air agreements in force between the governments of Brazil, Colombia, Bolivia and Peru, and the United States government.

- 12. Puerto Rico. No permission is required for flight of the sircraft in Puerto Rico since it is United States territory.
- 13. General conditions. See item 13 attached.
- 14. Expiration. Unless sooner suspended or revoked by the Administrator of Civil Aeronautics, this authorization shall continue in effect indefinitely or until termination of service of the aircraft in Brazil, Colombia, Bolivia and Peru, provided that the aircraft and airman certificates are currently in full force and effect during such period.



Rubber Development Corporation - 3

This authorization shall be carried on board the aircraft in the custody of the pilot in command at all times during the flight operation.

John T. Morgan, Chief Aircraft Registration and Recordation

Attachments

FJBurrows: abm

. 7.3 ì . ,

Grumman, model G-21A, serial No. 37793, NR46497.

Forms ACA 500-A and ACA 308-A, and ACA 309, issued to Rubber Development Corp. by Inspector McPeeke, on May 16, 1945. Authorized to issue the NR certificate by Mr. Lanter - 8800 lbs. gross wgt. - Mr. Lanter's wire dated May 5, 1945.

## Operations authorized.

- 1. Instrument night, not for hire at night.
- 2. Operate from sheltered water or prepared landing areas as per Navy Order No. 96-42.
- 3. Use only for cargo and/or carriage of employees of Rubber Development Corporation and crew essential to purpose of flight.
- 4. When two crew in pilot compartment any amount of fuel, not more than 25 lbs., is to be carried in bow baggagement compartment.

  lbs.
- 5. With 7 persons aboard, 405/baggage only, 132 gallons fuel permitted.
- 6. With full fuel no baggage, 4 persons only may be carried.
- 7. Maintain loading conditions of aircraft so that center of gravity limits are not exceeded in any gross loaded weight.

Maximum seating - 7

7 PCAmb. Flying boat.

75/8

.

Form ACA 308-A (Rev. 10-15-.0)

UNITED STATES OF AMERICA

THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES

WASHINGTON AIRCRAFT AIRWORTHINESS CERTIFICATE NO.

This Certifies that GRUMMAN AIRCRAFT ENGINEERING CORP.

manufacturer's serial No. , has been inspected and this day found to be in condition for safe operation when operated and maintained in accordance with the regulations and practices prescribed by the Civil Aeronautics Board.

The aircraft for which this certificate is issued (a) shall not be operated unless there is attached hereto the currently effective Aircraft Operation Record issued by the Administrator of Civil Aeronautics for the aircraft, and (b) shall not be operated in flight unless a pilot possessed of a currently effective and appropriate pilot certificate is in command.

This certificate is of 60 days' duration and, unless the holder hereof is otherwise notified within such period, shall continue in effect indefinitely thereafter, unless suspended, revoked, or cancelled by the Civil Aeronautics

Board, except that it shall immediately expire (1) at the end of after the date of issuance of this certificate or after the date of last endorsement hereof, whichever is later, if within such period this aircraft is not examined or inspected by an authorized Civil Aeronautics inspector, or (2) at any time an authorized Civil Aeronautics inspector shall refuse to endorse this certificate after examination or inspection.

By direction of the Administrator of Civil Aeronautics:

Refusal to endorse:	Civil Aeronautics Inspector	J. ALLEN MODERNE Civil Aeronautics hispector	
Date,		MAY 16, Date Fissuance	
Any a ceration of this certific	ate is punishable by a fine of not exceeding \$1	,000, or imprisonment not exceeding three years, or both.	(over)

Inspector's Endorsement	·Date . '
•	

If this certificate is lost or destroyed, a duplicate may be obtained from the Certificate Division Civil Aeronautics Administration, Washington, D. C., for \$1.00 per page. (Money order or cher should be made payable to the Treasurer of the United States.)

Form ACA 307 (Rev. 1-2-41)

# UNITED STATES OF AMERICA Department of Commerce Civil Aeronautics Administration Washington



## AIRCRAFT INSPECTION REPORT

	Grimman sire	oft engineering	C27	37793	(ress)	``
	(Make)	caft engineering	(Model)	(Serial nu		497 ntification ma
De	esignation 7 PC A	ofb M	A	ircraft Specificat		
	SUANCE <del>)</del> PERIOD					
	Registration Certific					
A	e Airworthiness Cer	tificate and Operati	ion Record For	m in the aircraft?	yes	
	e aircraft and engine				•	
Pe	riodic aircraft inspe Aircraft was inspec	ction report dated	5/15/45	byP. Nyholm		_ submitt
		inspector's handbool				
	(b) Aircraft sp	ecifications Serial N	o. A654-2	*******************************		
		spection request—d				
		1, 2b.				
	(e) Special Not	tes Nosnone_pe_r	tinent			
	*Exceptions, if any	<del>-</del>				
		·				
	* Exceptions, if any,	and for the type of of which the owner	certificate issue r or his represe	ed, except as noted ntative was advise	l. ed	
	ations authorized * Exceptions, if any, Alterations and/or a thoroughly inspec	and for the type of of which the owner and of which the owner and of which the owner and of which the owner and of the owner and of the owner and of the owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and owner and own	certificate issuer or his represe	ed, except as noted ntative was adviseSatisfactory? ached Repair and ory, and to comply	Yes (xx). Alteration w with the p	. No (
	ations authorized  * Exceptions, if any,  Alterations and/or a thoroughly inspecting Civil Air Regular  * Exceptions, if any,	and for the type of of which the owner major repairs descrited and determined lations pertaining to of which the owner of which the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner owner ow	r or his represeribed in the att to be satisfactor repair and alter or his represer	ed, except as noted ntative was advise advise Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advise	Yes (xx). Alteration y with the p noted.	No ( Form we
	ations authorized * Exceptions, if any,  Alterations and/or a thoroughly inspec the Civil Air/Regu * Exceptions, if any,	and for the type of of which the owner major repairs descrited and determined lations pertaining to of which the owner major repairs described and determined that it is not which the owner major repairs described and determined that is not which the owner major repairs described and determined that is not which the owner major repairs described and determined that is not set of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of	r or his represer is to be satisfactor or his represer and alter or his represer	ed, except as noted ntative was advise	Yes (xx). Alteration y with the p noted.	No (Form worovisions
3.	ations authorized  * Exceptions, if any,  Alterations and/or a thoroughly inspecting Civil Air Regularity  * Exceptions, if any,  All required placard of the controls, fu	and for the type of of which the owner major repairs descrited and determined lations pertaining to of which the owner major repairs described and determined that it is not which the owner major repairs described and determined that is not which the owner major repairs described and determined that is not which the owner major repairs described and determined that is not set of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of t	r or his represeribed in the att to be satisfacted or repair and alter or his represerings, and markets and gages, see the contents and gages,	Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advise	Yes (xx). Alteration with the proted.  Yes (xx). of the use are, oil and bag.	No (Form wordside
3.	ations authorized * Exceptions, if any,  Alterations and/or a thoroughly inspec the Civil Air Regu * Exceptions, if any,  All required placard of the controls, fu ties, and the like, * Exceptions, if any	and for the type of of which the owner major repairs descrited and determined lations pertaining to the owner of which the owner are correctly executed which the owner are correctly executed.	r or his represeribed in the att to be satisfactor repair and alt r or his represerings, and markets and gages, setted and properly	Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advised affety devices, fuely displayed, except as dentative was advised affety devices, fuely displayed, except as advised affety devices, fuely displayed, except and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices and the safety devices are safety devices and the safety devices and the safety devices are safety devices and the safety devices and the safety devices are safety devices and the safety devices are safety devices and the safety devices are safety devices and the safety devices are safety devices and the safety devices are safety devices and the safety devices are safety devices and the safety devices are safety devices and the safety devices are safety devices and the safety devices are safety devices are safety devices and the safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are safety devices are	Yes (xx) Alteration y with the p noted. ed	No (Form wordside
3.	ations authorized * Exceptions, if any,  Alterations and/or a thoroughly inspecting the Civil Air Regular Exceptions, if any,  All required placard of the controls, furties, and the like, * Exceptions, and the like,  * Exceptions, and the like,  * Exceptions, and the like,	and for the type of of which the owner major repairs descrited and determined lations pertaining to of which the owner are correctly executed, of which the owner are correctly executed which the owner are correctly executed.	r or his represerble in the attore to be satisfacted or repair and altorer or his represerble and gages, seted and properle er or his represerble represerble in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the satisfactor in the	Satisfactory? Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advise  Satisfactory? tings pertaining to afety devices, fuel y displayed, except entative was adv	Yes (XX) Alteration with the p noted.  Yes (XX) o the use an oil and bag ot as noted.  Yes (XX)	No ( Form wordsions  No ( and operate gage capa
3.	ations authorized * Exceptions, if any,  Alterations and/or a thoroughly inspec the Civil Air Regular Exceptions, if any,  All required placard of the controls, fulties, and the like,  * Exceptions, if any  Based on the results	and for the type of of which the owner major repairs descrited and determined lations pertaining to of which the owner are correctly executed, of which the owner are correctly executed which the owner are correctly executed.	certificate issuer or his represerble in the att to be satisfactor or epair and alter or his represerble and gages, so ted and properle er or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his represerble or his	Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advised as a series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series	Yes (xx) Alteration y with the p noted.  Yes (xx) o the use an oil and bag of as noted.  ised	No ( Form we revisions  No ( and operate gage capa  No ( h Operate
3.	ations authorized * Exceptions, if any,  Alterations and/or a thoroughly inspective Civil Air Regular Exceptions, if any,  All required placard of the controls, fulties, and the like, * Exceptions, if any  Based on the results Record Form atta	and for the type of of which the owner of which the owner of the and determined lations pertaining the of which the owner of which the owner of which the owner of which the owner of which the owner of the above inspects of the above inspects	certificate issuer or his representation the attempt to be satisfacted or epair and alter or his representation and gages, set and properler or his representation, Aircraft X). Endorsed	Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advised as a series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series	Yes (xx) Alteration y with the p noted.  Yes (xx) o the use an oil and bag of as noted.  ised	No ( Form we revisions  No ( and operate gage capa  No ( h Operate
3.	ations authorized * Exceptions, if any,  Alterations and/or a thoroughly inspec the Civil Air Regular Exceptions, if any,  All required placard of the controls, fulties, and the like,  * Exceptions, if any  Based on the results Record Form atta on date of	and for the type of of which the owner major repairs descrited and determined lations pertaining to the owner of which the owner are correctly executed, of which the owner are correctly executed which the owner of the above inspectations, was issued to the owner of the above inspectations.	certificate issuer or his representation the attempt to be satisfacted or epair and alter or his representation and gages, set and properler or his representation, Aircraft X). Endorsed	Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advised as a series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series	Yes (xx) Alteration with the p noted.  Yes (xx) o the use an oil and bag of as noted.  Yes (xx) rtificate with	No ( Form we revisions  No ( and operate gage capa  No ( h Operate
<ol> <li>4.</li> <li>5.</li> </ol>	ations authorized * Exceptions, if any,  Alterations and/or a thoroughly inspec the Civil Air Regular Exceptions, if any,  All required placard of the controls, fulties, and the like,  * Exceptions, if any  Based on the results Record Form atta on date of	and for the type of of which the owner major repairs descrited and determined lations pertaining to the owner of which the owner are correctly executed, of which the owner are correctly executed, of which the owner of which the owner of the above inspectively.	certificate issuer or his represerbled in the attoo be satisfactor or epair and altor or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and properler or his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbled and his represerbl	Satisfactory? ached Repair and ory, and to comply eration, except as ntative was advised and services fuely displayed, except sentative was advised after the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the	Yes (xx) Alteration with the p noted.  Yes (xx) o the use an oil and bag of as noted.  Yes (xx) rtificate with	No ( Form we revisions  No ( and operating age capa  No ( h Operation

AIRCRAFTTotal time 120 hrs.	
ENGINES 120 hrs. sinne new and no overhaul.	
PROPELLERS 120 Hrs since new- no overhaul	•
Repairs none involved	
After accident of none  Alterations none involved	
Forms and documents submitted (indicate by form number or nature of contached Form ACA 132, 501, ac of 501-A, ac of letter from W. W. Br. Form 305, ac of 308-A, Form 309cc of pages 1, 2, 3, and 4, and ac of telegram to(1-270) signed 'Lanter' 5-5-45ith the following e Aircraft Airworthiness Section	itent) which are inkerhoff 3/30/4 form 307/ to be checked by
	and returned
REMARKS This aircraft was given a groos load of 8800 pounds up described in the mittakent above listed telegram.	oon the basis

Note.—This form to be executed and submitted in single copy following any inspection which results in the issuance or endorsement of an Aircraft Airworthiness Certificate, as: (1) Original issuance, (2) periodic endorsement, or (3) following major repair, alteration, or special inspection, except that in case of disapproval, a duplicate copy of the "Disapproved" Inspection Report will be attached to the Aircraft Operation Record, and will only be removed by an inspector of the Administration, following a satisfactory inspection of the Aircraft.

## A26759

# UNITED STATES OF AMERICA CIVIL AERONAUTICS AUTHORITY WASHINGTON, D. C.

	DENTIFICATION MARK	•
	5-18-45	
	APPROVED LE	
l	(Inspector's signature)	•
<b>V</b>	DISAPPROVED	
	(Inspector's signature)	

16-11286 U S. GOVERNMENT PRINTING OFFICE

## APPLICATION FOR AIRWORTHINESS CERTIFICATE FOR AN AIRCRAFT

To the Civil Aeronautics Authority:
Application is made for an Airworthiness Certificate for:
1. Make Grumman 2. Model G-21A JRF5
1. Make Grumman 2. Model G-21A JRF5 3. Type Certificate No. 4. Manufacturer's Serial No.
5. Applicant's name Rubber Developement Corporation  (Print or type FULL NAME)
(Timot oper to his MAME)
6. Permanent mailing address 101 Indiana Ave., N.W. Washington D.C.  (Street) (City) (State)
(Street) (City) (State)
7. Describe any special purposes for which aircraft will be used
V 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Crude rubber procurement program in S.A.
The aircraft is now registered with the Authority: Application for registration is attached hereto:
I CERTIFY that the above statements are true.
Rubber Developement Orge.
By Chash Bayley (Signature)
Chief, Oriation Arun
Discourse of Title) (Title)

1.64

To: 1-315 (Mr. McPeeke)

CIVIL AERONAUTICS ADMINISTRATION

SAFETY REGULATION

ESR-ACA-1945

Copy

WESTERN UNION - DAY LETTER

MAY 5, 1945 4:10 P. M.

Washington, D. C.

Civil Aeronautics Administration (1-270) HFZ New York, New York

REPHONE VOLLMECKE. RUBBER DEVELOPMENT CORPORATION GRUMMAN MODEL G21.

SATISFACTORY TO CERTIFICATE ON NR BASIS AT 8,800 POUNDS IN ACCORDANCE

WITH FOLLOWING RESTRICTIONS. ONE OPERATE FROM SHELTERED WATER OR

PREPARED LANDING AREAS AS PER NAVY ORDER 96-42 TWO USE ONLY FOR CARGO

AND OR CARRIAGE OF EMPLOYEES OF RDC AND CREW ESSENTIAL TO PURPOSES OF

FLIGHT.

RDHoekstra:dbb cc: A-270, A-297, 1-290, 1-297 Lanter

with the Tarre

1000

el as Office of the co

of the Line of the second of the second of the Miles. The second of the Miles.

· Letter Control to the Control of Experience of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of th and the participation of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the s Company of March 1984 of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company institution of the contract of the property of the first of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of th

16 -1 6 1 -1 6 10 -1

· ,

# UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION

#### Civil Aeronautics Administration WASHINGTON

	APPLICATION FO	OR FOREIGN FLIG	HT AUTHO	ORIZATION	
	(То	be typewritten and filed in	duplicate) NOI	E. Aircraft	will also be
Tot	he Civil Aeronautics Administration:	operated betwe		Brazil, and rand Peru.	
tion	Application is made for a Foreign F s for a flight to Manaos, Bra	S1L	suant to secti	on 60.94 of the C	Civil Air Regula- ces on or about
Tile	Purpose of the flight (tourist, delivery, con	., and to return on or	about <u>may</u> .		, 194 <u>0.</u> .
	activities in South Am	erica. Aircraf	t is to be	operated in	Brazil. See
	Name and address of financial sponsor of t 101 Indiana Ave., Wash	ington, D.C.			
2. /	Name of foreign country in which aircraft  Aircraft: Registered owner Rubber I  Address 101 Indiana Ave	Development Corr	poration		
]	Manufacturer Grumman	N	Model G-21	-A - JRF-5	
	Address 101 Indiana Ave., Manufacturer Grumman Serial No. 37793	I	dentification ma	_{rk} 46497 - ј	/ C_
]	Expiration date of Aircraft Airworthiness (	Certificate			
	Engines:	•			
	Manufacture			Serial No.	
	Pratt & Whitney - R-98 (Made by Jacobs)	35 Wasp		JP 215011 JP 215012	400
4. 1	Radio: State call letters assigned	Describe radio	o equipment ins	talled:	
4 (	Special apparatus, equipment, or cargo (des Cameras None			·	
	Military equipment None				
	Cargo (except personal baggage) Air				
	Will cameras or firearms be sealed during what countries request is made to take a	flight outside the jurisdicti erial photographs	on of the United	I States?	If not, state in
	Flight crew:	Pilot	Copile	a& Flight	Mechanic
	Name	Frank L. Sage			
	Address	Washington, D.C			
	Citizenship				
	Class of certificate	Commercial	Private-	Mechanic	
	Expiration date of certificate	27073.	E7007 17		***************************************
	Certificate No		57223-M-		<del>-</del>
	Ratings held $\dots$	S.&M. Engine	H P Las	Et medical	··· <del>-</del>
	Last medical 8-8-44. fjb	L & S-27577500	H P Las		16-20475
		-		fjb	Nan Van
				V =	$\mathcal{U}$

Name				
	• • • • • • • • • • • • • • • • • • • •			
Address				
Citizenship				
Class of certificate				
Expiration date of certificate	• • • • • • • • • • • • • • • • • • • •			*
Certificate No				
Ratings held	•		2	
, •	1			
Pássengers:	Name and address	•	Crtrz	renship
		ers carried in South Amment Corp. and/or indiversation.		
V - 1 3114	Glen Fells.	Ind.		· · · · · · · · · · · · · · · · · · ·
Liability insurance: Name of c	ompany January			
Date policy issued Januar	100/300 00	Date expires January 1	i	, 194.92
Amount of coverage: Property	100/300,00	Persons 50/300,0	<u> </u>	
Itinerary and landing points:			•	
City	Country	Airport*	Date of	Date of
· · · ·	. Country	Airport	arrival	departure
Mismi, Florida	U.S.A.	36th Street		5/5
Camaguey	Cuba 🗸	Gen. I. Arramonte	5/5	5/5
Port of Prince	Haff ti	Bowen Field	5/5	5/5
San Juan	Puerte Rico	Isla Grande	5/5	5/6
Antigua /	R.W.T.	Coolidge		
Port au Spain	Market An A	COOTTORA	5/6	5/6
	Trinidad	riarco	5/6	
Georgetown /	B. Guiana /	Atkinson	5/7	5/7
Ceyenne √	F. Guiana	Rochambeau	5/7	5/7
Belem	Brasil /	Val de Caes	5/7	5/7
Santarem	Bresil /	Marine	5/8	5/8
		Mapine	5/8 5/8	5/8 5/8
Yanaos •Indicate by the symbols E and C, t	Attach additional she	eets as required) ssession at which entry (E) and clearance (C)	5/8 requirements will l	5/8
Vanaos Indicate by the symbols E and C, of  Does route to be flown involve  (a) A schedule giving dist (b) Data which will show cruising speed to be (c) Statement of navigational information: State  fully the particular circumstant Re Brazil, Colombaircraft in these air agreements in	Attach additional she the airports in each country, colony, or po e an extensive, difficult, or long ances between landing points to that the aircraft is capable of co used; gross weight of the aircraft on methods and equipment that such other information and dat ances of the proposed foreign flinia, Bolivia and Peru, e countries will be methore between the ground the countries will be methore between the ground the countries will be methore between the ground the countries will be methods.	seets as required) ssession at which entry (E) and clearance (C) over water flight? If so, submit to gether with map of route. mpleting flight between landing po fit at take-off; necessary power out will be used. as as may be necessary and appro- ght It is understood that ade in accordance with overnments of these cou	5/8 requirements will the following: bints. This shaput; length of priate in order at flights the provintries and	5/8 be complied with  ould include, runways.  r to set forth  of the sions of the
*Indicate by the symbols E and C, of  Does route to be flown involve  (a) A schedule giving dist.  (b) Data which will show cruising speed to be  (c) Statement of navigation  Additional information: State  fully the particular circumstants. Re Brazil, Colombo aircraft in these air agreements in States Covernment  Person to whom foreign flight  Name and address  101	Attach additional she the airports in each country, colony, or pose an extensive, difficult, or long ances between landing points to that the aircraft is capable of coused; gross weight of the aircraft on methods and equipment that such other information and data ances of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia, Bolivia and Peru, a force between the gold of the proposed foreign flinia, Bolivia and Peru, a force between the gold of the proposed foreign flinia, and peru, a force between the gold of the proposed foreign flinia, and peru, a force between the gold of the proposed foreign flinians are proposed foreign flinians.	seets as required) ssession at which entry (E) and clearance (C) over water flight? If so, submit to gether with map of route. mpleting flight between landing point at take-off; necessary power out will be used. It is understood that ade in accordance with overnments of these could be proved by the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the country of the countr	the following: bints. This shaput; length of priate in order t flights the provi	ould include, runways.  To set forth  of the  sions of the d the United
*Indicate by the symbols E and C, of  Does route to be flown involve  (a) A schedule giving dist.  (b) Data which will show cruising speed to be  (c) Statement of navigation  Additional information: State  fully the particular circumstants. Re Brazil, Colombo aircraft in these air agreements in States Covernment  Person to whom foreign flight  Name and address  101	Attach additional she the airports in each country, colony, or possible an extensive, difficult, or long ances between landing points to that the aircraft is capable of coused; gross weight of the aircraft on methods and equipment that such other information and datances of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia. In the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the	seets as required) ssession at which entry (E) and clearance (C)  over water flight? If so, submit if gether with map of route. mpleting flight between landing po fit at take-off; necessary power out will be used. It is understood that ade in accordance with overnments of these cou  bber Development Co ington, D.C.  wledge and belief, correct and RUBBER DEVELOR	the following:  oints. This shapput; length of priate in order  t. flights the provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and	ould include, runways.  It to set forth  of the sions of the dathe United
*Indicate by the symbols E and C, of  Does route to be flown involve  (a) A schedule giving dist.  (b) Data which will show cruising speed to be  (c) Statement of navigation  Additional information: State  fully the particular circumstants. Re Brazil, Colombo aircraft in these air agreements in States Covernment  Person to whom foreign flight  Name and address  101	Attach additional she the airports in each country, colony, or possible an extensive, difficult, or long ances between landing points to that the aircraft is capable of coused; gross weight of the aircraft on methods and equipment that such other information and datances of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia. In the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the	seets as required) ssession at which entry (E) and clearance (C)  over water flight? If so, submit is gether with map of route. mpleting flight between landing po if at take-off; necessary power out will be used. It is understood that ade in accordance with overnments of these cou  bber Development Co  ington, D.C.  wledge and belief, correct and	the following:  oints. This shapput; length of priate in order  t. flights the provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and	ould include, runways.  It to set forth  of the sions of the dathe United
Manaos Indicate by the symbols E and C, of Does route to be flown involve  (a) A schedule giving dist. (b) Data which will show cruising speed to be (c) Statement of navigation Additional information: State fully the particular circumstance Re Brazil, Colombanic aircraft in these air agreements in States Covernment Person to whom foreign flight Name and address  The foregoing information	Attach additional she the airports in each country, colony, or possible an extensive, difficult, or long ances between landing points to that the aircraft is capable of coused; gross weight of the aircraft on methods and equipment that such other information and datances of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia, Bolivia and Peru, a countries will be made force between the gold of the proposed foreign flinia. In the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the such that the	seets as required) ssession at which entry (E) and clearance (C)  over water flight? If so, submit if gether with map of route. mpleting flight between landing po fit at take-off; necessary power out will be used. It is understood that ade in accordance with overnments of these cou  bber Development Co ington, D.C.  wledge and belief, correct and RUBBER DEVELOR	the following:  oints. This shapput; length of priate in order  t. flights the provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and provintries and	ould include, runways.  It to set forth  of the sions of the dathe United

	FEDE	RAL AVIATION ADM	INISTRA	•	ATTACHED	Budget F	pproved Bureau No. OR FAA L	ISE ONLY	
	(Airframe, Pov		eller	, or Applian		50-	FS00	<u>-61</u>	
NSTRUCTI or instructio	ONS: Print or type	all entries. See F.	AR 43.	9, FAR 43 Appe	ndix B, and A	C 43.9-1 (or su	bsequent re	vision the	reof)
AIRCRAFT	MAKE GRUMMAN SERIAL NO.		:		MODEL  G-21A  NATIONALITY  N/098	Y AND REGISTR	AM MOITA	RK	
OWNER	37993 NAME (As shown on PANTILLES P.		ste)	e e e	ADDRESS (As	Shown on registing APLANE REWASTED ST	AMP		00820
		· · · · · · · · · · · · · · · · · · ·	3.	FOR FAA USE ON	LY				
:	3,				A CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH			÷.	
			T INFN	TIFICATION		<del> </del>	<u> </u>	5. T	YPF -
UNIT	MAK		i IUEN	TIFICATION MODEL		SERIAL +	<del>1</del> 0.	REPAIR	ALTER-
IRFRAME			As desc	ribed in item 1 a	bove)	************			
OWERPLANT	Pratt & Wh	itney	R-9	985 ANI-I	4B	JP 20713	I	X	
ROPELLER	O. 2 • 3	SIC F			., ., ., ., ., ., ., ., ., ., ., ., ., .				
PPLIANCE	MANUFACTURER -						. •		
		With:	r-6. C	ONFORMITY STAT	EMENT	A TUBBLETS		7 . · ·	NO.
Antill Isla C San J u	es Air Boat rande Airpe an, Puerto	i, Inc. on Pico.0092	oriuma Oppo PTT PTT	W U.S. CERTIFICATED CERTIFICATED MANUFACTUI	TIFICATED MECHANISTIFICATED MEGH	ANICO GTT TO SPOTE TO GT SPOTE TO GT TO SPOTE TO GT TO SPOTE TO GT TO SPOTE TO GT	A&P 5	• rhe rev	erse or
D. I certify attachm and tha	that the repair an ents hereto have bee t the information fu	d/or alteration m en made in accord irnished herein is	true și	nd correct to the	best of my	knowledge,	<u> १८१३ है</u>	ntion Regi	ulations
	26 <b>-1</b> 979 vyr	FI43, BA _C I	ភូទ ភូទ ( សូន	SIGNATURE OF		Mod	do la con-		- <u> </u>
Pursuant to	o the authority giver	n passage specified	below	, the unit ident	fied in item 4				ibed by
FA IN	A FLT. STANDARDS	MANUFACTURER	X	INSPECTION AUTH	ORIZATION	TA.			
	A DESIGNEE	REPAIR STATION		OF TRANSPORT IT	ASPECTOR	ED INDIVIDUAL		n in _e Λ <u>α</u> nis (υάξξ	
DATE OF A	pproval or Juize 26-1979	CERTIFICATE OR DESIGNATION	10.	SIGNATURE O	Ra -1	0 211	solin		
•		52858		109	0				

## NOTICE

anno se-ialdos 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 air-craft nationality and registration mark and date work completed.) This engine, received at Antilles Engine Overhauld Shop, for a complete myor overhuld. Engine received a Pratt & Whitney. complete myor overnuld. Engine received a Pratt & Whitney.

Model R-985 ANI-14B. Engine complete and no external damage
found in this engine. Engine given complete dissasemblyd.

All steel parts cleaned and inspected for proper clearence.

All steel parts been magnaflux by Arnold Greene Testing Lab., of
Puerto Rico. FAA Repair Sta. 76I-I. Invoice no. 5858. At 2/I6/79.

All aluminum parts cleaned and insp., through ZEGLO check.

New ignition harness installed. Install overhauld magnetos.

After the asembling, engine been run at test cell for 3hrs. After the asembling, engine been run at test cell for 3hrs.
All this repair been performed through the Pratt & Whitney
Overhauld Manual. The following AD, been C/W and Previus insp.
Engine records at the overhauld shop file. 56-6-2 C/W. 57-05-04 PC/W. 66-14-4 PC/W. 68-9-1 C/W. 78-08-07 C/W. Part B. Fress a Universy R-905 ANT-TAR Commerce Am Cours 3222 MANUSHALITY . TON PARTE EKOWWY en and hower that the property of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state THE PROPERTY AND THE PARTY OF 148. 52.4 161

ADDITIONAL SHEETS ARE ATTACHED

	$\epsilon_{r}$				
Augusta established	DEPARTMENT ( )	ISPORTATION		m Approved	. 04-R060.1
	MAJOR REPAIR AN			FOR FAA	USE ONLY
· Fac	(Airframe, Powerplant, Pro		ce)	OFFICE IDENTIFIC	\$ 30-61
INSTRUCT	IONS: Print or type all entries. See ons and disposition of this form.	FAR 43.9, FAR 43 Appe	ndix B, and A	C 43,9-1 (or subsequent r	evision thereof)
,	MAKE		MODEL		ر
1. AIRCRAFT	GRIDMAN	Marin Salah		-21A	
I. AIRCRAII	SERIAL NO.		NATIONALITY		KK .
	37793		N1.048	shown on registration certifi	costal
2. OWNER	NAME (As shown on registration certific	Core of the second	Best Sear	lane Ramp	
	Antilles Air Boats, Inc.	3. FOR FAA USE ON		sted, St. Croix,	MAY ANDER
<del></del>		J. TOR TAN USE OR			·
	A Section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the sect				
			N		1 1
		4 .			4,48.5
		INCHESCATION			
·	4. UN	IT IDENTIFICATION			5. TYPE
UHIŢ	MAKE	WODEL		SERIAL NO.	REPAIR ALTER-
AIRFRAME	***************************************	As described in item 1 at	oove) *******	······································	x
POWERPLANT	<b>1</b>				
PROPELLER	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )				
	TYPE	· 医圆形线 1000	A	ere nominate property and extensive order	
APPLIANCE	MANUFACTURER				
	7. 17 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	6. CONFORMITY STATE	MENT	1 * - 19 61 2 11 11 11 11 11 11 11 11 11 11 11 11	<u> </u>
Α.	AGENCY'S NAME AND ADDRESS		ND OF AGEN		TIFICATE NO.
P.O. Bo	TO ACOSTO xx 20865 adras, P. R. 00928	FOREIGN CERT	TED MECHANIC IFICATED MECHAN REPAIR STATION	-0.111 A A A A A A A A A A A A A A A A A A	727145
attachme	that the repair and/or alteration ments hereto have been made in accord the information furnished herein is	ance with the requireme	ints of Part 43	of the U.S. rederal Avial	n the reverse or tion Regulations
June 11,	Adreses are called	SIGNATURE OF			Boly.
	7.	APPROVAL FOR RETURN	O SERVICE		
Pursuant to the Adminis	the authority given persons specified strator of the Federal Aviation Admini	below, the unit identifi stration and is APP	ed in item 4 w ROVED [] R	E)ECTED	* .
FAA	A FLT. STANDARDS MANUFACTURER	INSPECTION AUTHOR	IZATION	OTHER (Specify)	dan make Min

me 11, 1979 FAA Form 337 (7-67)

DATE OF APPROVAL OR REJECTION

FAA DESIGNEE

LLS. Government Printing Office 1977-772-645/141

REPAIR STATION

CERTIFICATE OR

DESIGNATION NO.

IA1617150

CANADIAN DEPARTMENT
OF TRANSPORT INSPECTOR
OF AIRCRAFT
SIGNATURE OF AUTHORIZED INDIVIDUAL

CHANGE PRESELLING

(8320)

## 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 airscraft nationality and registration mark and date work completed.)
- 1. Removed main landing gear wheels (two) Hayes Model #G3-56A SOX7 together with brake essenblies (two) Hayes Model H-2-102.
  - Installation of Cleveland wheel and brakes supplemental type Certificate Number SASSGL Dated December 3, 1975.
  - 3. Installed Cleveland wheel and brake conversion kit P/N 199-65 in accordance with Cleveland installation drawing 50-25 Revision A dated Hecember 12, 1978, consisting of wheel assembly P/N 40-127 and Brake assembly P/N 50-97.
    - 4. Aircraft weight and equipment list reflect this alteration.

NOTHING POLICIES

- ADDITIONAL SHEETS ARE ATTACHED

enguetender unt gede Mee engunger en

ន ស្រែកពេស ១០១ ភេឌ្ឍភូម

Carrier Carrier and a		DEPARTMENT TO TRANSCEPE		and a contract of the first and	The state of the	}		Approved Bureau N	o. 04–R06	0.1
and the second second		R REPAIR AN		and the second		(4		FOR FAA	USE ONI	7.
1000			-		veo i	· [	OFFICE	IDENTIFIC	NIGH	(0)
	(Airrame, P	owerplant, Pro	open	er, or Appliar	ica)	1	_S0	1-1-0	110-	$\varphi_I$
	IONS: Print or typons and disposition		FAR 4	3.9, FAR 43 Appe	endix B, and	AC 43.9-1	(or s	absequent :	revision t	hereof)
	MAKE				MODEL					
1. AIRCRAFT	GRUM	VAN				1-21A		ATION	, DH	
	SERIAL NO.	7507	1 : 11.77		NATIONALIT		cGIST#	AHUN MA	NA.	
		7793	nada l	<u> </u>	ADDRESS (A	11048V	re-int	ration contil	iontei)	
2. OWNER	INAME (AS SHOWN C	on registration certifi			West Sea			CHORLETTH		
4. UNNER	Antilles Ai	r Boats, Inc.	v di		Christia	ns ted.	St.	Croix.	USVI (	0820
				FOR FAA USE ON						
	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	1 (M. 1) (A)			1:	12.	4)	· .		
Agriculture (Control of Control o		National All	$\{j_{i},j_{i}\}$	$T_{B_{1}B_{2}B_{3}B_{3}B_{4}B_{4}B_{4}B_{4}B_{4}B_{4}B_{4}B_{4$	Star Francisco	- : )				
5263			(h-G	William In	11.20 Mg 1	100	d 🕦	1		
• • • • • • • • • • • • • • • • • • • •		Special Company			•	*				•
1.0	$\frac{k_{\perp}^{-1}}{2}$ $\frac{k_{\parallel}}{2}$		ĮΨ.				. *			
		4. UN	IT IDE	NTIFICATION		<u> 17 5 - 1</u> -				TYPE
TINU	1879 1 1 1 M	AKE		MODEL	7	s	ERIAL N	e		ALTER
97 1, , 21	$A^{(k_1)}$ .	<u>T., ' ., </u>	<u> </u>	and the second					REPAIR	ATION
AIRFRAME	•	*************************	As de-	ribed in item 1 at	novel annexes.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		,		<b>x</b> -
rearth			الاقتصاب	production is the second				-		
			Γ						1	
OWERPLANT	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		l	1 Mark						
		<u> </u>							L	
			l: T							
PROPELLER		egengen war verster to en trock	١.,	<b></b>	(f)		~"			
	TYPE			er aligner					<del> </del>	<del>                                     </del>
ř		* *	- ,					ŧ *		
APPLIANCE	MANUFACTURER	• • • • •		The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon		9 898000°	4	entry and the second	1	
r.	La Gradini	TAN DEFER	Mill i	The same	Dutani	- 1억부팅 -	- 4]		<b>!</b> !	'
			6. C	ONFORMITY STATES		- <u> </u>	7.		<u> </u>	
A. A	AGENCY'S NAME	AND ADDRESS			ND OF AGEN			C. CER	TIFICATE	NO.
ATIME PARKA	Y) A/23201V307707	taica isaank			TED MECHANIC					
D O Bon	20865		A' 33. 1		FICATED MECHA			A & P 1	727145	
Rio Dia	ras Papar	0928	rau l	<del></del>	REPAIR STATION	काट हिं	1	Val.	14145	!
····	<del></del>	<del></del>	<del> </del>	MANUFACTURE	<del></del>	1	بليت	<del></del>	· <del>-</del>	<del></del>
attachmei	nts hereto have be	d/or alteration ma en made in accordi	ance w	ith the requireme	ents, of Part 4.	3 of the l	U.S. Fe			
and that	1,47,47	urnished herein is t		<u></u>		_ : _ :		7		
	at awara	i dan (2) jeun	is ign	SIGNATURE, OF	170	ANTE	2	4	XZ.	1
June 11.				ADALBERTO A	na	man	OC	Jaco	STV.	<b>;</b> '
		<u></u>	APPROV	AL FOR RETURN T			Ö	<del></del>		
Pursuant to	the authority given	n persons specified al Aviation Adminis	below.	the unit identifie	ed in item 4 v	was inspected	ted in	the manne	r prescrit	ed by
FAA	FLT. STANDARDS	MANUFACTURER	-	INSPECTION AUTHOR		OTHER (Spee	cify) 😁		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	19 . 
BY INSP	ECTOR		X	CANADIAN DEPARTM						
FAA	DESIGNEE	REPAIR STATION		OF TRANSPORT INSP						
DATE OF APP	ROVAL OR	CERTIFICATE OR		SIGNATURE OF	AUTHORIZED	INDIVID	UAL			
REJECTION	1000	DESIGNATION NO	<b>D</b> ,	PLIATIE CO. TIPIT	EUTTHE	ol.	10		11	
June 11	, פיענ	IA1617154		CHARLES FRE	EHLING 2	nout	Defly	Euch	ling	
AA Form 3	337 (7-67)	☆ U.S. Government Pri	nting Of	fice 1977-772-646/14	11				1	8320)

DEPOLITE

## NOTICE

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

- B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
- Supersedes previous redio installation of July 11, 1973.
  - Removed two (2) each Genave Nev./Com. transceivers
    Model Alpha 200 at Station #9, right side on rack fastened
    to cockpit overhead to existing structure.
- Cio interna-Installed one (1) Escort Nav/Com. transceiver Model Hilo per Narco installation Manual and installed one (1) Bendix ADF T-12C Nav Receiver, installed in accordance with Bendix Installation Manual.

Both installed per AC45-13-2, Capter 2, Section 27. See Weight and Relance Ricords and Equipment List and Hiestrical Load Analysis. NOTHING POLICES -Company of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the contro ere 1900 e nga masang saga mengga tahun sa saga saga Kanggan digunasan pada saga mengga tahun saga mengga ADDITIONAL SHEETS ARE ATTACHED

DEPARTMEN . TRANSPORTATION FEDERAL AVIATION ADMINISTRATION Form Approxed Budget Bureau No. 04-R060.1

FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION (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. MAKE MODEL GRUMAN G-21A 1. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK 37793 A 10 10 10 P N1048V NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate) 2. OWNER West Scaplane Ramp Antilles Air Boats, Inc. Christiansted, St. Croix, USVI 00820 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE UNIT MAKE SERIAL NO. ALTER-REPAIR ATION AIRFRAME Personne (As described in item 1 above) X **POWERPLANT** PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS C. CERTIFICATE NO. B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC ADALBERTO AGOSTO FOREIGN CERTIFICATED MECHANIC P.O. Box 20865 A 4 P 1727145 CERTIFICATED REPAIR STATION Rio Piedras, P.R. 00928 MANUFACTURER D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. DATE SIGNATURE OF AUTHORIZED INDIVIDUAL June 11, 1979 morrow yron ( ) ADALBIERTO AGOSTO

7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED FAA FLT, STANDARDS INSPECTOR OTHER (Specify) MANUFACTURER INSPECTION AUTHORIZATION BY CANADIAN DEPARTMENT FAA DESIGNEE REPAIR STATION OF TRANSPORT INSPECTOR OF AIRCRAFT SIGNATURE OF AUTHORIZED INDIVIDUAL DATE OF APPROVAL OR CERTIFICATE OR DESIGNATION NO. Mielling (8320) REJECTION
June 11, 1979 CHARLES FREEDLING

FAA Form 337 (7-67)

AMON THE SECOND STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET STREET

DI THE

## e NOTICE and V

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

- B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
  - 1. Installed Alcor Inc. Exhaust gas temperature indicator kit #326 I/A/W supplemental type certificate Number SA96SW per report 68-145 F.A.A. approved list dated 4/26/77.

The production of comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison of the comparison o

ADDITIONAL SHEETS ARE ATTACHES

कि भारताम के लिखें के जान महिल्ली

The state of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second

DATE OF APPROVAL OR REJECTION
June 11, 1979

FAA Form 337 (7-67)

CERTIFICATE OR DESIGNATION NO.

	ANSPORTA			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Form Approved Budget Bureau No. 04-R060.1					
FEDERAL AVIATION ADMINISTRATION  MAJOR REPAIR AND ALTERATION									A USE ONLY	
Airframe Powerplant Propeller or Appliance							OFFICE IDENTIFIE	· /w	6/	
INSTRUCT	TIONS: Print or type ions and disposition	all entries. Se				<del> </del>	AC 43.9-	30-F0 1 (or subsequent	<u> </u>	
	MAKE			· · · · ·		MODEL				
. AIRCRAFT	SERIAL NO.	<u>NN</u>				<del></del>	G-ZIA	REGISTRATION M	ADY	
	1	793	7 F 44				N1048V		- INIX	
AWNER	NAME (As shown on	registration certi	ficate)			ADDRESS (A	As shown or	n registration certi	ficate)	
2. OWNER	Antilles Ai	r Boats, II	C.	1.00				St. Croix,	usvi o	0820
				. FOR	AA USE ON	<del>1 </del>				
		Salandia de Maria de Mag						3	-	
1	***				, , <b>,</b>	4,	or and a			:
•	. به در این این این این این این این این این این			s, ah ah d						
		<del></del>	NIT IDE					<del></del>	5	TYPE
UNIT	MAK	r.	1.16	1549	MODEL		s	ERIAL NO.	REPAIR	ALTER
IRFRAME	*******	*************	(As des	cribed	n item 1 at	ove) ******	*******	••••		X
		<u> </u>	1		·		r			ļ
OWERPLANT			*, :							
ROPELLER		ga wa ga wa na wa din ka din ka din ka			13 2 37					
	TYPE			Talent.			,		<b>!</b>	<del> </del> -
APPLIANCE	MANUFACTURER		urles		े. इ.ज.च्या	v gha	California	adding out		
	and open	n nysane	6. 0	ONFOR	HTY STATE	AENT	7   931 <u>0</u> .	Mark Carlot	<u>.                                    </u>	l
A.	AGENCY'S NAME A	ND ADDRESS	$\gamma_{I}$					C. CER	TIFICATE	NO.
P.O. Box	10 AGOSTO k 20865 iras, P.R. 009	ាង (ស្លែង (២៣ - អាមារៈស្រី	, tr	PC	REIGH CERTI	IED MECHANIC FICATED MECHA EPAIR: STATION	NIC	AAP	172714	
	1 1/2/3 2 3 4 4 4 4	He as all count	لمنسب			offix port		2603		
attachme	that the repair and, nts hereto have been the information fur-	made in accord	lance w	ith the	requiremen	nts-of Parc 4.	3 of the U	and described or J.S. Federal Aviat	the reve ion Regu	erse or lations
ATE						AUTHORIZED		A		
June 1	L <b>, 1979</b> 3 maa i	<del></del>			BERTO A		dale	togod	080	9
n					RETURN TO					/
the Administ	the authority given person of the Federal	persons specified Aviation, Admini	below, stration	the un	it identifie APPF	d in item 4 v ROVEDF	vas inspec REJECTED	ted in the manne	r prescrib	ed by
INSP	FLT. STANDARDS	MANUFACTURER	X	INSPECT	ON AUTHORI	ZATION	OTHER (Speci	( <b>h</b> )		
34	DESIGNES	7.		CANADI	N DEPARTM	NT				

SIGNATURE OF AUTHORIZED INDIVIDUAL

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
  - Supersedes previous Hartsell Propeller installation of July 11, 1975.
    - Installation of Hartzell Propeller supplement type Certificate Number SA-52 Dated January 19, 1967.

3. Installed (two) each Hartsell Propeller Model HC-BSR30-2E, with blade model Rlol52-5's in accordance with Hartsell drawing #D1860. 4. Installed emergency governorcross feed system for unfeathering per Alaska Coastal Airline Drawing List Dated March 8, 1957. Aircraft weight and equipment list reflect this alteration. NOTHING POLLOWS Ceneralization or continue of the or Vicinian within the con-The property of the second Engly of the special section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the Gargine) Hel

ADDITIONAL SHEETS ARE ATTACHED

Arma reinjen	FF	DEPARTMENT TRAP	ISPORTATION IN THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MEDICE !	Budge	t Bureau N		
	•	REPAIR AN		~	_		FOR FAA		٠,٢
		werplant, Pro			ce)	OFFIC 5	O-FSI	100 L	0/
NSTRUCT	IONS: Print or type ons and disposition	e all entries. See of this form.	FAR 43	.9, FAR 43 Appe	ndix B, and A	C 43.9-1 (or	subsequent	evision th	rereof)
	MAKE		1.4.		MODEL				
AIRCRAFT	GRUMAN	W	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		NATIONALITY	21A AND REGIST	PATION MA	PK	
,	SERIAL NO.	37793		gurer e	INATIONALIT	N1948V			
<del></del>	NAME (As shown or	regisfration certifi	cate)		ADDRESS (As	shown on regis	traiion certif	icate)	
OWNER	Antilles A		1. 1.1	(F. st. 4)		plane Ram usted, St		IISVT 1	00880
1000	A company of the garage of the			FOR FAA USE ON	LY:	en en en en en en e			4.4
151.	10.2			the state	*.		:		
	ing the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s			and harries Days Tarrel	unione de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya	t daga a laggera.	115 115		
	or or a section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of th	a Massanda an Restina que decre				भारतम् सम्ब	gylayr. 1	FIGU.	inin'
	* . * * * *								٠
	id Physics, P. 30	<u> </u>	ប់ប្រាល់	# 1977 1918 # 1977 1918				1	<del></del>
	The state of the s	4. U)	IT IDEN	TIFICATION :		ert age let	· Secretary Mark	5.	TYPE
TIMU	A KASS COLL SINGS MA	KE -	-	MODEL		SERIAL	но.	REPAIR	ALTER
<del> </del>	10 4414			(r), ANDARI	11, 54,9				
RFRAME		*******************************			ove)		<b>*</b>	X	
		de ba sty				<u>.) (4)                                  </u>	* * * * <u> </u>	1 22	<del> </del>
	र इंडिइइइ इंस्ट्रिस	hay digerbili berilik	100			or the first special	10 10 11		
WERPLANT								1	
	TELEGRAPH S	GRADE WAR	100	Hajishiri 1889	10-11-0	10 da 5 6		111	
OPELLER	15: YAZC CO 25	ringer in a light	T16 . \$1	1.6 ST/81 8 1400		k udukijas 		T GH . A	1.24
<u></u>		gui accini	10.4	andrological	2.	4.5	1,	-	
	TYPE	rick free	f. 11	n Maria Lio	new ye	riczo Ye			
PPLIANCE	MANUFACTURER		os.	10000000	green in T		Carto di Ca	Margaret	1
. **		65 (c) 60		19 C			C. C. C.		1 "
· · · · · · · · · · · · · · · · · · ·				ONFORMITY STATE					NG
Α.	AGENCY'S NAME	AND ADDRESS		B. KI	ND OF AGEN		C. CE	CHICALE	
DATERRI	O ACOSTO	ele est de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servició de la servici			FICATED MECHA		7.1	jar f	•
.O. Box	20865		. [	CERTIFICATED	REPAIR STATION		AAP	172714	5
do Pied	ras, P.R. 909	)\$87: ALL H	ini 🔠	MANUFACTURE	Fr int ni	CONTRACTOR		, i = 10	
), 1 certify	that the repair an	d/or alteration m	ade to	the unit(s) iden	tified in item	4 above and	described o	n the rev	erse o
arrach m.	ents hereto have be t the information fu	en made in accord	ance W	ith the fedultem	ents of Part 4	7 OI THE U.S. 1	redetal Avia	tion Regi	lation
ATE	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	1989 B-2							7/
	<u>्राच्या हो । वेले</u> उस		- 1. To	96 J. J. J. J. J. J. J. J. J. J. J. J. J.		dello to	ttras	90 K	la,
imo 11,	,-1979, I N T	ញ្ញីស្លា (ម.ស.ភ.ភ.ភក្	TORK I	ADALBERTO A	MOIN	, 200xiv)			<u>Z</u> _
	THE PARTY OF THE PARTY.			AL FOR RETURN			V47 J 2 13	• ' ' ',	
Pursuant to he Admini	the authority giver strator of the Federa	n persons specified I Aviation Admin	below, stration	the unit identificand is APP	ed in item 4 \ ROVED   F	(E)EC I EI)	n the mann	er prescri	bed by
INS	A FLT, STANDARDS SPECTOR	MANUFACTURER	X	INSPECTION AUTHOR	· · · · · · · · · · · · · · · · · · ·	OTHER (Specify)			
FA	A DESIGNEE	REPAIR STATION		CANADIAN DEPARTI OF TRANSPORT INS OF AIRCRAFT	PECTOR				
	PROVAL OR	CERTIFICATE OR		SIGNATURE OF	AUTHORIZED	INDIVIDUAL			100
JECTION	1979	DESIGNATION N		CHAMLES FRE	PER SAG	0 f. l.	Mu	Alex	٠
					/	now	17 M		8320)

## NOTICE

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
- 1. Removed corroded front top box beam capstrip from station 40 left to station 37 right, installed new box beam. Center section box beam capstrip insertion repair left and right, work done in accordance with Section 2, Figure 14 NAV.ARR: 01-85V-3.
  - Removed left wing fuel tank bulkhead station #30, see figure #10 wing center section box been structure. Original bulkhead 24St .051 replaced with 2024-T3.051. All gas tightjoints per Par 91 and 92. NAV.AER. 01-85VA-3.
- 5. Removed corroded rear top box beam capstrip from station 15 right to station 42 right installed new box beam. Center section Box beam capstrip insertion repair, work done in accordance with Section 2, Figure 14.
  - 4. Removed corroded rear bottom box beam capstrip station 15 left to station 54 left installed new box beam. Center section box beam capstrip insertion repair, work done in accordance with Section 2, Figure 14.
  - Removed corroded sections of Z members Ref. Figure #10, Item #8 station 30 left to station 30 right top and bottom, repair carried out in accordance with center section Figure 17 Wing Box Beam Stringer Repairs Section 2 NAV.AER. 01-85V-3.
  - 6. Removed corroded top center section skin Ref. Figure 4 Skin # 32 wing skin plating diagram station 44 left to station 40 right, installed new skin 2024-T3.064, skin splice plate at station 44 left makes up repair plate in item 1 box beam repair. Installed skin splice plate Rt. at station 44.
  - Replaced leading edge skin Lt wing skin #18, station 226 to station 241. Original skin 245T.028 replaced with 2024-T3.032.

Artilles Air Fortsi, the.

37763

water to the was triggered

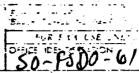
A. All work done in accordance with Grussen Structure and Repair Manual NAV.AER. 01-85V-3, and AC43-15-1 Chapter 2.

Sociales, Air Foots, the Mount floor Christianstal St. Caris

TIMBORE

ADDITIONAL SHEETS ARE ATTACHED

## SOLAN MOITERATION



			erina Pirangir			<u>.</u>		NE N
	•	OR REPAIR 4. Pawerplant, 5		TERATION is, or Appliance	•)			0-6/
		ype all entries Se ion of this form.	e FAR 4	1.9, FAR 43 Append	lis B, and AC	43.9-1 (or sa	iķsequent r	evivica there
1. AIRCEAFT	SERIAL NO.	RIMMAN				ZIA AND REGISTR	ATION MA	RK
	·	37793 n an registration sen	fice e ;			po-us ou usbasta	ation cert fo	cote)
2. ON YER	Antilles A	ir Boats, Inc			Vest Seap Christian	sted, St.	Croix,	ISVI 0082
								-
	and the second	4.	INIT IDE	ITIFICATION		- •	1-	S. TYP
<b>S</b> ealT		MACE		<b>⇔C</b> ⊃€i		SERIAL M	D	BE*AIR A
AIRFRAME	••••		/{As des	rbed in ages I abou	*)********	***********		
POWERPLANT					-			
PACPELLER	3.						_	
APPLIANCE	SANUT OCTUBE I							
1 To 1 to 1	AGENCY S NAM	E AND ADDRESS	6. (	ONFORMITY STATEME	OF AGENC		C CER	TIFICATE NO
Abelaro C/O Ant West Sea Christia	Gomez illes Air Bo aplane Ramp ansted.—St.	oats, Inc.	00820	U.S. SERTIFICATED POREIGH CERTIFIC CERTIFICATED PEP MANUFACTURER	MECHANIC ATED MECHANIC ALE STATION		A & P 1	7 <b>3</b> 6931
and that	inti herere bave l	been made in accus	donce w	the unit(s) identified the requirements of correct to the best	t of my knot	of the U.S. Fed riedge.	ncribed on Jeral Aviati	the reverse on Regulati
June 8	, 1979			Abelaro Gomez	Hel	ado	Homez	Kam
Parsuant to the Adminis	the authority giver expror of the Federal	en persons specific	d helus.	the user identified and in AIPRO	ig tight 4 as	enspected in ECTFI	the marine	riestiled
	FLT, STANDARDS	,44.71,910	x	MISPECTION AVINCE ZA	TON	48 (Spin 4)		
	C:SIONEE	Oltan Sia IS	_  <u> </u>	CANADIAN DEPAPIMEN OF TRANSPORT BUSPEC OF AIRCRAFT	<b>3</b>		· :	
PERCHO	NO LAVOR	CERTIFICATE -OF		SIGNATURE OF AL	THOR ZED II	1.	Enell	,

. .

· .

: . .

KOTCE The oppropriate a state of the propriate and the oppropriate a state of the oppropriate a state regard An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

- B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
- Installation of new associated Aircraft Equipment, Inc. Pilot seat model G21-? TSOC39A Type 11. Brownline track attached to floor as follows.

  1. Each track installed on floor using 6, 3/16 AN 509 Screw; 5 each #10

and one each 1/4.

The first two screws on each side installed through the track, floor and into 2. a 1" x 1" x 1/8 2024T3 angle.

The 3rd screw on each side installed through the track, floor and into the

angle which is attached to station 11.

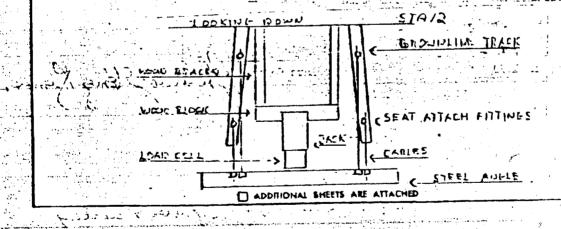
The 4th and 5th AN 509 screw installed into same support beam as original rear chair legs.

The 6th screw installed through track and into angle which is part of station#12

B. The test carried our for the installation of the Brownline track attachment to the aircraft structure as per AC 43-13-2 Chapter 1, Structural Data, Static Test, Figure 1.1 and part 23.561 General. All work done in accordance with AC 43-13-1A Chapter 2.

The Static Load Test performed as follows on each Brownline track which was installed in the same location as original pilot seat. Seat attach fittings were installed same location as seat legs to similate installation. Attached to each fitting was a 3/16" cable pulled forward and up. The average angle of all four cables was 450, the cables were attached to a steel angle. A block of wood cut on an angle and positioned on the floor and braced to station \$12. On this block, a 12 ton hydraulic jack with scale load cell was placed against the steel angle. load cell was placed against the steel angle, apply load of 2,200 lbs. was demonstrated No damage or permanent deformation occurred after about 10 seconds on right side. On left side, front forward, the floor showed little deformation which, after the load was released, went back to normal configuration. After the test all structures were inspected and found airworthy.

Installed Bon Corporation P/N E2884-3 shoulder harness. Attach point at Station #13 using 1" x 1" angle .125" thick; two pieces backing each other 14" long; rivited using AN470-4 rivets single pattern 1" spacing attached to cockpit entrance door frame and bulkhead stiffener; 6" from top of left main gear well. Shoulder Harness attached to angles with AN5-11 bolts with AN365-24 lock mut. This is the same installation as in N74588, December 7, 1978.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

50-FSU0-6

	(Airirame,	rowerpiani, r	горы	ier, or Applial	ice)	T-2	0-1-0	<u> 00-</u>	<u>w/</u>
INSTRUCT	FIONS: Print or ions and disposit	type all entries. Se tion of this form.	e FAR	43.9, FAR 43 App	endix B, and	AC 43.9-1 (or s	subsequent r	evision th	iereof)
<u>-</u>	MAKE	· · · · · · · · · · · · · · · · · · ·		·	MODEL	<del></del>			
1 AIBCDACT		CRUMAN			G	-21A	·		
1. AIRCRAFT	SERIAL NO.				NATIONALI	TY AND REGIST	RATION MA	RK	
	,	37793				048V `			
	NAME (As show	n on registration cert	ificate)		1	As shown on regis			
2. OWNER						aplano Rasq			ed.
	ANTILLES	AIR BOATS, I	M	2 500 544 455 64	St. Cro	ix, U.S.V.)	0082		
		<del></del>		3. FOR FAA USE ON	ILT				
		* * * * * * * * * * * * * * * * * * * *			• .		-		
	•							•	
į.						•			
		4. (	JNIT ID	ENTIFICATION		2002504		5. 1	TYPE
UNIT		MAKE		MODEL	a de tras de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la caración de la carac	SERIAL I	¥O.		ALTER-
								REPAIR	ATION
	* * * * * * * * * * * * * * * * * * *	7.1		r akş¥, — kini ki,⇔z		e in all the te	* *		
AIRFRAME	****	••••••	(As de	scribed in item 1 al	pove)	······	<b>→</b> .	X	X
					The State				
POWERPLANT			4.11			La later	1		
TOWERFLAIN	1							·	
<del></del>	+		+-			<b></b>		ļ <u></u>	
PROPELLER		6 (a) 1 (b) 1 (b) 1					. T	,	i
	Visit 1	- Miller State (19							
	TYPE 12 34 44	energy of the person	S . 157	Cost to the	. 1. 7.	Cap Transfer	35 at 1 at 2		
ADDITABLE	i kan sa Maranga	edić ji bilitasia is			1. 4. 1. 1.	distribution of the			
APPLIANCE	MANUFACTURER		7			1 - AC 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		•	
	<u> </u>	a tak sali di			· · · · · · ·				<u> </u>
		<del></del>	6.	CONFORMITY STATE				·	
<u>A.</u>	AGENCY'S NAM	E AND ADDRESS	*. • .	<del>+</del>	ND OF AGE		C. CER	TIFICATE	NO.
ADALEH	RITO AGOSTO		1.		TED MECHANIC			. 5	
	OX 20865		111.5	<del></del>	REPAIR STATION				_
RIO PI	edras, P.R.	00928		MANUFACTURE			ATP	172714	5
5	<del></del>	<u> </u>	<del></del>	<del></del>					<del></del>
		and/or alteration in been made in accor-							
		furnished herein is						· ·	
DATE				SIGNATURE OF	AUTHORIZED	INDIVIDUAL	-/		
	ne 4, 1979	一种知 超光点	: 19,		Calon	steals)	Yalz.		
				ADALFERTO A	costo		``(روس	<u>:</u>	
•	· *:	<u></u>	. APPRO	VAL FOR RETURN T	O SERVICE		· · · · · · ·	-	
Pursuant to the Adminis	the authority gi- strator of the Fed	ven persons specific eral Aviation Admir	d belov vistratio	v, the unit identifi n and is 🏋 APP	ed in item 4 ROVED [	was inspected in REJECTED	the manne	r prescrib	ed by
Ins	A FLT. STANDARDS	MANUFACTURER	η,	INSPECTION AUTHOR	IZATION	OTHER (Specify)		. ()	1,
ВУ	A DESIGNEE	REPAIR STATION		CANADIAN DEPARTM OF TRANSPORT INSE OF AIRCRAFT		a e Astronomo es	and the second section is		
DATE OF AP	PROVAL OR	CERTIFICATE OR		SIGNATURE OF	AUTHORIZE	INDIVIDUAL	· · · · · · · · · · · · · · · · · · ·		<del></del>
	une 4, 1979	DESIGNATION	NO.				2 a.F.		
	T) 45/5	IA 1617154	,	CHAPLES R.	PRINCE U.S.	04 K . /	h UK.	1/1:	

FAA Form 337 (7-67)

☆ U.S. Government Printing Office 1977—772-546/141.

(9320)

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. craft nationality and registration mark and date work-completed.)
  - (1) Replaced hull skin #15, #16, and #17 left side from chine to watertight line as seen on Figure #62 new skin 202475 .032, splice skins as per Figure #63 - hull skin insertion repair.
  - (2) Installed new left, center and right windshield post center at station #8 and left and right station #9. Installed new windshield left and right.
  - (3) Repaired aft hull left side station 174 to station 274, 6" up from center of keel and right side station 234 to station 254, 6" up from center of keel, repair as per Figure #65 Hull bottom repair Flush type.
  - Removed all existing seats and flooring, Carrier Aircraft Installation. FAA Form 337, July 11, 1973.

    - Reinstalled two each lounges. See Drawings attached to 337, 7/11/73. Reinstalled four each seats. See Drawings attached to 337, 7/11/73. The above mentioned seats and lounges were attached to Structure Substantiation Report dated 15, June, 1969, #621-1 approved by DER LA-321 affixed to 337, 7/11/73. Minor changes to this installation which do not affect the attached intendity of the installation which do not affect the attached intendity of the installation. tion which do not affect the structural integrity of the installaition, are as follows:

On each transverse floor beam, an angle was installed by riveting, which makes it possible to use four #5 AN470 rivets for attachments of seat channels to the floor beam on each transverse. Also in place of the Douglas Fir Plywood floor, Gillfloor 5007A was substituted, see attached report,

- This is the same installation as G-21A, N74588 FAA Form 337, 11/17/78.
- All work above done in accordance with Grumman structure and repair manual NAV. AHR. 01-85V-3, and A643-13-1A, Chapter 2, Section 3.

. ADDITIONAL SHEETS ARE ATTACHED

	est. Levi	verplant, Propell	S C EAR 41 Annend	liv B. and A	C 43.9-1 (or sul	- PSV bsequent re		reof)
TRUCT	TONS: Print or type	all entries. See FAR of this form, and Carl	3.9, FAR 43 Append	<u> (12 1 25</u>	<u>เรียกที่ง</u>	<u> * 24 /4  </u>	<u> </u>	44.1
1 V ( **	MAKE	487		IODEL (	G-21A	4 par - 5		
RCRAFT	103 AV 310	Mark Total			AND REGISTRA	ATION MAI	RK	
KCKMII	SERIAL NO. 37793	ing. Dan selatan pengerahan pengerahan	order of	US	N.	1048V	1 1	1,77.
7. 5.	16.666 - 4.25°	registration certificate)		DDRESS (As	shown on registre	ation certific	:ate) <b>- Langt</b> a	d ores
UNERS (	POCOCI EL ANTEL	LES AIR BOATS,	DIC TO THE	est sem	U.S.V.I.	00820		-
Murvier. Gebe						19 114	1.315	1733
.57,9		er en en er 200						
	A SECTION AND A SECTION AND ASSESSMENT OF A SECTION ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASS	MAD 1904 DE Extra Signa Dicos	emmon E. To	100	. William to	a, maa		
	्रास्त्रक्षणः, व ाच्या १ - व्या । - व्यवस्थान छ। "विक्रिति, देवी	the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of th		3 2 1/22 1 2 4	2			
7.77	Carried Haper of	140 和高 (4 /4) 以此的 医自己合物。	生活性的 (1997)	to II om	কুমার্লালক (নিয়াল্কি নিয়াল	rd twater 1 Julius Konst		ď.
** * .			ing and the start of Williams	era i siste		٠,		
: 32.	green may be the first to the first terms of the	etipare to 4. Cunit (10	ENTIFICATION	(4.5. 15 F. S.	Tour 1 St	5 (1940) b	. i 5, ⊺	YPE
1,712	gg Ritor (Material)	Carried a State On Control	HODEL		SERIAL N	ο.	REPAIR	ALTER-
UNIT	MAN DEST CHE	To your or his was	MODEL	•	្ត មនុស្សដូចបង្	• (9)	green in	ATION
·/·	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	come included the AAA 3	たむ 特殊的 コマーふけ				Х	
RAME	dian jamin	eng sejedylepingsi reksing	scribed in item   Obc	4 Table 1			2 ta)s	( INT
1.0	31			0.00 r.378	7:01:101 to	TARRY PH	1 17 W s	Heef.
VERPLAN								
TERT LO			<u> </u>		CC 01250 74	166.61	132 6	· · ·
	Aprilia ( ) Sauta t	e Contide glass		WITT DA	Constitution in	2 N 1/4 1/4 1/4		
PELLER		Commence and the control of the	general in beilt	y . 100 •				
<u>) (1</u>			Street and Note	÷ 500040	THE PERMIT	ज़िल्लाई ५०		1
	nijage produktive Elika rada TVV	(9 COA VOA PA	·····································		1 1 2 2 1 1	i jagan Kabupatèn		
PLIANCE	MANUFACTURER TO		en and parin	925가는 릭취 6 15 516 건 :	L. Marketti ili	y a	15.11	
	· · · · · · · · · · · · · · · · · · ·		CONFORMATY STATEM	AFMT TO THE	1-10-10-10-10	<u>                                   </u>	1000	
	AGENCY'S NAME			ID OF AGE	NCY T	,'C. CE	RTIFICATE	NO.
	0.198.0	AND ADDRESS SECTION	C. W. U.S. CERTIFICA	TED MECHANIC	c + 1241 <u>)</u>	190		
ELDE	TO AGOSTO		POREIGN CERT	FICATED MECH	AND THE STORAL		/6/179	·
DETTITE	s Air Boats, m, Puerto Rice		CERTIFICATEO					1.1
			10 15 1 15 15 15 1	1. 1.1. 1.5.1	m 4 above and	described	on the re-	verse or
). I cert	ify that the repair at	nd/or alteration made	e with the rednireme	nts of Part	43; of the U.S.	rederal Avi	ition Reg	ulations
and t	hat the information f	Officialized meland intrin-	3 -1 1 1			3. 1.3 1703.0	116	
TE :	1 <u>3 (1 )</u> (14) (10)	高加工 知言問題	SIGNATURE	2000	33057	31 743	p 6000	ur ir t
<b>EY 34</b>			uan	ATTELLE	NOTO ACCISTO		1/200	<u> </u>
	· Tarrada af		ROVAL FOR RETURN		HA DETRIM		115 5 (1)	<del></del>
	to the such price give	1 10 11	Le . dale idensité	ed in item 4	was inspected	in the man	ner presci	ibed by
rursuant the Adm	inistrator of the Feder	n persons specified be ral Aviation Administra	tion and is XI AP	KOVED [	OTHER (Specify)	11.6		
	FAA FLT. STANDARDS	MANUFACTURER	A THE PROPERTY AND ADDRESS		A			
Y .	INSPECTOR	<del>                                     </del>	CANADIAN DEPART	MENT	7		1 14-4-1	. (
	FAA DESIGNEE	REPAIR STATION '	OF TRANSPORT INS				· · ·	
.	*****							
	APPROVAL OR	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF	UTHORIZ	ED INDIVIDUAL	10	· A CONTRACT	4 545 545

TV TETATES

NOTICE WORLD AND ASSETS TO

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 air-

- croft nationality and registration mark and date work completed.)

  Removed damaged nose Station -87/8 to Station 9 and of skin 5, 4 and 32 and

  Station 11½ and of skin 6. Replaced the following skins \$1 nose bumping. Removed demaged nose Station -37/8 to Station 9 end of skin 5, 4 and 32 and Station 11½ end of skin 6. Replaced the following skins \$1 nose bumping, \$2 left and right, original skin, .028 35½ new skin 2024T3 .032. \$3 deck station 3 to 6 original skin .028 35½ new skin 2024T3 .032. \$4 left and right upper side Station 5 to Station 9 original skin 24 st .028 replaced by 2024T3 032, \$5 deck station 6 to station 9 original skin 24 st replaced by .032 replaced by 2024T3 .032, \$6 left and right lower side Station 1 to Station 11½ original skin 24 st .028 replaced by 2024T3 .032, \$32 left and right middle side Station 1 to Station 9 original skin 24 st .028 replaced by 2024T3 .032. \$29 left and right used original Grussan skin. \$30 left and right, original skin 24 st .057 replaced by 2024T3 .063 splice at Station 6½ and 7 plate .063 edge up and two runs rivet each side, splice right side Station 6½ and 7 plate .063 Edges up and eight rows of rivets. Keel spliced I/A/N Figure 67, Nav. Aer. 01-85V-3. Chine replaced left and right Station 1 to Station 11½. Main bulkhead Station 1 and bulkhead Station 6, vertical frames, cross members, flooring, angle frames, stringers and horizontal stiffeners either Grussan parts or repaired I/A/W Nav. Aer. 01-85V-3 Section 4, Hull Par. 1 to 72. All joints forward of Station 9 are watertight and skin joints are watertight as shown in forward of Station 9 are watertight and skin joints are watertight as shown in Figure 62, which also notes watertight bulkhe
- Replaced panel at Station 9, see Figure #71 Hull Structure, Pilot's Cabin Ref. No. 5, Panel 24st. .064 replaced by 2024T3 .071 anodized.
- Plight Instrument Panel modified to provide standardization throughout the fleet. Standardization of layout allows more efficient scaming of instruments by pilot and also permits improved arrangement of pitot, static and vacuum lines.

  A. Panel material: 24st. 070 replaced by 2024T3, 125 smodized. Mounting: Original G-21A location and shock mounts.
- splaced pilot's cabin skin, top left and right station 69.5 to Station 12, Ref. Figure 62, Hull Skin Plating Diagram Skin 139.
- Repaired upper side skin #8 from Station 9½ to 12 original skin .028 replaced by 2024T3 .032 splice at Station I/A/W Fig. 63 Hull Skin Insertion.
  Replaced Hull Skin #7 left side Station 9 to 14, ref. Figure #62, Hull Skin Platin (5)
- (6)
- Diagram, Skin 2024T3 .040.

  Replaced Hull Skin #7 right side Station 9 to 14, ref. Figure #62, Hull Skin Plating Diagram, Skin 2024T3 .040.

  Replaced right dome side outer skin #39, ref. Figure #62, Station 9.5 to Station (7)
- (8) 12, new skin 2024T3 .032.
- Replaced Hull Skin #12 left side Original Skin 24 st .028, new skin 2024T3 .032 (9) of. Figure #62.
- Replaced Hull Skin #10 left side original skin 24 st .028, new skin 2024T3 .032, (10)
- Ref. Pigure #62.
  Replaced Hull Skin #14 under cabin door Station 24 to Station 26, New Skin 2024T3. (11)
- .040. Ref. Figure #62. All work done in accordance with Grussen Structure and Repair Manual, Nav. Aer. 01-85V-3, and AC 43-13-1A, Chapter 2, Section 3, and Chapter 3, Section 3.

NOTHING POLLOWS

ADDITIONAL SHEETS ARE ATTAC

a da la servició	e i gira de la compania de la compania de la compania de la compania de la compania de la compania de la compa	EPARTMENT OF TRANSPOR				ray garmanari	Form Appro Budget Hur	tau No.		
•		REPAIR AND				٠. أ	FOR OFFICE IDE		SE ONL	Υ.
- :	(Airframe, Po	werplant, Prope	ller	, or Applian	ce)		50-	<u>- X-S</u>	100	-6/
NSTRUCT or instruction	IONS: Print or type	all entries. See FAI	R 43.9	9, FAR 43 Appe	ndix B, and A	C 43.9-	-1 (or subsec	quent re	vision the	ereof)
	MAKE GREENA		1		MODEL	G-21		251 444		<del></del>
AIRCRAFT	SERIAL NO			. '	HATIONALITY					<u>.                                    </u>
OWNER	NAME (As shown on	registration certificate BS AIR BOATS,	IN		St Crois	, U.S	V.I. 00	1715 830	linst	<b>,</b>
	1	- V T	3.	FOR FAA USE ON	LY		10.1			
•		enginginging pangkangan						gradin 1975 T	•	
•	production of	Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Simple Si	157			e to di Lieun 199	. · · · · · · · · · · · · · · · · · · ·			. 11
<del></del>	<del>, ing parting t</del>	4. UNIT	IDEN'	TIFICATION				157 . 25 %	5.	TYPE
TINU	The Late of the All MAI	u jog ska		MODEL	ng ki galanda	Spring.	SERIAL NO	40.	REPAIR	ALTER-
IRFRAME	Skipter That skipter		descr	ibed in item 1 a	bove)	•••••	••••••	ida et	1. (19.1 1.35	X
OWERPLAN	1	rgestes Signification	e Progra				ing and			
PROPELLER	The second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of th	ende séries dons la La comita de la comi	elle Mark		n ser int A i serie	n in Jenr		rejat Ligat	) +1 (************************************	1 3382
APPLIANCE	MANUFACTURER			e kundi Hantina Boya Hantina Boya	15 (15 6 ₁₇ 19) 5	\$ * 11, 25% 2000 -		1 2 <b>k</b> y 10 ( )		
<del></del> -			6. (	ONFORMITY STAT				C (F	RTIFICATE	NO
	AGENCY'S 'NAME	AND ADDRESS			IND OF AGE				797141	<u>,,,,,</u>
LLITIA UL KAS	E AIR BOATS, W, MERTO RIC	D		CERTIFICATED MANUFACTUR		4 - 1 /	^	197 3		THE T
D. I certif	fy that the repair an nents hereto have be at the information for	nd/or alteration made en made in accordar urnished herein is tr	le to ice w ue an	d correct to the	best of my	cnowled	lge.	ribed o	n the resition Reg	verse or ulation
DATE		the sections.	. 11	CAMBOLO CO	LIGHT TO THE THE	<u> </u>	POSTO:		no ingli	1.7
Purrount	to the authority give	7. A n persons specified h al Aviation Administ	PPRO1	VAL FOR RETURN	TO SERVICE fied in item 4	WAS IN	spected in th	ne mant	ier prescr	ibed by
	AA FLT. STANDARDS	al Aviation Administ	TATIO	INSPECTION AUTHO		OTHER	(Specify)			
BY   "	NSPECTOR	REPAIR STATION	-	CANADIAN DEPAR OF TRANSPORT IN OF AIRCRAFT	TMENT	1	na gwana na mana >Mana na mana n		1.1.1	: ; ;

DATE OF APPROVAL OR REJECTION
NEW 24, 1979 FAA Form 337 (7-67)

AUTHORIZED INDIVIDUAL

CERTIFICATE OR DESIGNATION NO.

(8320)

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
  - (1) In order to facilitate inspection of rudder and elevator push-pull rods, Bell cranks and Bellcrank attach fittings an inspection access door has been provided as follows:
    - A. One hole made on each side of the izell between bull stations nine and ten, 16.5 inches above the chine, 14.5 inches forward of each main goar wheel well. All corners 5/16" radius.
    - B. One doublar of 2024TS 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" specing as in skin joints of sirframe.
    - C. A hole of St" 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-mut channel with 3/4" spacing provides the attachment of untertight cover constructed in the same manner as watertight doors on floats and large watertight door on wheelwell on R/H side of hull. Cover installed on sealest surface and tosqued in same namer as wheel well inspection door.
- (2) Installed Grimes single strobe light, Part Number 30-0457-1, under the provisions of FAA Advisory Circular 20-50A and AC 43-15-1A, Chapter 11, Section 2, 3 and 7. Installed stop the vertical stabilizer in accordance with AC 43-13-2, Chapter 4, Paragraph 45-D, utilizing 20 gauge wire through 5 amp circuit breaker. Light demands 1 amp at 28 volts 10C unit weight, 2 lbs.

Paragraphs 1 and 2:

All work done in accordance with Grussen Structure and Repair Hemmal Nav. Aer. 01-85V-3, page 196, Pignare 110 and AC 43-13-1, Chapter 2, Section 3, paragraph 60-68. AC-43-13-2, Chapter 1, Paragraphs 4 thru 8.

HOTHING POLLOWS...

ADDITIONAL SHEETS ARE ATTAC

IN OF TRANSPORTATION

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY

		werplant, Prop		or Applian	ce)		e identific	)0-	6/
INSTRUCT		e all entries. See FA				AC 43.9-1 (or	subsequent r	evision th	ereof)
ior matructio	MAKE GRUMM		۲.		MODEL	G-21A			
. AIRCRAFT	SERIAL NO. . 37793				HATIONALIT US	Y AND REGIS	TRATION MA 11048V	RK	
OWNER		n registration certificat		ki <del>y</del>	West Sea	s shown on regi aplane Ram x, U.S.V.I	p, Chris	co!•) tianst	ed,
	144142			OR FAA USE ON			. 00020		
		range at the	7;	W-172.	y (file 3/1)	<u> </u>			
1 (a. 4) (4) (4) (4)	والمرافعية الأوادا			1 5 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			,		
44.14.1			IDENT	IEICATION.				- 5. 1	YPF
UNIT	m.	ike a second control		MODEL	·	SERIAL	NO.	REPAIR	ALTER-
IRFRAME	1. j	(As	descri	bed in item 1 ab	10ve) ******	***************************************	· · · · · · · · · · · · · · · · · · ·	, , ,	х
OWERPLANT		er gerig server Er efganise Ere Er er egginne		and the second					
ROPELLER			. 13° 2 - 3∫,	ultract de d par les la la la	ក្សាស្រ្តិស ភូមិសញ្ជិត	io de sect. Soviet es			
APPLIANCE	MANUFACTURES		· + .	langua i Tanggaran		प्रकारिक स्थान विकासिक स्थान		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
			6. (0	NFORMITY STATE			T 6 68	TIPLE 1 TE	110
ADELBER ANTILLE SAN JUA	TO AGOSTO S AIR BOATS, N, PUERTO RIC	ING 12 1943 1943 200	e to t	FOREIGN CERTIFICATED I	tified in Item	anic :	A & P	n the rev	erse or
DATE	1979	Te reffer t	.	CARE OF	AUTHORIZED ADELBI	MOIVIDUAL	o Larenn	r.¹	
				L FOR RETURN		<u> </u>	in the mann	er brescei	ibed by
the Admini	strator of the feder	n persons specified h al Aviation Administ	elow, ration	and is X APP	ROVED [	REJECTED OTHER (Specify)	<del></del>	1	
BY IN	A FLT, STANDARDS	MANUFACTURER	^	CANADIAN DEPART	MENT			. 3	
	A DESIGNEE	REPAIR STATION	1 :: 1	OF TRANSPORT INS OF AIRCRAFT SIGNATURE OF		D INDIVIDUAL	· · · · · · · · · · · · · · · · · · ·		<del></del>
DATE OF AF	-	DESIGNATION NO		-fh	LUMIN	CRCAMON	/) HETNG		
May 24,	337 (7-67)	IA 1617154  ☆ U.S. Government Print	loo Dii	ica 1977—772-6461	- <u>Caranalan</u> 141	O-ICY ITUMA	W-14.201		(8320)

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
  - (1) In order to facilitate inspection of rudder and elevator push-pull rods,
    Bell cranks and Bellcrank attach fittings an inspection access door has
    been provided as follows:
    - A. One hole made on each side of the hull between hull stations nine and ten, 16.5 inches above the chine, 14.5 inches forward of each main gear wheel well. All corners 5/16" radius.
    - B. One doublar 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 54" 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 watertight cover constructed in the same manner as watertight doors on floats and large watertight door on wheelwell on R/H side of hull. Cover installed on sealant surface and towqued in same manner as wheel well inspection door.
  - Installed Grimes single strobe light, Part Number 30-0437-1, under the provisions of FAA Advisory Circular 20-30A and AC 43-13-1A, Chapter 11, Section 2, 3 and 7. Installed atop the vertical stabilizer in accordance with AC 43-13-2, Chapter 4, Paragraph 45-D, utilizing 20 gauge wire through 5 amp circuit breaker. Light demands 1 amp at 28 volts 10C unit weight, 2 lbs.

Paragraphs 1 and 2:

12. 1. 363

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

a married of Millions a Studies of

NOTHING POLLONS

DDITIONAL SHEETS ARE ATTACHED

( )EPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04-R060.1

	ANTILLES AIT BOSES, INC.  3. FOR FAA USE ONLY  4. UNIT IDENTIFICATION  5. TYPE  UNIT  ANDEL  ADDEL  SERIAL NO.  REPAIR AT  AT  AT  OWERPLANT  A AGENCY'S NAME AND ADDRESS  A AGENCY'S NAME AND ADDRESS  B. KIND OF AGENCY  A AGENCY'S NAME AND ADDRESS  B. KIND OF AGENCY  C/O Antilles Air Boats, Inc.  CASTIFICATE MECHANIC  TORRIGH CHERICATED MECHANIC  TORRIGH CHERICATED MECHANIC  TORRIGH CHERICATED MECHANIC  TORRIGH CHERICATED MECHANIC  TORRIGH CHERICATED MECHANIC  TORRIGH CHERICATED MECHANIC  TORRIGH CHERICATED MECHANIC  TORRIGH CHERICATED MECHANIC  A § P \$55244314  CHERICAGE SPEARS STATION.  SECURITY OF AUTHORITY STATEMENT  A AGENCY NAME AND ADDRESS  A P \$55244314  CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  A SP \$55244314  CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  ANNUACTURER  AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  AND AUTHORITY STATEMENT  TORRIGH CHERICAGE SPEARS STATION.  AND AUTHORITY STATEMENT  A B P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEARS STATION.  A \$ P \$55244314  CHERICAGE SPEAR	(1)										
INSTRUCT for instructi	IONS: Pr	int or t	ype all en on of this	tries. See s form.	FAR	43.9, I	AR 43 App	endix B, and	AC 43.9-1	(or subsequen	t revisión (	thereof)
	<del>,                                     </del>			<del></del>				MODEL	G-21A		<del></del>	· · · · · · · · · · · · · · · · · · ·
1. AIRCRAFT	SERIAL N		793			7		I		EGISTRATION A	MARK	
2. OWNER	NAME (A	s shown	on registr		•			ADDRESS (A	mlane R	registration cer	lificate)	od,
	L	•				3. FOR	FAA USE OI	ILY	., 0,0,7	12, 00020		
							.W.4					
		<u>, '</u>		4. UN	IT IC	ENTIFIC	ATION				J. 5.	TYPE
UNIT	:		n/AE	7			MODEL		SE	RIAL NO.		ALTER- ATION
AIRFRAME		*****	•	**************	As de	scribed	in item 1 ob	00 <del>00</del> ) ******	**********	*****	x	
POWERPLANT		i. Calendray					2 1 50 10	14.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.				
PROPELLER				1	il II. Depen	zogado Ligardo		a logia. d fartir	कृतसम्बद्धाः १९५५	e při žitore. Na při pot	Service T	
APPLIANCE	•		· · · · · · · · · · · · · · · · · · ·		103 211 (100)	larıy (4)(a) Millim			,			
<del></del>					6.	CONFOR	MITY STATES	AENT				L
George M c/o: Ant Nest Sea	blitor illes / plane I	Air B Ramp,	oats, Chris	Inc	đ,	rc ca	S. CERTIFICATED REIGN CERTIFICATED R	TED MECHANIC FICATED MECHA EPAIR STATION	NIC		1	
D. I certify t	hat the re ts hereto i	epair an have be	nd/or alte							nd described o S. Federal Avia	n the reve tion Regul	rse or lations
May 23,	1979	Tu j	ation i Strick i			7. 6	MAR	GBORGE	MOLITOR	d.	. 23.:	
Pursuant to the	he authori	ty give	h bersons							سر سر		
		1	A Aviatio	n Administ	ratio	a and is	APPR	OATO TR	EJECTED		r prescribe	ed by
	LT, STANDAR	D5	MANUFAC	TURER	X	INSPECT	ION AUTHORIZ	MOITA	OTHER (Specify	) 	e i for statifie	(21) · · · · · · · · · · · · · · · · · · ·
FAA I	DESIGNEE		REPAIR ST				AN DEPARTME NSPORT INSPE IRAFT		er og greder og grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede grede gr	eras Seesas in 1992		
PATE OF APPR	OVAL OR		DESIGN	ATE OR ATION NO	•	SIGNA	TURE OF	AUTHORIZED	INDIVIDUA A A	) )	1.10.4	1. 44
May 23 AA Form 3	19 <b>79</b> 3 <b>7</b> (7-67)			17154		7	-172-MAULA	HARLES R	REEL	TAG		320)

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.)
  - Grunnen G-21A left and right outer wing panels, old fabric removed from structure which was thoroughly cleaned.
  - (2) Structure inspected for mechanical damage, cracks, distortion or corresion.
  - (3) Structure repaired as necessary in accordance with Nav. Aer. 01-85V-3, Section 2, Wing Group, Wing Outer Panel, and sprayed with sinc chromate
  - Recovered right and left wing from Station 97 to 294 using Grade A febric and doped as follows: (4)
    - Three coats clear butyrate dope. Three coats aluminum butyrate dope.

    - C. Three coats white butyrate dope.
- All work performed in accordance with AC 43-13-1A Chapter 3, Section 1, 2 and 3. Also Gruman Structural Repair Manual Section 8, Fabric Repair and attachment and Figure 129 Embric Covering. (5)

NOTHING POLLOWS

ADDITIONAL SHEETS ARE ATTACTED

A/c N1048V Date: May 23, 1979

Page 2

(5) E. Control surface balancing procedures Grunnan G-21A:

(1) After re-covering or repair: complied with 12, 13 and 14, Alleron in tolerance.

F. Installed left side.

(4) Item (1) all work performed in accordance with AC 45-13-2 Chapter 3, Section 1, and 2, and Nav. Agr. 01-85V-3 Section 8, Fabric Repair and Attachment, par. 2(4).

NOTHING POLICES

THE WAY OF BY

DEPARTMENT C. , ANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

erm Approved Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION

	MAKE	MKN			MODEL G	-21A		<del></del>	<del></del>
1. AIRCRAFT	SERIAL NO.	798			<del> </del>	Y AND REGI	STRATION: 4	ARK	•
2. OWNER		on registration cer			ADDRESS (A	plane Ran	istrotion coti		ed,
<del></del>	ANITIMS	AIR BOATS, I	Ai,		St. LTO	x, U.S.V.	I. 0032	0	
wort	hiness requi	remanns and	is a	3. FOR FAA USE ON complies with proved for thinspection by Signat	i the app ne above a person	described	1 50-	FSD	0-6
		4.	UNIT 1	DENTIFICATION	<del></del>		· · · · · · · · · · · · · · · · · · ·		
UNIT		MAKE		MODEL		SERIAL	NO.	REPAIR	TYPE
AIRFRAME		······································	e (As d	escribed in item 1 ab	ove)	•••••••	•		X
OWERPLANT	1444. 25				5, 111				-
ROPELLER	14 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -								
PPLIANCE	MANUFACTURER			e i generaliya. Parkiya i yasa Parkiya i yasa					
			6.	CONFORMITY STATEM	ENT			<u> </u>	
	AGENCY'S NAME	AND ADDRESS	<u> </u>		D OF AGEN	CY	C. CER	TIFICATE	NO.
	to agreto is air egats,	TNOT	: + ₁ +	FOREIGN, CERTIF					
	N, PUENTO R			CERTIFICATED RE			AAP 17:	<b>17145</b>	• .
and that				the unit(s) identi with the requirement and correct to the bi			described on ederal Aviati	the reve on Regul	rse or ations
May 22,	1999	en jaki kal	tr 4.	SIGNATURE OF A	OSTO /	all bits	Sports	266	/ } '
Pursuant to	the authority gives	nersons specifical	hales.	VAL FOR RETURN TO	in item 4 w	as inspected in	the manner	Drescrib	
FAA	FLT, STANDARDS	Aviation Admin	istratio X	n and is APPRO	OVED LIKE	EJECTED  THER (Specify)		,	
<b>/</b>	DESIGNEE	REPAIR STATION		CANADIAN DEPARTMEN OF TRANSPORT INSPEC OF AIRCRAFT			e de la company de la company de la company de la company de la company de la company de la company de la comp La company de la ri i Gr		
TE OF APP	ROVAL OR 1979	CERTIFICATE OR		SIGNATURE OF A	ÚTHORIZED	INDIVIDUAL	Me		

7.0

# 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.)
  - A. Removal of fuel tank and cap top of wing Scattion 62 left and right.
  - B. Installation of repair of hole left from removal of original fuel tank nack, made small circular patch bolted over hole using same bolts as original on nack.
  - C. Installed Shaw Aero Devices, Inc., N. Y. flush mounted fuel cap, P/N 428-2, Spec. MIL-C-7244B.
  - D. Installed one of the above in top of left and right fuel-tank (Fig. 3, Station Biagram Wing Station 35) 4; inches aft of front top spar box beam. The flange for fuel cap fits between first and second "Z" stringers. The top skin of the fuel tank (Fig. 4, Wing Skin Plating Diagram, Ref. No. 32, Top Cover Skin) is 24st., 064 inches. Flange of fuel cap is steel, .050 inches thick, installed as per Fig. 108, Skin Patch Repair of the Fuel Tank Skin in accordance with para. 88b, round flush patch, pitch 'B' now is 1 inch on new flange.
  - E. Installed safety latch which is held in place by air pressure and can be swamp away to facilitate fueling.
  - F. All work done in accordance with AC 43-13-1A Chapter 2, Section 3, paragraph 96 to 101, Chapter 6, paragraph 247 to 252 and Grussen Structure and Repair Manual New. Acr. 01-851A-3.
  - G. This installation was posviously approved by FAA Form 337 dated November 17, 1978, Gramman G-21A N-74588.

 $\mathcal{J}^{N-1}$ 

NOTHING ROLLOWS

ADDITIONAL SHEETS ARE ATTACHED

	, Carriery see Carr	DEPARTMENT OF TRA	٠.	The second of	10.30 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10	Form Bud	n Approved get Bureau N	o. 04-R06	50.1
		R REPAIR AN			J		FOR FAA		LY
		owerplant, Pr			7,	OFF	CE IDENTIFIC	ANON	61
INSTRUCT	TONS: Print or typons and disposition	e all entries. See				1 AC 43.9-1 (or	subsequent	revision t	hereof)
	MAKE GRIM			· . · ·	MODEL	G-21A			<del></del>
1. AIRCRAFT	SERIAL NO.				NATIONAL	ITY AND REGIS	TRATION M	ARK	
		57793				N-1048V		<u> </u>	
2. OWNER		in registration certification	rs, 11	C. FOR FAA US	West S St, Cr	As shown on reg caplane Ra pix, U.S.Y	np,Christ	tionste	d
			<u>.</u>	TUR PAR US	UNLI	<u> </u>		<u> </u>	
	,				•				
			*						
		4 10	HT INFN	ITIFICATION	_		<del>:</del>		TVDC
,,,	T	100	- tuch			SERIAL	, NO		TYPE ALTER-
UNIT		· · · · · · · · · · · · · · · · · · ·	<u> </u>	MOD		DENIAL	. 140,	REPAIR	ATION
AIRFRAME	•••••	······································	As desc	ribed in item	I above)	***********	•••	- 50	x
POWERPLANT					ing a i				
PROPELLER									
	TYPE	, ,			ê.				
APPLIANCE	MANUFACTURER	1 e ₁ e 1		hayeli ogra					
	1 12	<u> </u>	1						<u></u>
			6; Ç(	ONFORMITY S			,		
A	AGENCY'S NAME	AND ADDRESS			KIND OF AGI		C. CER	RTIFICATE	NO.
AT	ALBERTO AGOST	<b>10</b>	· ·	<b>4</b>	CERTIFICATED MECHANI	<del></del>	1		
	FILLES AIR DO		-		TED REPAIR STATIO	<del></del>	ALP	172714	S
	N JUAN, PUBIO		- h	MANUFAC	TURER		7		
attachme	that the repair an nts hereto have be the information fu	en made in accord	ance wi	th the requi	rements of Part	43 of the U.S.			
S M	zy 22, 1979	n Jane 19		ADELDERI	OF AUTHORIZE	GOLOS,	(mg)		
	\	7.	APPROV	AL FOR RETU	RN TO SERVICE	<u> </u>	· · ·		
the Adminis	the authority giver trator of the Federa	persons specified d Aviation Admini	below, stration	the unit ide	ntified in item 4	was inspected REJECTED OTHER (Specify)		er prescrib	ed by
BY INSI	PECTOR	MANUFACTURER	<b>X</b>	INSPECTION AU	ARTMENT	STITLE (Specify)			
	DESIGNEE	REPAIR STATION	نلط	OF TRANSPORT	<del></del>		-		
DATE OF APP REJECTION	PROVAL OR By 22, 1979	CERTIFICATE OR DESIGNATION NO IA 1617154	o.		OF AUTHORIZE		ON.	rull	1
		L			<del>, , , , , , , , , , , , , , , , , , , </del>	- 1/ -1/	<u> </u>	~~~	7/

# NOTICE AND THE

J. T. 151ex Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Installed Sorm Industries Horisontal Stabilizer forward support fitting bulkheed Station 33, Part Number S1-12093-1, in accordance with Sorm Industries FAA sealed Drawing S1-4000, and S1-12093 in accordance with Supplemental Type Certificate Number SASGN.

SARCHERON ASSET LINE NOTHING POLICES TO A BANKEYE OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPE

The suckey delice is an important of the first of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suckey of the suck

Ć.

ADDITIONAL SHEETS ARE ATTACHED

The solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution of the solution o

	on seems in the Carter State of	PARTMENT OF TRANSFEDERAL AVIATION AD	: t-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1111 7	Form Budge	Approved et Bureau N	o. 04- <b>R</b> 06	0.1
		OR REPAIR AN					FOR FAA		. }'
		Powerplant, Pro		·	nce)	OFFIC 5	E IDENTIFIC	7)0-	6/
NSTRUG or instru	CTIONS: Print or ty	pe all entries. See	FAR 43.	9, FAR 43 App	endix B, and	AC 43.9-1 (or	subsequent	revision th	ereof)
	MAKE			·····	MODEL :				
AIDCOAFT	GRUTIMA	J .			G-21A	· · · · · · · · · · · · · · · · · · ·			
AIRCRAFT	SERIAL NO.					TY AND REGIST		ARK	
	37743					NIO 48 V			
	NAME (As shown	on registration certifi	cate)		ADDRESS (A	is shown on regin	stration certif	icate) n P	
OWNER	ANTILLES	AIR BOAT	s 🗆	Inc.	C'STED				0820
			3.	FOR FAA USE OI	ILY				
		* *							
				4.7.4					
4.		, 1				•			
	,								
				•					
<del></del>		4. UN	IT IDENT	TIFICATION				<b>S</b> . 1	TYPE
	1			MODEL		. SERIAL	NO.	<del></del>	ALTER-
TIMU	^	AAKE	L	WODEL		SERIAL		REPAIR	ATION
RFRAME	*******	······································	As descr	ibed in item 1. a	bove) ******	•••••	′ <b>~</b>	x	
			· · · · · · · · · · · · · · · · · · ·			راد. سرا مسامعي با ۱۶۰ س			
	The state of the state of	1,0	٠.					l .	
WERPLA	NT great effect t	mark (Fig. 1)	1.45		eta di San	1 t a 1 t a 1	$(\mathcal{A}_{k})^{(k)} = (\mathcal{A}_{k})^{(k)}$		
<del></del> ,			15771		<u> </u>			<u> </u>	
ODE!! FD			ĺ						
OPELLER		의 교회보고 극합한다.	are live			1999	•		
	TYPE	ing Alikabijan <u>ing adha</u> Ang agamatan dan kabupatèn		<u>la della estate.</u> Valori estate	· · ·	ļ		<del> </del>	
			To do A.				· .		
PLIANCE	MANUFACTURER	or of the second second			in the state		;* **		
			4 (0	NFORMITY STATE	MENT		<del></del>	l	l
A	. AGENCY'S NAME	AND ADDRESS	6. (0		ND OF AGE			TIFICATE	NO.
_ <del></del>	ADLITOR	7110 7100111	1		TED MECHANIC				
	tilles Air Bo	ata Inc	*	FOREIGN CERT	FICATED MECH	ANIC	A G P 55	524431	•
	eaplane Ramp.		a.	CERTIFICATED	REPAIR STATION				
	1x. USVI 0082		-	MANUFACTURE	R .				
). 1 cert	ify that the repair a	nd/or alteration ma	de to t	he unit(s) iden	tified in item	4 above and	described o	n [†] the revo	rse or
ettach	ments hereto have b	een made in accord:	ance wit	th the requirem	ents of Part 4	i3 of the U.S. I	ederal Avia	lion Regu	lations
. <del></del> .	THE THE INTO THE COLUMN	THE RESERVE TO SERVE				£	,		
Merch	20, 1979			GNATURE OF	A CHORGE	ques	il in		
		<del></del>	APPPOVA	L FOR RETURN					
ursuant	to the authority give nistrator of the Fede					was inspected i	n the mann	r prescrib	ed by
	AA FLT, STANDARDS	MANUFACTURER	1	NSPECTION AUTHOR	ing May Ass	OTHER (Specify)		Mar Baya	
Υ	FAA DESIGNEE	REPAIR STATION		ANADIAN DEPARTA OF TRANSPORT INS OF AIRCRAFT		in the second of the second		** . **	
	<u> </u>	<del> </del>					<del></del>		
TE OF A	20, 1979	DESIGNATION NO IA 1617154		IGNATURE OF	AUTHORIZED CLADING	D INDIVIDUAL	ogija sas NG	industry (	TRACE

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 ( more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
  - (1) Elevator Serial #082 Gramm G-21A old fabric removed from structure which was thoroughly cleaned.
  - (2) Structure repaired as necessary in accordance with Nav. Aer. 01-85V-3, Section 3, Tail Surfaces, and sprayed with two coats of sinc chromate primer.
  - (5) Control surface balancing procedures Gramm G-21A.
    - A. Before re-covering surfaces: Complied with 1, 2, 3, 4, 5, 6, 7, 8, 9 Elevator in Tolerance.

(4) Re-covered with Grade 'A' fabric and doped as follows:

A. Three coats clear butyrate dope
B. Three coats aluminam butyrate dope
C. Three coats white butyrate dope
(5) All work performed in accordance with AC 45-13-1A, Chapter 5, Sections 1 and 2, and Nav. Acr. 01-85V-3, Section 6, Fabric Rejair and Attachment.

NOTHING ROLLOWS

JANUARY 19, 1979

FAA Form 337 (7-67)

	<del></del> _					444- 7	1000	
garania, a servicio de des	PARTMENT OF THE FEDERAL AVIATION				For Bu	m Approved dget Bureau No	04-R06	0.1
						FOR FAA	USE ONL	. Υ΄
	MAJOR REPAIR A				OF	FICE IDENTIFIC	- KPT	.71
	(Airframe, Powerplant, F					10-FS	100	6/
INSTRUCT	TIONS: Print or type all entries. Seions and disposition of this form.	e FAR 4	3.9, FAR 43 Appe	ndix B, and	AC 43.9-1 (c	or subsequent r	evision th	ereof)
	MAKE			MODEL	_			
1. AIRCRAFT	GRUMMAN			G-21F		ISTRATION MA	RK	
	SERIAL NO. 37793			US			1	
	NAME (As shown on registration cert	(ficate)				gistration (ertifi	cate)	
2. OWNER	ANTICLES AIR BOAT		Taxe :			UE RAMI		
Z. OWNER	ANTICLES HIE CONT	3 / -		C'STED	ST. C	ROIX US	·V·1· 0	<u>0820</u>
		3	FOR FAA USE ON	LY		<del></del>	•	
		•						
		. 2						
		UNIT IDE	NTIFICATION				5;-1	TYPE:
TINU	MAKE		WODEL		SERI	AL NO.	REPAIR	ALTER- ATION
	(* *M *** ) 43 * 1	-	a efraj til kat la	. 1				
AIRFRAME	***************************************	⊌ (As des	cribed in item 1 ac	ove)	•••••	••••	XX	
- , ,	,* (500 ) +000 7, 0	15.	<u> 14 15 17 1</u>				<b> </b>	
POWERPLAN	r control les es entent			rzioni,	1.1	**************************************		
		<del> </del>		<del></del>			<del> </del>	
PROPELLER	The Mark the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the sec		Alignes to to totaling :		4.55			
, KOI ELLER	1 1 200.0 200.0 1				r			_
	TYPE	1						
APPLIANCE	A STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF S	<u>. 1</u>	etiash golar					
AFFEIANCE	MANUFACTURER COST STEEL	712.	pat March 1997	•				
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		FOUL OR WITH STATE	MENT			<u> </u>	<u> </u>
	AGENCY'S NAME AND ADDRESS		CONFORMITY STATE	MENT OF AGE	NCY:	C CER	TIFICATE	NO.
<del>                                     </del>	TOURIST OF THE MENT POPULATION	· · · · · · · · · · · · · · · · · · ·		TED MECHANIC		1		
CLAUDE	AUSTIN		FOREIGN CERTI	FICATED MECHA	NK	A&P	222710	9
	TILLES AIR BOATS, INC	•••	CERTIFICATED 1	TEPAIR STATION	Ç		F	
	LANSTED, ST CROIX, USVI	. , . `	MANUFACTURE	R in partie	- 1,		1 1	
D. I certify	that the repair and/or alteration	made to	the unit(s) iden	tified in item	4 above an	d described or	the rev	erse or
l attachm	ents hereto have been made in acco t the information furnished herein	rdance P	nd correct to the	best of my k	nowledge.	, rederal Avial	ion Regu	iations
DATE			SIGNATURE OF				1-1	-
JAN	TUARY 19, 1979 CLOUD DA			CLAUDE	AUSTIN	blande e	Sush	-
<u> </u>		7. APPRO	VAL FOR RETURN T	O' SERVICE				
Pursuant to	the authority given persons specifi strator of the Federal Aviation Adm	ed below	the unit identific	ed in item 4	was inspecte REJECTED	d in the manne	r prescril	bed by
FA	A FLT. STANDARDS MANUFACTURER	Х	INSPECTION AUTHOR	**	OTHER (Specify	Marian Marian	iliga parter	
BY	SPECTOR  A DESIGNEE REPAIR STATION	1.	CANADIAN DEPARTM OF TRANSPORT INSI					
			OF AIRCRAFT		INDIVIDU	<u> </u>		
REJECTION	PPROVAL OR CERTIFICATE O		SIGNATURE OF	AUTHORIZED	יטפועופאו כ <i>א</i> וי	Merchania T	3 . P. S. S.	S. 1949

(8320)

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
  - Rudder Serial # 077 Grumman G-21A old fabric removed from structure (1)which was thoroughly cleaned.
  - Structure inspected for mechanical damage, cracks, distortion or (2) corresion.
  - Structure repaired as necessary in accordance with Nav. Asr. 01-85V-3, Section 3, tail surfaces, and sprayed with two coats of zinc chromate primer-(3) |
  - Re-covered with grade A fabric and dopped as follows: (4)
    - Three coats clear Butyrate dope.
    - Three coats aluminum Butyrate dope.
    - Three coats white Butyrate dope.
  - All work performed in accordance with AC 43-13-2 Chapter 3, Section 1, and 2, and Nav. Asr. 01-85V-3 Section 8, Fabric Repair and Attachment, Par. 2(6). (5)

Control Surface Balancing Procedures Grumman G-21A

After re-covering or repair:

Complied with 12, 13 and 14, Rudder in Tolerance.

----- NOTHING POLICES -

ADDITIONAL SHEETS ARE ATTAC

12 12 22	· · · · · · · · · · · · · · · · · · ·	DE MENT OF TRAN	SPORTATIO	N .		Form A Budget	pproved Bureau No.	04- <b>R</b> 060	.1
·		ERAL AVIATION AD	-				OR FAA U		
		REPAIR AN			5.	OFFICE	IDENTIFIC	TION	1
	(Airframe, Pa					-120	-1-76	70~	ਨ/
NSTRUCT	IONS: Print or type ons and disposition	all entries. See	FAR 43.	9, FAR 43 Appe	endix B, and AC	243.9-1 (or su	bsequent re	vision the	ereot)
) - III 3 C U C C	MAKE GRIMAN	<b>y</b>	100,00		111000	G-21A			
AIRCRAFT	SERIAL NO.		Ç, Ç. (C)	i taran jar	NATIONALITY US	AND REGISTR	ATION MAI 045V	RK	
	NAME (As shown or		cate) `	Sar dalah	ADDRESS (As a	hown on registr	ation certific	ale)	a d
OWNER		les Air Boat		Salah Pala	St Croix	U.S.V.I.	00820		
:			3.	FOR FAA USE OF	ILY				
	1.5	I hydd achi Llighd diggo Llighd o'i fel Fall oe oeigh	erguet unter e	our Van ann Arrastas	ក្នុងស្វីទូស្វែក ស្រាស់	iyaz Mî s			::, T <u>i</u> gk*
j	100	April 1994 March	1.5					5, 1	YDE
		r 4, U	ATT IDEN		$\overline{}$	SERIAL N			ALTER-
TIMU	(1) Ma	KE		MODEL	<u> </u>	STRIAL N		REPAIR	ATION
252445	(5)	·	(As desci	 ribed in item 1, q	bove) sessesses	*********	n. 1 N 1	x	
RFRAME	100 C 10	19 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15.2	degraph that are	· 1				ļ
)WERPLAN	t belande. O peritié	Si yaa Wile	1.5	and the second		G-150-11			
	s Garatan	<u>r in ng Salani.</u> Hajiran Kafilan	1.3. 34		1271.1	alperio I.	est partir	t, Mari	No. 15
ROPELLER						existing that	gy e Note	1 1 1 1 1 ( e.g.	
<del></del>	T/PE		+						
DOULA NICE		, p <u>j ni - j.</u>							
PPLIANCE	MANUFACTURER	THE SECULIAR CLUBS		u adaja			11		<u> </u>
<u> </u>			6. (	ONFORMITY STAT	EMENT	· · · · · · · · · · · · · · · · · · ·			
	AGENCY'S NAME	AND ADDRESS			IND OF AGEN	α	C CEI	RTIFICATE	NO.
Contrac	Molitor				TIFICATED MECHAN		A S P	555244	314
ć/o Ar	tilles Air Bo	ats. Inc			REPAIR STATION				
Christ	tiansted,m St	Croix, USVI		MANUFACTU					
D. I certi attacht and th	fy that the repair at ments hereto have bo at the information f	nd/or alteration is een made in accord urnished herein is	true ar	d correct to the	ntified in item nents of Part 43 Pest of my kn F AUTHORIZED	yowledge.	described of ederal Avia	n the rev	erse or ulations
	3, 1979	1 101 - Q114	· i · f	VAL FOR RETURN	TO SERVICE	LITOR		1. 173 1. 104	434 E 1
Pursuant	to the authority give	n persons specific	d balana	the unit ident	ined in item 4 v	vas inspected i	n the mann	er prescri	bed by
the Admir	AA FLT. STANDARDS	MANUFACTURER	nistration X	INSPECTION AUTH	- · — — T	OTHER (Specify)			:1 . 1
BY	HSPECTOR  FAA DESIGNEE	REPAIR STATION	-	CANADIAN DEPAR OF TRANSPORT IN	ITMENT &				· - ·
DATE OF A	APPROVAL OR	CERTIFICATE OF	1	OF AIRCRAFT SIGNATURE O	F AUTHORIZED	INDIVIDUAL	. 1	- 44	
REJECTION		DESIGNATION  IA 1617154	NO.		ALLE LES	Lee C	Ceng	· !	<u> </u>
•	<del>,</del>	1		1			$\overline{}$		(8320)

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.)
  - Aileron Serial #AAB 055 old fabric removed from structure which was thoroughly cleaned.

    - Structure inspected for mechanical damage, cracks, distortion or corrosion. Structure repaired as necessary in accordance with Nav. Asr. 01-85V-3, B. Section 5, Tail Surfaces, and sprayed with two coats of sinc chromate primer.
    - Control surface balancing procedures Grumman G-21A: C.
      - Before recovering surfaces: complied with #1 through #9, (1) Aileron in tolerance.
    - Re-covered with Grade A fabric and doped as follows: D.
      - Three coats clear butyrate dope
      - (1) (2) (3) Three coats aluminum butyrate dope
    - Three coats white butyrate dope B.
      - Control surface balancing procedures Grunnen G-21A: After re-covering or repair: complied with 12, 13 and 14, Aileron in tolerance.
    - Installed left side.
  - Aileron Serial #AAB 054 old fabric removed from structure which was thoroughly . (2) cleaned.

    - Structure inspected for mechanical damage, cracks, distortion or corresion; Structure repaired as necessary in accordance with Nav. Aer. 01-85V-3, Section 3, Tail Surfaces, and sprayed with two coats of zinc chromate primer.
    - Control surface balancing procedures Grussan G-21A: C..
      - Before re-covering surfaces: complied with #1 through #9, (1) Aileron in Tolerance.
    - Re-covered with Grade A fabric and doped as follows:
      - Three coats clear butyrate dope
      - Three coats aluminum butyrate dope
      - Three coats white butyrate dope
    - Control surface balancing procedures Grunn E.
      - After re-covering or repair: complied with 12, 13 and 14, Aileron in Tolerance.
    - Installed right side.
    - Elevator Serial #AAB 083 old fabric removed from structure which was thoroughly (3) cleaned.

      - Structure inspected for mechanical damage, cracks, distortion or corrosion. Structure repaired as necessary in accordance with Nav. Aer. 01-85V-3, Section 3, Tail Surfaces, and sprayed with two costs of sinc chromate primer.
- Control surface balancing procedures Grunnan G-21A:
  (1) Before re-covering surfaces: complied with \$1 through \$9, Elevator in Tolerance.
  - Re-covered with Grade A fabric and doped as follows:
    - Three coats clear butyrate dope Three coats aluminum butyrate dope
    - (1) (2) (3)
    - Three coats white butyrate dope.

ADDITIONAL SHEETS ARE ATTACHED