Form ACA-309 (8-47)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	NATIONALITY AND REGISTRATION MARKS	SERIAL NO.	TYPE CERTIF. NO.
P & W	R 985-AN3	GRUMMAN	G 21A	U.S.A. NC-1048V	37793	654

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS	MINUTES	ALTITUDE	IN. HG.	R. P. M.	HP.	MIN. OCT.	TRUE INDICATED AIR SPEED	M. P. H. LAND	M. P. H. SEA
TAKE-OFF	1	ANY	36.5	2300	450	91	CLIMB OR LEVEL FLIGHT	194	194
METO* SEA LEVEL		TO	34.5	2200	400	91	GLIDE OR DRIVE (Smooth Air Only)	225	225
METO* ALTITUDE	FROM --	5000	33.5	2200	400	91	FLAPS EXTENDED	110	110

*METO—MAXIMUM EXCEPT TAKE-OFF

TAKE-OFF WEIGHT LAND	TAKE-OFF WEIGHT SEA	LANDING WEIGHT LAND	LANDING WEIGHT SEA
8000	8000	8000	8000

C. G. LIMITS

LAND	SEA
+20.5 to +33	+20.5 to +33

WEIGHT

SEE WEIGHT AND BALANCE DATA FOR LOADING INFORMATION

DATUM

Wing leading edge at fuselage

LIMITATIONS

INSPECTOR'S OR DESIGNEE'S SIGNATURE	DESIG. NO.	DATE
H.E. Wendt H. E. Wendt	9741	July 16, 1949

ADDITIONAL LIMITATIONS YES ☐ NO XX (IF YES—SEE OVER)

THIS FORM MUST BE AVAILABLE IN THE AIRCRAFT WHEN OPERATED

16—45710-3 GPO

FORM ACA-305
(8-26-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION *(Check whether)*
- [ ] ORIGINAL AIRWORTHINESS CERTIF.
- [x] ANNUAL INSPECTION

CAA IDENTIFICATION
- [x] NC
- [ ] NR
- [ ] OTHER *(Specify)*
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL		
GRUMMAN	G 21A		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC1048V	37793		654

ENGINE

MAKE	MODEL
Pratt & Whitney	R 985 AN3

OWNER'S NAME: Arthur James Williams

PERMANENT ADDRESS *(Street and number, City, Zone and State)*: 32 Main & Hope Streets, Georgetown, British Guiana, S. A.

ATTACHMENTS *(Check which)*
- [x] ACA-319
- [ ] ACA-337
- [ ] ACA-805
- [ ] ACA-317
- [ ] WEIGHT AND BALANCE REPORT
- [ ] SPECIAL APPROVALS
- [ ] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

James Bow
OWNER OR AUTHORIZED AGENT

July 29, 1950 — DATE

Maintenance Superintendent — TITLE

FORM ACA-305a (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**
(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- 654-3 through 48-18-1 (SPECIFY)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

(Check whether)
- [ ] OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- [ ] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

is available in aircraft

FINDINGS

- [x] AIRWORTHY
- [ ] UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. H. E. Wendt, 9741 — H. E. Wendt

DATE: July 29/50

CAA INSPECTOR'S SIGNATURE: [illegible]

- [ ] ACCEPTED
- [ ] REINSPECTED

DATE: 8-7-50

REASON FOR DISAPPROVAL, OR REMARKS *(Indicate if you have used the reverse to continue this or other item [ ] Yes [x] No)*

9-6-0

21049

P. O. Box 52
Miami Springs, Fla

August 9, 1950

International Region

1048 V

TO : Administrator, International Region IR-500
Washington, D. C. Attn: CAA Specialist

FROM : Chief Advisor, 130 - Miami, Fla

SUBJECT: Form ACA 305 - Application for Airworthiness Certificate 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 #9741, July 29, 1950.

The above is forwarded for your further handling.

Original signed by
Clyde S. Angel for

Frank C. Stone

s
Encl.

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:

Administrator, International Region IR-500 October 21, 1949
Attention: CCBAA Specialist DR-575
Chief Advisor
IFO - Miami, Fla
Application for Airworthiness Certificate for Grumman G21A, Georgetown, British Guiana

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 M-300, Aircraft Record Branch.

It is requested that we be advised if there are any additional Maintenance Designees 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

CCGibson/es

Encl.

FORM ACA-305
(8-26-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION *(Check whether)*
- [ ] ORIGINAL AIRWORTHINESS CERTIF.
- [x] ANNUAL INSPECTION

CAA IDENTIFICATION
- [x] NC
- [ ] NR
- [ ] OTHER *(Specify)*
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL		
GRUMMAN	G21A		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC1048V	37793		654

ENGINE

MAKE	MODEL
PRATT & WHITNEY	R 985-AN3

OWNER'S NAME	PERMANENT ADDRESS *(Street and number, City, Zone and State)*
Arthur James Williams	32 Main & Hope Streets, Georgetown British Guiana

ATTACHMENTS *(Check which)*
- [ ] ACA-319
- [x] ACA-337
- [ ] ACA-805
- [ ] ACA-317
- [x] WEIGHT AND BALANCE REPORT
- [ ] SPECIAL APPROVALS
- [ ] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

James Bow *James Bow*
OWNER OR AUTHORIZED AGENT

July 16, 1949 — DATE
Maintenance Supt. — TITLE

FORM ACA-305a (FORMERLY ACA-307)

AIRCRAFT INSPECTION REPORT
(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A-654-3 A.D. complied with (SPECIFY)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

(Check whether)
- [x] OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- [ ] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

[x] AIRWORTHY [ ] UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. H.E. Wendt, DAMI 9741 *H. E. Wendt*		DATE July 16, 1949
	CAA INSPECTOR'S SIGNATURE	[ ] ACCEPTED [ ] REINSPECTED	DATE

REASON FOR DISAPPROVAL, OR REMARKS *(Indicate if you have used the reverse to continue this or other item [ ] Yes [ ] No)*

ACE
10-28-49

21049

WEIGHT AND BALANCE REPORT.

NC 1048V Make Grumman. Model G-21A Serial # 37793

	SCALE	NET
Right Wheel	3380	
Left Wheel	3430	
Tail Wheel	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.

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

	Arm.	Forward C.G. Wt.	Forward C.G. Moment	Rearward C.G. Wt.	Rearward C.G. Moment
Empty	+21.5	5827.5	+ 125318.4	5827.5	+ 125318.4
Oil	+ 8	112.5	+ 900	112.5	+ 900
Fuel	+30	450	+ 13500	450	+ 13500
Pilots	- 5	340	- 1700	170	- 850
Passengers	+24			---	---
" "	+62			340	+ 21080
" "	+102			340	+ 34680
Baggage	+169			325	+ 54925
		6730	+ 138018.4	7565.0	+ 249553.4

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

Weighed by B.G. Airways Ltd.

Witnessed by H.E. Wendt, 9741, DAMI.

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) *For an Aircraft* - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	GRUMMAN	G21A	37793	NC1048V

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	Williams, Arthur James	32 Main & Hope Streets, Georgetown, Br. Guiana

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	5827.5	21.5	2172.5

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

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

☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (SPECIFY) ☒ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
6. AGENCY	B.G. Airways Ltd.	32 Main & Hope Sts., Georgetown British Guiana	July 15, 1949

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

Ship completely overhauled. All fabric covered surfaces recovered with Grade A Fabric. Tail section replaced from Station #28 to #36 with Grumman assembly. P.&W. R985 AN3 engines #12415 and #16664, overhauled by approved repair station #3604, installed. All work accomplished according to CAM 18. Ship test flown.

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

James Bow James Bow	A & E 852	July 15, 1949
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE H.E. Wendt H. E. Wendt	NUMBER DAMI 9741	DATE July 16, 1949
	SIGNATURE OF INSPECTOR	☐ ACCEPTED ☐ REINSPECTED	DATE

21372

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) *For an Aircraft* - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT				

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and state*)
2. OWNER	AIR CARRIER ENGINE SERVICE, Inc.	International Airport, Miami, Florida

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt Whitney	R-985 AN3	12415	x	
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
4. AIRCRAFT			

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

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3604 ☐ CERTIFIED MECHANIC
(SPECIFY)

	NAME	ADDRESS (*Street and number, city, zone, and state*)	DATE WORK ACCOMPLISHED
6. AGENCY	AIR CARRIER ENGINE SERVICE, Inc.	International Airport, Miami, Fla.	9-5-47

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (*If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark*)

Engine given major overhaul - completely disassembled, cleaned, inspected and all steel parts magnafluxed one hundred percent. Replacements made where necessary with following major replacements made: two 31795 piston pins, one 20416 bearing, ~~XXXX~~ four 12768 bearings, two RT52137 rotor, one SP5287 cam ~~XXX~~ follower, three BB5210 bearings, one BB525 bearing, two LR628 cam lub., one 32983 bearing. Engine reassembled and sent with overhauled magnetos and carburetor to be block tested according to factory specification. Test satisfactory. All applicable service bulletins incorporated.

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

William C. Bergeron	M15353	9-30-47
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF DESIGNEE	NUMBER	DATE
☐ APPROVED ☐ REJECTED			
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR	☐ ACCEPTED ☐ REINSPECTED	DATE

21372

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT				

	NAME *(First, middle, last)*	ADDRESS *(Street and number, city, zone, and state)*
2. OWNER	AIR CARRIER ENGINE SERVICE, Inc.	International Airport, Miami, Florida

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK *(Check)* MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	*(As described in item 1 above)*				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt Whitney	R-985 AN3	16664	x	
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT *(Pounds)**	EMPTY CENTER OF GRAVITY *(Inches from datum)**	USEFUL LOAD *(Pounds)**
4. AIRCRAFT			

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

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3604 (SPECIFY) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS *(Street and number, city, zone, and state)*	DATE WORK ACCOMPLISHED
6. AGENCY	AIR CARRIER ENGINE SERVICE, Inc.	International Airport, Miami, Fla.	9-5-47

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

Engine given major overhaul - completley disassembled, cleaned, inspected and all steel parts magnafluxed one hundred percent. Replacements were made where necessary with following major replacements made: four 12678 bearing, two 109 bearing, one 20416 bearing, one 8797 gear, one 5017 race, six 31795 piston pins, one 32983 bearing. Engine reassembled and sent with newly overhauled magnetos and carburetor to be block-tested according to factory specification. Test satisfactory. All applicable service bulletins were incorporated.

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

William C. Bergstrom	"E" 15363	9-30-47
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☐ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE	NUMBER	DATE
	SIGNATURE OF INSPECTOR	☐ ACCEPTED ☐ REINSPECTED	DATE

21372

LIST OF EQUIPTMENT.

Item No.	Class	Name of Item	Arm	Weight
201		Constant speed propeller controls	-23	13
302		Two controllable metal propellers Ham.Std, hubs 2D30-237 Blades 6101A-18	-52	308
101		Two engine ring cowls	-36	56
102		Two oil radiators(UAP #U3160)	0	26
103		Two starters(Eclipse E-160)	-12	77
108		Pressure Fire extinguisher(Lux type (Lux type A-1)	-33	21
111		Engine		684
218		Engine tool kit(stowed)	+161	
221		Engine work shelf "	+189	
106		30x7 wheels 32x8 ply tyres (G3-56A Hayes wheels)		
301		Wing Tip floats		
305		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		Batteries Two.38AH(Exide 6-TS-9-L)	-7	75
203		Extra generator 50 amp. (Eclipse ")	-23	31
215		One landing light(Grimes ST-1000)	+60	8
207		Learadio receiver RCBB,tuning unit Lear transmitter UT6A, and receiver power supply	-32 +151	7 45
205		Cabin furnishings (a) Leather chair upholstery (b) Four sets quick detachable chair leg locks.	+77 +77	40 12
217		Miscellaneous seaplane equiptment. (a) Anchor (Northill) 12 lb & 150 ft Nylon line 11/16 dia. (b) Bilge pump,boat hook, and fog horn.	-88	34 7

Supersedes Form ACA 309 dated May 16, 1945
(Page 1)

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

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

M. W. Leaphart
(Inspector's signature)

Page 1 of 6 pages

Date May 22, 1945

AIRCRAFT OPERATION RECORD

(Non Air Carrier)

Grumman Aircraft Engineering Corp.	G-21-A (JRF-5)	37793	NR 46497
7 PCAmFbM (Manufacturer)	Grumman G-21 a (Model)	(Serial number)	(CAA identification mark)
PLL-AM-F&M	Feb. 1944		654
(Designation)	(Date manufactured)		(Aircraft specification number)

(Incidence) (Dihedral) (Stagger) (M. A. C.) (Datum to L. E. of M. A. C.)

Datum used Wing leading edge at wing butt.
(Contain from pertinent aircraft specifications or give complete description)

Leveling means Leveling lugs in pilots compartment

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	-5"				
1	+ 24"				
2	+ 62"				
2	+102"				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm
300 lb.	in bow compartment -65"		
105 lb.	in rear compartment+169"		

FUEL TANKS

280 gals.	110 gal. in each wing at+30"		
	60 gal. in aux. tank in fuselage+27"		

OIL TANKS

15 gals.	7½ gal. in each nacelle+8"		

OPERATIONS AUTHORIZED

1. INSTRUMENT NIGHT (not for hire at night)
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 BAGGAGE COMPARTMENT.
5. With SEVEN PERSONS aboard, 405 lbs. BAGGAGE, ONLY 132 Gals. FUEL PERMITTED.
6. With FULL FUEL?, NO BAGGAGE, FOUR 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.

4790

(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)
Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

J. Allen McPeeke
(Inspector's signature)

Page 1 of 6 pages

VOID

Date May 16, 1945

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Grumman Aircraft Engineering	G-21-A (JRF-5)	37793	NR 46497
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)

7 PCAmFbM	Feb. 1944	654
(Designation)	(Date manufactured)	(Aircraft specification number)

(Incidence) (Dihedral) (Stagger) (M. A. C.) (Datum to L. E. of M. A. C.)

Datum used Wing leading edge at wing butt.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Leveling lugs in pilots compartment

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	-5"				
1	24"				
2	62"				
2	102"				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm
300 lb. in bow compartment	-65"		
105 lb. in rear compartment.	169"		

FUEL TANKS

280 gals.	110 gal in eadh wing at 30"		
	60 gal. in aux. tank in fuselage 27"		

OIL TANKS

15 gals.	7½ gal in each nacelle 8"		

OPERATIONS AUTHORIZED

1. INSTRUMENT NIGHT (not for hire at night)
2. OPERATE FROM SHELTERED WATER OR PREPARED LANDING AREAS AS PER NAVY ORDER 96-42.
3. USE ONLY FOR CARGO AND/OR CARRIAGE OF EMPLOYEES OF RUBBER DEVELOPMENT CORP. AND CREW ESSENTIAL TO PURPOSES OF FLIGHT.
4. When two crew in pilots compartment, any amount of fuel, not more than 25 lb. is to be carried in BOW BAGGAGE COMPARTMENT.
5. With SEVEN PERSONS aboard, 405 pounds BAGGAGE, ONLY 132 Gals. FUEL PERMITTED.
6. With FULL FUEL?, NO BAGGAGE, FOUR 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.

(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.

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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.

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U. S. GOVERNMENT PRINTING OFFICE 16—11017-1

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

Page 1

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

VOID

J. Allen McPeeke
(Inspector's signature)

Page 1 of 6 pages

Date May 16, 1945

AIRCRAFT OPERATION RECORD
(Non Air Carrier)

Grumman Aircraft Engineering	G-21-A (JRF-5)	37793	NR 46497
(Manufacturer)	(Model)	(Serial number)	(CAA identification mark)

7 PCAmFbM	Feb. 1944	654
(Designation)	(Date manufactured)	(Aircraft specification number)

(Incidence)	(Dihedral)	(Stagger)	(M. A. C.)	(Datum to L. E. of M. A. C.)

Datum used Wing leading edge at wing butt.
(Obtain from pertinent aircraft specifications or give complete description)

Leveling means Leveling lugs in pilots compartment

SEATING ARRANGEMENT

Number	Location or arm	Number	Location or arm	Number	Location or arm
2	-5"				
1	24"				
2	62"				
2	102"				

BAGGAGE COMPARTMENTS

Capacity	Location or arm	Capacity	Location or arm
300 lb. in bow compartment	-65"		
105 lb. in rear compartment.	169"		

FUEL TANKS

280 gals.	110 gal in each wing at 30"		
	60 gal. in aux. tank in fuselage 27"		

OIL TANKS

15 gals.	7½ gal in each nacelle 8"		

OPERATIONS AUTHORIZED

1. INSTRUMENT NIGHT (not for hire at night)
2. OPERATE FROM SHELTERED WATER OR PREPARED LANDING AREAS AS PER NAVY ORDER 96-42.
3. USE ONLY FOR CARGO AND/OR CARRIAGE OF EMPLOYEES OF RUBBER DEVELOPMENT CORP. AND CREW ESSENTIAL TO PURPOSES OF FLIGHT.
4. When two crew in pilots compartment, any amount of fuel, not more than 25 lb. is to be carried in BOW BAGGAGE COMPARTMENT.
5. With SEVEN PERSONS aboard, 405 pounds BAGGAGE, ONLY 132 Gals. FUEL PERMITTED.
6. With FULL FUEL?, NO BAGGAGE, FOUR PERSONS ONLY MAY BE CARRIED.
7. Maintain loading conditions of aircraft so that Center of Gravity Limits are not exceeded in any Gross loading weight.

(OVER)

16—1161

NOTES

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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 16—11617-1

Form 309 (CAA 01-3)
(9-1-39)

Page 2

J. Allen McPeeke
(Inspector's signature)

46497
(Identification mark)

Date May 16, 1945

OPERATION LIMITATIONS

1. AIRSPEEDS—NEVER TO BE EXCEEDED

Level flight or climb 194 mph 169 Knots indicated.

Glide or dive 225 mph 195 Knots indicated.

Flaps extended 110 mph 96 Knots indicated.

NOTE.—These airspeed limitations are based on values for which the structure has been designed or tested, and are maximum values **which shall not be exceeded. THEY ARE NOT RECOMMENDED OPERATION AIRSPEEDS.**

2. ENGINE

TAKE-OFF (1 MINUTE)

At any altitude 36.5 in. hg. 2300 r. p. m. (450 hp.)

MAXIMUM, EXCEPT TAKE-OFF

At sea level 34.5 33.5 in. hg. 2200 r. p. m. (380 400 hp.)

At 5000 feet altitude 33.5 in. hg. 2200 r. p. m. (400 hp.)

(For additional limitations see opposite side of this sheet)

NOTE.—Manifold pressure limit varies lineally between sea level and altitude designated.

These limits apply **only** with the power plant described below:

Engine manufacturer	*Model*	*Number installed*
Jacobs Aircraft Engine Co	Wasp R-985-AN-1 an-613 similar to SB-3.	2

Propeller manufacturer	*Hubs*	*Blades*	*Number installed*
Hamilton Standard Propellers	2D30		2
Div. of United Aircraft Corp. (constant speed)		6167A-12	4

3. WEIGHT

The maximum certificated weight of this aircraft **which shall not be exceeded,** is:

8800 (Land, with wheels) | (Land, with skis) | 8800 (Water type)

4. BALANCE

This aircraft shall be so loaded at all times that the center of gravity falls within the following limits:

Center of gravity limits—Land type plus 20.5" to 33.0"

Center of gravity limits—Water type plus 20.5" to 33.0"

(OVER)

16—11617

(10)

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.

U. S. GOVERNMENT PRINTING OFFICE 16—11617

Form ACA 309
(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. (1)	Class (2)	Name of Item (3)	Arm (4)	Weight (5)
101		Two engine ring cowls	- 36"	56 lb.
102		Two oil radiators UAP-U3160	0	26
103		Two starters Eclipse E-160	- 12	77
203(c) 104		Generator 50 amp. Eclipse E-5	- 23	26
203(c)		Generator 50 Amp. Eclipse E-5(Extra Gen.)	- 23	17#
105		Two batteries Exide 6TS-13-1	- 7	75
Special 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
302		Two controllable Ham. Std. Propellers 2D30 With 6167A-12 blades.	- 52	308
301		Wind tip floats-Grumman	-	87
201		Constant speed peppeller controls	- 23	13
222		Aux. Fuel tank (60 gal.) Grumman 12900 C	27	40
207		Radio installation	- 60	150
		Bendix Receiver RBL1		
		Bendix Transmitter TA2J		
		12 V. Dynamotor		
		Control Box for transmitter		
		Remote control for Receiver		
215		One Grimes ST 1000 Landing light(Left)	68	8
Special Req.		Two pilot chairs and cushions and safety belts.		
"		Four passenger chairs and belts		
"		One small passenger seat and belt		
"		Two P&W Wasp engines model R985-AN-03		
"		Navigation lights		
"		Primary Flight instruments.		
"		Seven Inflateable type life belts .		
"		Three Jungle kits.		
"		Two shot-guns and shells.		
"		One Very's Pistol and shells.		
"		One Machetti.		
"		One box(25 lb.) K rations.		
"		Mechanics tools and parts kit.		
"		Toilet.		
"		One Gallon fresh water container		

J. Allen McPeeke

11-1-48

See notes on reverse of this sheet for explanation of column numbers.

U. S. GOVERNMENT PRINTING OFFICE 16—11617-1

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.

16—11617-1

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

Page 4
46497
(Identification mark)

J. Allen McPeeke
(Inspector's signature)

Date May 16, 1945

WEIGHTS AND ALTERATIONS

WEIGHTS	Land	Water	Ski
Empty (actual)	6309 lbs.	lbs.	lbs.
Useful *	2491 lbs.	lbs.	lbs.
Gross *	8800 lbs.	lbs.	lbs.

See Loading Schedule dated see page one, where such is required, and any revision thereto, which is made a part hereof.

Empty center of gravity is 21.92 inches—forward ( ) aft (XX)—of Datum

ALTERATION

Alteration of _____ (Date) checked by _____ (Inspector)

described as follows: _____

accomplished by _____ (Name and number)

for which copy of Repair and Alteration Form dated _____ was submitted.
The following special notes listed on the pertinent aircraft specifications have been complied with on the dates shown:

Special note	Date	Special note	Date	Special note	Date
No. AD-317 (None) Applicable		No.		No.	
No. SN-1+2 not		No.		No.	
No.		No.		No.	
No.		No.		No.	

REMARKS: _____

This page superseded _____ (Date) _____ (Inspector's signature)

* Weights which are not to be exceeded.

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

4793

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.

Form 337 (ACA 18-1)
(Rev. 6-1-41)

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft	x	
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)	
	After Accident of _____ (Date)
	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)
	Date _____
	Inspector _____

Engineering OK
A-290 Oct 9 1945
B. L. Springer

File 9014/NW

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NR-46497

Owner's name Rubber Development Corporation, Manaus Office, Brazil,
Owner's address HOLC Bldg., 101 Indiana Ave. NW., Washington 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* _____ Serial No. _____

*To be filled in only for unit repaired or altered.

REPAIR OR ALTERATION AGENCY

_____ Manufacturer. _____ Approved repair station No. _____ x 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]

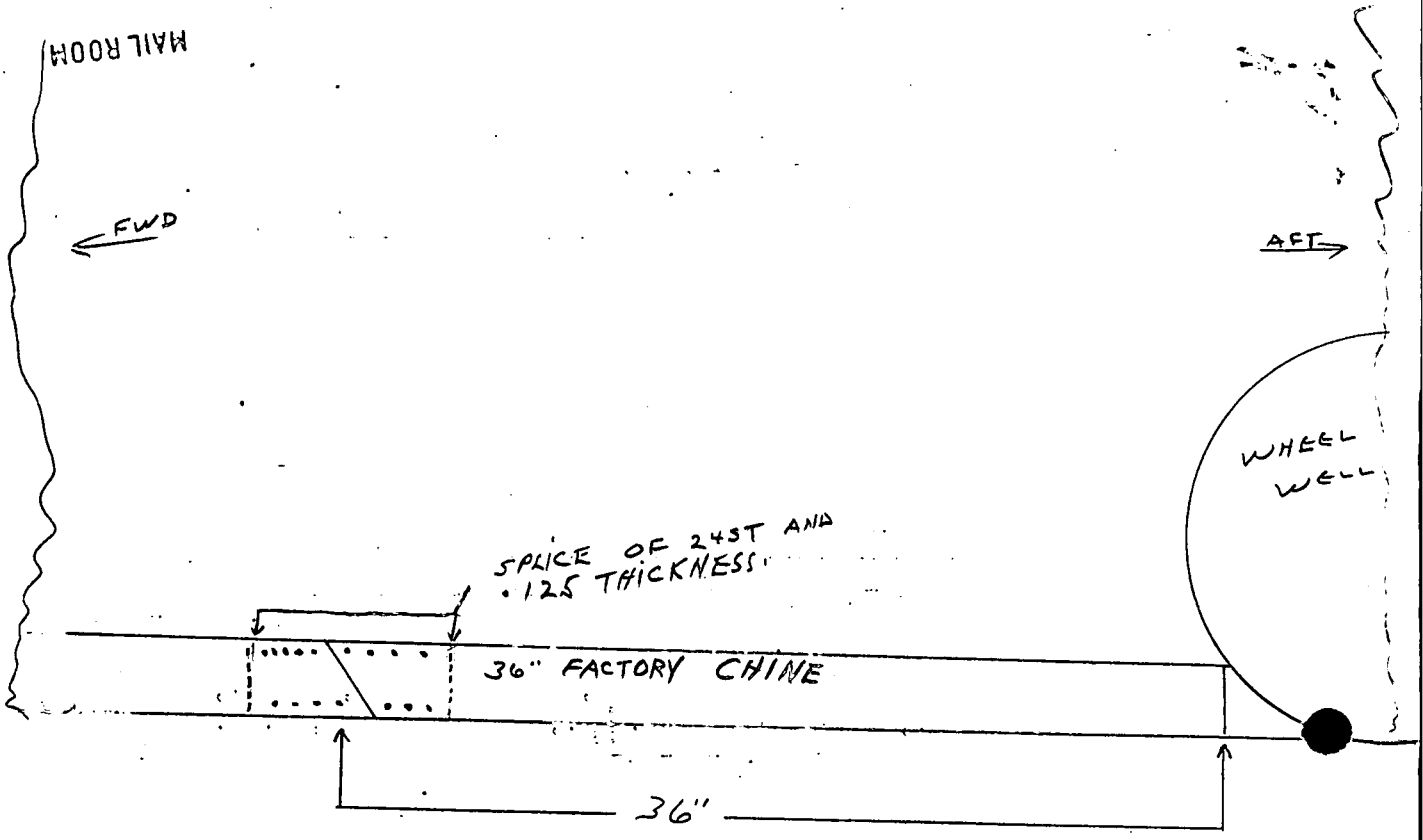
36" of Chine replaced on left side of hull from wheel well 36" forward.

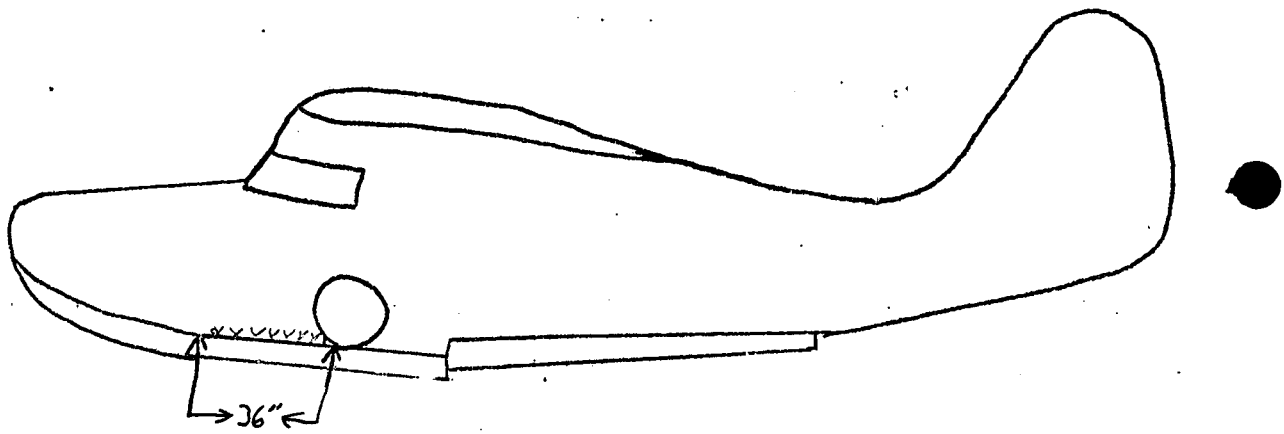
Replacement made with factory chine.

NOTE: Repair necessary due collision with fence post.

16—8168

ACCOMPLISH CERTIFICATE ON OPPOSITE SIDE





SUPERVISING MECHANIC'S CERTIFICATE

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

August 17, 1945
(Date)

Hans V. Koehler
(Mechanic's Signature)

Mechanic's Certificate No. 2212290
(Rating)

AYF

Form ACA 285
(Revised 12-1-40)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STANDARD REFERENCE SLIP

DATE 5/22/45

To Mr. Thomson Ref. No. A2[illegible]

FROM Mr. Taylor Ref. No. [illegible]

REMARKS:

As per your telephone conversation

Revised page 1 of Form 309 dated 5-22-45, transmitted with this Form ACA 285

Check more than one caption where necessary

☐ For your information. ☐ Note. ☐ Return.

Prepare reply for—

☐ My signature. ☐ Your signature.

Signature of _____

Handle—

☐ 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.

16—10023 U. S. GOVERNMENT PRINTING OFFICE

FOREIGN FLIGHT AUTHORIZATION

Amendment No. 1

Issued to: Date issued MAY 19 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 NR46497, 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 Miami to Manaos, Brazil.

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

John T. Morgan, Chief
Aircraft Registration and Recordation

FJBurrows:abm

CANCELLED
6-4-45
JBG

FOREIGN FLIGHT AUTHORIZATION

Issued to: Date issued MAY 19 1945

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

Authorization is hereby granted for the foreign flight of a United States registered aircraft from Miami, Florida, to Manaos, Brazil, 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; Cayenne, French Guiana; Belem and Santarem, Brazil, and for subsequent flights between Manaos and various points in Colombia, Bolivia, 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. Ganz, a United States citizen, holder of United States private pilot certificate No. 57223, and aircraft and aircraft engine mechanic certificate No. M-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, Brazil.

5. Radio equipment. Two-way radio.

6. Special apparatus. No camera or firearm shall be carried.

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 authorization 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 citizenship of persons carried therein. With reference to Haiti, such notice shall be sent to Pan American Airways, the operator of the Port au Prince 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 aircraft 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.

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

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.
5. With 7 persons aboard, 405 lbs./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.

JSB

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

N

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES

AIRCRAFT AIRWORTHINESS CERTIFICATE NO. 46497

This Certifies that GRUMMAN AIRCRAFT ENGINEERING CORP.

G-21-A G-21a

manufacturer's serial No. 37793, 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 one year 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 McPEEKE
Civil Aeronautics Inspector

Date: _____

MAY 16, 1945
Date of Issuance

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding three years, or both. (over)

3-44 abo

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 check 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

RUBBER DEVELOPMENT CORPORATION RFC. 101 Indiana A venue N. W. Washington D. C.
(Owner's name) (Address)

Grumman aircraft engineering G21-A 37793 46497
(Make) (Model) (Serial number) (Identification mark)

Designation 7 PC AmFb M Aircraft Specification No. 654

(ISSUANCE)—PERIODIC ENDORSEMENT—REPAIR—ALTERATION—SPECIAL. (Circle which

Is Registration Certificate properly displayed in the aircraft? yes

Are Airworthiness Certificate and Operation Record Form in the aircraft? yes

Are aircraft and engine log books available and in proper condition? yes

Periodic aircraft inspection report dated 5/15/45 by P. Nyholm submitted.

1. Aircraft was inspected and determined to have complied with the following, except as noted—*
   (a) Listing in inspector's handbook, chapter XVIII
   (b) Aircraft specifications Serial No. A- 654-2
   (c) Special inspection request—dated
   (d) Notes Nos. 1, 2b.
   (e) Special Notes Nos. none pertinent

   * Exceptions, if any, noted

   Satisfactory? Yes (XX). No ( ).

2. Aircraft was thoroughly inspected and determined to be in an airworthy condition for the operations authorized and for the type of certificate issued, except as noted.

   * Exceptions, if any, of which the owner or his representative was advised

   Satisfactory? Yes (XX). No ( ).

3. Alterations and/or major repairs described in the attached Repair and Alteration Form were thoroughly inspected and determined to be satisfactory, and to comply with the provisions of the Civil Air Regulations pertaining to repair and alteration, except as noted.

   * Exceptions, if any, of which the owner or his representative was advised

   Satisfactory? Yes (XX). No ( ).

4. All required placards, instructions, warnings, and markings pertaining to the use and operation of the controls, fuel valves, instruments and gages, safety devices, fuel, oil and baggage capacities, and the like, are correctly executed and properly displayed, except as noted.

   * Exceptions, if any, of which the owner or his representative was advised

   Satisfactory? Yes (XX). No ( ).

5. Based on the results of the above inspection, Aircraft Airworthiness Certificate with Operation Record Form attached, was issued (XX). Endorsed ( ) for a period of
   on date of

DISAPPROVED *	APPROVED
Date	Date May 16, 1945
Inspector	Inspector C. Allen McPeeke

[OVER]

16—11831

00927

REMARKS PERTAINING TO—

AIRCRAFT Total time 120 hrs.

ENGINES 120 hrs. since 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 content) which are attached Form ACA 132, 501, cc of 501-A, cc of letter from W. W. Brinkerhoff 3/30/45, Form 305, cc of 305-A, Form 309 cc of pages 1, 2, 3, and 4, and form 307, cc of telegram to (1-270) signed 'Lanter' 5-5-45 with the following to be checked by the Aircraft Airworthiness Section and returned when checked ( ). Forwarded through channels if satisfactory (XX).

REMARKS This aircraft was given a gross load of 8800 pounds upon the basis described in the above listed telegram.

RECEIVED
CERTIFICATE SECTION

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.

04927

Form 305
Rev. 1-1-40

A26759

IDENTIFICATION MARK
46497
DATE
5-16-45
APPROVED
(Inspector's signature)
DISAPPROVED
(Inspector's signature)

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

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)
3. Type Certificate No. 654 4. Manufacturer's Serial No. 37793 [redacted]
5. Applicant's name Rubber Developement Corporation
(Print or type FULL NAME)
6. Permanent mailing address 101 Indiana Ave., N.W. (Street) Washington (City) D.C. (State)
7. Describe any special purposes for which aircraft will be used

Crude rubber procurement program in S.A.

The aircraft is now registered with the Authority: / Application for registration is attached hereto: } in the name of the applicant.

I CERTIFY that the above statements are true.

Rubber Development Corp.
(Name of applicant)

By Chas D Bailey
(Signature)

Chief, Aviation Divn.
(Title)

DATE May 25th 1945

16—11286 U. S. GOVERNMENT PRINTING OFFICE

To: 1-315 (Mr. McPeeke)

CIVIL AERONAUTICS ADMINISTRATION

SAFETY REGULATION

ESR-ACA-1945

Copy

MAY 5, 1945 4:10 P. M.

Washington, D. C.

WESTERN UNION - DAY LETTER

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

REPHONE VOLLMECKE. RUBBER DEVELOPMENT CORPORATION GRUMMAN MODEL G-21. 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.

Lanter

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

Cy 1-315 (McP)
5-18-45

Form ACA 776
(12-9-40)

Copy to Mr. Walcavich, State Dept. by messenger.
4-25-45. fjb

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

APPLICATION FOR FOREIGN FLIGHT AUTHORIZATION

(To be typewritten and filed in duplicate) NOTE. Aircraft will also be operated between Manaos, Brazil, and Bolivia, Colombia, and Peru. fjb

To the Civil Aeronautics Administration:

Application is made for a Foreign Flight Authorization pursuant to section 60.94 of the Civil Air Regulations for a flight to Manaos, Brasil leaving the United States on or about May 5, 1945, and to return on or about May 1, 1946.

1. **Purpose of the flight** (tourist, delivery, commercial, sales, etc.): Ferry Aircraft assigned to our activities in South America. Aircraft is to be operated in Brazil. See

Name and address of financial sponsor of the flight Rubber Development Corporation (above) 101 Indiana Ave., Washington, D.C.

Name of foreign country in which aircraft will remain permanently

2. **Aircraft:** Registered owner Rubber Development Corporation

Address 101 Indiana Ave., Washington, D.C.

Manufacturer Grumman Model G-21-A - JRF-5

Serial No. 37793 Identification mark 46497 - NC

Expiration date of Aircraft Airworthiness Certificate

3. **Engines:**

Manufacturer and model	*Serial No.*	*H. P.*
Pratt & Whitney - R-985 Wasp	JP 215011	400
(Made by Jacobs)	JP 215012	

4. **Radio:** State call letters assigned Describe radio equipment installed:

Transmitter - TA-12B
Receiver - RA-1B with loop

5. **Special apparatus, equipment, or cargo** (description of the following):

Cameras None

Firearms None

Military equipment None

Cargo (except personal baggage) Aircraft spare parts and/or aviation equipment.

Will cameras or firearms be sealed during flight outside the jurisdiction of the United States? If not, state in what countries request is made to take aerial photographs

6. **Flight crew:**

	Pilot	*Copilot* & Flight Eng.	*Mechanic*
Name	Frank L. Sage	John Ganz	
Address	Washington, D.C.	Washington, D.C.	
Citizenship	U.S.A.	U.S.A.	
Class of certificate	Commercial	Private-Mechanic	
Expiration date of certificate			
Certificate No.	37611	57223-M-2861	
Ratings held	S.&M. Engine	-A&E	
	L & S-27523500 H P	Last medical 12-15-43 fjb	

Last medical 8-8-44. fjb

16—20475

	Radio operator	Navigator
Name		
Address		
Citizenship		
Class of certificate		
Expiration date of certificate		
Certificate No.		
Ratings held		

7. Passengers: *Name and address* *Citizenship*

None on flight to Brazil. The passengers carried in South America will be limited to representatives of the Rubber Development Corp. and/or individuals flying in the interest of the Rubber Development Corporation.

8. **Liability insurance:** Name of company Glen Falls, Ind.
Date policy issued January 1, 1945 Date expires January 1, 1946
Amount of coverage: Property 100/300,00 Persons 50/300,000

9. **Itinerary and landing points:**

Include Dominican Rep. fjb

City	Country	Airport*	Date of arrival	Date of departure
Miami, Florida	U.S.A.	36th Street		5/5
Camaguey	Cuba	Gen. I. Agramonte	5/5	5/5
Port of Prince	Haiti	Bowen Field	5/5	5/5
San Juan	Puerto Rico	Isla Grande	5/5	5/6
Antigua	B.W.I.	Coolidge	5/6	5/6
Port au Spain	Trinidad	Piarco	5/6	5/7
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	Brasil	Mapine	5/8	5/8
Manaos	"		5/8	5/8

(Attach additional sheets as required)

*Indicate by the symbols E and C, the airports in each country, colony, or possession at which entry (E) and clearance (C) requirements will be complied with

10. **Does route to be flown involve an extensive, difficult, or long over water flight?** If so, submit the following:
(a) A schedule giving distances between landing points together with map of route.
(b) Data which will show that the aircraft is capable of completing flight between landing points. This should include, cruising speed to be used; gross weight of the aircraft at take-off; necessary power output; length of runways.
(c) Statement of navigation methods and equipment that will be used.

11. **Additional information:** State such other information and data as may be necessary and appropriate in order to set forth fully the particular circumstances of the proposed foreign flight
Re Brazil, Colombia, Bolivia and Peru. It is understood that flights of the aircraft in these countries will be made in accordance with the provisions of the air agreements in force between the governments of these countries and the United States Government. fjb

12. **Person to whom foreign flight authorization should be mailed:**
Name and address Charles D. Bailey - Rubber Development Corporation
101 Indiana Ave., Washington, D.C.

The foregoing information is, to the best of my knowledge and belief, correct and complete.

RUBBER DEVELOPMENT CORPORATION

By [signature]
(Registered owner of the aircraft) Chief, Aviation Division

Date April 23, 1945

(Pilot in command of the flight)

U. S. GOVERNMENT PRINTING OFFICE 16—20475

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37293	NATIONALITY AND REGISTRATION MARK: N1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS	ADDRESS (As shown on registration certificate): WEST SEAPLANE RAMP CHRISTIANSTED ST. CROIX U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Pratt & Whitney	R-985 ANI-I4B	JP 207131	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Antilles Air Boat, Inc. Isla Grande Airport San Juan, Puerto Rico.00927	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 52858

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: June 26-1979
SIGNATURE OF AUTHORIZED INDIVIDUAL: Jorge L. Molina

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION: June 26-1979
CERTIFICATE OR DESIGNATION NO.: 52858
SIGNATURE OF AUTHORIZED INDIVIDUAL: Jorge L. Molina

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

NOTICE

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

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

This engine, received at Antilles Engine Overhauld Shop, for a complete myor overhuld. Engine received a Pratt & Whitney. Model R-985 ANI-I4B. 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 aluminun parts cleaned and insp., through ZEGLO check. New ignition harness installed. Install overhauld magnetos. After tthe asembling, engine been run at test cell for 3hrs. All this repair been performed through the Pratt & Whitney Overhauld Manual. Tha 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-I4-4 PC/W.
68-9-I C/W.
78-08-07 C/W. Part B.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: N1048V
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADALBERTO AGOSTO P.O. Box 20865 Rio Piedras, P. R. 00928	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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	ADALBERTO AGOSTO Adalberto 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 [X] APPROVED [ ] REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 11, 1979	IA1617154	CHARLES FRIEHLING Charles Friehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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 main landing gear wheels (two) Hayes Model #G3-56A 30X7 together with brake assemblies (two) Hayes Model H-2-102.

2. Installation of Cleveland wheel and brakes supplemental type Certificate Number SA99GL 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 December 12, 1975, consisting of wheel assembly P/N 40-127 and Brake assembly P/N 30-97.

4. Aircraft weight and equipment list reflect this alteration.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 57793	NATIONALITY AND REGISTRATION MARK: N1048V
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADALBERTO AGUSTO P.O. Box 29865 Rio Riedras, P.R. 00928	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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	ADALBERTO AGUSTO Adalberto Agusto

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 11, 1979	IA1617154	CHARLES FREHLING Charles Frehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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. Supersedes previous radio installation of July 11, 1973.

2. Removed two (2) each Genave Nav./Com. transceivers Model Alpha 200 at Station #9, right side on rack fastened to cockpit overhead to existing structure.

3. Installed one (1) Escort Nav/Com. transceiver Model H110 per Narco installation Manual and installed one (1) Bendix ADF T-12C Nav Receiver, installed in accordance with Bendix Installation Manual.

Both installed per AC43-13-2, Chapter 2, Section 27.

See Weight and Balance Records and Equipment List and Electrical Load Analysis.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION SO-FSDO-61

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: N1048V
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADALBERTO AGOSTO P.O. Box 20865 Rio Piedras, P.R. 00928	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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: June 11, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: Adalberto Agosto
ADALBERTO 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 X APPROVED ☐ REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 11, 1979	IA1617154	CHARLES FRIESLING Charles Friesling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-848/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

NOTICE

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

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

1. Installed Alcor Inc. Exhaust gas temperature indicator kit #326 I/A/W supplemental type certificate Number SA965W per report 68-145 F.A.A. approved list dated 4/26/77.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: N1048V
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADALBERTO AGOSTO P.O. Box 20865 Rio Piedras, P.R. 00928	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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	ADALBERTO AGOSTO Adalberto 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 [X] APPROVED [ ] REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 11, 1979	IA1617164	CHARLES FREHLING Charles Frehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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. Supersedes previous Hartzell Propeller installation of July 11, 1973.
2. Installation of Hartzell Propeller supplement type Certificate Number SA-52 Dated January 19, 1967.
3. Installed (two) each Hartzell Propeller Model HC-B3R30-2E, with blade model R10152-5½ in accordance with Hartzell drawing #D1860.
4. Installed emergency governorcross feed system for unfeathering per Alaska Coastal Airline Drawing List Dated March 8, 1957.
5. Aircraft weight and equipment list reflect this alteration.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 50-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: N1046V
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADALBERTO AGUSTO P.O. Box 20865 Rio Piedras, P.R. 00928	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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	ADALBERTO AGUSTO Adalberto Agusto

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 11, 1979	IA1617154	CHARLES FRUHLING Charles Fruhling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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.AER. 01-85V-3.

2. Removed left wing fuel tank bulkhead station #30, see figure #10 wing center section box beam structure. Original bulkhead 24St .051 replaced with 2024-T3.051. All gas tightjoints per Par 91 and 92. NAV.AER. 01-85VA-3.

3. 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.

5. 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.

7. Replaced leading edge skin Lt wing skin #18, station 226 to station 241. Original skin 24ST.028 replaced with 2024-T3.032.

   A. All work done in accordance with Grumman Structure and Repair Manual NAV.AER. 01-85V-3, and AC43-13-1 Chapter 2.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

5

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: N1048V
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
Abelaro Gomez C/O Antilles Air Boats, Inc. West Seaplane Ramp Christiansted, St. Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1736931

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

DATE: June 8, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: Abelaro Gomez Abelardo Gómez Ramos

7. APPROVAL FOR RETURN TO SERVICE

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

BY				
	FAA/G.T. STANDARDS INSPECTOR	[illegible]	X INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OF DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 8, 1979	IA 161715	CHARLES FREHLING Charles Frehling

FAA Form 337

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

NOTICE

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

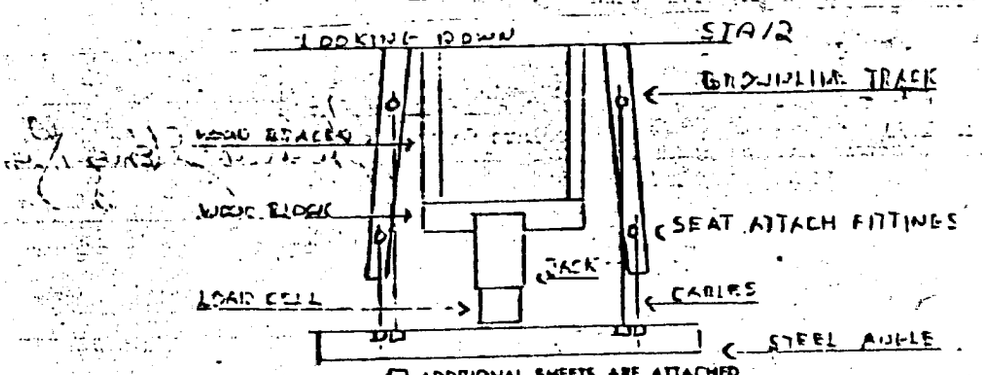
8. DESCRIPTION OF WORK ACCOMPLISHED (*If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.*)

A. Installation of new associated Aircraft Equipment, Inc. Pilot seat model G21-P 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.
   2. The first two screws on each side installed through the track, floor and into a 1" x 1" x 1/8 2024T3 angle.
   3. The 3rd screw on each side installed through the track, floor and into the angle which is attached to station 11.
   4. The 4th and 5th AN 509 screw installed into same support beam as original rear chair legs.
   5. 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 simulate installation. Attached to each fitting was a 3/16" cable pulled forward and up. The average angle of all four cables was 45°, 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 1½ ton hydraulic jack with scale 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.

C. 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 nut. This is the same installation as in N74588, December 7, 1978.



☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: N1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted St. Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADALBERTO AGOSTO P.O. BOX 20865 RIO PIEDRAS, P.R. 00928	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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: June 4, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: Adalberto Agosto
ADALBERTO 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 [X] APPROVED [ ] REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 4, 1979	IA 1617154	CHARLES R. FREEBLING Charles R. Freebling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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) Replaced hull skin #15, #16, and #17 left side from chine to watertight line as seen on Figure #62 new skin 202473 .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 17¼ to station 27¼, 6" up from center of keel and right side station 23¼ to station 25¼, 6" up from center of keel, repair as per Figure #65 - Hull bottom repair - Flush type.

(4) Removed all existing seats and flooring, Carrier Aircraft Installation. FAA Form 337, July 11, 1973.
(a) Reinstalled two each lounges. See Drawings attached to 337, 7/11/73.
(b) Reinstalled four each seats. See Drawings attached to 337, 7/11/73.
(c) 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 structural integrity of the installation, 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.
(d) This is the same installation as G-21A, N74588 FAA Form 337, 11/17/78.

(5) All work above done in accordance with Grumman structure and repair manual NAV. AER. 01-85V-3, and A643-13-1A, Chapter 2, Section 3.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: US N1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted St Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ALBERTO AGOSTO Antilles Air Boats, Inc San Juan, Puerto Rico	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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

DATE: May 24, 1979
SIGNATURE OF AUTHORIZED INDIVIDUAL: ALBERTO 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 X APPROVED ☐ REJECTED

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

OTHER (Specify)

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 24, 1979	IA 1617154	CHARLES R. [illegible]

(8320)

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-648/141

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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 damaged nose Station -8 7/8 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 3S½H, new skin 2024T3 .032. #3 deck station 3 to 6 original skin .028 3S½H new skin 2024T3 .032. #4 left and right upper side Station 3 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 Grumman skin. #30 left and right, original skin 24 st .057 replaced by 2024T3 .063 splice at Station 6½ Splice 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/W 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 Grumman 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 Figure 62, which also notes watertight bulkheads.

(2) Replaced panel at Station 9, see Figure #71 Hull Structure, Pilot's Cabin Ref. No. 5, Panel 24st. .064 replaced by 2024T3 .071 anodized.

(3) Flight Instrument Panel modified to provide standardization throughout the fleet. Standardization of layout allows more efficient scanning of instruments by pilot and also permits improved arrangement of pitot, static and vacuum lines.
A. Panel material: 24st. 070 replaced by 2024T3. 125 anodized. Mounting: Original G-21A location and shock mounts.

(4) Replaced pilot's cabin skin, top left and right station #9.5 to Station 12, Ref. Figure 62, Hull Skin Plating Diagram Skin #39.

(5) 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.

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

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

(8) Replaced right dome side - outer skin #39, ref. Figure #62, Station 9.5 to Station 12, new skin 2024T3 .032.

(9) Replaced Hull Skin #12 left side Original Skin 24 st .028, new skin 2024T3 .032 Ref. Figure #62.

(10) Replaced Hull Skin #10 left side original skin 24 st .028, new skin 2024T3 .032, Ref. Figure #62.

(11) Replaced Hull Skin #14 under cabin door Station 24 to Station 26, New Skin 2024T3. .040. Ref. Figure #62.

(12) All work done in accordance with Grumman Structure and Repair Manual, Nav. Aer. 01-85V-3, and AC 43-13-1A, Chapter 2, Section 3, and Chapter 3, Section 3.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-ASDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 3279B	NATIONALITY AND REGISTRATION MARK: US N1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADELBERTO AGUSTO ANTILLES AIR BOATS, INC SAN JUAN, PUERTO RICO	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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

DATE: May 24, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: ADELBERTO AGUSTO

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 24, 1979	IA 1617154	CHARLES A. BOWLING

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

NOTICE

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

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

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

A. One hole made on each side of the hull between hull stations nine and ten, 16.5 inches above the chine, 14.5 inches forward of each main gear wheel well. All corners 5/16" radius.

B. One doubler of 2024T3 X.050 X 10 3/4" X 9 3/4" riveted on the inside of the hole to restore skin strength at the location of the access hole. Double row of rivets used with 1" spacing as in skin joints of airframe.

C. A hole of 5¼" 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 torqued in same manner as wheel well inspection door.

(2) 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:

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

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: US N1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADELBERTO AGOSTO ANTILLES AIR BOATS, INC SAN JUAN, PUERTO RICO	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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

DATE: May 24, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: Adelberto Agosto
ADELBERTO 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 [X] APPROVED [ ] REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 24, 1979	IA 1617154	CHARLES R. FREEHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (B320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

NOTICE

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

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

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

A. One hole made on each side of the hull between hull stations nine and ten, 16.5 inches above the chine, 14.5 inches forward of each main gear wheel well. All corners 5/16" radius.

B. One 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 5¼" 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 torqued in same manner as wheel well inspection door.

(2) 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:

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

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: US N1048V
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
George Molitor c/o Antilles Air Boats, Inc West Seaplane Ramp, Christiansted, St Croix, U.S.V.I. 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 555244314

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 23, 1979	GEORGE MOLITOR

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 23, 1979	IA 1617154	CHARLES R. FREELING

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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) Grumman 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 corrosion.

(3) Structure repaired as necessary in accordance with Nav. Aer. 01-85V-3, Section 2, Wing Group, Wing Outer Panel, and sprayed with zinc chromate primer.

(4) Recovered right and left wing from Station 97 to 294 using Grade A fabric and doped as follows:

A. Three coats clear butyrate dope.
B. Three coats aluminum butyrate dope.
C. Three coats white butyrate dope.

(5) All work performed in accordance with AC 43-13-1A Chapter 3, Section 1, 2 and 3. Also Grumman Structural Repair Manual Section 8, Fabric Repair and attachment and Figure 129 Fabric Covering.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

(3) E. Control surface balancing procedures Grumman G-21A:
(1) After re-covering or repair: complied with 12, 13 and 14, Aileron in tolerance.
F. Installed left side.

(4) Item (1) all work performed in accordance with AC 43-13-2 Chapter 3, Section 1, and 2, and Nav. Aer. 01-85V-3 Section 8, Fabric Repair and Attachment, par. 2(4).

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 3779S	NATIONALITY AND REGISTRATION MARK: N-1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

The alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. 05/31/79 DATE / Signature of FAA Inspector SO-FSDO-6

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

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADELBERTO AGOSTO ANTILLES AIR BOATS, INC. SAN JUAN, PUERTO RICO	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1727145

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

DATE: May 22, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: ADELBERTO AGOSTO Adelberto 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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 22, 1979	IA 1617154	CHARLES R. FUEHLING Charles R. Fuehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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-Station 62 left and right.

B. Installation of repair of hole left from removal of original fuel tank neck, made small circular patch bolted over hole using same bolts as original on neck.

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 Diagram Wing Station 35) 4½ 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 swung 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 Grumman Structure and Repair Manual Nav. Aer. 01-851A-3.

G. This installation was previously approved by FAA Form 337 dated November 17, 1978, Grumman G-11A N-74588.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: N-1048V
2. OWNER	NAME (*As shown on registration certificate*): ANTILLES AIR BOATS, INC.	ADDRESS (*As shown on registration certificate*): West Seaplane Ramp, Christiansted St. Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ADALBERTO AGOSTO ANTILLES AIR BOATS, INC. SAN JUAN, PUERTO RICO	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1727145

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 22, 1979	ADELBERTO 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 [X] APPROVED [ ] REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 22, 1979	IA 1617154	CHARLES R. FREHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8720)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

NOTICE

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

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

Installed Sorm Industries Horizontal Stabilizer forward support fitting bulkhead 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 SA9GNW.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37743	NATIONALITY AND REGISTRATION MARK: US N1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS INC.	ADDRESS (As shown on registration certificate): WEST SEAPLANE RAMP C'STED ST. CROIX U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

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

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

DATE: March 20, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: GEORGE NOLITOR

7. APPROVAL FOR RETURN TO SERVICE

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

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

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

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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) Elevator Serial #082 Grumman 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 zinc chromate primer.

(3) Control surface balancing procedures Grumman 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 aluminum butyrate dope
C. Three coats white butyrate dope

(5) All work performed in accordance with AC 43-13-1A, Chapter 3, Sections 1 and 2, and Nav. Aer. 01-85V-3, Section 8, Fabric Repair and Attachment.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 37793	NATIONALITY AND REGISTRATION MARK: US N1048V
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): WEST SEAPLANE RAMP C'STED ST. CROIX U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CLAUDE AUSTIN c/o ANTILLES AIR BOATS, INC CHRISTIANSTED, ST CROIX, USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 2227109

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
JANUARY 19, 1979	CLAUDE AUSTIN Claude Austin

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JANUARY 19, 1979	IA 1617154	CHARLES R. ARTHLING

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-046/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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) Rudder Serial # 077 Grumman G-21A old fabric removed from structure which was thoroughly cleaned.

(2) Structure inspected for mechanical damage, cracks, distortion or corrosion.

(3) 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.

(4) Re-covered with grade A fabric and dpped as follows:

A. Three coats clear Butyrate dope.
B. Three coats aluminum Butyrate dope.
C. Three coats white Butyrate dope.

(5) All work performed in accordance with AC 43-13-2 Chapter 3, Section 1, and 2, and Nav. Aer. 01-85V-3 Section 8, Fabric Repair and Attachment, Par. 2(6).

Control Surface Balancing Procedures Grumman G-21A

1. After re-covering or repair:

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

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SO-FSDO-61

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-21A
	SERIAL NO. 37793	NATIONALITY AND REGISTRATION MARK US N1048V
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats, Inc	ADDRESS (As shown on registration certificate) West Seaplane Ramp, Christiansted, St Croix, U.S.V.I. 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

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

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

DATE May 23, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL GEORGE MOLITOR

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 23, 1979	IA 1617154	CHARLES F. FREELING

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 3-23-81

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) Aileron Serial #AAB 055 old fabric removed from structure which was thoroughly cleaned.
- A. Structure inspected for mechanical damage, cracks, distortion or corrosion.
- B. 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.
- C. Control surface balancing procedures Grumman G-21A:
  - (1) Before recovering surfaces: complied with #1 through #9, Aileron in tolerance.
- D. Re-covered with Grade A fabric and doped as follows:
  - (1) Three coats clear butyrate dope
  - (2) Three coats aluminum butyrate dope
  - (3) Three coats white butyrate dope
- E. Control surface balancing procedures Grumman G-21A:
  - (1) After re-covering or repair: complied with 12, 13 and 14, Aileron in tolerance.
- F. Installed left side.

(2) Aileron Serial #AAB 054 old fabric removed from structure which was thoroughly cleaned.
- A. Structure inspected for mechanical damage, cracks, distortion or corrosion.
- B. 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.
- C. Control surface balancing procedures Grumman G-21A:
  - (1) Before re-covering surfaces: complied with #1 through #9, Aileron in Tolerance.
- D. Re-covered with Grade A fabric and doped as follows:
  - (1) Three coats clear butyrate dope
  - (2) Three coats aluminum butyrate dope
  - (3) Three coats white butyrate dope
- E. Control surface balancing procedures Grumman G-21A:
  - (1) After re-covering or repair: complied with 12, 13 and 14, Aileron in Tolerance.
- F. Installed right side.

(3) Elevator Serial #AAB 083 old fabric removed from structure which was thoroughly cleaned.
- A. Structure inspected for mechanical damage, cracks, distortion or corrosion.
- B. 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.
- C. Control surface balancing procedures Grumman G-21A:
  - (1) Before re-covering surfaces: complied with #1 through #9, Elevator in Tolerance.
- D. Re-covered with Grade A fabric and doped as follows:
  - (1) Three coats clear butyrate dope
  - (2) Three coats aluminum butyrate dope
  - (3) Three coats white butyrate dope.

☒ ADDITIONAL SHEETS ARE ATTACHED