

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

EXPORT CERTIFICATE NO. (To be filled in by CAA representative)
E 27201

INSTRUCTIONS

This application should be submitted (one copy only) to a representative of the CAA when the article¹ to be exported is presented for inspection and should be executed as follows:

- A. Items 1, 2, 3, and 7 in connection with *all exports*, and
B. *For Complete Aircraft*, items 4A, C, D (excluding propeller

serial numbers), 5, and, when applicable, 6 and 8.

C. *For Engines*, items 4C and 8, and, when applicable, 6.

D. *For Propellers*, items 4D and 8.

E. *For Type Certificated Equipment* (other than engines or propellers), items 4B, and, when applicable, 8.

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

☐ NEW ☒ USED ☐ MILITARY SURPLUS ☐ DELEGATION OPTION

1. NAME AND ADDRESS OF EXPORTER

TRADE AYER INC.
LINDEN AIRPORT
LINDEN, NEW JERSEY

2. NAME AND ADDRESS OF FOREIGN PURCHASER

LANSON HOLDINGS LIMITED
330 BAY STREET
TORONTO, ONTARIO - CANADA

3. COUNTRY OF DESTINATION

CANADA

DESCRIPTION OF PRODUCT(S)

UNIT	MAKE AND MODEL	SERIAL NO.	IDENTIFICATION NO.	T. C. NO.	P. C. NO.
A. COMPLETE AIRCRAFT	Grumman G-21-A (JRF-5)	1187	CF-IFN	654	23
B. EQUIPMENT		TYPE OF EQUIPMENT (Such as float, ski, etc.)	QUANTITY		

C. ENGINE(S)

MANUFACTURER	MODEL	T. C. NO.	P. C. NO.	SERIAL NO.
(1) Pratt & Whitney	R-985-AN-14B	<u>5E-1</u>	—	210259
(2) Pratt & Whitney	R-985-AN-14B	<u>5E-1</u>	—	204654
(3)				
(4)				
(5)				
(6)				

D. PROPELLER(S)

MANUFACTURER	MODEL	T. C. NO.	P. C. NO.	SERIAL NO. ²
(1) Ham. Std	2D30-235	206	14	104035
(2) Ham. Std.	2D30-235	206	14	104036
(3)				
(4)				
(5)				
(6)				

¹ Only complete type certificated aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, and landing flares are eligible for a certificate of airworthiness for export.

² Serial numbers not required with respect to propellers installed in aircraft being exported.

5. FLIGHT TEST (AN AIRCRAFT SHALL BE FLIGHT-TESTED NOT EXCEEDING 60 DAYS PRIOR TO INSPECTION FOR EXPORT AND THE FOLLOWING ENTRIES WITH RESPECT THERETO SHALL BE MADE)

DATE OF FLIGHT TEST

May 12, 1955

DURING THIS TEST DID THE CONTROLS, POWER PLANT, AND INSTRUMENTS FUNCTION SATISFACTORILY

☒ YES ☐ NO (Explain in "Remarks")

6. INDICATE BELOW, THE OPERATING HISTORY OF USED AIRCRAFT AND AIRCRAFT ENGINES BEING EXPORTED

UNITS AS LISTED IN ITEMS 4A AND C		DATE—			OPERATING TIME (Hours)	
		MANUFACTURED	MODIFIED	OVERHAULED	TOTAL	SINCE OVERHAUL
COMPLETE AIRCRAFT		Oct. 1942	_____	Nov. 1944	1234-16	737-25
ENGINES	a.	Unknown	_____	Sept. 17, 1954	745-45	2-00
	b.	Unknown	=====	Aug. 15, 1954	743-15	2-00
	c.					
	d.					

7. DOES THE UNIT(S) FOR WHICH A CERTIFICATE OF AIRWORTHINESS FOR EXPORT IS REQUESTED COMPLY WITH—

A. APPLICABLE CIVIL AIR REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER REQUIREMENTS OF THE CAA

☒ YES ☐ NO (Explain in "Remarks")

B. APPLICABLE SPECIAL REQUIREMENTS OF THE COUNTRY OF DESTINATION

☒ YES ☐ NO (Explain in "Remarks")

8. PARTS SUSCEPTIBLE TO RAPID CORROSION HAVE BEEN TREATED (PICKLED)

☐ YES

☐ NO

DATE _____

☐ TO BE TREATED, AS PER EXPLANATION UNDER "REMARKS"

9. REMARKS:

Pertinent Historical records for aircraft will be furnished to the Purchaser.

THE UNDERSIGNED, ON HIS OWN BEHALF OR HAVING BEEN DULY AUTHORIZED BY THE EXPORTER DESCRIBED HEREIN, CERTIFIES THAT THE ABOVE STATEMENTS ARE TRUE AND THAT THE UNIT(S) DESCRIBED HEREIN IS AIRWORTHY AND IN A CONDITION FOR SAFE OPERATION, EXCEPT AS NOTED UNDER "REMARKS" ABOVE.

5/20/55

(DATE)

Frederick B. Ayer

(SIGNATURE OF APPLICANT OR AUTHORIZED REPRESENTATIVE)

President

(TITLE)

003-M
HONAPPROVALNINOV

IT HAS BEEN DETERMINED THAT THE PRODUCT(S) DESCRIBED HEREIN IS IN A STATE OF AIRWORTHINESS EQUIVALENT TO THAT REQUIRED FOR A SIMILAR PRODUCT CERTIFICATED AS A CIVIL AIRCRAFT OF U. S. REGISTERED.

RECEIVED

5/20/55

(DATE)

Jules De Crescenzo, ASA

(SIGNATURE, CAA REPRESENTATIVE)

NY257-18

(DESIGNATED REPRESENTATIVE NUMBER)

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

EXPORT CERTIFICATE NO. (To be filled in by CAA representative)
E27201

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A. Items 1, 2, 3, and 7 in connection with all exports, and
B. For Complete Aircraft, items 4A, C, D (excluding propeller

serial numbers), 5, and, when applicable, 6 and 8.

C. For Engines, items 4C and 8, and, when applicable, 6.

D. For Propellers, items 4D and 8.

E. For Type Certificated Equipment (other than engines or propellers), items 4B, and, when applicable, 8.

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

☐ NEW ☒ USED ☐ MILITARY SURPLUS ☐ DELEGATION OPTION

1. NAME AND ADDRESS OF EXPORTER

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LINDEN AIRPORT
LINDEN- NEW JERSEY**

2. NAME AND ADDRESS OF FOREIGN PURCHASER

**LANSON HOLDINGS LIMITED
330 BAY STREET
TORONTO, ONTARIO - CANADA**

3. COUNTRY OF DESTINATION

CANADA

DESCRIPTION OF PRODUCT(S)

UNIT	MAKE AND MODEL	SERIAL NO.	IDENTIFICATION NO.	T. C. NO.	P. C. NO.
A. COMPLETE AIRCRAFT	Grumman G-21-A (JRF-5)	1187	CF-IFN	654	23
B. EQUIPMENT		TYPE OF EQUIPMENT (Such as float, ski, etc.),	QUANTITY		

C. ENGINE(S)

MANUFACTURER	MODEL	T. C. NO.	P. C. NO.	SERIAL NO.
(1) Pratt & Whitney	R-985-AN-14B	5E-J	—	210259
(2) Pratt & Whitney	R-985-AN-14B	5E-J	—	204654
(3)				
(4)				
(5)				
(6)				

D. PROPELLER(S)

MANUFACTURER	MODEL	T. C. NO.	P. C. NO.	SERIAL NO. ²
(1) Ham. Std.	2D30-235	206	14	104035
(2) Ham. Std.	2D30-235	206	14	104036
(3)				
(4)				
(5)				
(6)				

¹ Only complete type certificated aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, and landing flares are eligible for a certificate of airworthiness for export.

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5. FLIGHT TEST (AN AIRCRAFT SHALL BE FLIGHT-TESTED NOT EXCEEDING 60 DAYS PRIOR TO INSPECTION FOR EXPORT AND THE FOLLOWING ENTRIES WITH RESPECT THERETO SHALL BE MADE)

DATE OF FLIGHT TEST

May 12, 1955

DURING THIS TEST DID THE CONTROLS, POWER PLANT, AND INSTRUMENTS FUNCTION SATISFACTORILY

☒ YES ☐ NO (Explain in "Remarks")

6. INDICATE BELOW, THE OPERATING HISTORY OF USED AIRCRAFT AND AIRCRAFT ENGINES BEING EXPORTED

UNITS AS LISTED IN ITEMS 4A AND C		DATE—			OPERATING TIME (Hours)	
		MANUFACTURED	MODIFIED	OVERHAULED	TOTAL	SINCE OVERHAUL
COMPLETE AIRCRAFT		Oct. 1942	_____	Nov. 1944	1234:16	737:25
ENGINES	a.	UNKNOWN Sept. 17, 1954	_____	Sept. 17, 1954	745:45	2:00
	b.	UNKNOWN	_____	Aug. 15, 1954	743:15	2:00
	c.					
	d.					

7. DOES THE UNIT(S) FOR WHICH A CERTIFICATE OF AIRWORTHINESS FOR EXPORT IS REQUESTED COMPLY WITH—

A. APPLICABLE CIVIL AIR REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER REQUIREMENTS OF THE CAA

☒ YES ☐ NO (Explain in "Remarks")

B. APPLICABLE SPECIAL REQUIREMENTS OF THE COUNTRY OF DESTINATION

☒ YES ☐ NO (Explain in "Remarks")

8. PARTS SUSCEPTIBLE TO RAPID CORROSION HAVE BEEN TREATED (PICKLED)

☐ YES

☐ NO

DATE _____

☐ TO BE TREATED, AS PER EXPLANATION UNDER "REMARKS"

9. REMARKS:

Pertinent Historical records for aircraft will be furnished to it's purchaser.

THE UNDERSIGNED, ON HIS OWN BEHALF OR HAVING BEEN DULY AUTHORIZED BY THE EXPORTER DESCRIBED HEREIN, CERTIFIES THAT THE ABOVE STATEMENTS ARE TRUE AND THAT THE UNIT(S) DESCRIBED HEREIN IS AIRWORTHY AND IN A CONDITION FOR SAFE OPERATION, EXCEPT AS NOTED UNDER "REMARKS" ABOVE.

5/20/55

(DATE)

Frederick B. Ayer

(SIGNATURE OF APPLICANT OR AUTHORIZED REPRESENTATIVE)

President

(TITLE)

APPROVAL

IT HAS BEEN DETERMINED THAT THE PRODUCT(S) DESCRIBED HEREIN IS IN A STATE OF AIRWORTHINESS EQUIVALENT TO THAT REQUIRED FOR A SIMILAR PRODUCT CERTIFICATED AS A CIVIL AIRCRAFT OF U. S. REGISTRY.

5/20/55

(DATE)

Jules De Crescenzo, ASA

(SIGNATURE, CAA REPRESENTATIVE)

NY257-18

(DESIGNATED REPRESENTATIVE NUMBER)

United States of America
Department of Commerce
Civil Aeronautics Administration
Washington

Certificate of Airworthiness for Export

No. R27201

This certifies that the product(s) identified below, and more particularly described in Specification(s)¹ Number(s) **654, 5E-1, 206**, has been examined and, as of the date of this certificate, is considered airworthy in accordance with applicable airworthiness requirements of the United States Government, and in compliance with special requirements of the importing country as filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser with respect to the product(s) described.

Manufacturers Name and Address: **Grumman Aircraft Engineering Corp.
Bethpage, Long Island, New York**

Product: **Aircraft**

Model: **G21A (JRF-5)**

Serial No.: **1167**

**Two Pratt & Whitney Powerplants
models R-985, Series 5E-1, AN-14B Ser.#210259
ANI-14B Ser.#204654. Two Hamilton Standard
Propellers Models 2D30-235 Ser.#104035
Ser.#104036.**

New ☐ Used ☒ Military Surplus ☐ Delegation Option ☐

Country to which exported: **Canada**



Jules De Crescenzo
SIGNATURE OF CAA AGENT OR DESIGNEE

Aviation Safety Agent
DESIGNEE, TITLE AND COMPANY REPRESENTED

May 20, 1955
DATE

NY 257-18
DESIGNEE NUMBER

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

STANDARD FORM NO. 64

OFFICE OF THE SECRETARY OF DEFENSE

WASHINGTON, D. C. 20301

100-100000

ADMIN. & RECORDS BRANCH
H-300

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TELEGRAM

MAY 20, 1955

DISTRICT CONTROLLER OF AIR SERVICES
25 ST. CLAIR AVENUE EAST
TORONTO 7, ONTARIO, CANADA

CERTIFICATE OF AIRWORTHINESS FOR EXPORT E27201 COVERING
GRUMMAN G21A, SERIAL NUMBER 1187, DISPLAYING CANADIAN
IDENTIFICATION MARKINGS CF-IFN, PURCHASED BY LANSON HOLDINGS LIMITED,
330 BAY STREET, TORONTO ONTARIO, CANADA, BEING PREPARED.

JULES DE CRESCENZO
AVIATION SAFETY AGENT
AIRCRAFT MAINTENANCE (P)
FOR
TRADE AYER INCORPORATED
LINDEN AIRPORT
LINDEN, NEW JERSEY

RECEIVED
MAY 1 3 10 PM '55
COMMUNICATIONS SECTION

MAY 20, 1955

DISTRICT CONTROLLER OF AIR SERVICES
25 ST. CLAIR AVENUE EAST
TORONTO 7, ONTARIO, CANADA

CERTIFICATE OF AIRWORTHINESS FOR EXPORT ES7201 COVERING
GRUMMAN G21A, SERIAL NUMBER 1187, DISPLAYING CANADIAN
IDENTIFICATION MARKINGS CF-17N, PURCHASED BY LANSON HOLDINGS LIMITED,
330 BAY STREET, TORONTO ONTARIO, CANADA, BEING PREPARED.

LINDEN, NEW JERSEY
LINDEN AIRPORT
TRADE AYER INCORPORATED
FOR
AIRCRAFT MAINTENANCE (P)
AVIATION SAFETY AGENT
JULES DE CRESCENZO

ADMIN. & RECORDS BRANCH
W-300

JUN 1 3 18 PM '55

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U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE Gruman	MODEL G21A (JRF-5)	SERIAL NO. 1187	NATIONALITY AND REGISTRATION MARK N2720A
2. OWNER	NAME (First, middle, last) Trade-Ayer Inc.		ADDRESS (Street and number, city, zone and State) Linden Airport Linden, New Jersey	

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STD.	5871.5	23.1" aft of datum	2128.5

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Reading Aviation Service Inc. Box 1201 Reading, Penna.	b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. 3535
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d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

5/19/55

(Date repair and/or alteration completed)

James McKechnie 1291297

(Signature of authorized individual)

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

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

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

5/19/55

(Date of approval or rejection)

Hans Haas

(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted **5-23-55** (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

NY-257-3
(CAA designation number)

(Signature of Aviation Safety Agent)

Reg. 1 NY
ASDO 3
Form ACA-337 (4-52)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

The following equipment was installed:

LEAR LTR-6 VHF Communications DWG. #6145 Dynomotor DY-5 Whip Antenna
LEAR ADF 12D2 (LEAR DWG. #701156)

All equipment installed in accordance with manufacturers installation instructions and recommendations.

Computation of E.WT. & EC.G.

	WT.	ARM.	MOMENT
Aircraft E.WT	5838.0	23.38	136514.0
LEAR LTR-6	7.0	-36.	- 252.0
Dynomotor	7.0	-63.	- 441.0
Whip Antenna	.4	0	0.
LEAR Tuner Assy	4.5	-36.	- 162.0
Amplifier	9.5	-48.	- 456.0
Loop	3.5	+172.	612.5
Sense Antenna	.8	-68.	54.4
Indicator	.8	-31.	- 24.8
	<u>5871.5</u>		<u>135735.8</u>

New Empty WT. 5871.5
New Empty C.G. 23.1" aft of datum
Usefull Load 2128.5



RECEIVED
JUN 7 2 07 PM '55
ADMIN. & RECORDS SERVICE
W-300

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE Cessna	MODEL G21A (JRF-5)	SERIAL NO. 1187	NATIONALITY AND REGISTRATION MARK N2720A
2. OWNER	NAME Trade-Air Inc.		ADDRESS (Street and number, city, zone and State) Linden Airport Linden, N.J.	

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

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

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

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

CATEGORY Std.	EMPTY WEIGHT (Pounds)* 5838	EMPTY CENTER OF GRAVITY (Inches from datum)* 23.38	USEFUL LOAD (Pounds)* 2162
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5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Mattituck Airbase Corp. Linden, Airport Linden, N.J.	b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☒ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. 3569
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d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

MAY 2, 1955
(Date repair and/or alteration completed)

Julius R. Schaffer
(Signature of authorized individual)

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

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

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

MAY 2, 1955
(Date of approval or rejection)

Julius R. Schaffer
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted **MAY 12 1955** ☒ Reinspected ☐ Spot Checked
(Date) (Date) (Date)

NY 257-18
(CAA designation number)

Julius De Crescenzo
(Signature Aviation Safety Agent)

INSTRUCTIONS

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Aircraft dissmantled for overhaul, Airframe thoroughly cleaned, inspected and repairs made as necessary. All repairs were accomplished per CAM 18 and the Mfgr's recommendations.

Major Repairs Accomplished.

1. Removed Engines, Wings, Stabilizer, Elevators, Rudder, Flaps, Ailerons, and all interior furnishings and upholstery. Recovered all fabric surfaces with Grade A fabric and finished with 8 coats of clear nitrate dope, 8 coats of aluminum, and enamel primer and enamel.
2. Replaced both hull lower skins from station 1, to sta. 16
3. Replaced rite hor. stab. rear spar.
4. Replaced hor. stab. attach fitting for both struts on fin spar.
5. Replaced both wing lower attach stress plates.
6. Installed skin over hull lower camera hatch per Grumman instructions.
7. Replaced main gear upper and lower drag links both sides. Replaced tail wheel drag link.
8. Removed camera hatches from cabin doors and reskined.

Aircraft was assembled primed and painted.

Aircraft was weighed (copy is attached).

Installed overhauled engines, Propellers, and all engine accesories. Installed all overhauled flight and engine instruments.

Propellers model 2d30-235 blades 6167A-12
ser. no. R/H 104035
" " L/H 104036

Engines Model R 985 AN 1-14B L/H ser. No. 204654
R 985 AN 14B R/H " " 210259

For additional information see Mattituck W. O. #4098
For original certification note #8 (Atthru E) of Aircraft
listing page 99 Rev. Jan. 18, 1952 was complied with.

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

—Check block if additional sheets are attached. ☐

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS

N2720A

2. AIRCRAFT AIRWORTHINESS CLASSIFICATION

STANDARD

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

4. UNLESS SOONER SURRENDERED, SUSPENDED, REVOKED, OR A TERMINATION DATE IS OTHERWISE ESTABLISHED BY THE CIVIL AERONAUTICS BOARD THIS CERTIFICATE WILL EXPIRE

MAY 12, 1956

5. DATE OF ISSUANCE
OR RENEWAL

May 12, 1955

6. CAA REPRESENTATIVE

Jules De Crescenzo

7. DESIGNATION NO.

N.Y. 257-18

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

RECEIVED

JUN 1 3 18 PM '55

ADMIN. & RECORDS BRANCH
W-300

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R0415.

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

INSTRUCTIONS

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

1. TYPE OF APPLICATION (Check which)

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

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

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

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

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

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

- d. ☐ EXPERIMENTAL

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

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

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE

GRUMMAN

b. AIRCRAFT MODEL

G 21 A (JRF-5)

c. AIRCRAFT SERIAL NO.

1187

d. ENGINE MAKE

PRATT & WHITNEY

e. ENGINE MODEL

(2) R-985 AN 14B

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

TRADE AYER- INC.

b. PERMANENT MAILING ADDRESS

LINDEN AIRPORT
LINDEN - N. J.

c. AIRCRAFT NATIONALITY
AND REGISTRATION MARK

N- 2720 A

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

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

- a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE SEPTEMBER 22, 1954
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)

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

(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

May 12, 1955
(DATE)

Authorized Agent
(TITLE)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☐ AIRCRAFT SPECIFICATION NO. 98 REV JAN. 18, 1952
THROUGH SHEET REVISION NO. _____
b. ☒ AIRCRAFT LISTING PAGE NO. 1954 REV THROUGH CARD NO. 55-9
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1954 REV (YEAR)
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1232 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO.	TOTAL HOURS
<u>204654</u>	<u>741.</u>
<u>210259</u>	<u>743.</u>
	<u>50.0</u>
	<u>50.0</u>

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED March 5, 1955
BY AIRCRAFT MANUFACTURER 3569
BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
BY MECHANIC, CERTIFICATE NO. _____
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE May 12, 1956
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____
BY _____ (NAME OF ISSUING REPRESENTATIVE)
(DESIGNATION NO.) _____ (DATE) _____

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. 3569 by CAR 52 and was found to be:
☒ AIRWORTHY
☐ UNAIRWORTHY
(REPAIR STATION AUTHORIZED SIGNATURE) Julius De Crescenzo (DATE) May 12, 1955

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE _____

DESIGNATION NO. _____

DATE _____

AVIATION SAFETY AGENT'S SIGNATURE _____

CAA DESIGNATION NO. NY 557-18

DATE 5-12-55

Julius De Crescenzo

ATTACHMENT ☐

ACCEPTED ☐
REINSPECTED ☒
SPOT CHECKED ☐

Reg. 1 NY
ASDO 18

MATTITUCK AIRBASE CORPORATION

REPAIR STATION 3569

WEIGHT AND BALANCE

Grumman Serial No. 1187
Model G-21A (JRP-5)
Registration No. N2720A

Prepared by: Julius R. Schaffer
Julius R. Schaffer

Mattituck Airbase Corp.
Linden Airport
Linden, New Jersey

Approved by: Julius R. Schaffer
5-12-55

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MAY 31 1 24 PM '55
ADMIN. & RECORDS BRANCH
W-300

Prepared by:

Page No. 2

Mattituck Airbase Corp.
May 5, 1955

Model E21A
Serial No. 1187

AS WEIGHED DATA

Oil Quantity "0" Total -----At 8"
Fuel Quantity 22 Gals. Total - At 30"

	Scale Readings	No Tare
Right Wheel	2895	
Left Wheel	2780	
Tail Wheel	295	
Total	5970 lbs.	

Datum is ----- wing leading edge at fuselage
Distance ----- main to tail reaction 278"
Distance ----- datum to main reaction 9.75"

C. G. Location As Weighed

C. G. = $\frac{295 \times 278}{5970} = 13.78"$

C. G. Location Relative to Datum

Datum to Main Reaction Distance 9.75"
 $9.75 + 13.78 = 23.53"$

CORRECTION FOR FUEL

As Weighed	5970	23.53	140474
Less Fuel	-132	30.	3960
	5838	23.38	136514

Aircraft Empty Wt. 5838 lbs.

Aircraft Empty C. G. 23.38"

Useful Load 2162 lbs.

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4-300

Mattituck Airbase Corp.
May 5, 1955

Model E 21A
Serial No. 1187

LOADING SCHEDULE

Empty Wt.	5838 lbs.
Empty Wt. C. G.	✓ 23.38"
Useful Load	2162 lbs.

REF.	FUEL COND. GALS.	PILOT	CO-PILOT	PASSENGERS			BAGGAGE		C.G.
				# 24 AUX	✓ 62 CHAIRS	✓ 102 CHAIRS	COMPARTMENTS BOW	REAR	
*A	67	1	1	-	-	-	1221bs.	-	20.5"
*B	170.6	1	-	-	2	2	-	176 lbs.	31.6"
C	143.3	1	1	1	2	2	-	-	27.66"
D	220	1	-	-	1	2	-	50 lbs.	28.72"
E	140	1	-	340 lbs.	-	-	300 lbs.	400 lbs.	27.00"
F.	220	1	-	84 lbs.	-	-	300 lbs.	176 lbs.	23.56"

* Denotes forward extreme condition
* Denotes rearward extreme condition

Minimum fuel 67 Gals.

C. G. Limits Forward ✓ 20.5
 Rearward ✓ 33.0

NEVER EXCEED

Maximum Baggage rear compartment 400 lbs. at ✓ 169" without toilet
and sink

* Maximum Baggage rear compartment 176 lbs. at ✓ 169" with toilet

Maximum Baggage front compartment 300 lbs. at - 65"

* as installed in aircraft

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W-300

Mattituck Airbase Corp.
May 5, 1955

Model E21A
Serial No. 1187

CALCULATIONS FOR LOADING SCHEDULE

A EXTREME FORWARD CHECK

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
Weight Empty	5838	23.38	136514
Oil	112	8	896
Pilot	170	5	-850
Passenger	170	5	-850
Baggage	122	65	-7930
Fuel	402	30	12060
	<u>6814</u>	<u>20.5</u>	<u>140040</u>

B EXTREME REARWARD CHECK

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
Weight Empty	5838	23.38	136514
Oil	112	8	896
Pilot	170	5	-850
Passengers (2)	340	102	34680
Passengers (2)	340	62	21080
Baggage	176	169	29744
Fuel	1024	30	30720
	<u>8000</u>	<u>31.6</u>	<u>252764</u>

C MAXIMUM PASSENGERS (ALL SEATS)

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
Weight Empty	5838	23.38	136514
Oil	112	8	896
Pilot	170	5	-850
Passenger	170	5	-850
Passenger	170	24	4080
Passengers (2)	340	62	21080
Passengers (2)	340	102	34680
Fuel	860	30	25800
	<u>8000</u>	<u>27.66</u>	<u>221350</u>

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ADMIN. & RECORDS BRANCH
WI-300

Mattituck Airbase Corp.
May 5, 1955

Model E21A
Serial No. 1187

<u>D</u>	<u>MAXIMUM FUEL, PASSENGERS AND BAGGAGE WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
	Weight Empty	5838	23.38 136514
	Oil	112	8 896
	Pilot	170	- 5 -850
	Passenger (2)	340	102 34680
	Passenger (1)	170	62 10540
	Baggage	50	169 8450
	Full fuel	1320	30 39600
		8000	28.22 229830

<u>E</u>	<u>MAXIMUM CARGO WITH ITEMS 206 AND 205 (H) REMOVED</u>	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
	Weight Empty	5838	23.38	136514
	Oil	112	8	896
	Pilot	170	5	-850
	Bow Cargo	300	65	-19500
	Tail Cargo	400	169	67600
	Cargo at Position of Aux. Seats	340	25	8500
	Fuel	840	30	25200
		<u>8000</u>	<u>27.02</u>	<u>218360</u>

F	<u>MAXIMUM FUEL AND BAGGAGE ALLOWANCE</u>	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
	Weight Empty	5838	23.38	136514
	Oil	112	78	896
	Pilot	170	-5	-850
	Full Fuel	1320	230	39600
	Cargo Aft	176	169	29744
	Cargo For	300	-65	-19500
	Baggage at Aux. Seat Position	84	25	2100
		8000	23.56	188504

Additional loading information:

Per note #3 of listing page 100 as revised January 18, 1952.

"With cabin chairs removed (deduct actual weight from aircraft empty weight). The cabin may be loaded to a maximum of 1750 lbs. with a maximum of 25 lbs. per linear inch, provided a weight and balance check is made."

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W-300

Mattituck Airbase Corp.
May 5, 1955

Model E21A
Serial No. 1187

EQUIPMENT LIST

<u>Propellers and Propeller Accessories</u>		<u>WEIGHT</u>	<u>ARM</u>
302	2 Hamilton standard 2D30-235 Hubs Blades 6167A-12	308	-52
201	2 Governors H.S.P. #1C2-Gf	26	-23
<u>Engine and Engine Accessories</u>			
101	2 Engine ring cowls	56	-36
102	2 Oil radiators UAP U6006	26	0
103	2 Starters eclipse 400-17B	77	-23
108	Pressure fire extinguisher lux type A-1	21	-33
111	(G) 2 Engines R 985 AN 14B 2 Vacuum pumps 3P- 207-JA		
<u>Landing Gear and Floats</u>			
106	2 Main wheel brake accessories 30X7, Type II 32X8 8 ply tires (B) Goodrich wheel G-3-56A Brake Assesory H-2-102		
107	13.25 Streamline tail wheel Tire Goodrich 6-ply special H. D. tire		
110	Wing tip floats (Edo N-760)	87	
229	Landing gear manual control		-5
<u>Electrical and Radio Equipment</u>			
203	(C) 50 AMP Generator Eclipse E-5	43	-23
105	2 Batteries AN 3152 34 amp. hr.	72	-7
215	1 Landing light Grimes St-1000	8	-60
<u>Interior Equipment</u>			
205	(A) Leather chair	40	77
	2 Cockpit chairs		-5
	5 Cabin seats		
	1 Auxiliary seat		24
	2 Chairs		62
	2 Chairs		102
205	(H) Wash basin	16	151
206	Toilet	6	184
217	(A) Anchor & 100 ft. Manila Line (Northill) 12 lbs.	19	-88
225	Cabin heater Manifold	9	
<u>Miscellaneous Equipment</u>			
	Directional Gyro		
	Gyro Horizon		
	Rate / Climb		
	Turn & Bank		
	Suction gauge		
	Syncroscope		
	True Air Temperature		

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W-300

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G21A (RF-5)	SERIAL NO. 1189	NATIONALITY AND REGISTRATION MARK N2720A
2. OWNER	NAME (First, middle, last) TRADE-AYER, INC.		ADDRESS (Street and number, city, zone and State) Linden Airport Linden, New Jersey	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	As described in item 1 above			
b. POWERPLANT	P & W	R-985-AN-14B	210259	X
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
	<i>Suspended by AOA 337 Dated May 2, 1955 JULIE NY 257-18</i>			
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Dallas Aero Service 3300 Love Field Dr. Dallas, Texas		b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. #168
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
9/17/54 (Date repair and/or alteration completed)		J. R. Scott # 1275285 (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)				
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is				
☒ APPROVED BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED { ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify)				
9/17/54 (Date of approval or rejection)		D.A.S. # 168 Roy Fisher # 12 78407-41 (Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☒ Accepted MAY 12 1955 ☐ Reinspected ☐ Spot Checked				
NY 257-18 (CAA designation number)		Jules De Crescenzo (Signature Aviation Safety Agent)		

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Complied with P & W Service Bulletin # 1488.

April 22, 1955

This Engine was installed in N2720A

R/H S.D.
MATTHUCK AIRBASE CORP.

LINDEN

NEW JERSEY

C.A.A. REPAIR STATION 3569

INSP. *J. Schaffer*

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MAY 31 1 23 PM '55
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

W.D. 1680

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK	
2. OWNER	NAME (First, middle, last) Dallas Aero Service		ADDRESS (Street and number, city, zone and State) 3300 Love Field Drive Dallas, Texas		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT	P & W	R-985-AN1-14B	204654	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY		EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Dallas Aero Service 3300 Love Field Dr. Dallas, Texas		☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		# 168	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
9/1/64 (Date repair and/or alteration completed)		Roy Fisher (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify)					
9/1/64 (Date of approval or rejection)		D.A.S. # 168 C. W. Banks (Signature of authorized individual; title or identification number)			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. ☐ Forwarded for engineering comment ☐ See attached memorandum					
b. ☒ Accepted MAY 12 1955 ☐ Reinspected ☐ Spot Checked					
NY 257-18 (CAA designation number)		Jules De Crescenzo (Signature Aviation Safety Agent)			

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Engine major overhauled at this station. All steel parts magnafluxed.

For Parts replacement see the inspection forms.

Engine run on test block, pickled for short time storage.

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MAY 31 1 23 PM '55
ADMIN. & RECORDS BRANCH
R-300

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

Check block if additional sheets are attached. ☐

W.O. 1680

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE Grumman	MODEL G21A (JRF-5)	SERIAL NO. 1189	NATIONALITY AND REGISTRATION MARK N2720A
2. OWNER	NAME (First, middle, last) TRADE-AER INC. <i>Trade-Aer Inc. Corp.</i>		ADDRESS (Street and number, city, zone and State) Linden Airport Linden, New Jersey	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT	P & W	R-985-AN1-14B	204654	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	<i>Superseded by ACO 337 dated May 3, 1955</i> <i>JAC NY 557-18</i>		

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Dallas Aero Service 3300 Love Field Dr. Dallas, Texas	b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. #168
--	--	---------------------------------------

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

8/15/54

(Date repair and/or alteration completed)

J. R. Scott # 1275285

(Signature of authorized individual)

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

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

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

8/15/54

(Date of approval or rejection)

D.A.S. # 168 Roy Fisher # 78407-41

(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment	☐ See attached memorandum
b. ☒ Accepted <u>MAY 12 1955</u>	☐ Reinspected _____
(Date)	(Date)
<u>NY 257-18</u>	<u>Jules De Crescenzo</u>
(CAA designation number)	(Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Complied with P & W Service Bulletin # 1488.

April 22, 1955

This engine was installed in N2720A *4th side*
MATTITUCK AIRBASE CORP.
LINDEN NEW JERSEY
C.A.A. REPAIR STATION 3569
INSP. *A. Schaffer*

RECEIVED
MAY 31 1 23 PM '55
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE Grumman	MODEL G 21A (JRF-5)	SERIAL NO. 1187	NATIONALITY AND REGISTRATION MARK N2720A
2. OWNER	NAME (First, middle, last) Trade-Ayer Inc.		ADDRESS (Street and number, city, zone and State) Linden Airport Linden, N.J.	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT					
c. PROPELLER	Propeller HSP	Hub-2D30-235 Blades-6167A-12	N104036 N277229 N277230	x	
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	<i>Repaired by 337 dated May 9, 1955 Jme NY 257-18</i>		

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS The Babb Co., Inc. 104 E. Peddie St. P.O. Box 1040 Newark 1, N.J.	b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. 3542
--	--	-----------------------------------

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

11-4-54 (Date repair and/or alteration completed) **John J. Diorio** (Signature of authorized individual) **1197183**

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

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

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

11-4-54 (Date of approval or rejection) **John J. Diorio** (Signature of authorized individual; title or identification number) **1197183**

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted **MAY 12 1955** (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)
NY 257-18 (CAA designation number) **Jules De Crescenzo** (Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Propeller overhauled and checked to CAA and manufacturer's specifications. Index 26 degrees. Low blade angle 11 degrees. High blade angle 26 degrees. Complete assembly painted black with yellow tips and white stencils. Propeller no time since overhaul.

[Signature]
John J. Diorio

April 22, 1955

This Prop was installed on N2720A with overhauled Gov.

MATTITUCK AIRBASE CORP.
LINDEN NEW JERSEY
C.A.A. REPAIR STATION 3569

INSP: *[Signature]*

RECEIVED
MAY 31 1 23 PM '55
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE Grumman	MODEL G-21A-(JRF#5)	SERIAL NO. 1187	NATIONALITY AND REGISTRATION MARK N2720A
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2. OWNER	NAME (First, middle, last) Trade-Ayer Inc.	ADDRESS (Street and number, city, zone and State) Linden Airport Linden, N.J.
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3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT					
c. PROPELLER	Propeller HSP	Hub-2D30-236 Blades-6167A-12	N104036 N277231 N277232	X	
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	<i>Suspended by ACA 337 dated May 2, 1955 Jibe NY 257-18</i>		

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS The Babb Co., Inc. 104 E. Peddie St. P.O. Box 1040 Newark 1, N.J.	b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. 3642
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d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

11-4-54

(Date repair and/or alteration completed)

John J. Diorio

(Signature of authorized individual)

1197183

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

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

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

11-4-54

(Date of approval or rejection)

John J. Diorio

(Signature of authorized individual; title or identification number)

1197183

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted **MAY 12 1955** ☐ Reinspected ☐ Spot Checked

(Date)

(Date)

(Date)

NY 257-18

(CAA designation number)

Jules De Crescenzo
(Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Propeller overhauled and checked to CAA and manufacturer's specifications. Index 26 degrees. Low blade angle 11 degrees. High blade angle 26 degrees. Complete assembly painted black with yellow tips and white stencils. Propeller no time since overhaul.


John J. Diorio

April 22, 1955

This Prop was installed on N2720A with overhauled Gov.

MATTITUCK AIRBASE CORP.
LINDEN NEW JERSEY
C.A.A. REPAIR STATION 3569

INSP. 

RECEIVED
MAY 31 1 23 PM '55
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
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2. OWNER	NAME (First, middle, last) Dallas Aero Service	ADDRESS (Street and number, city, zone and State) 3300 Love Field Drive Dallas, Texas
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3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦ (As described in item 1 above) ♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦				
b. POWERPLANT	P & W	R985-AN-14B	210259	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Dallas Aero Service 3300 Love Field Drive Dallas, Texas	b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. # 168
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d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. **Roy Fisher****9/28/64**

(Date repair and/or alteration completed)

(Signature of authorized individual)

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

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

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

9/28/64**D.A.S. # 168 C.W. Banks**

(Date of approval or rejection)

(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment	☐ See attached memorandum
b. ☒ Accepted MAY 12 1955 (Date)	☐ Reinspected (Date)
NY 257-18 (CAA designation number)	Jules De Crescenzo (Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Engine major overhauled at this station. All steel parts magnafluxed.

For parts replacement see the inspection forms.

Engine run on test block, pickled for short time storage.

RECEIVED
MAY 31 1 23 PM '55
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	GRUMMAN		MODEL	G-21A
	SERIAL NO.	1187		NATIONALITY AND REGISTRATION MARK	N8229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Caribbean Flying Boats, Inc.			c/o Antilles Air Boats, Inc. Cristed, St. Croix, V.I. 00820	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R-985-14B	415496	X	
PROPELLER					
APPLIANCE	TYPE		G		
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
ENGINE SUPPORT, INC. RT. 2 BOX 513 SEBRING AIR TERMINAL SEBRING, FLA. 33870			U.S. CERTIFICATED MECHANIC		3610 POWER PLANT CLASS 1 & 2
			FOREIGN CERTIFICATED MECHANIC		
			X CERTIFICATED REPAIR STATION		
			MANUFACTURER		
I, _____, certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
January 8, 1980			JAMES W. TURNER 		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
		X			
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
January 8, 1980		3610		JAMES W. TURNER 	

NOTICE

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

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

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

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

FAA A.D. Note 57-5-4 previously complied with (Crankshaft).

FAA A.D. Note 66-14-4 previously complied with (One piece cam reduction gear).

FAA A.D. Note 68-9-1 complied with (Fly weights & fly weight liners).

FAA A.D. Note 78-08-07 complied with (Ultrasonic check of cylinder heads).

Service Bulletin 1653-B previously complied with (Converted from ball-plain blower).

Parts listings on file this station under WO#7079

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 01-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
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.				OFFICE IDENTIFICATION 7-5-61	
1. AIRCRAFT	MAKE	GRUMMAN		MODEL	G-21A
	SERIAL NO.	1187		NATIONALITY AND REGISTRATION MARK	N8229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	CARIBBEAN FLYING BOATS, INC.			c/o Antilles Air Boats, Inc Christiansted, St. Croix, V.I.	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT	PRATT & WHITNEY	R-985-14B	122277	X	
PROPELLER					
APPLIANCE	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
ENGINE SUPPORT, INC. RT. 2 BOX 513 SEBRING AIR TERMINAL SEBRING, FLA. 33870			U.S. CERTIFICATED MECHANIC		3610 POWER PLANT CLASS 1 & 2
			FOREIGN CERTIFICATED MECHANIC		
			☒ CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of 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 December 20, 1979			SIGNATURE OF AUTHORIZED INDIVIDUAL HANK GODWIN <i>H. Godwin</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNER	☒ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION December 20, 1979		CERTIFICATE OR DESIGNATION NO. 3610		SIGNATURE OF AUTHORIZED INDIVIDUAL HANK GODWIN <i>H. Godwin</i>	

NOTICE

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

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

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

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

FAA A.D. Note 57-5-4 complied with (Crankshaft).

FAA A.D. Note 66-14-4 complied with (One piece cam reduction gear).

FAA A.D. Note 68-9-1 complied with (Fly weights & fly weight liners).

FAA A.D. Note 78-07-07 complied with (Ultrasonic check of cylinder head).

Parts listings on file this station under WO#7013

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 7-5-61		
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.						
1. AIRCRAFT	MAKE	Grumman		MODEL	G-21A	
	SERIAL NO.	1187		NATIONALITY AND REGISTRATION MARK	N8229	
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)		
	Caribbean Flying Boats, Inc.			West Seaplane Ramp Csted, St. Croix USVI 0082C		
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						
PROPELLER						
APPLIANCE	TYPE		G21A	3780-3	Y	
	Elevator					
	MANUFACTURER		P/N 12530			
	Grumman					
6. CONFORMITY STATEMENT						
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.	
Claude Austin P.O. Box 2237 Fsted, St. Croix 00840			☒ U.S. CERTIFICATED MECHANIC		2227109	
			☐ FOREIGN CERTIFICATED MECHANIC			
			☐ CERTIFICATED REPAIR STATION			
			☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL			
June 25, 1980			Claude Austin <i>Claude Austin</i>			
7. APPROVAL FOR RETURN TO SERVICE						
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED						
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	OTHER (Specify)		
	FAA DESIGNEE	REPAIR STATION	☐			
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
June 25, 1980		1617154		Charles R. Freehling <i>Charles R. Freehling</i> (8320)		

NOTICE

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

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

ELEVATOR - 3780-3

(1) Elevator Serial # 3780-3 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. 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
- D. Control surface balancing procedures Grumman G-21A:
 - (1) After re-covering or repair: complied with 12, 13, and 14, elevator in tolerance.

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 05-R06-11	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Grumman	MODEL G-21A			
	SERIAL NO. 1187	NATIONALITY AND REGISTRATION MARK N8229			
2. OWNER	NAME (As shown on registration certificate) Caribbean Flying Boats, Inc.		ADDRESS (As shown on registration certificate) West Seaplane Ramp C'sted, St. Croix USVI 00820		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****				REPAIR
POWERPLANT					ALTERATION
PROPELLER					
APPLIANCE	TYPE Elevator	G21	3780-2	X	
	MANUFACTURER Grumman	P/N 12530			
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Claude Austin P.O. Box 2237 F'sted, St. Croix 00840		☒ U.S. CERTIFICATED MECHANIC		#2227109	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE June 25, 1980		SIGNATURE OF AUTHORIZED INDIVIDUAL Claude Austin <i>Claude Austin</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION June 25, 1980		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>	

NOTICE

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

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

ELEVATOR - 3780-2

(1) Elevator Serial # 3780-2 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. 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
- D. Control surface balancing procedures Grumman G-21A:
 - (1) After re-covering or repair: complied with 12, 13, and 14, elevator in tolerance.

☐ ADDITIONAL SHEETS ARE ATTACHED.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE		INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable			
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N 8229	2. AIRCRAFT BUILDER'S NAME (make) Grumman	3. AIRCRAFT MODEL DESIGNATION G-21A	4. YR. MFG. 1942	FAA CODING 3951207
	5. AIRCRAFT SERIAL NO. 1187	6. ENGINE BUILDER'S NAME (make) Pratt & Whitney	7. ENGINE MODEL DESIGNATION R 985	52018	
	8. NUMBER OF ENGINES Two	9. PROPELLER BUILDER'S NAME (make) Hartzell	10. PROPELLER MODEL DESIGNATION HCB 3R30 -2E	11. AIRCRAFT IS: ☒ USED ☐	
APPLICATION IS HEREBY MADE FOR: (Check applicable items)					
A ☐ 1 STANDARD AIRWORTHINESS CERT. (Indicate category) ☐ NORMAL ☐ UTILITY ☐ ACROBATIC ☐ TRANSPORT ☐ GLIDER ☐ BALLOON					
B ☒ 2 SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)					
2 LIMITED					
5 PROVISIONAL (Indicate class)					
3 RESTRICTED (Indicate operation(s) to be conducted)					
4 ☒ EXPERIMENTAL (Indicate operation(s) to be conducted)					
8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)					
1 CLASS I					
2 CLASS II					
1 AGRICULTURE & PEST CONTROL 2 AERIAL SURVEYING 3 AERIAL PHOTOGRAPHY					
4 FOREST (Wild life, conservation) 5 PATROLLING 6 WEATHER CONTROL					
0 OTHER (Specify)					
1 RESEARCH AND DEVELOPMENT 2 AMATEUR BUILT 3 EXHIBITION					
4 RACING 5 CREW TRAINING 6 MKT. SURVEY					
0 ☒ TO SHOW COMPLIANCE WITH FAR					
1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE					
2 EVACUATE FROM AREA OF IMPENDING DANGER					
3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT					
4 DELIVERING OR EXPORT 5 PRODUCTION FLIGHT TESTING					
C ☐ 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)					
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE ☐					
NAME Caribbean Flying Boats, Inc.			ADDRESS 39 Strand St. Christiansted, St. Croix V.I.		
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)					
AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) TC 654			AIRCRAFT CERTIFICATION DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 73-12-6		
AIRCRAFT LISTING (Give page No.) Page 98			SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A		
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS					
☒ CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173		TOTAL AIRFRAME HOURS—Enter for used aircraft only 8744.2		3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed N/A	
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.					
DATE OF APPLICATION 4-30-75		NAME AND TITLE (Print or type) R. N. Gillies Operations Manager		SIGNATURE <i>R. N. Gillies</i>	
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)					
2 FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)		3 CERTIFICATED MECHANIC (Give Certificate No.)		6 CERTIFICATED REPAIR STATION (Give Certificate No.)	
5 AIRCRAFT MANUFACTURER (Give Name of Firm)					
DATE		TITLE		SIGNATURE	
(Check ALL applicable blocks) I find that the aircraft described in Section I or II meets the requirements for: ☒ The certification requested or ☐ Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☒ FAA Inspector, certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.					
DATE 05-06-75		DISTRICT OFFICE SJU FSDO 7-5-61		DESIGNEE'S SIGNATURE AND NO. 4	
				FAA INSPECTOR'S SIGNATURE JUAN L. VILLAFANE	

VI. PRODUCTION - FLIGHT TESTING	A. MANUFACTURER	
	NAME	ADDRESS
	B. PRODUCTION BASIS (Check applicable items)	
	☐ PRODUCTION CERTIFICATE (Give production certificate number) ☐ TYPE CERTIFICATE ONLY ☐ APPROVED PRODUCTION INSPECTION SYSTEM	
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:	
	DATE OF APPLICATION	SIGNATURE
	NAME AND TITLE (Print or type)	
	A. DESCRIPTION OF AIRCRAFT	
	REGISTERED OWNER	ADDRESS
	BUILDER (Make)	MODEL
	SERIAL NUMBER	REGISTRATION MARK
	B. DESCRIPTION OF FLIGHT	
	FROM	TO
	VIA	DEPARTURE DATE
DURATION		
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT	
	☐ PILOT ☐ CO-PILOT ☐ NAVIGATOR ☐ OTHER (Specify)	
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:	
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)	
	F. CERTIFICATION —I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.	
	DATE	SIGNATURE
	NAME AND TITLE (Print or type)	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	☒ A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	G. Statement of Conformity, FAA Form 317 (Attach when required)
	☒ B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	☒ C. Data, Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.183 (a) (Original attached)
	☒ D. Current Weight and Balance Information Available in Aircraft	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.191 (b) (Copy attached)
	☒ E. Major Repair and Alteration, FAA 337 (Attach when required)	
	☒ F. This Inspection Recorded in Aircraft Records	

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CLASSIFICATION: EXPERIMENTAL		
	PURPOSE: Show Compliance with FAR's		
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 8229	SERIAL NO.	1187
	BUILDER Grueman	MODEL	G21A
	DATE OF ISSUANCE 05-06-75	EXPIRY	07-06-75
E	OPERATING LIMITATIONS DATED 05-06-75 ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.	
	<i>[Signature]</i> A. L. Villafane	SJU-PSNO 7-5-61	

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

FAA FORM 8130-7 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 SEE REVERSE SIDE

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

May 6, 1975

Flight Standards District Office
RFD # 1 - Box 29A, Loiza Station
San Juan, Puerto Rico 00914

EXPERIMENTAL AIRCRAFT OPERATING LIMITATIONS

Registered Owner: Caribbean Flying Boats, Inc.
30 Strand Street
Christiansted, St. Croix, U.S.V.I.

MAKE: Cessna, Model C21A Serial No. 11B7, Reg. No. N8229

1. This aircraft is certificated under the provisions of Federal Aviation Regulation 21.191 (b) for showing compliance with Federal Aviation Regulations.
2. Each person operating this aircraft shall comply with the operating limitations prescribed in FAR Part 91, Section 91.42 and shall conduct all flights in accordance with applicable FAA Air Traffic and General Operating Rules.
3. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
4. All flights shall be conducted to avoid congested airways and to avoid operation over cities, towns, villages, congested or any other areas where flight would create hazardous exposure to persons or property on the ground.
5. All flights shall originate and terminate in St. Croix, U.S.V.I.
6. Any major changes to this aircraft or change of ownership invalidates this certificate.

Issued 05-06-75
Expires 07-06-75

J.L. Villafane
J.L. Villafane
Principal General Aviation
Maintenance Inspector

Typed by 422

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 7-561	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	MODEL		NATIONALITY AND REGISTRATION MARK	
	SERIAL NO.				
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Caribbean Flying Boats, Inc.		Antilles Air Boats, Inc. Castel, St. Croix 00823		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Victor Pinhiero Antilles Air Boats Veterans Dr., St. Thomas			☒ U.S. CERTIFICATED MECHANIC		378437
			☐ FOREIGN CERTIFICATED MECHANIC		
			☐ CERTIFICATED REPAIR STATION		
			☐ MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
March 13, 1980		Victor Pinhiero <i>Victor Pinhiero</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNER	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTION OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
March 13, 1980		1617154		Charles Freehling <i>Charles Freehling</i>	

NOTICE

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

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

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-B3R30-2B, with blade model R10152-54 in accordance with Hartzell drawing #D1860.
4. Installed emergency governor cross 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

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Grumman		MODEL	G-21A
	SERIAL NO.	1187		NATIONALITY AND REGISTRATION MARK	N8229
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Caribbean Flying Boats, Inc.		Antilles Air Boats, Inc. Csted, St. Croix 00820		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Claude Austin P.O. Box 2237 Fsted, St. Croix 00840		☒ U.S. CERTIFICATED MECHANIC		2227109	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
March 13, 1980		Claude Austin <i>Claude Austin</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
March 13, 1980		1617154	Charles R. Freehling <i>Charles R. Freehling</i>		

NOTICE

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

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

- 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 melting.
- F. All work done in accordance with AC 43-13-1A Chapter 2, Sect.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-21A N-74588, and FAA Form 337 dated May 22, 1979, Grumman G-21A N1048V.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Bulger Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix F 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.	1187		NATIONALITY AND REGISTRATION MARK	N8229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Caribbean Flying Boats, Inc.			Antilles Air Boats, Inc. Csted, St. Croix 00820	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Victor Pinhiero Antilles Air Boats Veterans Dr. St. Thomas		☒ U.S. CERTIFICATED MECHANIC		378437	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
March 13, 1980		Victor Pinhiero <i>Victor Pinhiero</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
March 13, 1980		1617154		Charles R. Freehling <i>Charles R. Freehling</i>	

NOTICE

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

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

1. Removed Beechcraft C-18 engine cowlings modified in accordance with Pan Air Corp. drawings and installed under S.T.C. #SA551SW dated 8/31/65 FAA Form 337 dated 7/22/74.
2. Installed original G-21A engine ring cowl, P/N 13076, together with mounting brackets.

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

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	COLUMBIA		MODEL	G-21A
	SERIAL NO.	1187		NATIONALITY AND REGISTRATION MARK	N 8229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Caribbean Flying Boats, Inc.			C/O Antilles, West Seaplane Ramp Christiansted, St. Croix, USVI 00820	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
CLAUDE AUSTIN P.O. Box 2257 Frederiksted, St. Croix, USVI 00840		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		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			
March 13, 1980		Claude Austin <i>Claude Austin</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
March 13, 1980		I.A. 1617154		CHARLES R. PRUEHLING <i>Charles R. Pruehling</i>	

NOTICE

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

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

1. Removed corroded wing skin Lt. side #11 see Figure #4 NAV.AER. 01-84VA-3, page 18 Original skin .028, New skin 2024T3 .032.
2. Removed corroded wing skin Lt. side bottom station 30 to station 65 from rear face of Box Beam to wing flap well. Installed new skin 2024T3 .032.
3. Removed corroded wing skin Lt. side bottom station 181 to station 196 from rear face of box beam to aileron well. Installed new skin 2024T3 .032
4. Replaced wing skin Lt. side bottom #6 NAV.AER. 01-85VA-3, page 18. New skin 2024T3 .040.
5. Replaced wing skin Lt. side bottom #8 NAV.AER. 01-85VA-3, page 18, New skin 2024T3 .040.
6. Replaced outer panel box beam capstrip lower Lt. wing station 151 to station 271 splice at station 151 in accordance with figure 14 NAV.AER 01-85VA-3.
7. Replaced upper Lt. wing panel #27, see figure #4 NAV.AER 01-85VA-3, page 18. New skin 2024T3 .040
8. Replaced top Lt. wing skin over wing flap well, station 97 to station 109 New skin 2024T3 .032.
9. Left wing bottom replaced angles which make the well, for the retractable float strut. Spliced in New angle as figure #17 NAV.AER. 01-85VA-3.
10. Replaced wing to hull top gap band left and right, station #30, 2024T3 .040.
11. Repaired Lt. and Rt. wing rib station #30 bottom flange 1/A/4 Figure 9 NAV.AER. 01-85VA-3, page 28, from bottom box beam to flap well.
12. Repaired Lt. wing rear support beam station 76 to 94 splice made in accordance with figure 29 page 63 NAV.AER. 01-85VA-3.
13. Removed corroded bottom right wing skin station 30 to station 65 from box beam to wing flap well, new skin 2024T3 .032.
14. Removed corroded bottom right wing skin station 88 to station 123 from box beam to wing flap well, new skin 2024T3 .032.
15. Removed corroded wing skin #5 bottom right wing station 88 to station 103 new skin 2024T3 .051 splice made in accordance with 43-13-1A chapter 2, section 3, figure 2.18.
16. Removed corroded outer panel box beam capstrip lower front station 189 to station 271 splice at station 109 in accordance with figure 14, page 36 NAV.AER. 01-85VA-3.

☒ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
75-61

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

1. AIRCRAFT	MAKE	GRIMMAN	MODEL	G-21A
	SERIAL NO.	1187	NATIONALITY AND REGISTRATION MARK	US N8229
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	CARIBBEAN FLYING BOATS, INC		c/o Antilles Air Boats Christiansted, St Croix USVI 00820	

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CHARLES R. FREEHLING P.O. BOX 731 FREDERIKSTED, ST CROIX USVI 00840	☒ U.S. CERTIFICATED MECHANIC	A & P 1617154
	☐ FOREIGN CERTIFICATED MECHANIC	
	☐ CERTIFICATED REPAIR STATION	
	☐ MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 11, 1980	CHARLES R. FREEHLING <i>Charles R. Freehling</i>

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
March 11, 1980	IA 1617154	CHARLES R. FREEHLING <i>Charles R. Freehling</i> (8320)		

NOTICE

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

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

Installation of McKinnon Enterprises, Inc. Modifications
Standards G-21/G-21A for operation at a maximum gross weight
of 9200 lbs.

Found to be installed in accordance with STC #SA4-1467 dated
March 19, 1962.

1. Retractable tip floats per STC SA4-682
Revised April 13, 1961.
2. Rudder Aerodynamic Balance per MPD Dwg 4003, "B" Change.

All the above mentioned work found to meet McKinnon Enterprises
drawing rudder #MPD-4003 position lite, wing tip float #MPD-
2028, retract float wiring #MPD-9057, navigation lights wiring
#MPD-9341, installation drawing #MPD-2021A, and the standards
of advisory circular 43-13-1A Chapter 2 Section 3 and Chapter 2
Section 2,3,5,6 and 7.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Approved Reg. Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Grumman		MODEL G-21A		
	SERIAL NO. 1187		NATIONALITY AND REGISTRATION MARK N8229		
2. OWNER	NAME (As shown on registration certificate) Caribbean Flying Boats, Inc.		ADDRESS (As shown on registration certificate) West Seaplane Ramp Csted, St. Croix 00820		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	As described in item 1 above			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Victor Pinhiero c/o Antilles Air Boats, Inc. Veterans Dr., St. Thomas		☒ U.S. CERTIFICATED MECHANIC		#378437	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of 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 6, 1980		SIGNATURE OF AUTHORIZED INDIVIDUAL Victor Pinhiero <i>Victor Pinhiero</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	☐		
DATE OF APPROVAL OR REJECTION May 6, 1980		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>	

NOTICE

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

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

N8229

1. To prevent engine failure in the event the carburetor induction air/hot air control linkage on the carburetor induction air box fails: The carburetor air induction box was modified by installing a positive and automatic air valve opening system. The system comprises of installing Cessna P.N. 1250310-1 spring between the cold air induction valve arm and fixed arm riveted to the air box. Stops are installed in the cold air inlet which the cold air valve rests against when in the full open position. The bolt attaching the linkage to the cold air valve arm is reversed so that the head is at the top and the nut down.
2. This installation was previously approved for duplication by FAA Form 337 Dated February 13, 1980 G21A N1257A.

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY OFFICE IDENTIFICATION 7-561	
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. 1187	NATIONALITY AND REGISTRATION MARK N8229			
2. OWNER	NAME (As shown on registration certificate) Caribbean Flying Boats, Inc.		ADDRESS (As shown on registration certificate) Antilles Air Boats, Inc. Csted, St. Croix 00820		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Ralph B. Fuller c/o Antilles Air Boats, Inc. Csted, St. Croix 00820			☒ U.S. CERTIFICATED MECHANIC		264841774
			☐ FOREIGN CERTIFICATED MECHANIC		
			☐ CERTIFICATED REPAIR STATION		
			☐ MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE March 21, 1980			SIGNATURE OF AUTHORIZED INDIVIDUAL Ralph B. Fuller <i>Ralph B. Fuller</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION March 21, 1980		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>	

NOTICE

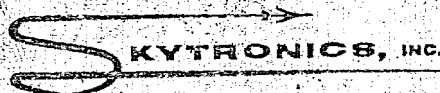
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

ALTERNATOR INSTALLATION

1. Removed 50 amp generator model 30E01-1A from left and right engine, removed reverse current relays model AN30254 from station 11.5 right side of cockpit, removed all existing wiring.
2. Installed new Jasco 50 amp alternators model 7555T on left and right engines and voltage controller J12M245P which contains a 24 volt regulator and a voltage protector which is located on the front right side of station 7.
3. Installed cooling scoops on engine assary cowl.
4. The Pratt and Whitney engines are equipped with the 2:1 ratio generator drive the same as the Grumman AG-CAT.
5. All of the above work is in accordance with Skytronics, Inc. Dwg. #5016 typical cooling for Jasco alternator fixed wing application, Skytronics, Inc. Dwg. #5026 wiring diagram of Voltage Controller for Grumman AG-CAT (J12M245P) Skytronics, Inc. Dwg. #5024 installation for 24V 50A Neg. and alternator Note #5, and Advisory Circular 43, 13-1A Chapter 2 Section 1,2,3,4, 5, and 6, this installation is similar to previously installed alternator on Grumman G-21A N11CS Sept. 15, 1978 California, and Grumman G-21A N473C Jan. 1980 Alaska.

☒ ADDITIONAL SHEETS ARE ATTACHED



227 OREGON STREET
EL SEGUNDO, CALIF.
ZIP CODE 90245
PHONE (213) 772-3231
TELEX 653 454

COMPARED TO THE BEST GENERATOR, THE JASCO ALTERNATOR
IS LIGHTER, MORE RELIABLE, DELIVERS MORE POWER,
REQUIRES LESS MAINTENANCE, LESS OVERHAUL, FEWER PARTS.

INSTALLATION: The Jasco Alternator is engine driven, pad-mounted, and designed to replace the pad-mounted, gear driven type aircraft generators.

WEIGHT: Total weight of Alternator and Regulator: under 14½ lbs. This constitutes a saving of approximately 20 lbs., compared to the weight of a conventional generator system.

OPERATION: Alternator delivers instant power from low engine speed to maximum R.P.M.

SOLID STATE: Being an all-electronic, solid state device with no moving parts in the voltage control system, the Alternator minimizes battery drain, requires less current than a generator, and employs a thermistor to adjust voltage to meet all power requirements and obtain optimum battery charging. It also eliminates the use of reverse current relays and carbon pile voltage regulators.

ON-OFF FEATURE: Whether aircraft is on the ground, or in the air, the Alternator can be turned off instantly--"a safety feature", provided that an alternator switch is part of your electrical system.

NO RELAYS: The Jasco Alternator uses isolation diodes incorporating semi-conductors (silicone diodes) instead of conventional electro-mechanical relays. In addition to stepping up reliability, this solid state system activates the magnetic field, turning off the warning light as soon as the engine is started and turning it on when engine stops.

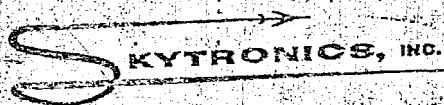
RUGGED CONSTRUCTION: Fitted with pre-lubricated ball bearings and primary as well as secondary drive shaft oil seals, the Jasco Alternator has an all weather housing which enables the unit to operate in above-normal environmental temperatures, rendering it resistant to water, rain, hail, dirt, gas, oil, and chemicals.

STC approved on numerous aircraft; specifics on application.

BRANCH OFFICE - 4340 N.W. SEVENTY-SECOND AVENUE, MIAMI, FLORIDA 33166 (305) 592-6400 TELEX 51-6850

FAA AIRCRAFT REGISTRY
CAMERA NO. 5, DATE:

12-27-82



The following Jasco Alternators are FAA approved for installation on the indicated Aircraft.

6560-1 (12 Volt)

Cessna 150, 170, 172, 175
Beech 35 Series
Navion and "A"

STC # SA 971 WE
STC # SA 999 WE
STC # 1246 WE

PMA Issued
PMA Issued
PMA Issued

6565-1 (12 Volt)

Grumman G-164
Cessna A-188 Series
Cessna 190 and 195 Series

STC # SA 2015 WE
STC # SA 2279 SW
STC # SA 1809 SW

PMA Issued
Page Aircraft
PMA Issued

6565-1 (12 Volt)

(All STC's are pending for installation on aircraft powered with Lycoming and Wright Engines).

7555-1 (24 Volt)

Grumman G-164
Cessna A-188 Series
Rockwell Commander S-2R
Bell 47G and G2
Bell 47G 2's, 3's, 4's, 5's
Bell 47J's and K
Cont. Copters Tom Cat
DeHavilland DHC-2 Beaver

STC # SA 2015 WE
STC # SA 2279 SW
Engineering Approval 4/25/74
STC # SH 191 WE
STC # SH 193 WE
STC # SH 194 WE
STC # SH 2303 SW
STC # SA 348 NW

PMA Issued
Page Aircraft
PMA Issued
PMA Issued
PMA Issued
Continental Copters
Kenmore Air Harbor

7565-1 (24 Volt)

Email - MA-1B Paymaster

STC # A6PC

PMA Issued

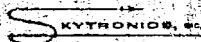
(Other STC's are pending for installation on aircraft powered by Lycoming and Wright Engines).

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

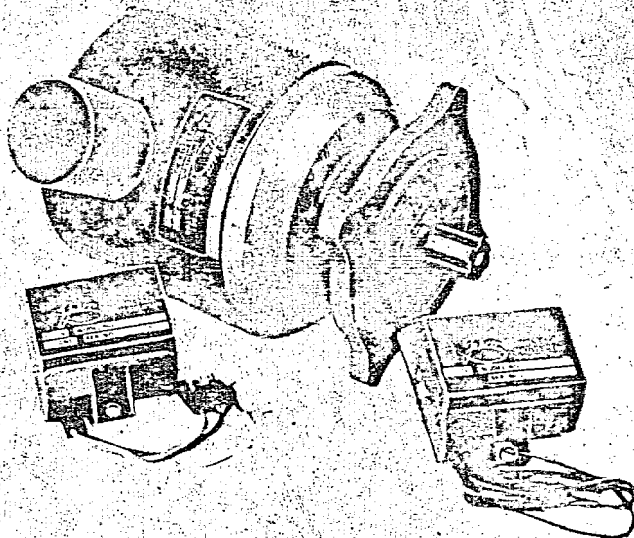
DATE: 12-27-82

JASCO ALTERNATOR SYSTEM

By



with Transistorized Regulator and Voltage Protector!



This Installation

813-655-7412

Approved for:

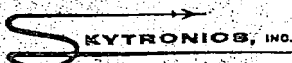
- ✓ GRUMMAN AG-CAT
- ✓ COMMANDER THRUSH
- ✓ BELL 47 HELICOPTER
- ✓ CESSNA 195
- ✓ AG WAGON with JACOBS ENGINE

Also available for:

- ✓ BEECH BONANZA
- ✓ NAVION
- ✓ HILLER HELICOPTER
- ✓ CESSNA 150, 170, 172, 175.

✓ And others _____

ALL APPROVED



227 Oregon St., El Segundo, Ca. 90245
4380 N.W. 72nd Ave., Miami, Fla. 33166

MANUFACTURERS OF SKYFLEX IGNITION

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE: 12-27-82

1A1469

HELICOPTER APPLICATION

ROUTE AIR COOLING DUCT TO COOLING SHROUD: SUPPORT DUCT TO PREVENT OBSTRUCTION TO AIR FLOW.

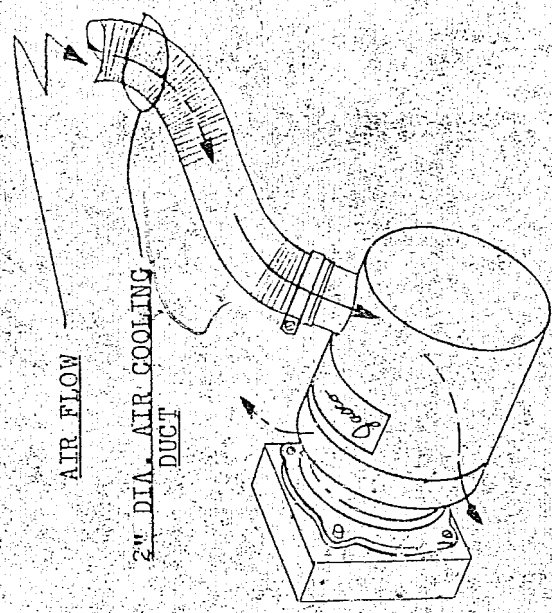
FIXED WING APPLICATION

ROUTE RAM AIR COOLING DUCT TO RAM AIR COOLING INLET: SUPPORT DUCT TO PREVENT OBSTRUCTION TO AIR FLOW.

COOLING INLET SHOULD BE EXTERNAL TO AIRCRAFT ENGINE COMPARTMENT AIR. IT IS RECOMMENDED TO PROVIDE A SEPARATE AIR SCOOP INLET TO RAM AIR COOLING DUCT. (DO NOT CONNECT TO HEATER BOX.)

CAUTION

DO NOT OPERATE ALTERNATOR WITHOUT SUPPLYING ADEQUATE COOLING AIR TO THE ALTERNATOR. OPERATING ALTERNATOR WITHOUT ADEQUATE COOLING WILL DAMAGE ALTERNATOR. OPERATION OF ALTERNATOR WITHOUT ADEQUATE COOLING VOIDS WARRANTY.



TYPICAL COOLING FOR JASCO ALTERNATOR



KYTRONICS, INC.

EL SEGUNDO, CALIF.

MATERIAL	DATE: 12/22/78	DWN. BY: HP
SPEC.	SCALE	APPR. BY: JES
FINISH	DIMENSION TOLERANCE $\pm .008$ UNLESS OTHERWISE SPECIFIED	

RECOMMENDED COOLING FOR JASCO ALTERNATOR
INSTALLATION.

DWG. NO. 5016

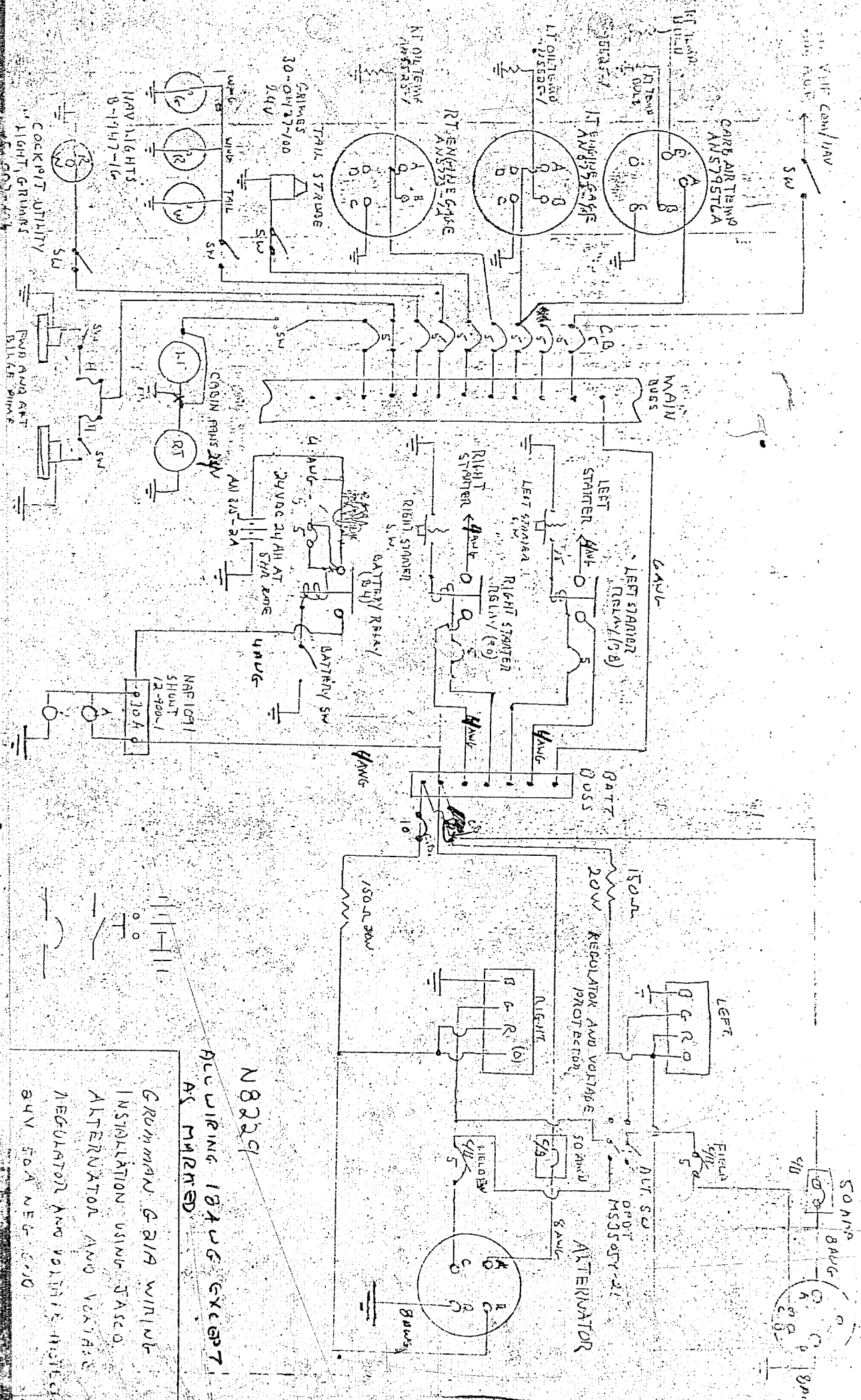
FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE:

12-27-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

LATE:

12-27-82



N8229

REPAIRING 184UG EXCEPT

AS SHOWN

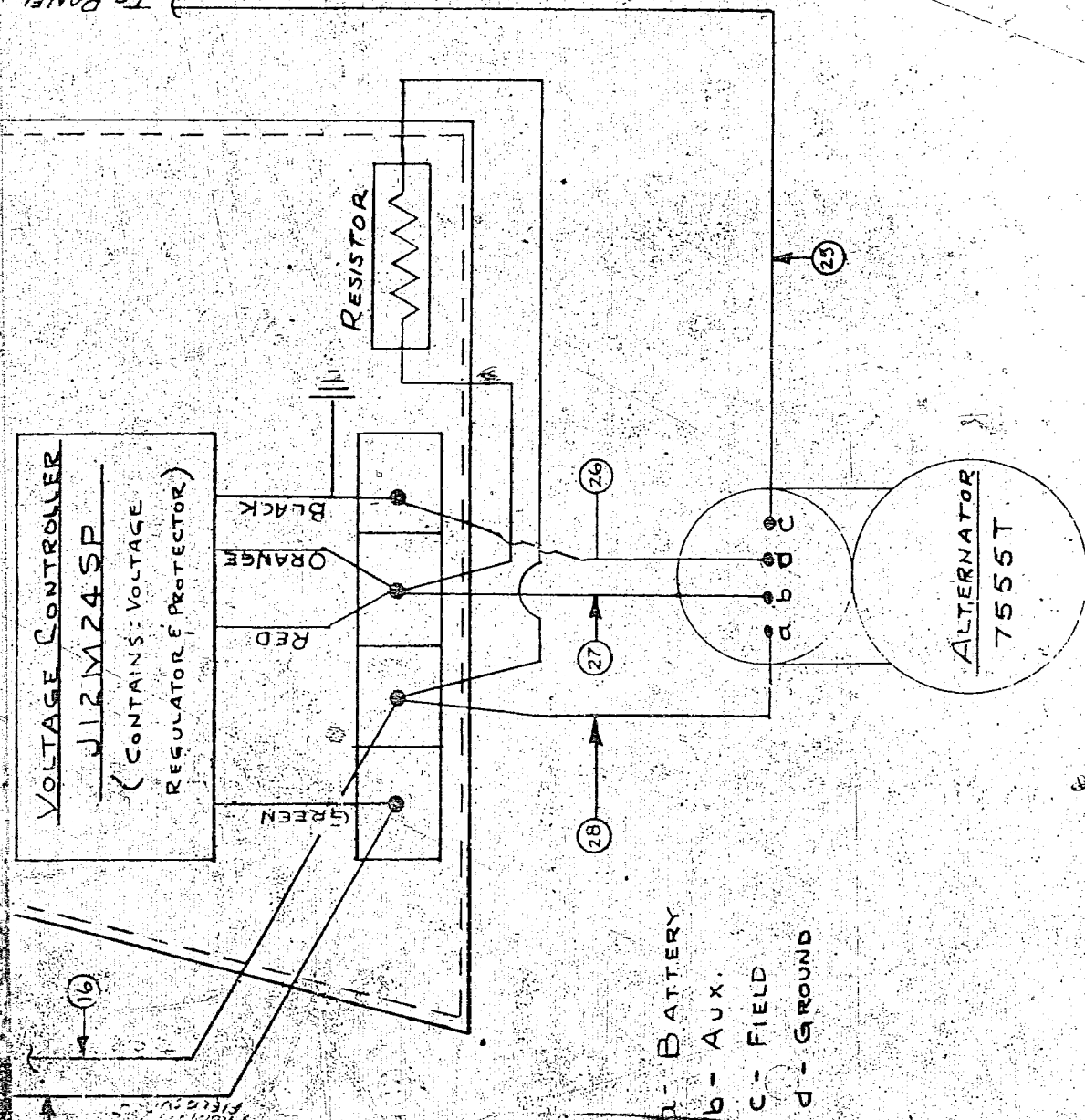
GRUMMAN 6-11A WIRING
INSTALLATION USING JACO
ALTERNATOR AND VOLTAGE
REGULATOR AND VOLTAGE PROTECTOR
50V 50A NEG. GND

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE:

12-27-82

TO PANEL



THIS WIRING DIAGRAM IS TO BE USED TO INSTALL SKYTRONICS VOLTAGE CONTROLLER J12M24SP IN THE GRUMMAN AG-CAT. THE VOLTAGE CONTROLLER (J12M24SP) CONTAINS A 24 VOLT REGULATOR AND A VOLTAGE PROTECTOR. THIS VOLTAGE CONTROLLER REPLACES THE J12M24 VOLTAGE REGULATOR AND THE SVP-4 VOLTAGE PROTECTOR.

THIS WIRING DIAGRAM IS MADE WITH REFERENCE TO THE AG-CAT ELECTRICAL SYSTEM SCHEMATIC AS SUPPLIED BY GRUMMAN AMERICAN AVIATION TO SKYTRONICS INC. BY RALPH MAHAN, DATED JULY 24, 1978. REFERENCE ITEM NUMBERS () ARE AS SHOWN ON THE GRUMMAN SCHEMATIC.

KYTRONICS, INC.
EL SEGUNDO, CALIF.

MATERIAL	DATE 1-8-79	DWN. BY
SPEC.	SCALE	APPR. BY
FINISH		

WIRING DIAGRAM OF VOLTAGE CONTROLLER
FOR GRUMMAN AG-CAT (J12M24SP)

DWG NO. 5026

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 12-27-82

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 50-FS00-61	
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.	1187		NATIONALITY AND REGISTRATION MARK	N8229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	CARIBBEAN FLYING BOATS, INC.			c/o Antilles Air Boats, Inc. Christiansted, St Croix, U.S.V.I.	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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.
ABELARDO GOMEZ c/o ANTILLES AIR BOATS, INC. CHRISTIANSTED, ST CROIX, U.S.V.I. 00820			☒ 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	SEPTEMBER 27, 1978		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Abelardo Gomez Ramos</i> ABELARDO GOMEZ		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION SEPTEMBER 27, 1978		CERTIFICATE OR DESIGNATION NO. IA 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> CHARLES FREEHLING		

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 BLKD. STA. 33, PART NUMBER SI-12093-1,
IN ACCORDANCE WITH SORM INDUSTRIES F.A.A. SEALED DRAWING
SI-4000. STC # SA96NW.

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

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
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.				OFFICE IDENTIFICATION 50-FSD0-61	
1. AIRCRAFT	MAKE	GRUMMAN		MODEL	G-21A
	SERIAL NO.	1187		NATIONALITY AND REGISTRATION MARK	N8229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	CARIBBEAN FLYING BOATS V.I. INC			C/o Antilles Air Boats Inc West Seaplane Ramp, Christiansted	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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.
CLAUDE AUSTIN C/o ANTILLES AIR BOATS INC CHRISTIANSTED, ST CROIX, U.S.V.I.			☒ U.S. CERTIFICATED MECHANIC		A & P 2227109
			☐ FOREIGN CERTIFICATED MECHANIC		
			☐ CERTIFICATED REPAIR STATION		
			☐ MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE SEPTEMBER 5, 1978			SIGNATURE OF AUTHORIZED INDIVIDUAL CLAUDE AUSTIN <i>Claude Austin</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION SEPTEMBER 5, 1978		CERTIFICATE OR DESIGNATION NO. IA 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> CHARLES FREEHLING		

NOTICE

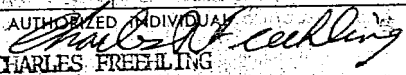
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 ALCOR INC. EXHAUST GAS TEMPERATURE
INDICATOR KIT # 326 I/A/W SUPPLEMENTAL TYPE
CERTIFICATE NUMBER SA96SW PER REPORT 68-145
F.A.A. APPROVED LIST DATED 4/26/77.

-----Nothing follows-----

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 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.	1187		NATIONALITY AND REGISTRATION MARK	18229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	CARIBBEAN FLYING BOATS, INC.			C/O ANTILLES AIR BOATS, INC. CHRISTIANSTED, ST CROIX, USVI 00820	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
CLAUDE AUSTIN c/o ANTILLES AIR BOATS, INC CHRISTIANSTED, ST CROIX, USVI			☒ U.S. CERTIFICATED MECHANIC		A & P 2227109
			☐ FOREIGN CERTIFICATED MECHANIC		
			☐ CERTIFICATED REPAIR STATION		
			☐ MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
SEPTEMBER 27, 1978			 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 ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
SEPTEMBER 27, 1978		IA 1617154	 CHARLES FREEHLING		

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 December 16, 1977.
- (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 E110 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

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-FSD-61-7-61	
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 Grueman		MODEL G-21A		
	SERIAL NO. 1187		NATIONALITY AND REGISTRATION MARK N8229		
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats Inc.		ADDRESS (As shown on registration certificate) Christiansted, St. Croix U.S.V.I. 00820		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	Pratt & Whitney	R-985-ANI	208III	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Caribbean Airmotive, Inc. PO Box 4973 Old San Juan Sta. San Juan, Puerto Rico. 00907.		☒ U.S. CERTIFICATED MECHANIC		#761-22	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☒ CERTIFICATED REPAIR STATION		#761-22	
		MANUFACTURER			
D: I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE September 8-1977		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tom O'Neill</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify) #761-22	
	FAA DESIGNEE	☒ REPAIR STATION	☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION Sept. 8-1977		CERTIFICATE OR DESIGNATION NO. #761-22		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Loge L. Mordue</i>	

NOTICE

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

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

Engine received this Statio for overhaul.
Engine completely dissassembly. All parts and components cleaned.
Perform inspection of all parts and components per P&W overhaul manual.
all steel parts Magnafuxed. Aluminun parts inspected througly and
Zyglo checked. Crankshaft overhaul by Design Engineering FAA, repair
Sta. #5216. Magnetos overhaul by C.A.A., Inc. Repair Sta. #761-22.
Engine assembled per P&W R-985, overhaul instructions. Test cell run
up proved Satisfactory as per P&W R-985 run up procedure.
Total time since since overhaul 4 Hrs. The following P&W service
bulletins are complied at this time.
1710, 1703, 1758, 1783, 1000, 1175, 1183, 1710 1546.

C/W A/D, 68-9-1, 76-20-01, 57-5-4, 66-14-4.

NOTHING

FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 - FOR FAA USE ONLY OFFICE IDENTIFICATION 7-5-01	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE GRUMMAN		MODEL G-21-A		
	SERIAL NO. 1187		NATIONALITY AND REGISTRATION MARK U.S.A. N8229		
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats Inc. 77		ADDRESS (As shown on registration certificate) Seaplane Ramp, Veterans Drive St. Thomas, V.I. 00801		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R- 985-AW-1	JP-207758	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
JOSEPH H. STOY c/o ANTILLES AIR BOATS, INC. ISLA GRANDE AIRPORT, SAN JUAN PUERTO RICO		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		52858-41 A&P	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE APRIL 30, 1976		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph H. Stoy</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY:	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT, INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 5-30-76		CERTIFICATE OR DESIGNATION NO. 1333009		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph H. Stoy</i>	

NOTICE

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

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

ENGINE RECEIVED this station for overhaul. Engine given inspection and completely dis-assembled. All parts cleaned and magnafluxed. All other parts cleaned and inspected in accordance with manufacture's specifications and replaced new parts where necessary. Overhauled magnetos and harness installed. Test cell run up proved satisfactory as per manufacture's specifications.

Time since overhaul 00:00 hours.

FAA AD NOTE 66-14-4 previously complied with.
FAA AD Note 57-5-4 " "
FAA AD Note 68-9-1 complied with
FAA AD Note 56-6-2 " "

SERVICE BULLITIN 1658-B previously complied with.

NOTHING FOLLOWS

*This ENGINE INSTALLED ON RIGHT SIDE #229
J. Marteny*

☐ ADDITIONAL SHEETS ARE ATTACHED

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N-8229	GRUMMAN G-21A	1187	Aero Bul. 7A

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

NONE

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Dec. 31, 1970	J.L. Villafane	SJI-FSDO 7-5-61

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

FAA Form 1362 (7-65)

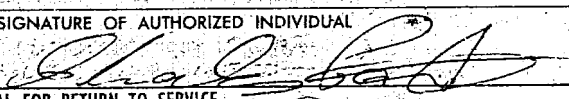
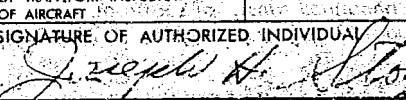
0052-040-8000 (B100)

(No fee required for revised Certificate of Registration)

ATTENTION! Read the following statement before signing this application. A false or dishonest answer to any question in this application may be grounds for punishment by fine and/or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

I/WE CERTIFY that the above described aircraft (1) is owned by the undersigned applicant(s), who is/are citizen of the United States as defined in Sec. 101(13) of Federal Aviation Act of 1958; (2) is not registered under the laws of any foreign country; and (3) legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
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.				OFFICE IDENTIFICATION 80-FSDO-7-5-61	
1. AIRCRAFT	MAKE GRUMMAN	MODEL G-21A			
	SERIAL NO. 1187	NATIONALITY AND REGISTRATION MARK N 8229 U.S.A.			
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.		ADDRESS (As shown on registration certificate) Seaplane Ramp, Veterans Drive St. Thomas, U.S.V.I. 00801		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	CLEVELAND WHEELS & BRAKES 30-91 BRAKES (As described in item 1 above) N/A AIRCRAFT PRODUCTS, INC. 40-127 WHEELS				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Charles Pondt ANTILLES AIR BOATS, INC. St. Thomas, U.S.V.I. 00801		☒ U.S. CERTIFICATED MECHANIC		A&P 2109224	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE January 9, 1976		SIGNATURE OF AUTHORIZED INDIVIDUAL 			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	C. ADJ. DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION January 9, 1976		CERTIFICATE OR DESIGNATION NO. AI 133009		SIGNATURE OF AUTHORIZED INDIVIDUAL 	

NOTICE

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

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

Removed main landing gear wheels (2) Hayes Model #G3-56A 30 X 70 together with Brake Assemblies (2) Hayes Model H-2-102.

Installed Cleveland Aircraft Products, Inc. (2) Brake Assemblies Model #30-91 together with (2) Wheel Assemblies Model #40-127 32 X 8.8 Type VII.

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

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

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

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

STC #SA-99 GL Decembe- 03, 1975

NOTHING FOLLOWS

ASO-FSDO-61/SJU

RCVD 3-22-76
Chief
242
245
246
247
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250a
250b

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE				INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.	
A. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N8229	2. AIRCRAFT BUILDER'S NAME (make) Grumman	3. AIRCRAFT MODEL DESIGNATION G-21A	4. YR. MFG. 1942	FAA CODING 3951204
	5. AIRCRAFT SERIAL NO. 1187	6. ENGINE BUILDER'S NAME (make) Pratt & Whitney	7. ENGINE MODEL DESIGNATION R 985	52008	
	8. NUMBER OF ENGINES Two	9. PROPELLER BUILDER'S NAME (make) Hartzell	10. PROPELLER MODEL DESIGNATION HCF3R30-2E	11. AIRCRAFT IS ☒ USED ☐ REPAIR PARTS	
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)				
	A. ☒ STANDARD AIRWORTHINESS CERT. (Indicate category) ☐ NORMAL ☐ UTILITY ☐ ACROBATIC ☐ TRANSPORT ☐ GLIDER ☐ BALLOON				
	B. ☐ SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)				
	2. LIMITED				
	5. PROVISIONAL (Indicate class)				
	3. RESTRICTED (Indicate operation(s) to be conducted)				
	4. EXPERIMENTAL (Indicate operation(s) to be conducted)				
	8. SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)				
	1. CLASS I				
	2. CLASS II				
1. AGRICULTURE & PEST CONTROL 2. AERIAL SURVEYING 3. AERIAL ADVERTISING					
4. FOREST (Wild life conservation) 5. PATROLLING 6. WEATHER CONTROL					
0. OTHER (Specify)					
1. RESEARCH AND DEVELOPMENT 2. AMATEUR BUILT 3. EXHIBITION					
4. RACING 5. CREW TRAINING 6. AXT SURVEY					
0. TO SHOW COMPLIANCE WITH FAR					
1. FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE					
2. EVACUATE FROM AREA OF IMPENDING DANGER					
3. OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT					
4. DELIVERING OR EXPORT 5. PRODUCTION FLIGHT TESTING					
C. ☒ MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)					
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER CHECK HERE →				
	NAME ADDRESS Caribbean Flying Boats, Inc. 39 Strand St. Christiansted, St. Croix, V.I.				
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) 00820				
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) TC654 AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 73-12-6				
	AIRCRAFT LISTING (Give page No.) Page 98 SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A				
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS				
	☒ CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173 TOTAL AIRFRAME HOURS—Enter for used aircraft only 8745.9 ☒ EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed N/A				
	D. CERTIFICATION—I, by certifying that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.				
	DATE OF APPLICATION 5-9-75 NAME AND TITLE (Print or type) R. N. Gillies Operations Manager SIGNATURE [Signature]				
	IV. INSPECTION VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)			
2. FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.) 3. CERTIFICATED MECHANIC (Give Certificate No.) 4. CERTIFICATED REPAIR STATION (Give Certificate No.)					
5. AIRCRAFT MANUFACTURER (Give Name of Firm)					
DATE TITLE SIGNATURE					
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable blocks) I find that the aircraft described in Section I or II meets the requirements for: ☒ The certification requested or ☐ Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☒ FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.				
	DATE 05-13-75	DISTRICT OFFICE EJU FSDO 25-61	DESIGNEE'S SIGNATURE AND NO. 4	FAA INSPECTOR'S SIGNATURE JUAN L. VILLAFANE	

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER	
	NAME	ADDRESS
	B. PRODUCTION BASIS (Check applicable item)	
	☐ PRODUCTION CERTIFICATE (Give production certificate number) ☐ TYPE CERTIFICATE ONLY ☐ APPROVED PRODUCTION INSPECTION SYSTEM	
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:	
	DATE OF APPLICATION	SIGNATURE
	NAME AND TITLE (Print or type)	
	A. DESCRIPTION OF AIRCRAFT	
	REGISTERED OWNER	ADDRESS
	BUILDER (Make)	MODEL
	SERIAL NUMBER	REGISTRATION MARK
	B. DESCRIPTION OF FLIGHT	
	FROM	TO
	VIA	DEPARTURE DATE
DURATION		
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT.	
	☐ PILOT ☐ CO-PILOT ☐ NAVIGATOR ☐ OTHER (Specify)	
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:	
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)	
	F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.	
	DATE	SIGNATURE
	NAME AND TITLE (Print or type)	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	☒ A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	G. Statement of Conformity, FAA Form 317 (Attach when required)
	☒ B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	☒ C. Data, Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.191(b) CAR _____ (Original attached)
	☒ D. Current Weight and Balance Information Available in Aircraft	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d)(1) _____ (Copy attached)
	☒ E. Major Repair and Alteration, FAA 337 (Attach when required)	
	☒ F. This Inspection Recorded in Aircraft Records	

Typed by #38

duplicate to ORC

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

1. NATIONALITY AND REGISTRATION MARKS N 8229	2. MANUFACTURER AND MODEL Grumman G-21A	3. AIRCRAFT SERIAL NUMBER 1187	4. CATEGORY Aero Bul. 7A
--	---	--	------------------------------------

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

None

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

DATE OF ISSUANCE May 13, 1975	FAA REPRESENTATIVE <i>[Signature]</i> J. L. Villafane	DESIGNATION NUMBER SJU-FSDO 7-5-61
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 12-27-82

UNITED STATES OF AMERICA	
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	
SPECIAL AIRWORTHINESS CERTIFICATE	
A	CLASSIFICATION: EXPERIMENTAL
	PURPOSE: Show Compliance with FAR's
B	MANUFACTURER: N/A
	NAME: N/A
	ADDRESS: N/A
C	FLIGHT: N/A
	FROM: N/A
	TO: N/A
D	N- 8229
	BUILDER: Grumman
	SERIAL NO. 1187
	MODEL: G21A
	DATE OF ISSUANCE: 05-06-75
	EXPIRY: 07-06-75
E	OPERATING LIMITATIONS DATED: 05-03-75
	ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF REPRESENTATIVE: J. L. Villafane
	DESIGNATION OR OFFICE NO.: SJU-FSDO 7-5-61

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

FAA FORM 8130-7 (3-69), SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5

SEE REVERSE SIDE

	This airworthiness certificate is issued under authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (14 CFR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

May 6, 1975

Flight Standards District Office
AED # 1 - Box 29A, Loiza Station
San Juan, Puerto Rico 00914



EXPERIMENTAL AIRCRAFT OPERATING LIMITATIONS

Registered Owner: Caribbean Flying Boats, Inc.
39 Strand Street
Christiansted, St. Croix, U.S.V.I.

MAKE: Grumman, Model C21A Serial No. 1187, Reg. No. N8229

1. This aircraft is certificated under the provisions of Federal Aviation Regulation 21.191 (b) for showing compliance with Federal Aviation Regulations.
2. Each person operating this aircraft shall comply with the operating limitations prescribed in FAR Part 91, Section 91.42 and shall conduct all flights in accordance with applicable FAA Air Traffic and General Operating Rules.
3. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
4. All flights shall be conducted to avoid congested airways and to avoid operation over cities, towns, villages, congested or any other areas where flight would create hazardous exposure to persons or property on the ground.
5. All flights shall originate and terminate in St. Croix, U.S.V.I.
6. Any major changes to this aircraft or change of ownership invalidates this certificate.

Issued 05-06-75
Expires 07-06-75

J.L. Villafane
J.L. Villafane
Principal General Aviation
Maintenance Inspector

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION ASO-FEDO-61 SJU	
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.	1187		NATIONALITY AND REGISTRATION MARK	US N8229
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	CARIBBEAN FLYING BOATS, INC.			Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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.	
2. Antilles Airboats V. Pinhero Veterans Drive St. Thomas, V.I. 00801		X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER		A&P 378437	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
July 20, 1974		Vito Pinhero			
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	
07/22/74		TAH496292		William Pinhero	

NOTICE

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

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

Removed Grumman G-21A engine ring cowls, p/n 13076, together with mounting brackets.

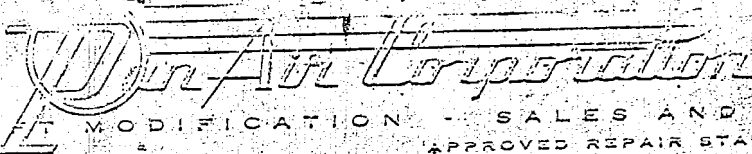
Beechcraft C-18 engine cowlings modified in accordance with Pan Air Corp. drawings EL-0104 dated 5/7/65 and EL-0104-1 dated 6/15/65.

Beechcraft cowl support brackets, p/n 185-5916 and engine cowlings, upper, p/n 404-185901 - lower, p/n 185903 installed under S.T.C. #SA551SW dated 8/31/65.

Weight and balance correction entered in aircraft log book.

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

☒ ADDITIONAL SHEETS ARE ATTACHED



AIRCRAFT MODIFICATION - SALES AND SERVICE
APPROVED REPAIR STATION NO. 322
604 245-1140 FAX-FCO P.O. BOX 20425 NEW ORLEANS LAKEFRONT AIRPORT NEW ORLEANS, LA 70120

September 4, 1975

Mailbox Air Bares, Inc.
P.O. Box 1000
P.O. Box 1000
St. John, Thomas
U.S. Virgin Islands 00801

Sir:
Received your letter dated 9/27/75 and your two checks.
Thanks for the prompt payment.
Enclosed is the necessary copy of STC and drawings for
STC to cover your 1200 aircraft.

N5518A	N777V	N8773A
N6005	N7600	N8218
N70001	N5204	N805
N70014	N4550	N7400
N3205	N5521A	N4770
N28360	N71670	N140V

STC has to be released with a 337.
We are doing business with you, and we may be on any
in the future, please contact us.

Very truly yours,

E. F. Gatchair

E. F. Gatchair
Service Manager

1/1: enclosures

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 12-27-82

FAA AIRCRAFT REGISTRY

SUPPLEMENTAL TYPE CERTIFICATE

INSTRUCTIONS - SUBMIT IN TRIPlicate TO LOCAL
FAA FLIGHT STANDARDS INSPECTOR
COPY WILL BE RETURNED TO APPLICANT UPON
ISSUANCE

1. NAME AND ADDRESS OF APPLICANT

Pan Air Corporation
P.O. Box 26425
New Orleans, La. 70126

2. SUPPLEMENTAL TYPE CERTIFICATE APPLIED FOR:

☒ AIRCRAFT ☐ ENGINE ☐ PROPELLER

ORIGINAL MODEL DESIGNATION
Grumman G21A

NEW MODEL DESIGNATION (If different)
None

3. DESCRIPTION OF CHANGE

Modify Beechcraft C-18 cowl to fit Grumman G21A per Pan Air Corporation
drawings EL-0104 dated 5/7/65, EL-0104-1 dated 6/15/65, EL-0104-2 dated
June 15, 1965.

The following placard is required in full view of the pilot:

"With modified Beech cowl installed, sea level single engine climb
performance at maximum gross weight is 30 ft./minute. Rate of sink."

4. ALL DATA BE AVAILABLE FOR SALE OR RELEASE TO OTHER PERSONS?

☒ YES ☐ NO

5. ALL PARTS BE MANUFACTURED FOR SALE (Ref. FAR 1.55)?

☒ YES ☐ NO

6. SIGNATURE AND TITLE OF APPLICANT

5/7/65

E. Gatech E. Gatech
SIGNATURE
Chief Inspector

DATE OF APPLICATION

6. To be Completed by FAA

7. AIR LOCATION OF DATA

Data listed in Item 3 above and Flight Test Report No. A714SWS on file at
DFA-113.

Reference Project: A714SWS

Applicable regulations: Same as original certification.

8. TYPE CERTIFICATE NO.

1654

FAA APPROVAL

9. SUPPLEMENTAL TYPE CERTIFICATE NO.

845515W

10. DATE OF APPROVAL

8/22/65

H. E. Slaughter
SIGNATURE
H. E. Slaughter
Chief, Engineering and Manufacturing Branch
TITLE

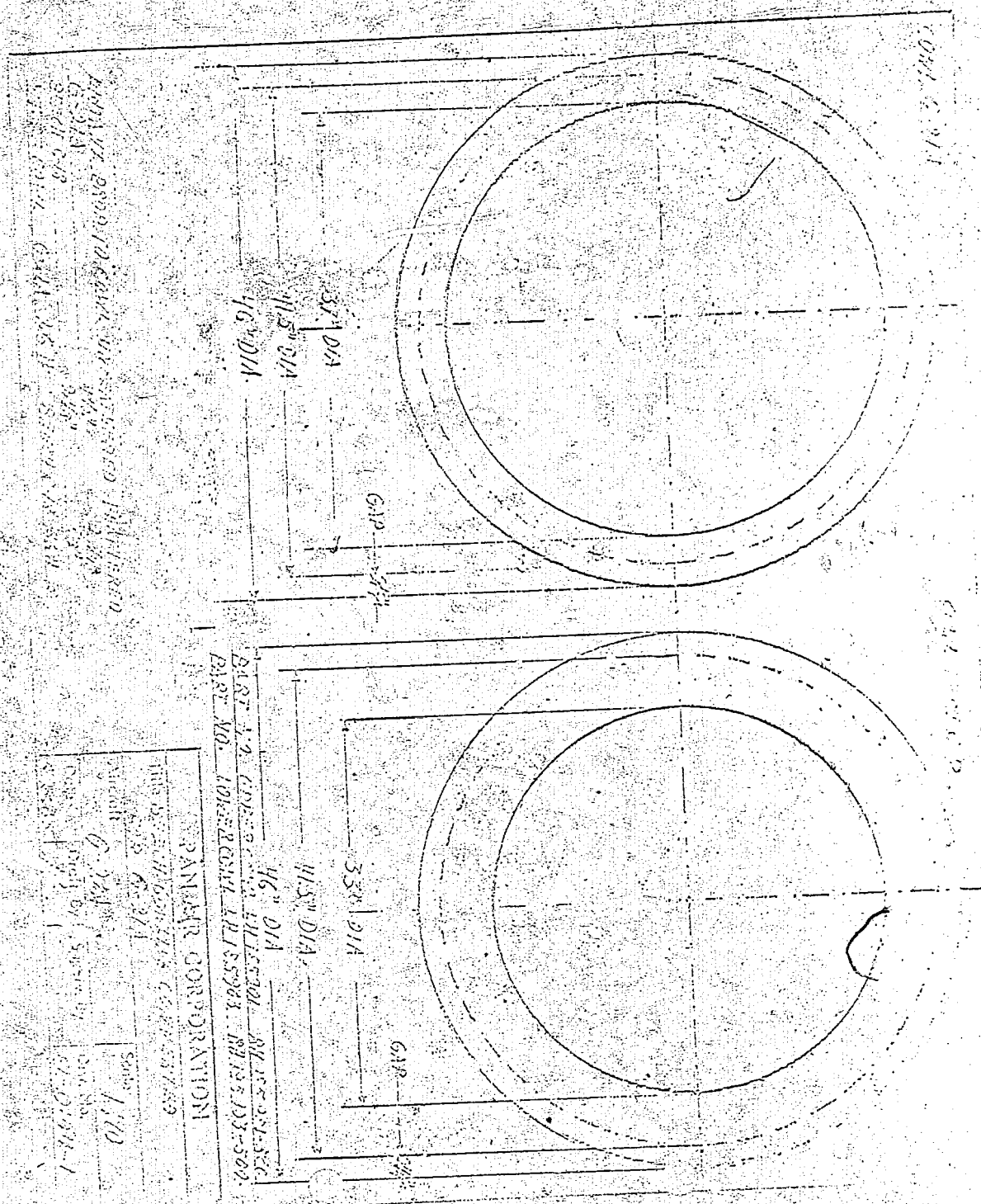
FAA AIRCRAFT REGISTRY
CAMERA NO. 5

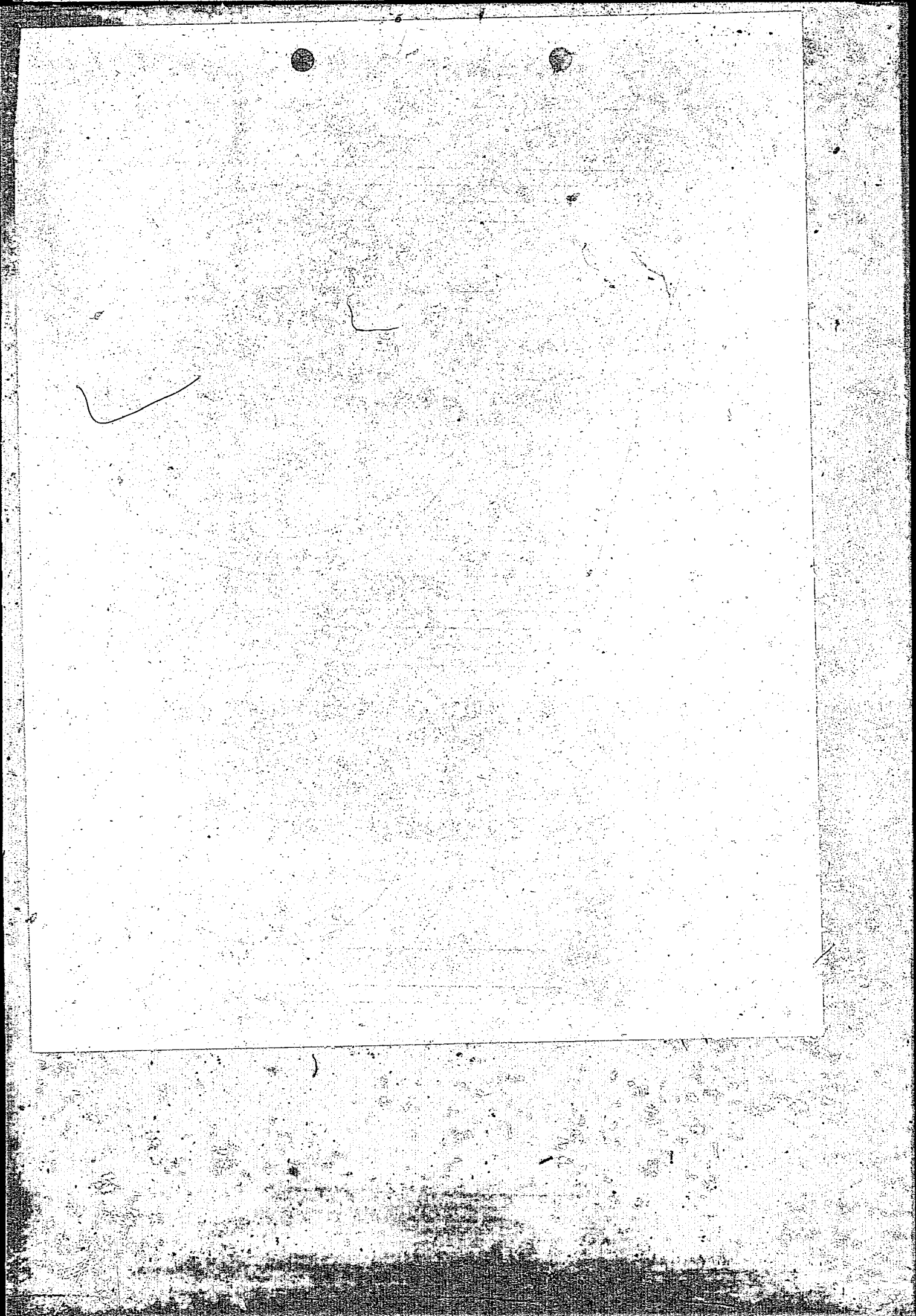
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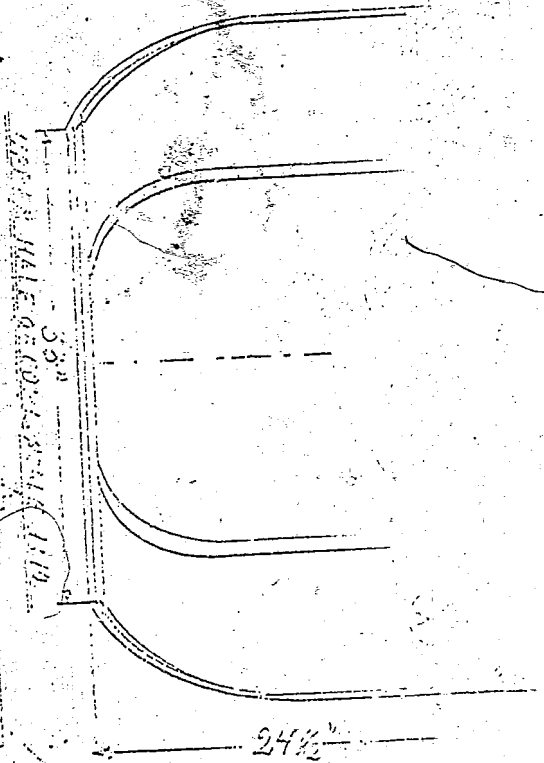




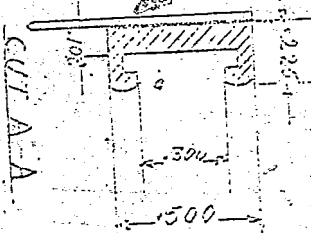
DETAIL A SCALE 2:1



NOTE: LOWER COLLING CUT TO 3/4" ONLY.
AND EXISTING INSTALLED
CURB CUT TO CLEAR EXHAUST STACK
ON UPPER HALF ONLY.



CUT A-A



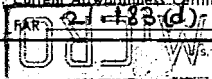
REVISIONS: ALL 456-11-5.
L.M. GENTILES

PAN AIR CORPORATION
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ASO-FSDO-61/SJU
Rcvd 7/24/74
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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE				INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.			
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING		
	N-8229	Grumman	G-21A	1942	395-12-1		
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		8. AIRCRAFT IS		
	1187	Pratt & Whitney	R985 AN series		NEW ☒ USED ☐ IMPORT ☐		
II. CERTIFICATION REQUESTED	8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS		
	2	Hartzell	HC-B3R30-2E/R10152-5 1/2		NEW ☒ USED ☐ IMPORT ☐		
	APPLICATION IS HEREBY MADE FOR: (Check applicable items)						
	A. 1. ☒ STANDARD AIRWORTHINESS CERT. (Indicate category) ☒ NORMAL ☐ UTILITY ☐ ACROBATIC ☐ TRANSPORT ☐ GLIDER ☐ BALLOON						
III. OWNER'S CERTIFICATION	B. SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)						
	2. ☐ LIMITED						
	5. ☐ PROVISIONAL (Indicate class)						
	3. ☐ RESTRICTED (Indicate operation(s) to be conducted)						
	4. ☐ EXPERIMENTAL (Indicate operation(s) to be conducted)						
	8. ☐ SPECIAL RIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)						
	1. CLASS I						
	2. CLASS II						
	1. AGRICULTURE & PEST CONTROL 2. AERIAL SURVEYING 3. AERIAL ADVERTISING						
	4. FOREST (Wild life conservation) 5. PATROLLING 6. WEATHER CONTROL						
IV. INSPECTION AGENCY VERIFICATION	0. OTHER (Specify)						
	1. RESEARCH AND DEVELOPMENT 2. AMATEUR BUILT 3. EXHIBITION						
	4. RACING 5. CREW TRAINING 6. MKT. SURVEY						
	0. TO SHOW COMPLIANCE WITH FAR						
	1. FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE						
	2. EVACUATE FROM AREA OF IMPENDING DANGER						
	3. OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT						
	4. DELIVERING OR EXPORT 5. PRODUCTION FLIGHT TESTING						
	C. 6. MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)						
	IF DEALER, CHECK HERE ☐						
V. FAA REPRESENTATIVE CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)				NAME		
	CARIBBEAN FLYING BOATS, INC.				ADDRESS c/o Antilles Air Boats, Inc.		
					Saaplane Ramp, Vet. Dr., St. Thomas, U.S.V.I.		
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated):						
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.)				AIRCRAFT LISTING (Give page No.)		
	XX T654, Bulletin 7A				XX 98, 99, 100 (rev. 1/18/62)		
	XX				XX		
	XX				XX		
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						
	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173						
TOTAL AIRFRAME HOURS—Enter for used aircraft only 4636:56							
3. EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed							
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.							
DATE OF APPLICATION		NAME AND TITLE (Print or type)			SIGNATURE		
12/31/70		Charles F. Blair, President			[Signature]		
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Section only if FAR 21.183 (a) applies)							
2. FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)		3. CERTIFICATED MECHANIC (Give Certificate No.)		6. CERTIFICATED REPAIR STATION (Give Certificate No.)			
XX		XX IA 1496292					
5. AIRCRAFT MANUFACTURER (Give Name of Firm)							
DATE		TITLE			SIGNATURE		
12/31/70		William Everett			[Signature]		
I have inspected the aircraft described in item I or VII and find it meets the requirements for:							
X A. STANDARD AIRWORTHINESS CERTIFICATE				B. SPECIAL AIRWORTHINESS CERTIFICATE			
4. C. AMENDMENT OR MODIFICATION OF ITS CURRENT AIRWORTHINESS CERTIFICATE							
DATE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE			
Dec 31/1970		SJI-FSDO 7-5-61		[Signature]			

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER	
	NAME	ADDRESS
	B. PRODUCTION BASIS (Check applicable item)	
	☐ PRODUCTION CERTIFICATE (Give production certificate number) ☐ TYPE CERTIFICATE ONLY ☐ APPROVED PRODUCTION INSPECTION SYSTEM	
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:	
	DATE OF APPLICATION	SIGNATURE
	NAME AND TITLE (Print or type)	
	A. DESCRIPTION OF AIRCRAFT	
	REGISTERED OWNER	ADDRESS
	BUILDER (Make)	MODEL
	SERIAL NUMBER	REGISTRATION MARK
	B. DESCRIPTION OF FLIGHT	
	FROM	TO
	VIA	DEPARTURE DATE
DURATION		
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT	
	☐ PILOT ☐ CO-PILOT ☐ NAVIGATOR ☐ OTHER (Specify)	
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:	
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)	
	F. CERTIFICATION —I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.	
	DATE	SIGNATURE
	NAME AND TITLE (Print or type)	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	☒ A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	G. Statement of Conformity, FAA Form 217 (Attach when required)
	☐ B. Current Operating Limitations Attached	☒ H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	☐ C. Data: Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)
	☒ D. Current Weight and Balance Information Available in Aircraft	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) (Copy attached)
	☒ E. Major Repair and Alteration, FAA 337 (Attach when required)	
	☒ F. Inspection Recorded in Aircraft Records	



UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N-8229	GRUMMAN F-21A	1187	Aero Rail. 7A

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

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 23, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Dec. 31, 1970	J.L. Villafane	SJU-PSDO 7-5-61

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

FAA Form 1362 (7-65)

0052-040-8000 (8100)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE: 12-27-82

MICRO



CANADA

DEPARTMENT OF TRANSPORT
AIR SERVICES

CIVIL AVIATION BRANCH

CERTIFICATE OF AIRWORTHINESS

(1) NATIONALITY AND
REGISTRATION MARKS

CF - I F N

(2) MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT

Grumman Aircraft Engineering Corp.

Grumman G21A

(3) AIRCRAFT
SERIAL NUMBER

1187

(4) CATEGORY Normal

(5) THIS CERTIFICATE OF AIRWORTHINESS IS ISSUED PURSUANT TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION DATED THE 7TH DECEMBER, 1944 AND THE AIR REGULATIONS IN RESPECT TO THE ABOVE MENTIONED AIRCRAFT WHICH IS CONSIDERED TO BE AIRWORTHY WHEN MAINTAINED AND OPERATED IN ACCORDANCE WITH THE FOREGOING AND EITHER THE AIRCRAFT SPECIFICATION OR TYPE APPROVAL, THE WEIGHT AND BALANCE REPORT AND AIRCRAFT FLIGHT MANUAL.

(6) UNLESS EXPIRED, SUSPENDED OR CANCELLED IN ACCORDANCE WITH THE AIR REGULATIONS, THIS CERTIFICATE SHALL REMAIN IN FORCE SO LONG AS THE AIRCRAFT IDENTIFIED ABOVE IS MAINTAINED AND CERTIFIED AIRWORTHY IN ACCORDANCE WITH AIR NAVIGATION ORDER, SERIES II, NO. 4.

(7) THIS CERTIFICATE SHALL EXPIRE IF THE CONDITION AND CONFORMITY INSPECTION PROCEDURE IS NOT COMPLETED AS PROVIDED FOR IN AIR NAVIGATION ORDER, SERIES II, NO. 4.

ANNIVERSARY

DATE ~~EXPIRE~~

6th May 1969

SEAL

MINISTER OF TRANSPORT

SEE REVERSE SIDE

SPECIAL COMPULSORY CONDITIONS:

MICRO

Punched by Operator #21

MINISTER OF TRANSPORT

NO ENTRIES OR ENDORSEMENTS MAY BE MADE ON THIS CERTIFICATE EXCEPT IN THE MANNER AND BY THE PERSONS AUTHORIZED BY THE MINISTER.

IF THIS CERTIFICATE IS LOST THE MINISTER OF TRANSPORT SHOULD BE INFORMED AT ONCE.

ANY PERSON FINDING THIS CERTIFICATE SHOULD FORWARD IT IMMEDIATELY TO THE MINISTER OF TRANSPORT, OTTAWA, ONTARIO CANADA.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION SAN JUAN	
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. 1187	NATIONALITY AND REGISTRATION MARK N8220			
2. OWNER	NAME (As shown on registration certificate) Caribbean Flying Boats		ADDRESS (As shown on registration certificate) Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Dale E. Bartholomew % Antilles Air Boats, Inc. St. Thomas, V. I. 00801		☒ U.S. CERTIFICATED MECHANIC		A & P 1814810	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 04/25/73		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Dale E. Bartholomew</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	OTHER (Specify)		
	FAA DESIGNEE	REPAIR STATION			
			INSPECTION AUTHORIZATION ☒ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 04/25/73		CERTIFICATE OR DESIGNATION NO. LA1486202		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>W. J. Everett</i>	

NOTICE

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

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

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

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

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

C. A hole of 5 1/4" vertical dimension and 6.5" Longitudinal dimension has been cut in the doubler and provides actual inspection facilities as mentioned above.

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

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

NOTHING FOLLOWS.

ASO-FSDO-61/SJU

Rcvd 6/7/73

Chief

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☐ ADDITIONAL SHEETS ARE ATTACHED

21X

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION STJ-FSDO 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Grumman		MODEL	G-21A
	SERIAL NO.	1187		NATIONALITY AND REGISTRATION MARK	N-8229
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	ANTILLES AIR BOATS, INC.		SEAPLANE RAMP-VETERANS DRIVE ST. THOMAS, U.S. VIRGIN ISLAND		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R985-AN14B	JP-211532	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
ENGINE SUPPORT, INC.			U.S. CERTIFICATED MECHANIC		3610
SEBRING AIR TERMINAL			FOREIGN CERTIFICATED MECHANIC		POWER PLANT
P.O. BOX 631			X CERTIFICATED REPAIR STATION		CLASS 1 & 2
SEBRING, FLORIDA			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
July 26, 1971			Burt M. Peterson <i>Burt M. Peterson</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
July 26, 1971		3610	Burt M. Peterson <i>Burt M. Peterson</i>		

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

NOTICE

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

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

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

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

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).

FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.

FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

☐ ADDITIONAL SHEETS ARE ATTACHED