US Department
of Transportation
Federal Aviation
Administration

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

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
F	or FAA Use Only

Fe	Transport deral Avi Iministrat	ation	(Aiı	rfran	ne, P	owerplant, l	Pro	pe	ller, or App	liance)			
in	structio		ition c	of this	form.								osequent revision thereof) for sult in a civil penalty for each
		Nationalit	y and	Regis	stratio					Serial No.			
1 Δ	ircraft	1947				N29	50			J-13			
1. 7	incrait	Make Grumi	man							Model G-73			Series
		Name (As	shov	vn on	regist	ration certificate)			Address (As s	hown on r	egistration	certificate)
	,	Hamil	ton,	Stev	en T	•				Address 4970 E	nergy W	ay	
2. U)wner									city Reno 89502			State NV
				_				3.	For FAA Use			Cour	day COA
								<u> </u>	TOTTAA DSC	Ciny			
					•						_		
	4. T	уре						5.	Unit Identifica	ation			
F	Repair	Alteration		Unit			Ма	ke			Model		Serial No.
		X	AIRF	RAM	Е					(As describe	d in Item 1	above)	
			POW	VERP	LANT								
			PRO	PELL	.ER								
						Туре							
			APP	LIAN	CE	Manufacturer							
_		<u> </u>					6	. C	onformity Sta	tement			
A. A	gency's	s Name and A	ddres	s		*		_	. Kind of Agend				
Name		tion Classics							U. S. Certific	ated Mechanic		Mai	nufacturer
		o-Stead Airpo	ort			NIV /	_			ficated Mechanic		C. Certif	icate No.
City	Ren 895		untry (JSA		_ StateNV	—	Ľ	· 	Repair Station		NA3R7	03L
Zip D.	I certi	ify that the rep	air an	nd/or a	e with		ts of	Ρáι	identified in ite		described		verse or attachments hereto at the information
E. A.			u de a	110 001		ature/Date of Au							
	14 CFR	ange fuel R Part 43			J	oruary 12, 2018	trioriz	200	Dale Dekke	, h	20	h	21
							. Ap	pro	val for Return	to Service			
						ons specified be		, ti		ied in item 5 w Approved	vas inspe		e manner prescribed by the
		FAA Flt. Stand	lards		Man	ufacturer		M	laintenance Or	ganization		ons Approvartment of T	ed by Canadian ransport
BY		FAA Designee	1	х	Rep	air Station		l ₁	nspection Auth	orization	Other (S)	oecify)	
	ificate o		-		Signa	ature/Date of Au	thoriz	zed	Individual	. ($\overline{)}$) .	
	NA3F	703L		j	Feb	ruary 12, 2018			Dale Dekke	, ~			

NOTICE

	1947 N2950	02/12/2018
	Nationality and Registratio	
talled a Garmin GDL 88 ADS-B Transceiver p/n:011-02388 STC Installation Manual p/n:190-01310-00, Rev.9, deled "ADS-B" and interfaces to the Flight Stream 110, the part This installation is a follow on to STC SA SA02119 inpment perforformance requirements of 14 CFR part 9	dated March 31, 2016, powere te GNS 430W, and the GTX 33 SE. The installed ADS-B syste	ed by a 5 amp circuit breaker, 30. Installed a Garmin Flight em was shown to meet the
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US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION

OMB No. 2120-0020 Ехр: 8/31/2014	Electronic Tracking Number
	For FAA Use Only

of Transportation Federal Aviation Administration	on on	(Airfram	e, Powerplant, Pro	ор	eller, or A	ppli	ance)			TO TAN USO UNITY
instructions		ition of this	form. This report is req							osequent revision thereof) for esult in a civil penalty for each
4 4:	Nationalit N2950	y and Regis	tration Mark			-	Serial No.	13		
1. Aircraft	Make G	rumm	nan				Model G-7	'3	7	Series
	Name (As	shown on i	registration certificate)				Address (As s	-	istration o	certificate)
2. Owner	Hamilt	on, Stev	ven T⊸				Address 4970 Er	nergy Way		0
		,	•		•		City Reno Zip 89502		C	State NV.
					3. For FAA l	lee (Count	try USA
above de Donald F	escribed	aircraft, n, Reno	subject to confo DSDO WP11,	ori	airworthir mity insp	nes: ecti	s requireme			oroved only for the d in FAR 43.7
4. Ty _l	pe				5. Unit Ident	ifica	tion			
Repair	Alteration	Unit	N	Mal	ke			Model		Serial No.
	×	AIRFRAME	Ε				(As described	d in Item 1 a	bove)	
		POWERPL	ANT	-		1				
		PROPELLI	ER							
		APPLIANC	Type Manufacturer							
		/			. Conformity					·
A. Agency's I	Name and A	ddress			B. Kind of A	genc	y			
	Peterson			_			ted Mechanic			ufacturer
Address 2323 P-51			State NV	-			icated Mechanic		C. Certifi	cate No.
Zip 89423		untry USA	State	-		-	epair Station aintenance Organi	ization		&P2264277
have be	een made in	accordance	teration made to the uniteration made to the uniteration with the requirements of the best of my known to the best of the best	of F	Part 43 of the					
Extended ran per 14 CFR F App. B	-		Signature/Date of Autho			\mathcal{L}	A		m	1)
					the unit ide	entifie		vas inspecte		e manner prescribed by the
FA	A Flt. Stand		Manufacturer		Maintenanc		I	Persor		ed by Canadian
BY	A Designee		Repair Station	(Inspection A	Nutho	rization	Other (Spec	ify)	
Certificate or Designation N	ю. 22642	277	Signature/Date of Autho		_ /	/ _{			Lun	<u> </u>

NOTICE

	N2950	10-5-2015
and the second s	Nationality and Registration	
stalled Hartzell Engine Technologies 7655T Skytronics alter	nator kits on Pratt & Whitney	R1340 engines.
lternators kits installed using original hardware, location, wird structions, attached drawing, and attached trouble shooting for		
ll work done in accordance with AC43.13-1B/2B Chapter 11,	, Section 3, 4, 5, 8.	
reight and Balance revised to reflect alternator installation.		
or continued airworthiness see attached Skytronics Maintenan	nce instructions for Jasco Alter	mator System.
lternator system is STC approved under SH191WE, SH194W	/E, SH2303SW, and SA348NV	W for other aircraft installations.
end	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
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Troubleshooting the JASCO alternator

ALTERNATOR SYSTEM TEST

SYSTEMS VOLTAGE TESTS - HOW TO START!

To aid in troubleshooting the Jasco Alternator System or to check out a new installation, the following voltage measurements, monitored at application system locations, will define to the operator proper system performance prior to start-up. To insure reasonable results, the operator should use a voltmeter, which is within calibration limits.

The schematics in figures 2 and 4 depict the location of voltmeter in the system to monitor the applicable voltage levels. The voltage readings indicated are for reference purposes, as actual values are dependent upon the level or storage state of your battery.

Use figure 2 for all 12 volt JASCO Alternator Systems with internal spike protection Regulator J12M20SP.

Use figure 4 for all 24 volt JASCO Alternator Systems with internal spike protection Regulator J12M24SP.

IF YOU HAVE AN OLDER MODEL REGULATOR CALL FOR DIFFERENT SCHEMATIC. 800-421-6846

When performing the measurement tests listed on figures 2 & 4, the following conditions should exist: Engine stopped; Battery switch closed; Alternator/Field switch closed.

ADDITIONAL CHECKS - IS THE PROTECTOR DEFECTIVE? 2.

Check for a shorted suppressor or protector. If you have an old style external protector (SVP-3, SVP-4) in line, disconnect the protector and observe system function. Proper operation indicates a defective protector. On units with combined Regulator/Protector systems, simply disconnect the orange lead from the regulator and measure resistance between the orange and black leads. Resistance for 24 Volt systems should be not less than 1500 OHMS and 12 Volt systems should not read lower than 1200 OHMS.

ADDITIONAL CHECKS - IS ALTERNATOR DEFECTIVE? 3.

Isolate the alternator and check for output. Turn the master switch of the aircraft to the "OFF" position, disconnect the Voltage Regulator and external protectors (SVP-3 or SVP-4) if still in use. To insure reasonable results, the operator should use a hand held voltmeter, which is within calibration limits.

Caution: Failure to disconnect the Voltage Regulator, Voltage Protector or the Voltage Controller (Regulator and Protector combined) will result in damage to these units and voids warranty. This can be accomplished by disconnecting the green and red wire at the alternator post(s). Turn off all accessory equipment (all electrical loads). Connect a jumper wire from a battery voltage source directly to the field (green wire post/terminal) of the alternator -alligator clamps recommended, do not hard wire; jumper should be connected after start of engine. Be sure this connection makes a direct circuit to the alternator field terminal. You are now ready to operate the alternator in an un-regulated state. Turn the master switch to the "ON" position and start the engine. Increase engine RPM to ensure the alternator shaft speed is over 3000 RPM. Connect jumper -alligator clamp to field post. With hand held volt meter quickly take voltage measurements at auxiliary (red wire post) of alternator to ground.

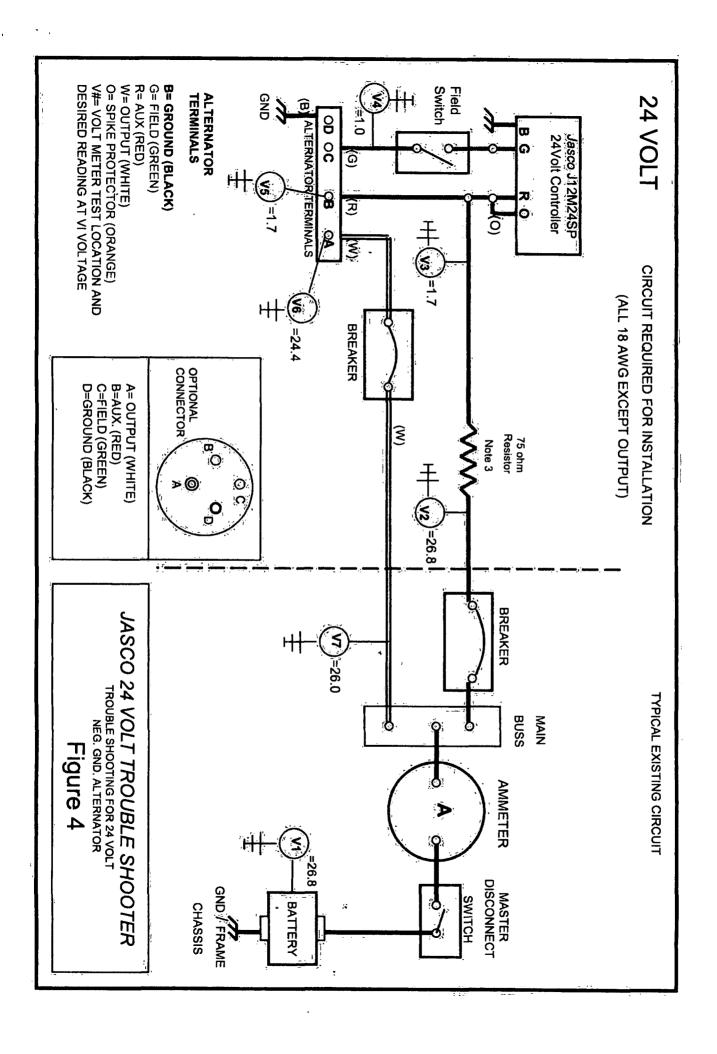
Caution: System damage can result if the alternator is operated for over 45 seconds with the jumper wire connected during this troubleshooting test. Failure to comply with this requirement voids warranty.

Full current output rating of the alternator should occur, and 2 to 3 times the system voltage should occur. If not, then the alternator is defective. If full output is observed, the alternator is good and either the wiring or the regulator is probably defective.

SKYTRONICS IS THE ONLY FAA AUTHORIZED REPAIR STATION FOR THE JASCO ALTERNATOR SYSTEMS. For further information please refer to diagram.

sales@skytronicsinc.com@

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Maintenance Instructions for the Jasco Alternator System

Compared to the best generator, the Jasco Alternator is lighter, more reliable, delivers more power, and requires less maintenance. In addition, you can extend the life of your Jasco charging systems by following these basic maintenance instructions.

- 1. Inspect ram air inlet for obstructions prior to flight as part of your walk around.
- 2. Remove gear driven alternators every 250 hours and inspect rubber drive gear bushings for alignment, wear, or deformity. If damage is discovered, these inexpensive parts can be purchased from Skytronics to extend the life of your charging system. Install new bushings in the reverse order of removal. Torque nut P/N AN320-5 or nut P/N 5239 to 15-20 ft. lbs.
- 3. Minor adjustment of system charging and voltage can be accomplished by adjusting the regulator variable resistor, located under the white protective cap on your Jasco regulator. The variable resistor is very sensitive and requires only a slight adjustment to bring system voltage to required levels. Your Jasco charging system is factory set, and should require no adjustment out of the box.
- 4. For abnormal operations including blown circuit breakers, failed fuses, erratic charging, no output or over voltage problems, contact the Skytronics Inc. service department at 1-800-421-6846. We offer free factory evaluation including bench check of both alternator and controller. In addition, our factory overhaul of your Jasco charging system carries the same warranty as a new system. Skytronics, Inc. is the only factory authorized repair station for your Jasco charging system, accept no substitute.
- 5. To ensure normal operation of your Jasco Alternator and Controller: Upon 1000 hours of operation it is recommended to return your units to the factory for a complete inspection, testing and/or overhaul.

Skytronics is the only FAA Approved facility for repairs and/or overhauls of the Jasco Alternator Systems.

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HELICOPTER APPLICATION

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

PIXED WING APPLICATION

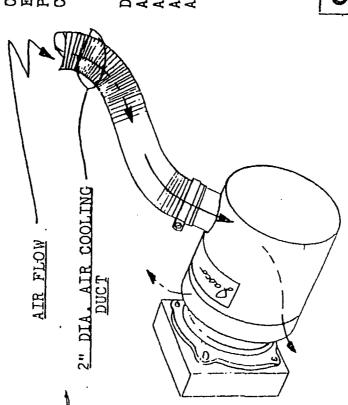
ROUTE RAM AIR COOLING DUCT TO RAM AIR COOLING INLET: SUPPORT DUCT TO PREVENT OBSTRUCTION TO AIR FLOW.

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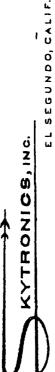
COOLING INLET SHOULD BE EXTERNAL TO AIRCRAFT ENGINE COMPARTMENT AIR. IT IS RECOMMENDED TO PROVIDE A SEPARATE AIR SCOOP INLET TO RAM AIR COOLING DUCT. (DO NOT CONNECT TO HEATER BOX.)

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



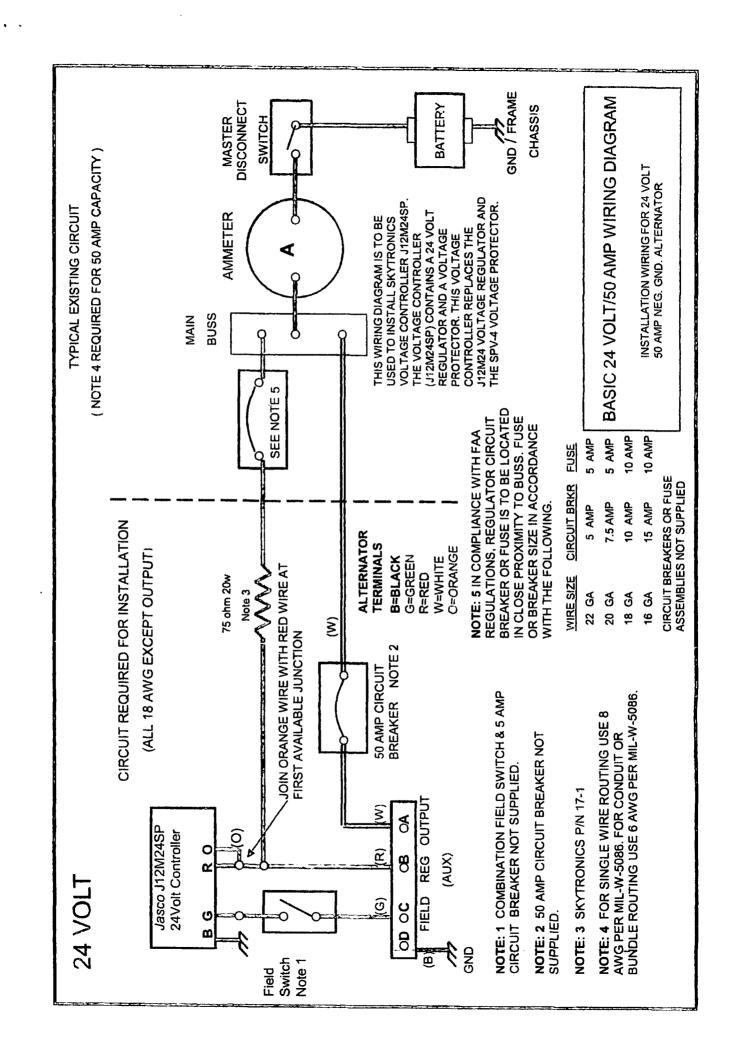


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FINISH	P. MOLENBAUM	DLENANCE ± .008	DINSHAION TOLKHANCE \$.008 UNLESS OTHERWISE SPECIFIED
RECOMMENDED COOLING FOR JASCO ALTERNATOR	OR JASC	O ALTERN	ATOR

INSTALLATION.

DWG, NO. 5016

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

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1. NATIONALITY AND	2. MANUFACTURER AN	D MODEL	3.	AIRCRAFT SERIAL NUMBER	4. CATEGORY
REGISTRATION MARKS					STANDARD
N2950	GRUMMAN	G-73		J-13	TRANSPORT

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

TERMS AND CONDITIONS

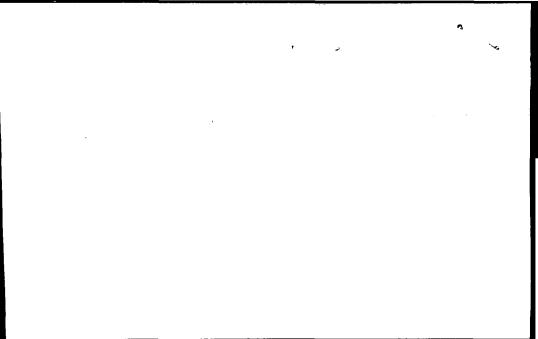
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation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

States. DESIGNATION NUMBER FAA REPRESENTATIVE DATE OF ISSUANCE R 05-30-80 RNO FSDO WP11 Jerry E. Roberts, PM

Any alteration, reproduction, or misuse of this certificate máy 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 8100-2 (8-82)

± U.S. G.P.O.:1998 669-038



UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS

2. MANUFACTURER AND MODEL

AIRCRAFT SERIAL NUMBER

4. CATEGORY **STANDARD** TRANSPORT

N - 2442H

GRUMMÁN &G-73

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Education of the date of issuance, the aircraft to which issued has been happined and cound to conform to the type certificate therefor, to be in condition from safe operation, and happiness how to meet the requirements of the applicable comprehensive and detailed girworthiness code as provided by arriex 8 to the Canvention on International Civil Aviation, except as noted herein. Exceptions:

number hange.

6. TERMS AND CONDITIONS

Unless sooner surrendered, supplicated evoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is experience 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.

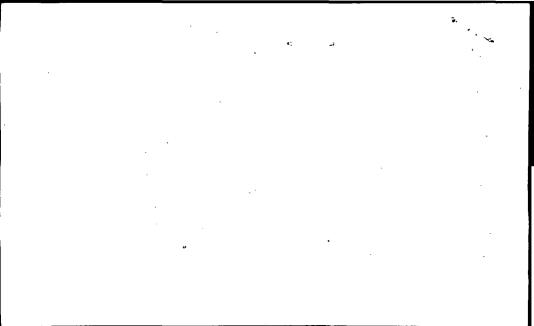
DATEREPLACEMEN 5-30-80

EARL ENFRANCIST

DESIGNATION NUMBER

SO-FSDO-19

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



US Department

US Department of Transportation Federal Aviation Administration MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form A	фрг	oved	
OMB	No.	2120	-0020

For FAA Use Only

Office Identification

AFS-640

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent navision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil benefit not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

						-,-						
Make GRUMMAN								Model G73				
1. Ai	rcraft	Serial No. J13					Nationality a NC2950	and Registration IA	ark			
2, Ov	wner	Name (As short		registration certific	cate)		Address (As shown on registration certificate) 4970 ENERGY WAY . RENO, NEVA 89502					
						3. F	or FAA Use On	ly				
				-		4. U	Init Identificatio	n			5. Type	
	Unit	-	Mal	(e			Model		Serial No	•	Repair	Alteration
AIRF	RAME	E (As de				cribe	d in Item 1 abov	e)		· · · · · · · · · · · · · · · · · · ·		х
POW	ERPLAN	т										•
PROI	PELLER		,							٠		
APP	LIANCE	IANCE Manufacturer										
					6		nformity Staten	nent				
A. A	gency's N	ame and Address				B. Kind of Agency				C. Certificate No.		
		AIR MAINTEN	ANCE	LTD.		U.S. Certificated Mechanic				M103826		
	DNEY, B	ORA RD. C				X Foreign Certificated Mechanic			-			
V8	L 4R1					-	Certificated Rep Manufacturer	air Station	-			
D.	have be	en made in accord	lance	Iteration made to the with the requirement to the best of r	ents of Pa	irt 43	tified in item 4 a	above and deral Aviation	escribed on the nate Regulations and the	verse or att at the infor	achments here	eto
Date						Sign	nature of Authori	zed Individua	al			
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							al for Return To	*				
Pu Ad	rsuant to ministrate	the authority given or of the Federal A	perse viation	ons specified belov n Administration an	v, the uni d is	it iden	ntified in item 4 w ☐ APPROVED	as inspected	d in the manner pro JECTED	escribed by	the	
BY		A Flt. Standards pector		Manufacturer		insp	pection Authoriza	ntion	Other (Specify)			
		A Designee		Repair Station		Can	son Approved by nada Airworthine	ss Group				
Date	of Appro	val or Rejection		Certificate or Designation No.		Sign	nature of Authori	zed Individu	al			

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3. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)	
-Installed Shadin Fuel Flow Transducer per STC SE999GL, I.A.W. Shadin Installation Instructions.	
All work performed I.A.W. Standard Airraft Practices and Procedures and Grumman G-73 Maintenance Manu	al.
Aircraft Re-Weighed and New Weight and Balance Report Compiled this Date.	
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Additional Sheets Are Attached	

Bepartment of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number

SE999GL

This certificale; issued to

Shadin Company, Inc. 6950 Wayzata Boulevard Minneapolis, MN 55426

cortifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of This Type XXXX Certificate #5E-1 Regulations.

Original Product - Trype Certificate Number.

5E-1

Make:

Pratt and Whitney

R-1340-36, -40, -47, -49, -49M1, -51, -51M1,

-53, -57, -AN-1, -AN-2

Description of Type Design Change:

Installation of a Shadin Company Fuel Flow Transducer in accordance with Shadin Company Report Number 4096 dated January 9, 1986, or other FAA approved revision.

Limitations and Conditions:

This approval should not be extended to other engines of this model that incorporate any other previously approved modification, unless it is determined that the interrelationship between this change and any other previously approved modification will introduce no adverse effect on the airworthiness of these engines.

This cortificate and the supporting date which is the basis for approval shull remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Avialion Administration.

Sale of application. January 9, 1986

Sale reissued

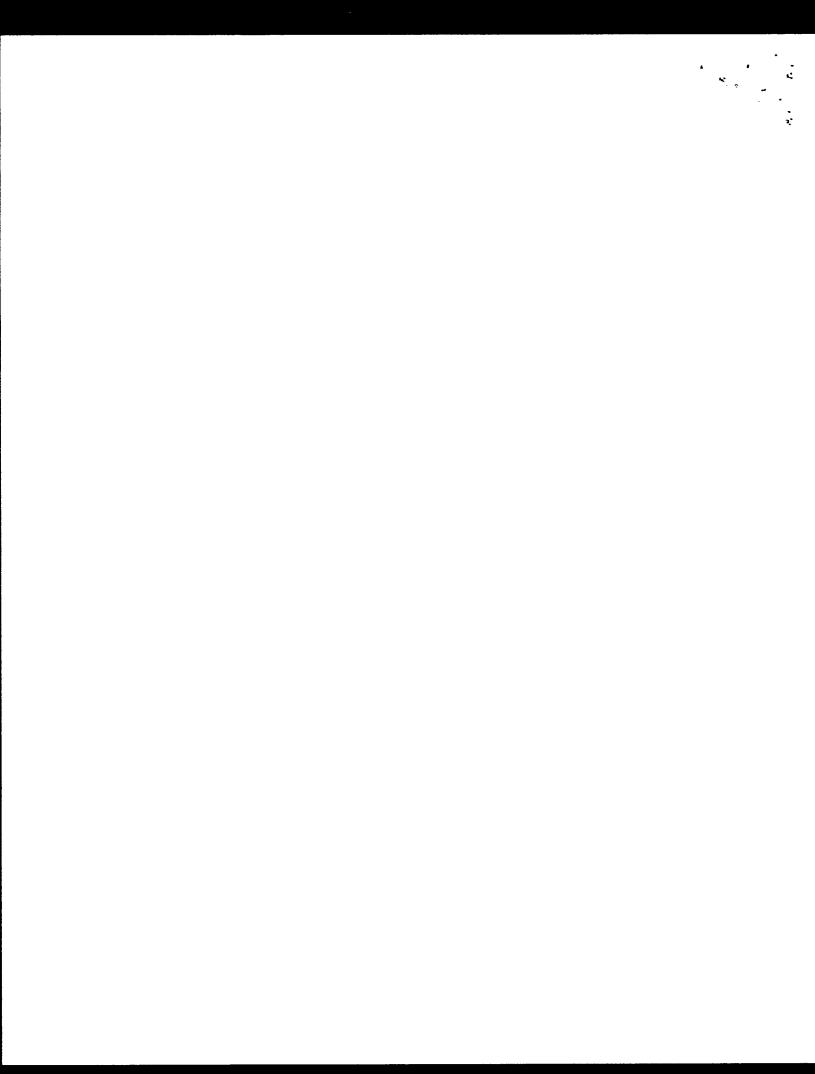
State of issuance :

February 20, 1986

Sale umended . Byfdistefien of the Administrator

Manager, Chicago Aircraft Certification Office Central Region, ACE-115C

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



6
US Department of Transportation
Federal Aviation

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

	Form Approved OMB No. 2120-0020	
ı	For FAA Use Only	
	Office Identification	

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil benefity not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

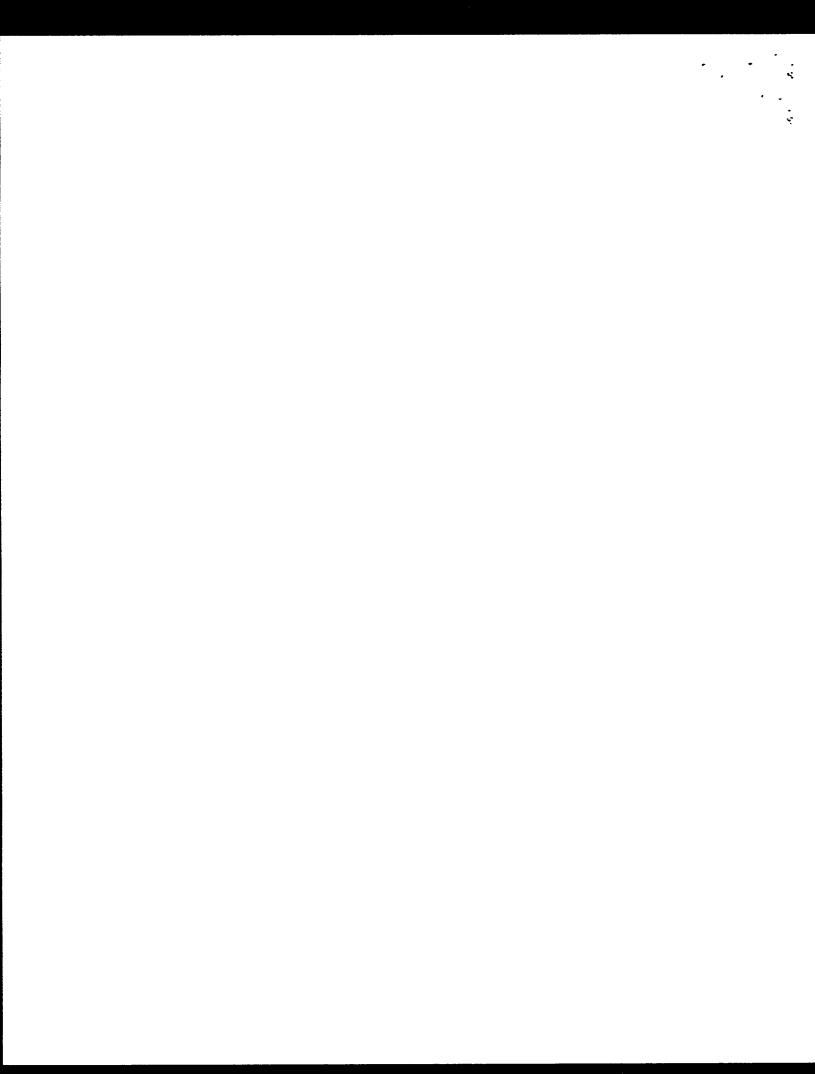
	Make GRUMMAN						Model G73						
1. A	ircraft	Serial No. J13						Nationality and Registration Mark NC2950					
2. O	wner	Name (As sho STEVE HAM		registration certific	cate)			•	ENER NEVA	own on registra RGY WAY	ation certifi	icate)	
						3. F	or FAA Use On	ly					
		<u> </u>				4. U	Init Identification	on				5. Type	
	Unit		Mal	ke			Model			Serial No.	•	Repair	Alteration
AIRF	RAME	AME (As described in Item 1 above)									x		
POW	/ERPLAN	іт											
PRO	PELLER												
APP	LIANCE	Type Manufacturer											
					(6. Co	nformity Stater	nent					
		ame and Address				B. Kind of Agency			C. Certificate No. M103826				
		AIR MAINTEN ORA RD.	ANCE	LTD.		U.S. Certificated Mechanic				M10382	0		
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V8	L 4R1					Manufacturer							
D.	have be	en made in accord	lance	teration made to the with the requirement rect to the best of n	nts of Pa	art 43	of the U.S. Fede						eto
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BY		A Fit. Standards pector		Manufacturer		Insp	ection Authoriza	ation	0	ther (Specify)			
Бī	FA	A Designee		Repair Station		Can	son Approved by ada Airworthine	ss Group					
Date	of Appro	val or Rejection		Certificate or Designation No.		Sigr	nature of Authori	orized Individual					

NOTICE

Description of Work Accomplis (If more space is required, attach	shed h additional sheets. Identify with aircraft nationality and registration mark and date work completed.)	
-Recovered All Cabin S -Installed New Sidewal -Installed New Carpet	Seats in Leather & Wool Fabric 11 Panels with same materials Throughout Cabin	
All Materials Meet FAR	R 25.853(a) Apendix F part 1(a) (1)(ii)-Headliner FAR 25.853(a)Amendment 25-83 Appendix F Part 1(a) 1(ii)-Leather FAR 25.853(d) (3) (ii) Appendix F(d)-Carpet	Ì
All work performed I.A	A.W. Standard Airraft Practices and Procedures and Grumman G-73 Maintenance Manua	1.
	nd New Weight and balance Report Compiled this Date.	
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	Additional Sheets Are Attached	-

Spinneybeck FAA VERTICAL BURN TEST RESULTS

Davlin Upho	latery			DA	ΓE:	03/07/00
200500135	CUST. PO#:	Verbal		W/G	D#:	6383
FICATION:	SA O	832		DYELO	T#:	103385
OUCTED: .		FAR 25.853 (a)	APPENDIX	F		
		PART I (a) (1) (ii) - 12 SEC	ONDS		
ECIFICATIONS:		TEMPERATUR	≣:		70*	•5• F
		HUMIDITY:			55×	•5 RH
ARTED:	DATE:	03/06/00		TIME:		01:54:
MPLETED:	DATE:	03/07/00		TIME:		02:26:
MED:	DATE:	03/07/00	_			
URE:	15	550°F min.	ACTUAL:	-u		
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	1.0 se	c	0.0	80C	Ž	1.6*
	1.0 se	C	0.0	80C		1.6*
	1.0 50	C	0.0	50 C		1.6"
PASSED	XXX	7		FAILED	<u> </u>	
	ECIFICATIONS: ARTED: MPLETED: MED:	ECIFICATIONS: ARTED: DATE: MPLETED: DATE: MED: DATE: URE: 1: EXTINGUIS TIME 1.0 34 1.0 34	FICATION: SA 0832 PUCTED: FAR 25.853 (a) PART I (a) (1) (i) ECIFICATIONS: TEMPERATURE HUMIDITY: ARTED: DATE: 03/06/00 MED: DATE: 03/07/00 URE: EXTINGUISH	FICATION: SA 0832 PUCTED: . FAR 25.853 (a) APPENDIX PART I (a) (1) (ii) - 12 SECO ECIFICATIONS: TEMPERATURE: HUMIDITY: ARTED: DATE: 03/06/00 MPLETED: DATE: 03/07/00 MED: DATE: 03/07/00 MED: DATE: 03/07/00 URE: EXTINGUISH DRIPPING TIME FLAME TIM 1.0 sec 0.0 1.0 sec 0.0	CUST. PO#: Verbal W/C FICATION: SA 0832 DYELO DUCTED: FAR 25.853 (a) APPENDIX F PART I (a) (1) (ii) - 12 SECONDS ECIFICATIONS: TEMPERATURE: HUMIDITY: HUMIDITY: ARTED: DATE: 03/06/00 TIME: MPLETED: DATE: 03/07/00 TIME: MED: DATE: 03/07/00 URE: 1550=F min. ACTUAL: EXTINGUISH DRIPPINGS FLAME TIME 1.0 sec 0.0 sec 1.0 sec 0.0 sec	200500135 CUST. PO#: Verbal W/O#:

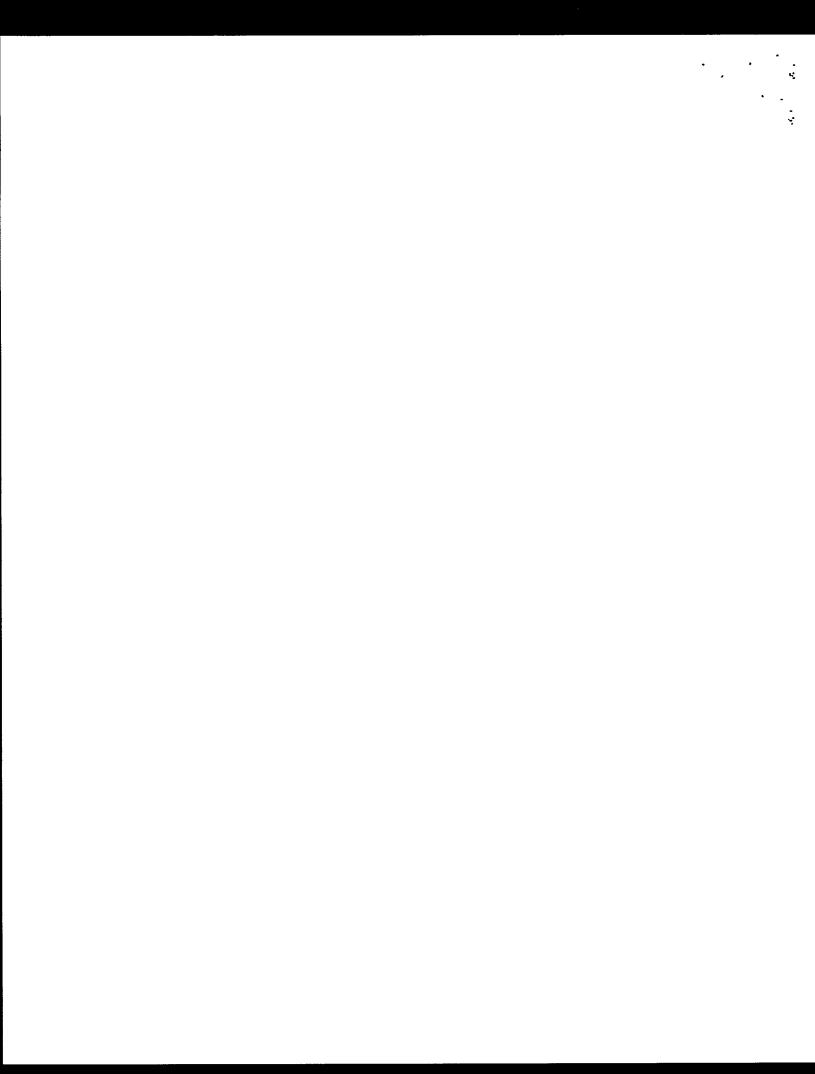


U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE

				·	03/07/00
	AIRCRAFT OR A				
MAKE N/A	MODEL NO.	TYPE (Airplan etc.)	e, Radio, Helico	pter, NA	ME OF APPLICANT Davlin Upholstery
		LIST OF	DATA		
IDENTIFICATION		LIST OI	TITL	F	
				-	
CTDH OAAA Daar O					
STD# 3000 Rev 3			ical Burn	Test Pla	n
₩/ 0#: 6383	Spinney	beck Leat	her		
	Ту	pe: SA			
	Cole	or: 08	32		
	Dyele	ot: 10	3385		•
•	,				
PURPOSE OF DATA	onstration of co	mpliance	with mater	ial flam	mability requirements.
	Burn Test Only.		Conformity	was peri	formed: NO
APPLICABLE REQUIREMENTS (L.	ist specific sections)			•	-
FAR 25.8	53(a), Amendment	25-83,	Appendix F,	Part I	(a)(1)(ii)
CERTIFICATION - Under auti of appointment under Part 1	hority vested by direct	on of the Ad	ministrator and	l in accorda	nce with conditions and limitations
requirements of the Federal	ave been examined in a	ccordance wi	ns, uata listed a th established p	rocedures a	attached sheets numbered nd found to comply with applicable
I (We) Therefore	ecommend approval of	these data			
SIGNATURE(S) OF DESIGNATE	pproved these data DENGINEERING REPRES	ENTATIVE(S)	DESIGNATION I	NUMBERS(S)	CLASSIFICATION(S)
Kold Kar	Rol	ert Conti	DERY-955	010-NE	Systems & Equipment
1 100		Tank 13-4			
		Jack Wolf	DERY-955	H25-FE	Systems & Equipment



KGT

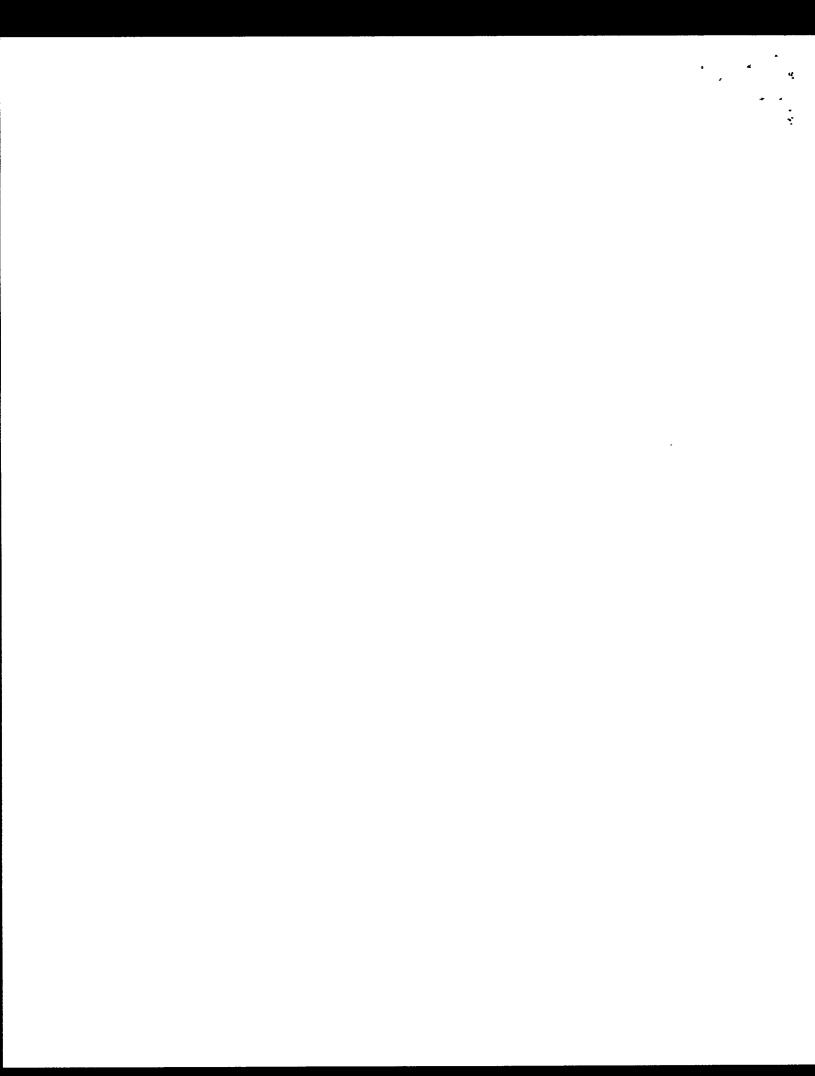
- Y-422/99

12 SECOND VERTICAL FLAMMABILITY TEST RESULTS

CUSTOMER: LON	SEAL, INC						
CUSTOMER PO#	99236		- INVOICE # 1290C				
OCATION: STO	TION: STOCK			FLAME RETARDANT: N/A			
CONDITIONING R	OOM:						
DATE/TIME IN:	11-17-99 12	30 HRS	DATE/TIM	E OUT: 11-18-9	1920HRS		
AVERAGE (MIN 2	4 HOURS)	TEMP:	70 DEGREES F	REL HUM:	49%		
meen carrot e fri		. T.ONSFA	L: Vinyl, Loncoin II	i. #154 Klocks. 1.	nt#T.A-16/99		
TEST SAMPLE DI	SCRIPTION		cking, F/G Mesh, 10				
	<u>, </u>		, , , ,				
FLAME	FLAM	E	BURN	В	URN		
APPLICATION	TIME		LENGTH		DRIPPINGS		
(SECONDS)			(INCHES)	(SE	CONES)		
	WARP F	TLL	WARP FIL	L W	ARP FILL		
12	10. 2		1.3		0. 0		
12	10. 6		1.3		0. 0		
12	3. 0	· ————————————————————————————————————	1.3		0. 0		
AVERAGE _	7. 9		1.3		0. 0		
textiles, (including drap	eries and aphoist	ry) sent cashlo	.853(a) Appendix F Part I as, padding decorative and t B through E cargo or bay	i nondecorative conted	des floer covering, i fabrica, leather, trays		
12 Second vertical burn seconds, <u>Average Burn</u>	s test must meet th <u>Length</u> may not e	e following con xceed 8 inches,	ditions: <u>Average Self Exti</u> and <u>Average Burn of Drip</u>	egaish Flame Time ma	y not exceed 15 seconds after failing.		
COMMENTS:			·				
				· 			
CONDITION OF	TEST: P	ASSED X	_ FAILED				
SIGNED:	flus)	Jaway	3 leur	DATE: Nove	mber 18, 19 9 9		
KEIT	H GAWSYSZ	AWSKI D	ER) CHI-456				

KGTFORM 2

KG TESTING 11507 Bradwell Road Garfield His, Obio 44125



STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

٠ ٠ NOVEMBER 14, 1999

	AIRCRAFT OR	IRCRAFT COMPONENT IDEN	71210 4040	L	
MARE	MODEL NO.	TYPE (Airplane, Rode, Reliespie		A Branco	
STOCK	N/A	eriniy	THATE OF	APPLICANT	
	L			Lonseal, Inc.	
		LIST OF DATA			
IDENTIFICATION		TITLE			
WORK ORDER 1290C PO Number #99236	Lonseal, in	C.: Vinyl, LONCOIN II, #15 Lot # LA-16/99 Backing, F/G Mesh 100 Mil Nominal Thickne	•		
PURPOSE OF DATA DEMONSTRATION OF C		terial flammability test re	QUIREMENTS	only test witness only	
FAR 25.853(a) Appe	ndix F Part I (a)(1)(if)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered have been examined in accordance with entablished procedures and local to comply with applicable requirements of the Federal Aviation Regulations. I (M) Therefore Recommend approval of these data Approve these data SIGNATURE(3) OF DESIGNATED ENGINEERING REPRESENTATIVES DESIGNATION WILLIAMS					
M. O		MATIVES DESIGNATION NUMB	ERMS .	CLASSIFICATION(S)	
KEITH GAWSYSZAW	Z Cus	CHI-456		STRUCTURAL SPECIAL	
FAA Form 8110-3 (11-70) 3U	PERSEDES PREVIOUS E	MYION			





5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:

TAPIS CORPORATION 28 KAYSAL COURT

ARMONK NY 10504

WO#:

33902-99

Date:

05/20/99

Test Plan #:

PO#:

54889

Aircraft:

STOCK

\$/N:

NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In:

05/19/99

9:00 AM

Time Out: 05/20/99

12:17PM

Specimen Desc.:

TAPIS CORPORATION: CARPET, DARLINGTON, P/N 025, KHAKI, REF # 54889

Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drippings (seconds)	
	Warp	Fill '	Warp	Fill	Warp	Fill
12	0.0	0.0	0.5	0.3	0.0	0.0
12	0.0	0.0	0.4	0.4	0,0	0.0
12	0.0	0.0	0,4	0.4	0.0	0.0
Average:	0.0	0.0	0.4	0.4	0.0	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed;

Signed:

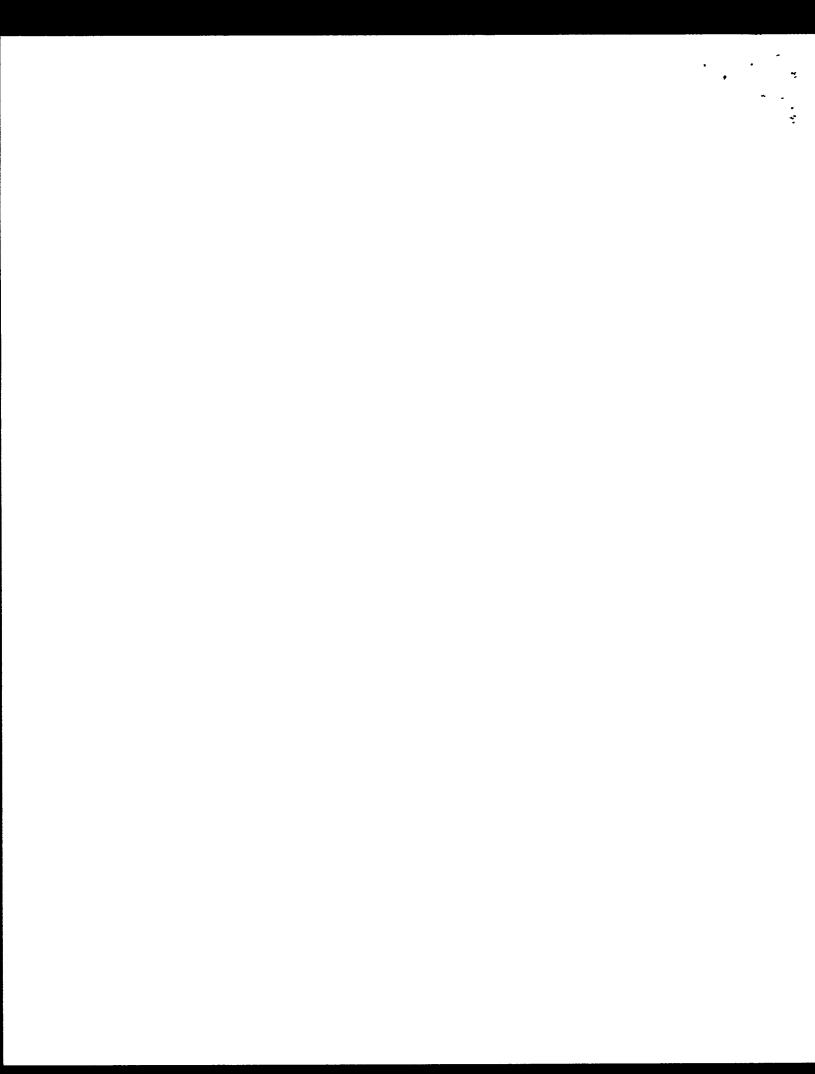
Y

Judy\Boggs

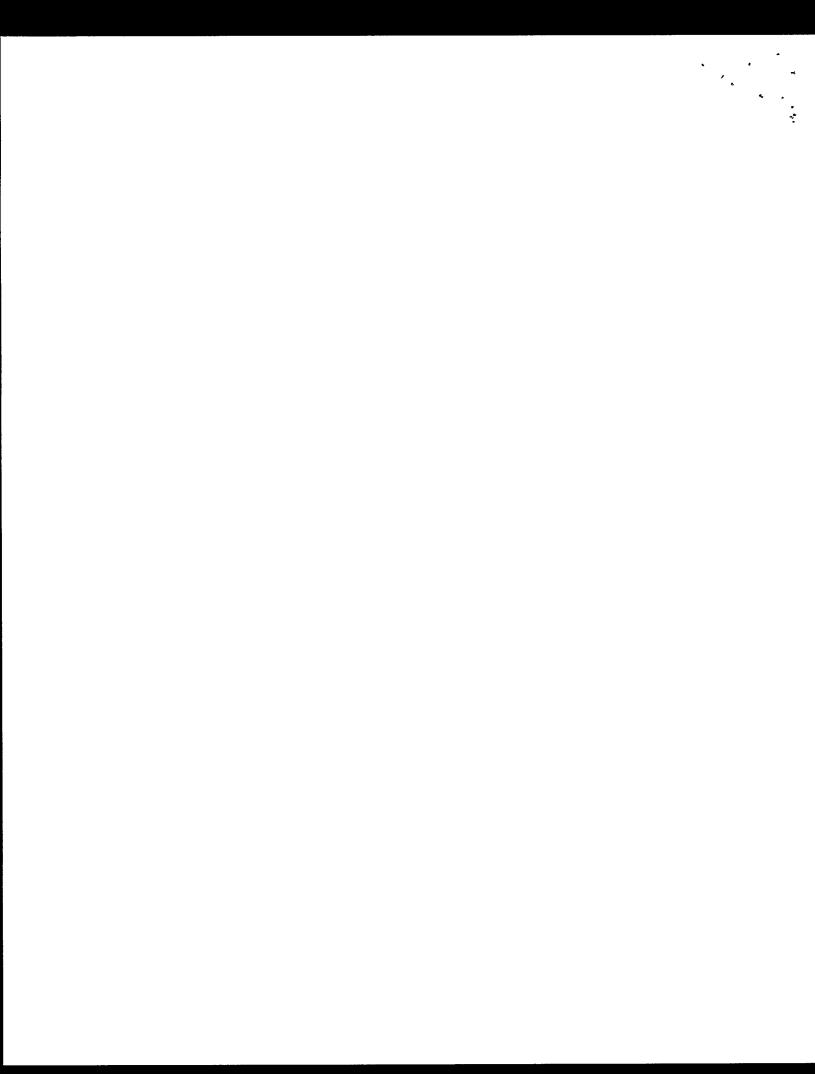
Failed:

(

ERT12-4183



u.s.	DEPARTMENT OF TRANSP	ORTATION	— _ 	DATE	
FI	EDERAL AVIATION ADMINIS	TRATION		05/20/99	
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS					
	MODEL NO.	RAFT COMPONENT IDENTIFICATIVE (Airplens, Radio, Halicopter,		ICANT	
MAKE	MODEL NO.	etc.)	ì	awrii v	
STOCK	NA	-	Skendie, Inc.		
аниа		NA	TAPIS CORPORA	TION	
		LIST OF DATA			
IDENTIFICATION		TITLE			
Work Order # 33902-99 Test ID 16297	TAPIS CORPORAT	TION: CARPET. DARLINGTO	ON, P/N 025, KH	aki, ref # 54889	
				·	
			e .	·	
		•		·	
PURPOSE OF DATA					
DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS					
APPLICABLE REQUIREMENTS (List specific sections)					
FAR 25.853 (a) Appendix	•	,			
CERTIFICATION - Under authorit of appointment under Part 183 have	y vested by direction of the of the Federal Aviation Rebeat examined in accordance to the contract of the cont	e Administrator and in accord- egulations, data listed above an lance with established procedu	ance with condition on attached shotes and found to c	ons and limitations eets numbered comply with applicable	
I (We) Therefore Approve	nauon kegunuons. nend approval of these dat e these data	ta	· · · · · · · · · · · · · · · · · · ·	•	
BIGNATURE(S) OF DESIGNATED E	ngineering represent,	ATIVE DESIGNATION NU	MBER(S)	CLASSIFICATION(S)	
July 1		СНІ-410	Sinc	tural Special	
Judy Poggs	0		GHUL	September	





5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:

DOUGLASS INTERIOR PRODUCTS

2000 - 124TH AVENUE NE

BELLEVUE WA 98005

WO #:

30647-99

Date:

03/03/99

Test Plan #:

PO #:

12042

Aircraft:

STOCK

S/N:

NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In:

03/02/99

9:00 AM

Time Out: 03/03/99

11:00 AM

Specimen Desc.:

DOUGLASS INTERIOR PRODUCTS: FABRIC, DEF 9135, P/N 01, NEUTRAL, D/L #

11752, REF 34459-68

Flame Application (seconds)	tion Time		cation Time Length		Drippings (seconds)	
	Warp	Fill	Warp	Fill	Warp	Fill
12	0.0	0.0	1.0	1.0	0.0	0.0
12	0.0	0.0	1.2	0.9	0.0	0.0
12	0.0	0.0	1.0	1.1	0.0	0.0
Average:	0.0	0.0	1.1	1.0	0.0	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passad	

X

Failed:

Signed:

Judy Roggs

;

VERT12-3879

U.S. DEPARTMENT OF TRANSPORTATION DATE						
	FEDERAL AVIATION ADMINIS	STRATION		03/03/99		
STATEMENT OF CO	MPLIANCE WITH THE F	EDERAL AVIATION REGUL	ATIONS	03/03/39		
See VE		CRAFT COMPONENT IDENTIFICAT				
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter,	NAME OF APPL	ICANT		
STOCK	NA	etc.)	Skandia, Inc.			
SANNA		N/A	DOUGLASS INTERIOR PRODUCTS			
		•	DOCCHED EVILLION I RODGE IS			
IDENTIFICATION	LIST OF DATA					
, and the control of		TITLE				
Work Order #	DOLIGI ASS INTE	סורים המינוריים, באפסור, ה	EE 0126 PATA			
30647-99	DOUGLASS INTERIOR PRODUCTS: FABRIC, DEF 9135, P/N 01, NEUTRAL, D/L # 11752					
Test ID 14733	" 17.72	_				
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}	<u> </u>					
1	1			•		
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)	•	•			
PURPOSE OF DATA						
DEMONSTRATION C	OF COMPLIANCE WITH M	iaterial flammability i	REQUIREMENT	'S		
			-			
APPLICABLE REQUIREMENTS ((List specific sections)					
FAR 25.853 (a) Appen	dix F Part I (a) (1) (ii)					
				•		
CERTIFICATION -Under author	prity vested by direction of the	e Administrator and in accordan	ace with condition	ons and limitations		
of appointment under Part 1	83 of the Federal Aviation R	legulations, data listed above and dance with established procedure	i on attached she	ets numbered		
requirements of the Federal	Ave ocen examined in accord	rance with established procedure	is and found to c	omply with applicable		
I Deen	mmend approval of these da	nta	•			
I (We) Therefore Appr	rove these data					
SIGNATURE(S) OF DESIGNATE		ATIVE DESIGNATION NUM	BER(S)	CLASSIFICATION(S)		
L. Salidy Ka	DXC()	CHI-410	Struct	rural Special		
y Judy Boggs	OII .					
	·					
			i			
			I			





5181 Falcon Road * Rockford, Illinois 61109 * Phone 815/227-1611 * Fax 815/227-1920

Cliente

DOUGLASS INTERIOR PRODUCTS

2000 - 124TH AVENUE NE

BELLEVUE WA 98005

WO #:

29779-99

Date:

02/09/99

Test Plan #:

PO #:

11970

Aircraft:

STOCK

S/N:

NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In:

02/08/99

9:00 AM

Time Out: 02/09/99

11:00 AM

Specimen Desc.:

DOUGLASS INTERIOR PRODUCTS: FABRIC, QUEEN ANNE, P/N 3604, TAUPE, D/L

28634, REF # 11841

Flame Application (seconds)	on Time		Bur Leng (inche	th .	Drippi (secon	ngs ds)
	Warp	Fill	Warp	· Fill	Warp	Fill
12	0.0	2.0	2.7	2.3	0.0	0.0
12	0.0	1.4	2.0	2.8	0.0	0.0
12	18.7	10.6	2.5	2.7	. 0.0	. 0.0
Average:	6.2	4.7	2.4	2.6	0.0	0.0

Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed:

Failed:

Signed:

DUUGLASS INTERIOR FR 12/14/1888 12:32 4254514779 FAUL US DATE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION 02/09/99 STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION TYPE (Airplane, Radio, Helicopter, MODEL NO. NAME OF APPLICANT MAKE etc.) STOCK NA Skandia, Inc. S/NNA N/A DOUGLASS INTERIOR PRODUCTS LIST OF DATA IDENTIFICATION TITLE Work Order # DOUGLASS INTERIOR PRODUCTS: FABRIC, QUEEN ANNE, P/N 3604, TAUPE, 29779-99 D/L # 28634 Test ID 14239 PURPOSE OF DATA DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS APPLICABLE REQUIREMENTS (List specific sections) FAR 25.853 (a) Appendix F Part I (a) (1) (ii) CERTIFICATION -Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. Decommend approval of these data I (We) Therefore, Approve these data SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE DESIGNATION NUMBER(S) CLASSIFICATION(S)

CHI-410

Structural Special

Judy Boggs



5181 Falcon Road • Rockford, Illinois 61109 • Phone 815/227-1611 • Fax 815/227-1920

Client:

WO #:

29010-99

DOUGLASS INTERIOR PRODUCTS

Date:

01/21/99

2000 - 124TH AVENUE NE

Test Plan #:

BELLEVUE WA 98005

PO#

11903

Aircraft:

S/N:

STOCK

NA

VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In:

01/20/99

9:00 AM

Time Out: 01/21/99

11:00 A

Specimen Desc.:

DOUGLASS INTERIOR PRODUCTS: LEATHER, P/N LL 3864, TULLBARDINE, D/L #

19048, REF 11832

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	0.4	0.0
12	0.0	0.3	0,0
12	0.0	0.3	0,0
Average:	0.0	0.3 .	0.0

Comments:

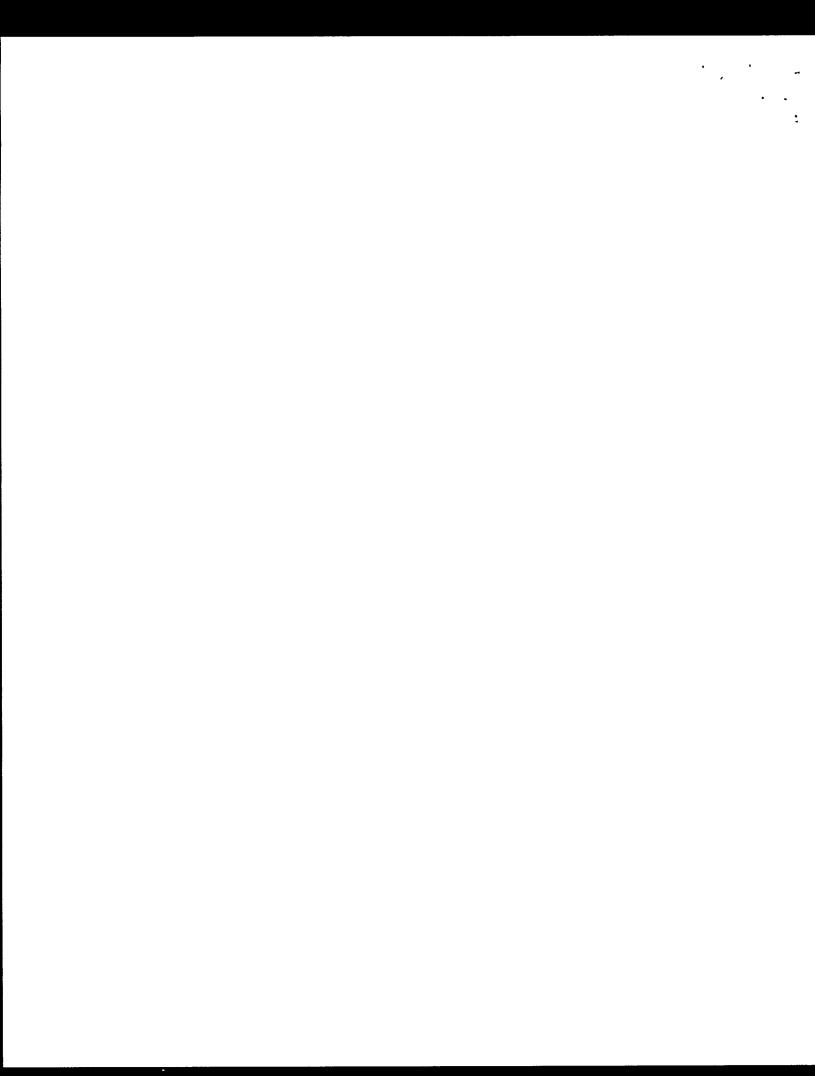
Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed:

Failed:

Signed:

VERT12NW-14642



. V	S. DEPARTMENT OF TRANS		DATE
STATEMENT OF CO	FEDERAL AVIATION ADMINIS MPLIANCE WITH THE F	STRATION EDERAL AVIATION REGU	ILATIONS 01/21/99
	AIRCRAFT OR AIRC	CRAFT COMPONENT IDENTIFICA	TION
İKE	MODEL NO.	TYPE (Airpiane, Radio, Helicopter etc.)	NAME OF APPLICANT
STOCK	N/A	1	Skandis, Inc.
SNNA		N/A	DOUGLASS INTERIOR PRODUCTS
IDENTIFICATION		LIST OF DATA TITLE	
Work Order # 29010-99	DOUGLASS INTE	RIOR PRODUCTS: LEATHE	R, P/N LL 3864, TULLBARDINE,
Test ID 13821	D/L # 19048		
			•
		•	
		•	
	,		
		•	
	1		•
PURPOSE OF DATA	······································		
DEMONSTRATION OF	F COMPLIANCE WITH M	ATERIAL FLAMMABILITY	REQUIREMENTS
APPLICABLE REQUIREMENTS (LI			
FAR 25.853 (a) Append	ix F Part I (a) (1) (ii)		
• • • • • • • • • • • • • • • • • • • •	(-) (-) (-)		
CERTIFICATION -Under author	ity vested by direction of the	Administrator and in accords	unce with conditions and limitations
of appointment under Part 183	of the Federal Aviation Re	gulations, data listed above an	unce with conditions and limitations d on attached sheets numbered
requirements of the Federal A	viation Regulations.	mice with established procedur	d on anached sheets numbered_ es and found to comply with applicable
I (We) Therefore Recom	unend approval of these data we these data	a	•
SIGNATURE(S) OF DESIGNATED	EMSINEERING REPRESENTA	TIVE DESIGNATION NUM	REP(S)
Duch	12		
		CHI-410	Structural Special
Judy Boggs	<u> </u>		
FAA Form 8110-3 (11-70) SUP	ERCERCO PREMALIA TENTA		

		• • • • • • • • • • • • • • • • • • • •

Industrial Rubber & Supply, Inc.

50th Anniversary 1946 - 1996

PO.BOX 2276 • TACOMA, WA 98401 • (253) 922-1148 • FAX (253) 922-5338

CERTIFICATE OF CONFORMANCE

To: Davline Upholstery

1111 Bewdley Avenue Victoria, BC V9A 5M9 Date:

March 20, 1998

P.O. #

479643

Sir or Madame:

This is to certify that the material furnished has been manufactured, inspected and tested in accordance with purchase order requirements.

Test reports covering subject material indicate conformance with applicable requirements and are on file, available for examination.

Applicable specifications called for by purchase order are:

FAR 25.853 Para B

Quantity:

● - CONFOR MED (PINK) 36 x 80 x 1 ● - CONFOR SOFT (YELLOW) 36 x 80 x 1

Industrial Rubber & Supply, Inc.

By: MAN A. And

	•	



INT'L. 316/262-3496 • NAT'L 800/457-3021 • FAX 316/263-5679

Test Date:

2/10/98

Test Report #: 811197A

Customer:

Davlin Upholstery

1111 Bewdley Ave.

Victoria BC CAN

V9A 5M9

Customer P.O.#: Verbal

Applicable FAA Requirements: FAR 23.853 (d) (3) (ii) Appendix F (d)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

12 Sec. Vertical Flammability Test Results

Conditioning Room

Time In: 10:00 AM

Time Out: 10:00 AM

Date: 2-9-98

Date: 2-10-98

Specimen Description:

Ultra Foam

Batch #26330

Sample	Flame Time (seconds)	Self-extinguish (seconds)	Burn Length (inches)	Drippings (seconds)
#1 _.	12	.75	3.00	0
#2	12	0	2.80	0
#3	12	0	2.00	0
Average		0.25	2.60	0.00

Vertical Burn Test (12 Sec.): Average self-extinguish time may not exceed 15 seconds. Average burn length may not exceed 8 ". Average do ling may not exceed 5 seconds after falling.

PASS OFAIL

Special Notes or Comments: No drippings

Signed:

Project No. SP0256WI-Q

		• • • • • • • • • • • • • • • • • • • •
	•	
	,	

•		DATE			
STATEMENT OF CO	FEDERAL AVIATION ADMIN MPLIANCE WITH THE FE		IATION REGULAT	IONS	2/10/98
	AIRCRAFT OR AIRC	RAFT COMPO	NENT IDENTIFICATION	L	
MAKE	MODEL NO.	TYPE (Airplane	A	NAME OF AF	PLICANT
Stock	N/A	6!C.)	√A ľ		avlin Upnolstery
IDENTIFICATION		LIST OF DAT	A TITLE		
1521111101111111			THEE		· · · · · · · · · · · · · · · · · · ·
811197A	Ultra Foam Batch #26330				
	Datch #26330				
	P.O.# Verbal				
	, in the second				
					`
					,
					!
PURPOSE OF DATA			<u> </u>		
•	of compliance with FAR	material fla	mmability regulrer	nents	
	·	A			······································
APPLICABLE REQUIREMENTS (List	t specific sections)		-		•
FAR 23.853 (d)	(3) (ii) Appendix F (d)				
	Appendix F Part I (a) (i) (i	an			
17	1. hhammer min - fact fold fold	,			
CENTIFICATION Un	nder authority vested by direction	of the Administ	rates and in pagedance	with condit	inne and limitations of
annointment under Part	183 of the Federal Aviation Regu	ulations, data lis	ted above and on attach	ed sheets r	numbered
	have been examined in a	accordance with	established procedures	and found	to comply with applicable
requirements of the Fede	leral Aviation Regulations.				
I (WE) Therefore	Recommend approval of the	ese dala			
	ATER ENGINEERING PERPESENTA	ATWEE DE	SIGNATION NUMBER(S)	1	CLASSIFICATION(S)
S'GNATUKE(S) OF DESIGNA	ATED ENGINEERING REPRESENTA	Alives De	SIGNATION NOMBERIO	 	
1 / fee	u Kall	R	56.9	Structu	ıres (Interiors)
Jeré	emy Hobbs				
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1		§		ŀ	

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US Departmen

US Department of Transportation Federal Aylation Administration MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification 5w159900218

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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for each suc	ch violation (Section	on 901 Federal Avia	tion Ac	t of 1	958).		sport dan result in e	CONTROLIG	inty from to exc	
1. Aircraft	Make Grumman Model				G-73					
i. Aircrait	Serial No.	Serial No. J-13				Nationality and Registration Mark NC2950				
	Name (As shown	Name (As shown on registration certificate)					(As shown on reg	istration c	ertificate)	*****
2. Owner						4970 Energ Reno, NV				
				3. F	For FAA Use Or	nly				-
airworthiness re described aircra	quirements and is ap of subject to conformation 43.7 of the FAF	ocomplied with application of the above ity inspection by a party.	}			•		-		
70/01/90	FAA Inspector	SW-OKC-F	SDC	4. l	Jnit Identification	on			5. Type	
Unit	Ма	ake			Model ,		Serial No):	Repair	Alteration
AIRFRAME (As described in Item 1 above)						· x				
POWERPLANT		-								
PROPELLER										
APPLIANCE	Type Manufacturer									
			E	. Co	nformity Staten	ent			L	'
A. Agency's N	ame and Address			В. І	Kind of Agency			C. Certi	ficate No.	
	leff Molina			_X_			· · · · · · · · · · · · · · · · · · ·			
	1011 N. 2nd P			-	Foreign Certifica			441768867 A&P		
•	Jenks, OK 744	14 /		Certificated Repair Station Manufacturer						
nave beer	i made in accordai	or alteration made to nce with the require correct to the best	ements	of Pa	dentified in iten	14 above 5. Federal	and described on the Aviation Regulation	he reverse ons and th	or attachme at the inform	nts hereto nation
Date	1/98				Juli	M	oh			
			7. Ap	prova	I for Return To	Service				
Pursuant to Administrato	the authority giver r of the Federal Av	n persons specifie iation Administrati	d belov on and	v, the	unit identified APPROVED	in item 4	4 was inspected in	the man	ner prescrib	ed by the
FAA Inspe	Flt. Standards ector	Manufacturer	X	Inspe	ection Authoriza	tion	Other (Specify)			
FAA	Designee	Repair Station		Cana	on Approved by ada Airworthines	s Group				
Date of Approva	, .	Certificate or Designation No.		Sign	ature of Author		_			
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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

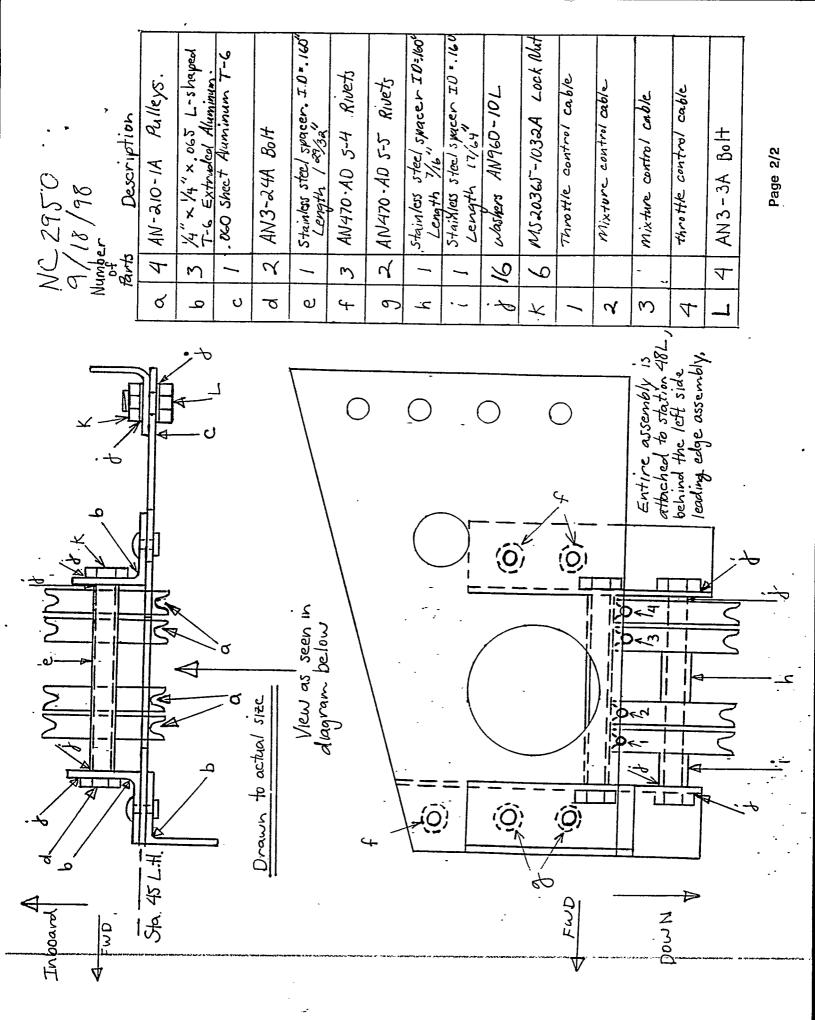
4.4

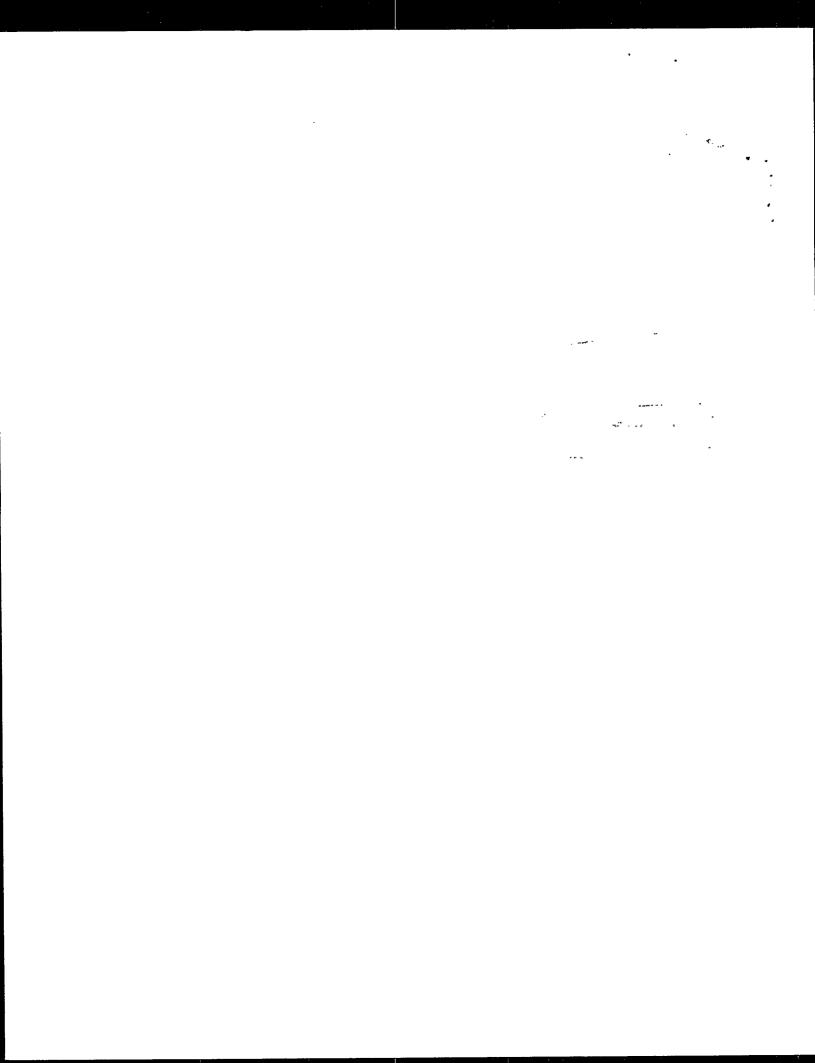
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

The alteration is located behind the leading edge of the left wing, between the left engine and fuselage (station 45 L.H.). This alteration consist basically of four pulleys and their components. The purpose of this alteration was to keep the fuel mixture cables from touching the fuel selector valve. Another purpose of this alteration was to keep all throttle and mixture cables spaced from each other.

Reference Material:

- 1)Attached Diagrams
- 2)Grumman Mallard Amphibian Model G-73, service manual, Issue August 1, 1951 fig. 141 sheet 1 to 6, ACC43.13-1A & 2A, para. 97a; 100b; para. 195;198a,c,d;f. AC65 fig. 2-59 and 2-60. pages 66 and 67.
- 3)Technical Manual-Structural repair instructions, June 1, 1957-Secretary of Air Force, See Section IX, Appendix 1-repair materials, Appendix II-Typical Repair Illustrations, Appendix III-Grumman Standard Practice.







US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for each su	ch violation (Secti	on 901 Federal Avia	ation A	ct of 1	1958).	anure to re	eport can result in a	а січіі репа	iity not to exc	eea \$1,000
	Make					Model				
1. Aircraft	Gr	Grumman					G-73			
i. Anorait	Serial No.	Serial No. J-13				Nationality and Registration Mark NC2950				
	Name (As show	n on registration ce	ertificat	e)		Address	s (As shown on reg	istration o	ertificate)	
2. Owner	St	eve Hamilton					4970 Ener Reno, NV	gy Way	•	
airworthiness redescribed aircr	equirements and is a aft subject to conformection 43.7 of the FA	in complied with applic pproved for the above nity inspection by a per R.	9	3. 1	For FAA Use O	nly				
Date	FAA Inspector	SW-OKC-F	SDC	4. t	Unit Identificati	on			5. Type	
Unit	N	lake			Model		Serial No).	Repair	Alteration
AIRFRAME		(As des	cribed	d in Item 1 abov	/e) •••••	·····			х
POWERPLANT										
PROPELLER										
APPLIANCE	Type Manufacturer									
				S. Co	nformity Stater	nent			<u> </u>	
A. Agency's N	lame and Address			_	Kind of Agency			C. Certi	ficate No.	
	Jeff Molina			X	U.S. Certificated	Mechanic	;			
	1011 N. 2nd	PI.		Foreign Certificated Mechanic			441768867 A&P			
	Jenks, OK 74	1037			Certificated Rep	air Station		- 441100001 Adi		
					Manufacturer	-				
Have bee	ii iiiaue iii accorda	or alteration made to ince with the require i correct to the best	ements	OtPa	art 43 of the LLS	a 4 above 6. Federal	and described on the Aviation Regulation	ne reverse ons and th	or attachmer at the inform	nts hereto ation
Date 6/	/ / Signature of Authorized Individual									
			7. Ap	prova	al for Return To	Service				
Pursuant to Administrate	the authority give or of the Federal A	n persons specified	d belov on and	v, the	ur dentified	in item ∙	4 was inspected in	the mani	ner prescribe	d by the
FAA	Flt. Standards ector	Manufacturer	X		ection Authoriza		Other (Specify)			
FAA	Designee	Repair Station		Perso Cana	on Approved by ada Airworthines	Transport s Group				
,	al or Rejection	Certificate or Designation No.		Sign	ature of Author	ized Indi	vidual			
10/11	98	1A4787001	81	•	Thu	· //.	Cuft			

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.)

Two identical altertions are located along the centerline, just beneath the top skin, just 15 inches in front of the center section. The purpose of these alterations is to keep the carburetor heat control cables from wearing into the rib at station 180 on the fuselage.

This alteration consist of two pulleys and their components.

Reference Materials:

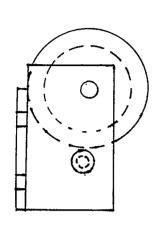
1)Attached diagrams

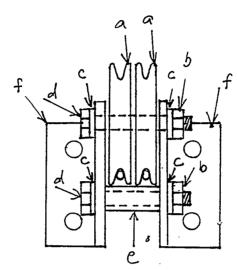
2)Grumman Mallard Amphibian Model G-73, services manual, issue August 1, 1951 fig. 141 sheet 1 to 6., AC43.13-1A &2A, para 97a; 100b; para. 195; 198a,c,d,f. AC65 fig. 2-59 and 2-60. pages 66 and 67

3)Technical Manual-Structural repair instructions, June 1, 1957- Secretary of Air Force See Section IX Appendix I-repair Materials, Appendix II-Typical Repair Illustrations, Appendix III-Grumman Standard Practice.

Additional Sheets Are Attached

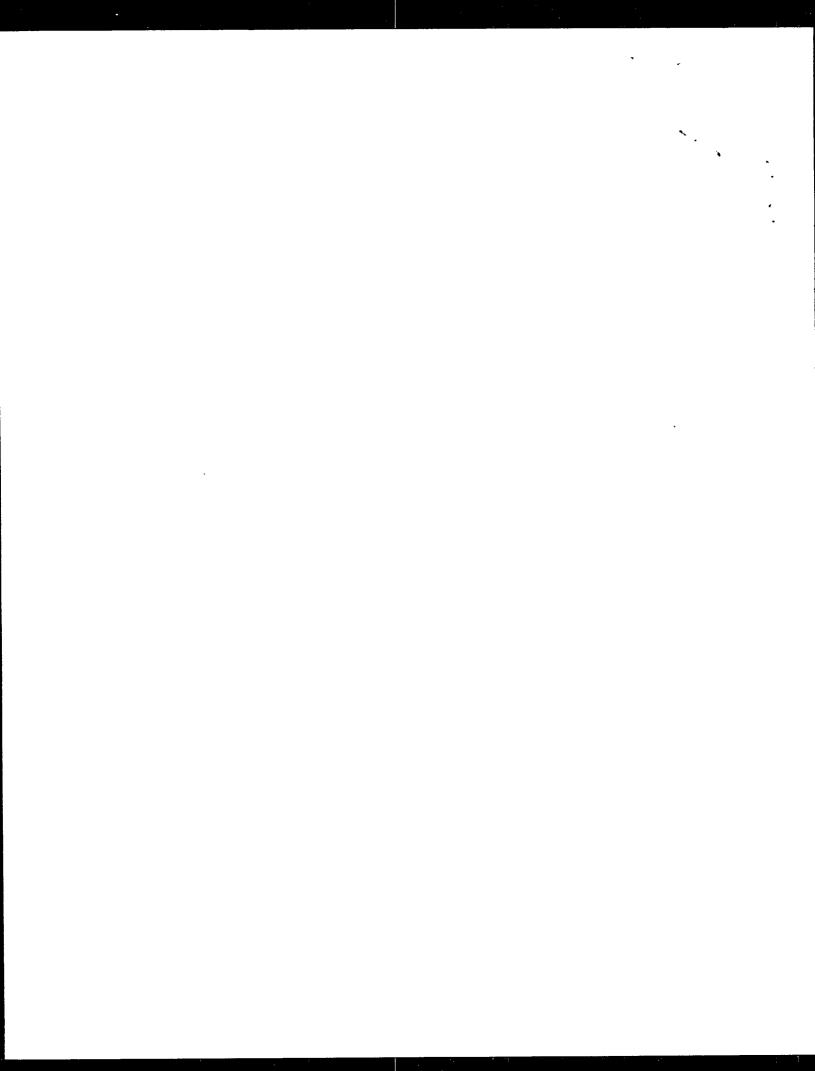
NC2950 9/18/98





both assemblies are attached to the rib at station 180 on the fuselage.

	Numbe	Description
a	2	AN-210-1A Pulley
b	2	M520365-1032A Locknut
C	4	AN-960 washer
d	2	AN3-11A Bolt
9	1	Stainless steel spacer I.D=. 160" Lgt %
f	2	Extruded L-Angle 7075-T6 Thick /32





Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification 5W159900213

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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for each suc	h violation (Section 901 Federal Avia	ition Act of 1958).	,	orra pondi	iy not to oxo	υσα ψ 1, υ συ		
d Almonda	Make Grumman	•	Model G-73		_			
1. Aircraft	Serial No. J-13		Nationality and Registration Mark NC2950					
-	Name (As shown on registration ce	rtificate)	Address (As shown on reg	istration ce	ertificate)	· · · · · · · · · · · · · · · · · · ·		
2. Owner	Steve Hamilton		4970 Energy N Reno, NV 895	-				
		3. For FAA Use O	nly					
airworthiness red described aircra	display the policies of the policies with application of the above the subject to conformity inspection by a pection 43.7 of the FAR.	9 .				-		
10/01/98	Ephand & Attl	220						
nate	FAA Inspector SW-OKC-F	SDO 4. Unit Identificat	ion		5. Type	<u> </u>		
Unit	Make	Model -	Serial No		Repair	Alteration		
AIRFRAME	•••••••••••••••••••••••••••••••••••••••	As described in Item 1 abo	ve)			x		
POWERPLANT								
PROPELLER								
APPLIANCE	Type Manufacturer					-		
		6. Conformity State	ment	<u>-</u>		l		
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	hew C. Schober	X U.S. Certificate		34750	04224 A&	D		
	W. 12th nulgee, OK 74447 -		Certificated Repair Station			77304224 AQI		
nave been	at the repair and/or alteration made to made in accordance with the require herein is true and correct to the best	o the unit(s) identified in ite	m 4 above and described on th S. Federal Aviation Regulation	ne reverse o	or attachment at the inform	nts hereto ation		
Date /0 /	1 /98	Signature of Author	orized Individual	<u>/</u>				
		7. Approval for Return To	Service		-			
Pursuant to t	he authority given persons specifier of the Federal Aviation Administrati	d below, the unit identifier	d in item 4 was inspected in D	the mann	er prescrib	ed by the		
FAA Inspe	Fit. Standards Manufacturer	X Inspection Authoriz	Other (Specify)					
FAA	Designee Repair Station	Person Approved by Canada Airworthine						
Date of Approva	Certificate or Designation No.	Signature of Author	orized Individual					
	<u>*</u>		- / (

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.

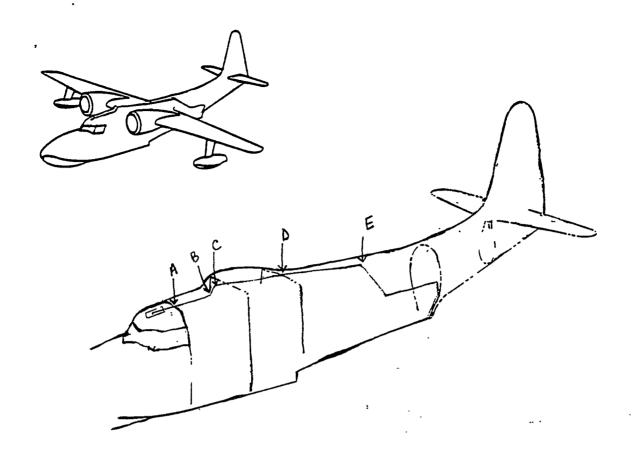
8. Description of Work Accomplished

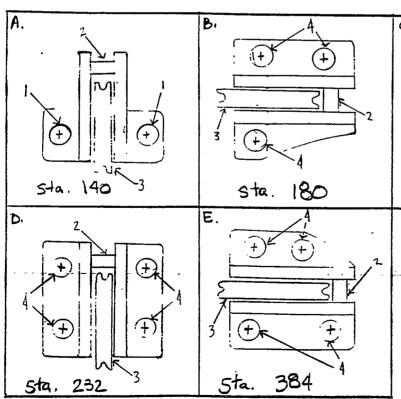
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Squat strut lever was originally installed on the aft lavatory compartment bulkhead at the door. It has been relocated to the cockpit, directly above the copilots seat. A new 3/16", 7X19 cable was made to facilitate the new control location. A system of pulleys has been used to ensure cable placement, and phenolic blocks have been used to protect the cable as it passes through the various airframe sections.

Referance Material:

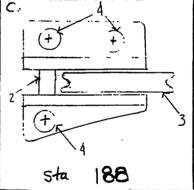
- 1)Grumman Mallard service manual model G-73 issue August 1, 1951 pages 218, 219 fig. 130. Note: page 218 note on bottom of page.
- 2) Ref. AC43.13 1A &2A para. 97, para. 100e
- 3) Ref. attached diagrams.





Note 1: All cable routing beyond sta. 384 is as originally installed.

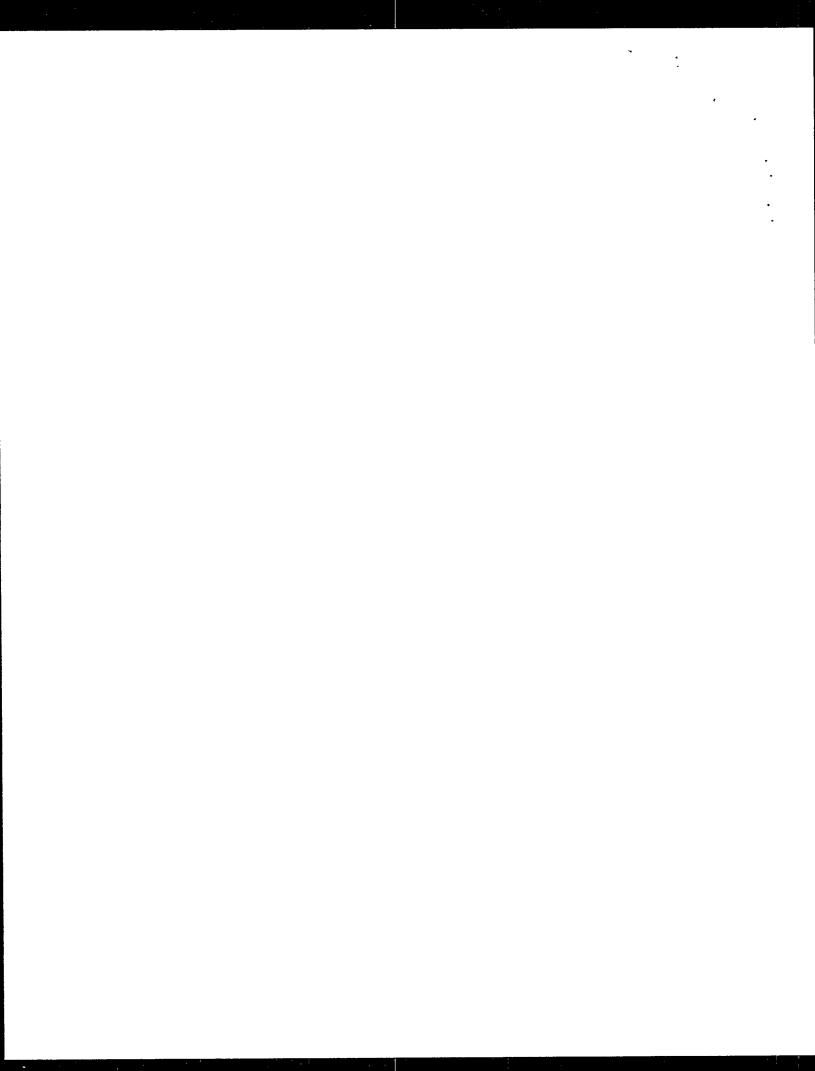
Note 2: Cable is protected by phenolic inserts as it passes through each rib.

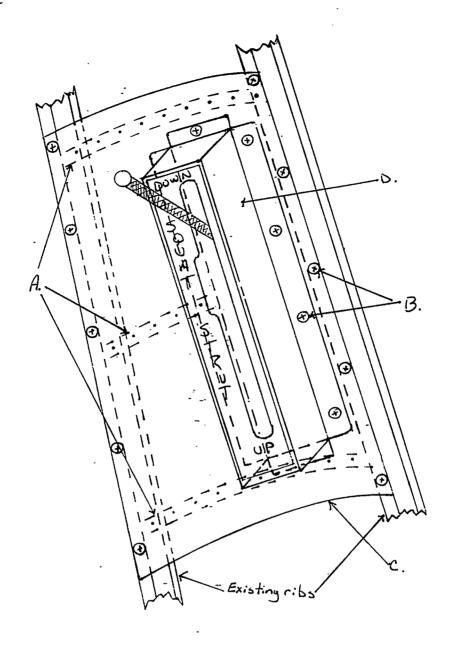


1. AN526C1032R12 (1ea.) AN960-10 (2 ea.)

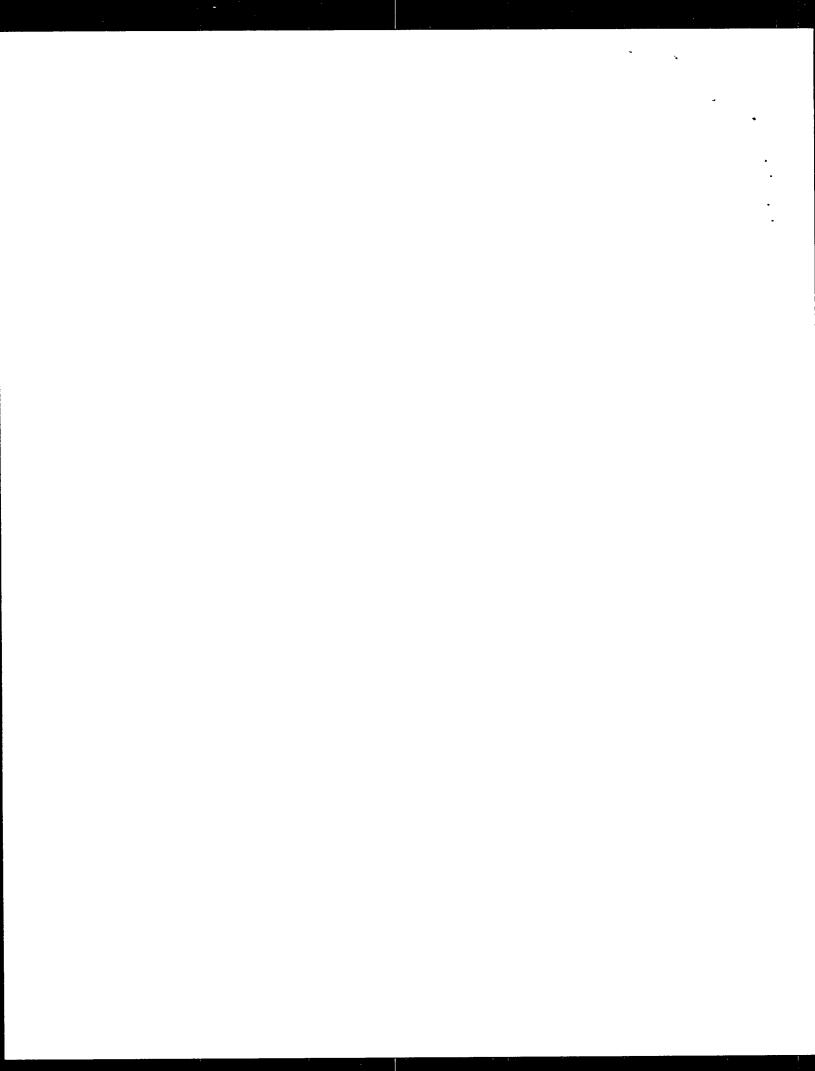
- M521044N3 (1ec.)
 2. 1/4" Stainless Steel tubing (I.A.P.) AN3-7A (10) AN960-10 (20) M521044N3(10)
- 3. MS 24566-18 (len) (I.A.P.) AN3-7A (lea.) AN960-10 (200) MS 21044N3 (100)
- 4. AN526C83Z Rio (10.) AN960-8 (2 a) MS21044NOB (10.)

Note 3: Brackets are 1" X1" X. 10"





A.	3/4" x 3/4" x.040" thick, angle that is attached every 1" with AN426AD3-4
- B.	All screws are: AN526C 83Z R8 and thread into nutplates: MS21059 LO8
C.	Panel is made from 7075 T-6 .050" thick
D.	Box is made from 2024 T-3 .032" thick and two, - of
	1"X1"X.10" thick angle are riveted inside to support the handle
56	le: 14"=1"



KEY TO FIGURE 130

ANTI-SQUAT STRUT INSTALLATION

- 1. Control Lever Assembly-No. 108071.
- 2. Instruction Plate-No. 108075 Riveted to Bulkhead.
- 3. Lever Mounting Brackets-No. 108073 (1L-1R) on Aft Side of Bulkhead.
- 4. Cable Assembly-No. 10802 with Adjusting Turn-
- Attachments-Cable Terminal to Lever:

Bushing-No. 112541-8.

Bolt-AN23-8.

Washer-AN960-10.

Nut-AN320-3.

Cotter-AN380-C2-2.

6. Cable Support Pulley Bracket Assembly-No. 108072 on Aft Side of Sta. 384 at Stringer No. 5.

Attachments, Pulley AN210-A to Bracket:

Bolt-AN3-6A

Washer-AN960-D10

Nut-AN365-1032

NOTE

Phenoi block cable fairleads No. 57645-9 on Sta. 406, 428 and 446.5 attached with screws AN515-8-10 (2), washers AN960-D10L (2) and nuts AN365-1032 (2), each.

- 7. Cable Support Pulley Bracket Assembly-No. 108079 on Forward Side of Sta. 464 at Stringer No. 5.
- 8. Cable Support Pulley Bracket-No. 108078 (2) on Sta. 464 Bulkhead at Stringer No. 8.
- 9. Cable Guide Tube Assembly-No. 108077 (end plate riveted to rear step fairing floor enclosure box).
- 10. Guide Tube Support Bracket-No. 108081 at Sta.

Attachments. Guide Tube to Bracket:

Clamp-AN742-8.

Screw-AN515-8-8.

Washer-AN960-D8.

Nut-AN365-832

NOTE

Tube supported forward of Sta. 364 and midway between Sta. 364 and 446.5 by NAF1051-32T clamps and led through gromment in hull skin just forward of Sta. 364. These details not shown

- 11. Rear Step Fairing Floor Enclosure Box.
- 12. Cable Fork End Strap Fitting-Tru-loc-No. RA-2500-2
- 13. Arm-No. 108076-3.

Attachments-Cable End Fitting to Arm:

Bolt-AN23-5.

Cotter-AN380-C2-2.

14. Attachments, Arm

Bushing-No. : .541-3.

Washer-AN960-D10 (2).

Nut-AN365-1032.

Washer-AN960-10 (2).

Nut-AN320-3.

Enclosure Pox:

Spacer-G5-4-50 (2).

Bolt-AN3-23A

Items 24, 25 and 26 installed on airplanes J50 and subsequent. They may be installed on earlier airplanes and replace the installation illustrated

in items 1 to 8.

15. Spring-No. G101-268.

Arms-No. 108076-2 (1L/1R). 16.

Attachments to Arm No. 108076-3:

Patter 27

Bolt-AN24-10.

Nut-AN320-4.

Cotter-AN380-C2-2.

17. Arms-No. 108076-1 (2).

Attachments to Arms No. 108076-2:

Bushing-No. 112541-2.

Bolt-AN3-6A

Washer-AN960-516 (2).

Nut-AN365-1032.

18. Attachments, Arms No. 108076-1 to Hull Rear Step Fairing Channels:

Bushing-No. 112541-1 (2).

Bolt-AN23-8A (2).

Nut-AN364-1032 (2).

19. Stop Assemblies (1L/1R) on Hull Rear Step Fairing Channels:

Spacer-G5-2-8 (2).

Screw-AN515-6-8 (2).

Nut-AN365-632 (2).

Strut End Fitting Tube-No. 168066-2.

Attachments, Arms No. 108076-1 to Strut End Fit. ting Tube:

Spacer-Ne. 112541-1 (2).

Belt-AN23-28A.

Washer--AN960-10 (2).

Nut-AN364-1032.

Strut Tube Assembly-No. 108054 (in up positiondown position shown in broken lines).

Attachments-Strut to Hull Channels:

Bushing-No. 112541-7.

Bushing-No. 112541-3. Washer-AN960-516L.

Bushing-No. 112541-6 (2) (outside washers).

Belt-ANS-23A.

Nut-AN364-1632

Plate-No. 110646-3-Installed on Ceiling over Co-Pilot's Seat. Attachments:

Screw---AN520-10-7(6)

Washer-AN960-D10(6)

Nut-AN365-1032(6).

25. Lever in Locked Position. Dotted Lines Show Unlocked Position, Against Stop Block No. 110645-7.

Attachments Lever to Plate:

Boit-AN23-15

Washer—AN960-D10(2) Washer—AN960-516

Nut-AN365-1032

Attachments, Stop Block to Plate:

Screw-AN526-103L-14(2)

Washer—AN960-D10(2)

Nut-AN365-1032(2)

Attackments, Lever to Cable

Belt-AN23-10

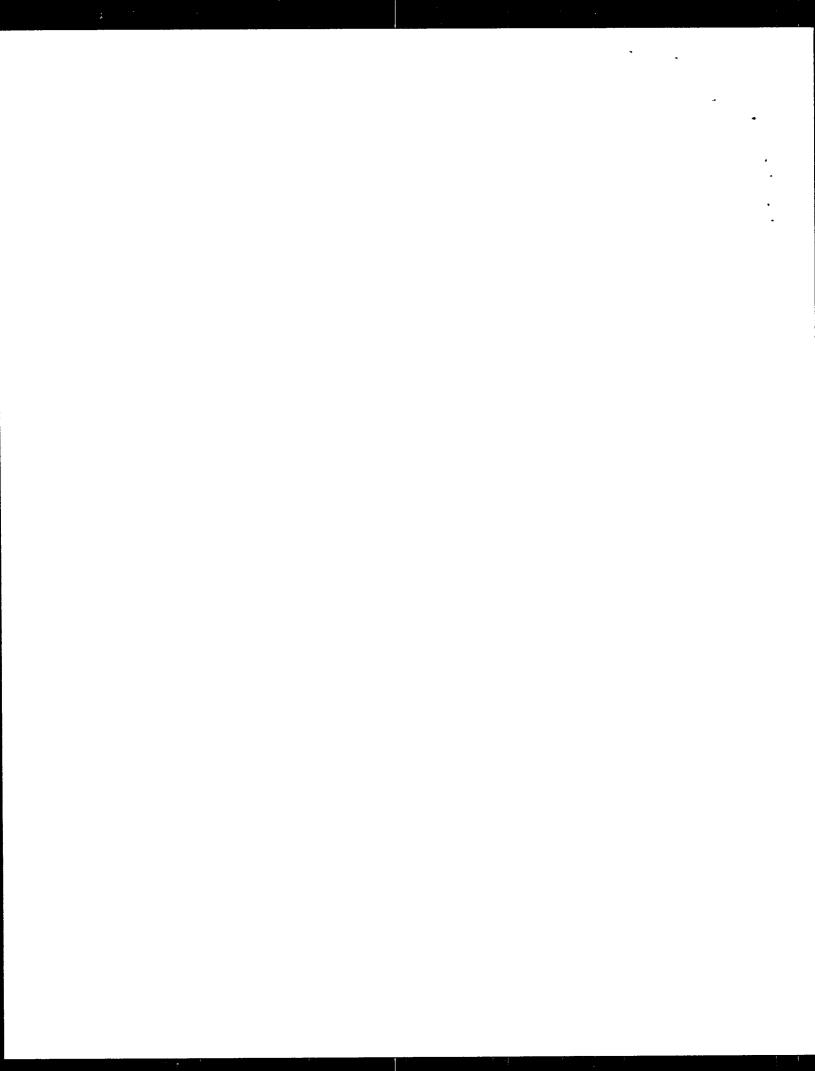
Washer-AN960-D10(3)

Nut-AN365-1032

26. Cable Assembly to Strut. Made Up of Assemblid Nos. 110643-1, -2, -3,

Note

1:



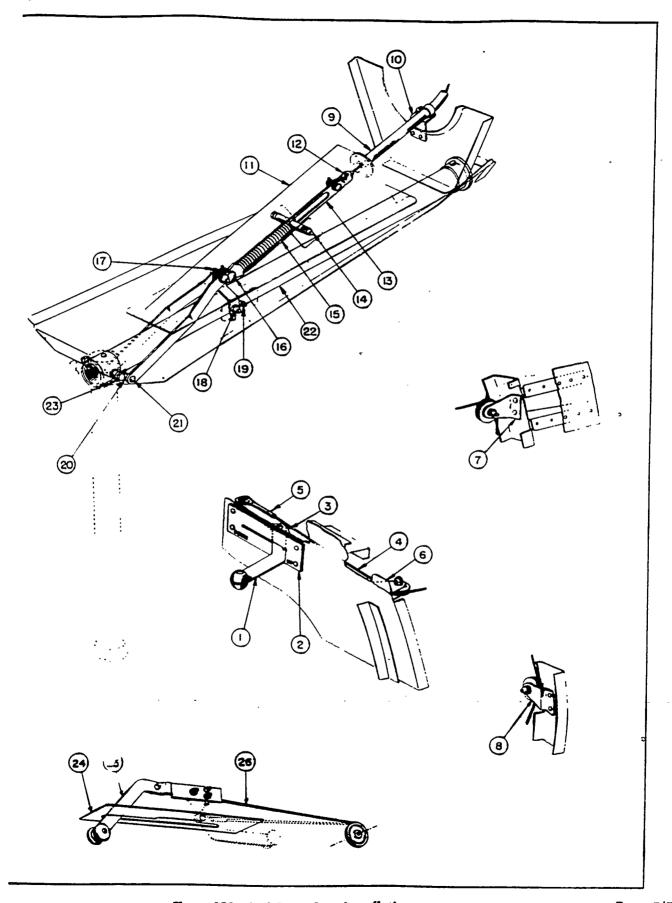
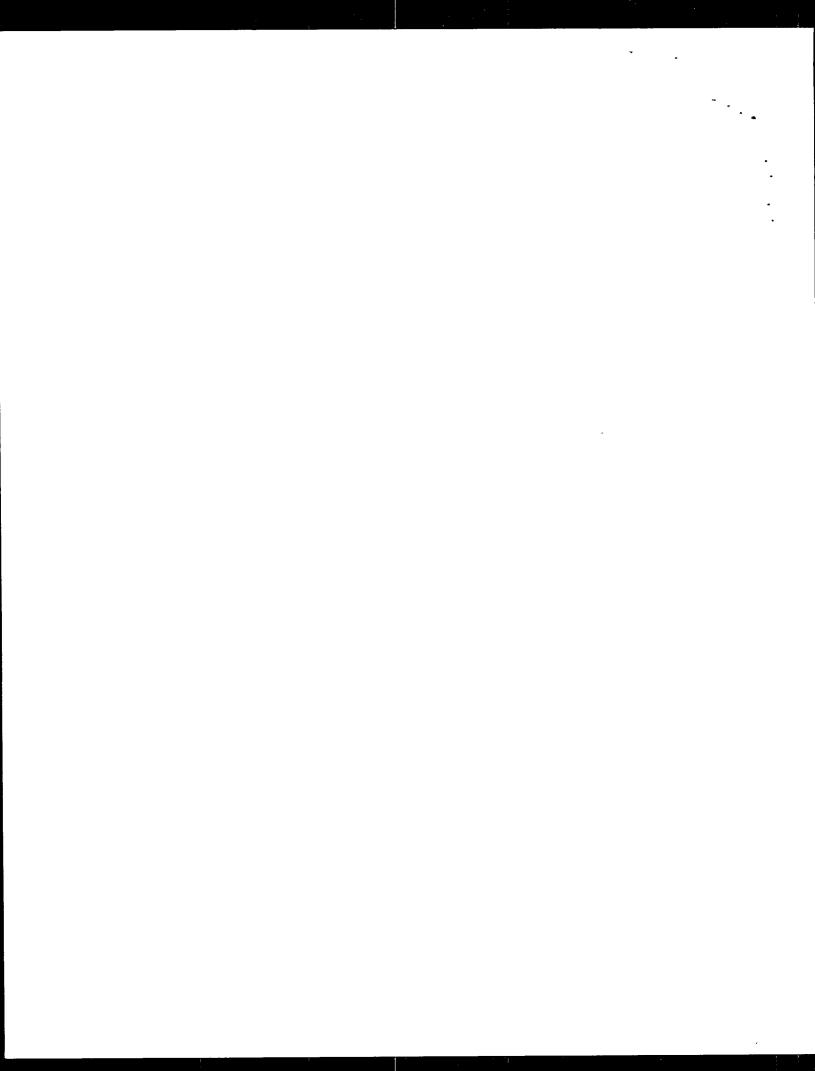


Figure 130—Anti-Squat Strut Installation



US Department of Irdesportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification
SW159900214

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		Make	_			Model				····	
1. Airci	craft	Grumm	an		-	G-73					
	o.u.t	Serial No. J-13				Nationality and Registration Mark NC2950					
-		ļ	on registration ce	rtificate	9)	Address	(As shown on regi	stration c	ertificate)		
2. Owner		,		1	970 Ener	au l	Cay				
2. Owner		04	11- 1	,		4	7 (0 0 2 20)	JJ	J		
		Steve	Hamel	ton			970 Ener Reno, N	v 89.	502		
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			n complied with appli oproved for the abov		•						
			ity inspection by a p								
autho	rized in se	ction 43.7 of the FAI	a. M	1	•					-	
10/0	1 A8	Kulaid	I Stall	,						-	
Date		FAA Inspector	SW-OKC-F	SDC	4. Unit Identificati	on			5. Type		
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POWE	HPLANI			İ							
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PROPE	LLER										
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					Conformity States					<u> </u>	
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	J	enks, OK 740	037 -	-	Certificated Repair Station			441700007 A&P			
		, ,			Manufacturer					İ	
D. 1	certify th	at the repair and/o	or alteration made t	o the un	ut(s) identified in iten	14 above	and described on th	ne reverse	orattachme	nts hereto	
h	ıave beer	ı made in accorda	nce with the require correct to the best	ements	of Part 43 of the U.S	. Federal	Aviation Regulation	ns and th	at the inform	ation	
Date		/			Signature of Author	rized Indi	ividual				
	15	11/00			organical of Author	1.200 11101					
	101	/			Chill		1000				
	· · ·			7. Ap	proval for Return To	Service					
Purs	uant to t	he authority give	n persons specifie	d belov	w, the unit identified	in item		the man	ner prescrib	ed by the	
Adm			iation Administrati	on and	is XAPPROVE) ЦН	EJECTED				
	FAA Inspe	Fit. Standards ector	Manufacturer	Y	Inspection Authoriza	tion	Other (Specify)			ı	
3Y					Porcon Approved to					I	
!	FAA	Designee	Repair Station	,	Person Approved by Canada Airworthines					ľ	
Date of	Approva	or Rejection	Certificate or	·	Signature of Author	ized Indi	vidual				
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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.)

Repaired center section on G-73 S/N J-13, due to corrosion. Replaced wing center section spar caps, webs and skins per F.A.A. Form 8110-3 and Halvorson Engineering drawings and instructions.

Reference Material:

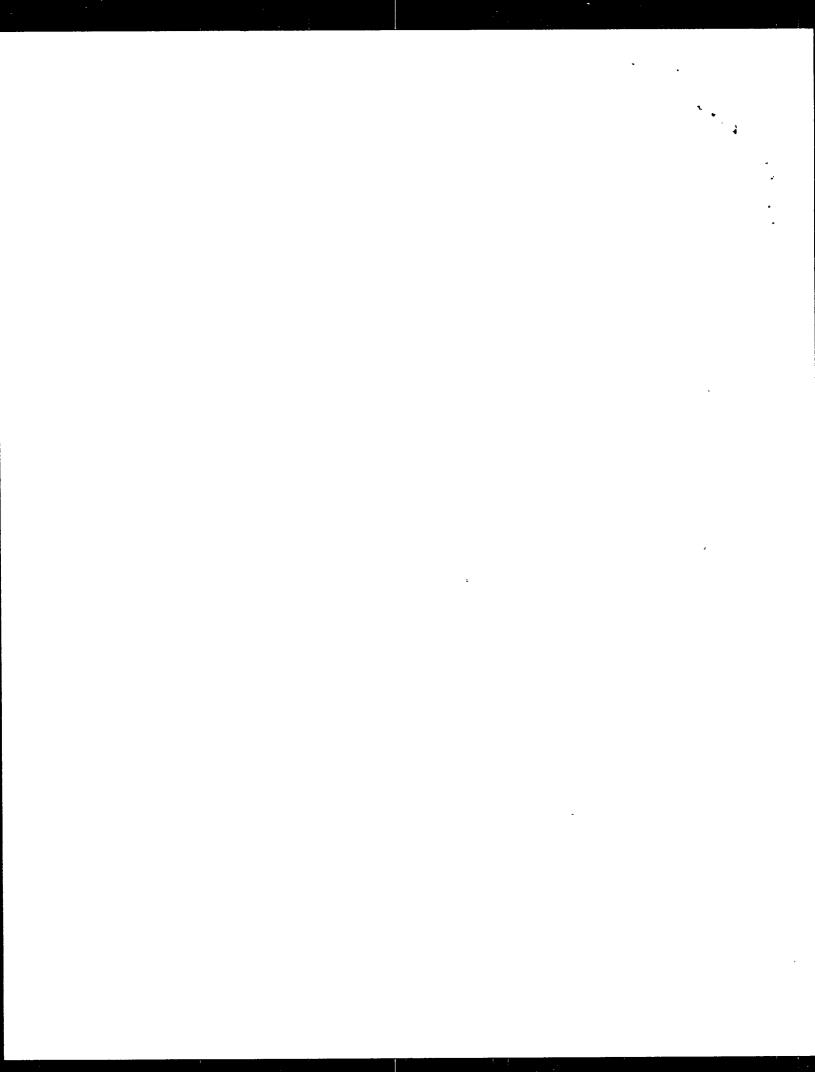
- 1)Drawing # 9320121-1 Pages 1 to 22.
- 2) Grumman Mallard Amphibian Model G-73 service manual issue August 1, 1951.
- 3) Grumman Mallard Amphibian Model G-73 Illustrated Parts catalog.
- 4)USAF Technical Manual-Structural repair Instructions issue June 1, 1957.

☐ Additional Sheets Are Attached

<u> </u>			Taker Taker					
	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	WATON DEGULATIONS	July 15, 1998					
STATEMENT OF COM	IPLIANCE WITH THE FEDERAL A AIRCRAFT OR AIRCRAFT COI	MPONENT IDENTIFICATION	9					
MAKE		e, Radio, Helicopter, etc.) N	AME OF APPLICANT					
Frakes	G-73 Airplan	e .	Abbott Aircraft Services					
	LIST OF	DATA						
IDENTIFICATION		TITLE						
9320121-1 Rev IR	Halvorson Engineering	Drawing, G-73 Wi	ing Center Section					
dated 7/14/98	Repair	Repair						
, , ,								
9320121-02 Rev IR	lalvorson Engineering Report, Structural Substantiation, Wing							
dated 7/14/98	Center Section Repair 9320121-1-1 G-73 S/N J-13							
uateu // 1+/ 90	Center Geetion Repair 2	020121 1 1 0 70	5/11.0_10					
END END	END END END							
•	Notes:							
	1) Acceptance of DER invo	luament in this field s	annroyal was conveyed by					
		orson and Gail Sober	FSDO Inspector for Abbott					
	2) This approval indicates		demonstrates compliance					
			aph and sübparagraph listed					
			Compliance to additional					
	regulations not listed he							
	_		engineering design data					
	· · · · · · · · · · · · · · · · · · ·	ation to necessary rec	quirements for the entire					
	alteration.							
			and are issued in support of					
	a major modification of	_	.1 .6					
	4) Structural aspects appropriate or propulsion data.	oved only - no approv	al of systems and equipment					
	5) End of data.							
PURPOSE OF DATA	5) End of data.							
In support of a field	d approval of a major re	nair: G-73 S/N J-	-13 Only					
	a approvar or a major ro	pair 3 . 5 5/1. 5	10 0 111					
APPLICABLE REQUIREMENTS (List spec	ific sections)	·						
Aircraft certificated to C								
For this repair: CAR 41	o.200, 4b.201, 4b.300, 4b	.301, 4b.302, 4b.30	04, 4b.306					
	authority vested by direction of the Ad							
	of the Federal Aviation Regulations,							
requirements of the Federa	been examined in accordance with e	stabusned procedures and	Thing to comply with applicable					
	ecommend approval of these dat	ta						
I (We) Therefore	••							
	pprove these data							
SIGNATURE(S) OF DESIGNATED	ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)					
1)/00/	. Robert M. Halvorson	NM-2175	Structures					
court for								
		Ī						

GPO 901-813

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION



US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-002
OMB No. 2120-002

For FAA Use Only

Office Identification SWIS 9900207

	h violation (Section	on 901 Federal Avia					portcarresorna	. J. Fin polita	,	0000	
	Make Grumm	an			Model G-73						
1. Aircraft	Serial No.				Nationality and Registration Mark						
	J-13	n on registration ce	rtificat	0.1	NC2950 Address (As shown on registration certificate)						
	<u>'</u>	Ü	runcau	e <i>)</i>			_		ertificate)		
2. Owner Steve Hamilton							970 Energy Wa eno, NV 89502				
				3. F	For FAA Use Or	ly					
airworthiness re described aircra	quirements and is a	o complied with applic oproved for the above oity inspection by a pe									
<i>10/01/98</i> Date	Suhack	le Steets									
náte í	FAA Inspector	SW-OKC-FS	D(0	4. L	Jnit Identification	on			5. Type	·	
Unit	Make				Model		Serial No). 	Repair	Alteration	
AIRFRAME	(As des			cribed	d in Item 1 abov	above)X					
POWERPLANT											
PROPELLER											
APPLIANCE	Type Manufacturer										
				-							
A			6		nformity Staten			· · · · · · · · · · · · · · · · · · ·			
	ame and Address				Kind of Agency			C. Certi	ficate No.		
	ew C. Schobe	er		_X_	U.S. Certificated			047			
	/. 12th Igee, OK 744	A7		 	Foreign Certificated Mechanic Certificated Repair Station			347	347504224 A&P		
- OKITIG	igee, OK 744				Manufacturer						
have beei	n made in accorda	or alteration made to nce with the require correct to the best	ements	of Pa	art 43 of the U.S	14 above i. Federal	and described on the Aviation Regulation	he reverse ons and th	or attachme at the inform	nts hereto nation	
Date 10/1/98				Signature of Authorized Individual							
			7. Ap	prova	al for Return To	Service					
Pursuant to Administrato	the authority give r of the Federal Av	n persons specifie viation Administrati	d belov on and	w, the	unit identified	in item	4 was inspected in	the man	ner prescrib	ed by the	
Inspe	Fit. Standards ector	Manufacturer	X	Insp	ection Authoriza	tion	Other (Specify)				
FAA	Designee	Repair Station		Pers Cana	on Approved by ada Airworthines	Transports Group	1				
Date of Approv	al or Rejection	Certificate or Designation No.	_	Sign	nature of Author	ized Indi	vidual				
10/1	198	1A4787001	81	Thur H. Cuft							

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.)

Fuselage junction box wiring was returned as closes as possible to the original configuration. The wiring had previously been split into two seperate boxes. The wiring has all-been returned to the original junction box. Grumman wiring diagrams were used to duplicate the original connections; with the exception of the following: The self-resting circuit breakers were replaced with manual reset circuit breakers of identicle amperage and the main circuit 100amp fuses were replaced with 105amp manual reset circuit breakers. The actual original location of components within the junction box is unknown. The components are mounted to facilitate connections and for ease of maintenance.

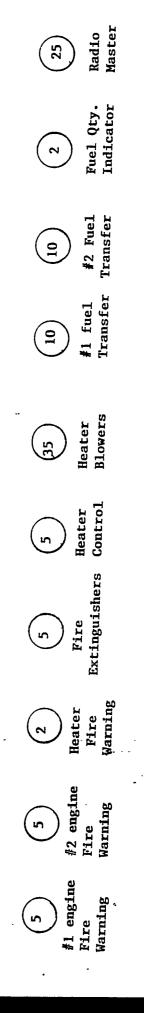
Reference Material: Electrical book Grumman Mallard S/N J-13 N2442H*
*Note N2442H has been changed to original Registration # NC2950.

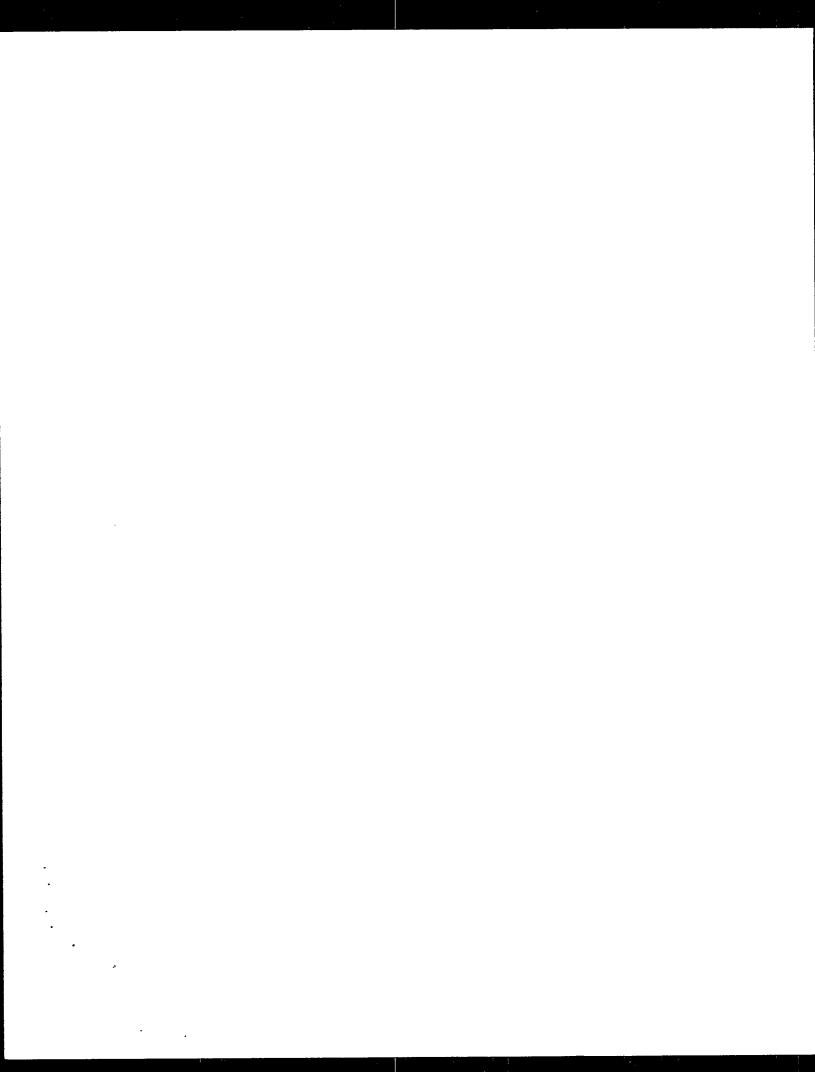
Ref. AC43.131A&2A Para. 429.b;c/w/fig.11.1,d(1).(2)

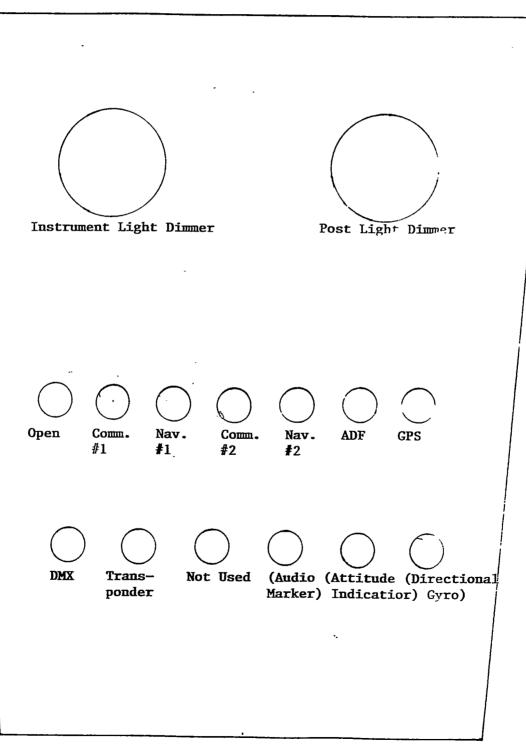
Ref. AC65.15A Fig. 11.7 Ref. Attached drawings

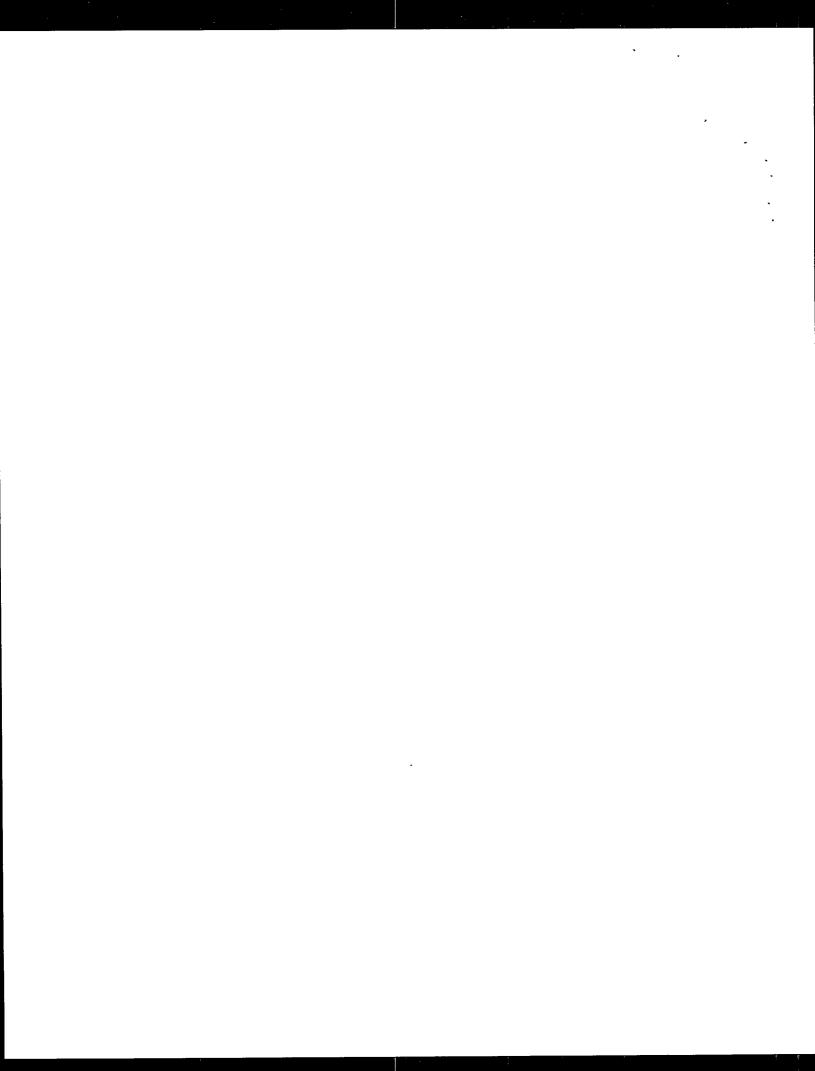
(eg)	Ľ. Ľ. M. Right
01	Landing Light Motor Left
-	Outside air temp.
(Z)	-Wheel & Flap pos. ; -Hobbs Meter -Carb. Air Temp.
(10)	Primers AStarters
<u>-</u>	Turn & Bank

#2 oil Temp.
(2) (sion #1 oil Temp.
Anti-Collision #1 lights oil Temp.
5 position / lights
20 landing lights
Compartment Lights
(10) cabin lights
cockpit 11ghts
Inst.
Post 11ghts

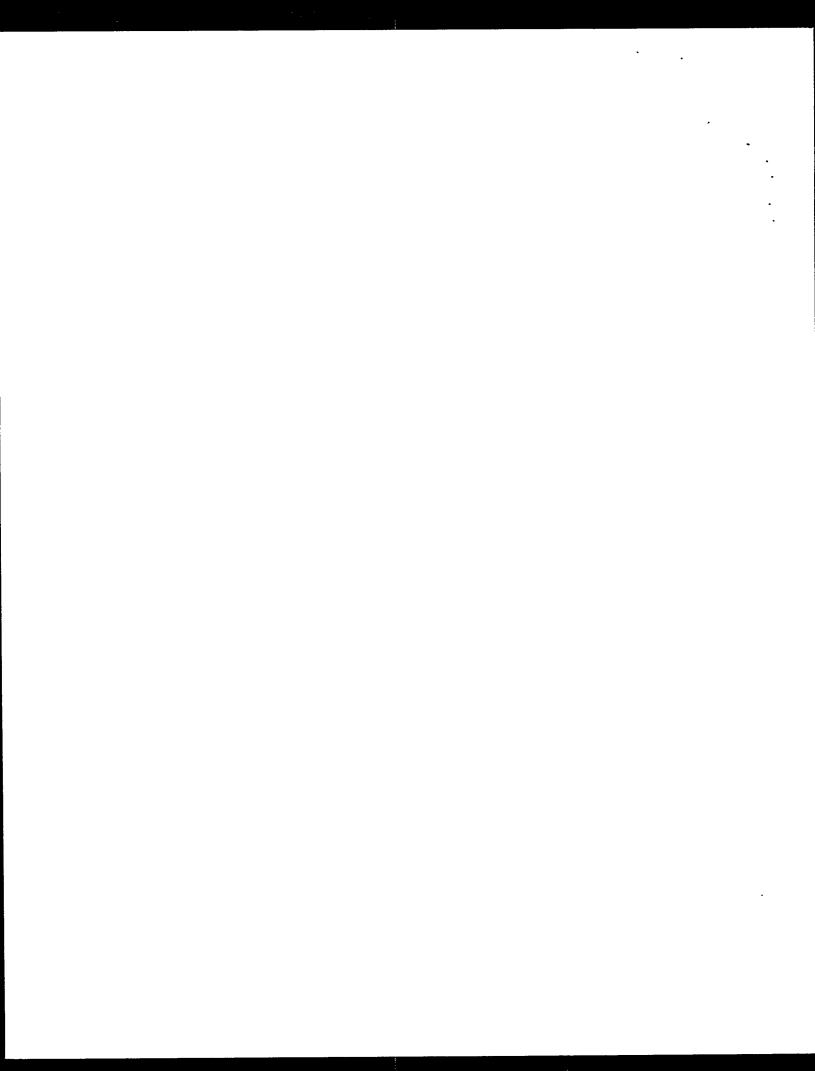








·	V	Viring Diagra	m	
Left landing A1 light close	Left engine B1 gen. switch	Rotating C1 beacon	Right engine D1 gen. switch	Right landing E1 light close
Left landing A2 light open	Fire exting. B2 system	C2 Cabin lights	D2	Right landing E2 light open
А3	Frie exting. B3 system	СЗ	D3	E3
Left feather A4 pump relay	Fire exting. B4 system	C4 Cabin heat	D4	Right feather E4 pump relay
Left fuel A5 pump	Fire exting. B5 bottle	Cabin heat C5 rheostat	D5 .	Right engine E5 fuel pump
Left engine A6 starter relay	Fire exting. B6 bottle	C6 Cabin heat	D6	Right engine E6 starter relay
Left engine A7 primer	Cabin heater B7 rheostat	C7 Cabin heat	D7	Right engine E7 primer
Left engine A8 primer	B8 Cabin heat	C8 Cabin heat	Right voltage D8 regulator	E8
Flap position A9 indicator	Flap position B9 indicator	C9 Cabin heat	Right voltage D9 regulator	Battery E9 HOT
A10	Left engine B10 prop. govenor	Cabin heater C10 circuit breaker	D10	Right reverse E10 current relay
A11	Outside air B11 temp.	Cabin heater C11 fire warning	D11	E11
Left engine A12 carb. temp.	Low voltage B12 regulator	C12	D12	Right engine E12 carb. temp.
Left engine A13 oil temp.	Voltammeter B13 Cir. Bk. #2	C13 Cabin heat	D13 Anchor lights	Right engine E13 oil temp.
Left engine A14 tachometer	Voltammeter B14 Cir. Bk. #1	C14 Cabin heat	Right engine D14 prop. gov.	Right engine E14 tachometer
Left engine A15 tachometer	B15	. Cabin heater C15 fuel solinoids	Voltammeter D15 cir. bk. #4	Right engine E15 tachometer
A16	Left Voltage B16 Meter	C16 Cabin heat	voltammeter D16 cir. bk. #3	E16 Position lights
A17	Left Gear B17 lock indicator	C17 Ground bus	Right gear D17 lock indicator	E17
A18 Entry light	Left gear B18 lock indicator	C18 Ground bus	Right gear D18 lock indicator	Right Reverse E18 current relay
A19 Pilot heat	B19	C19 Ground bus	D19	Right voltage E19 regulator
A20	Left fuel B20 pump	C20 Ground bus	D20	E20
Left landing A21 light on/off	Right fuel B21 pump	C21 Ground bus	D21	Right landing E21 light on/off
	Left reverse B22 current relay	C22 Ground bus	Right reverse D22 current relay	
	Left reverse B23 current relay	C23 Ground bus	Right reverse D23 current relay	
		C24 Ground bus	<u> </u>	

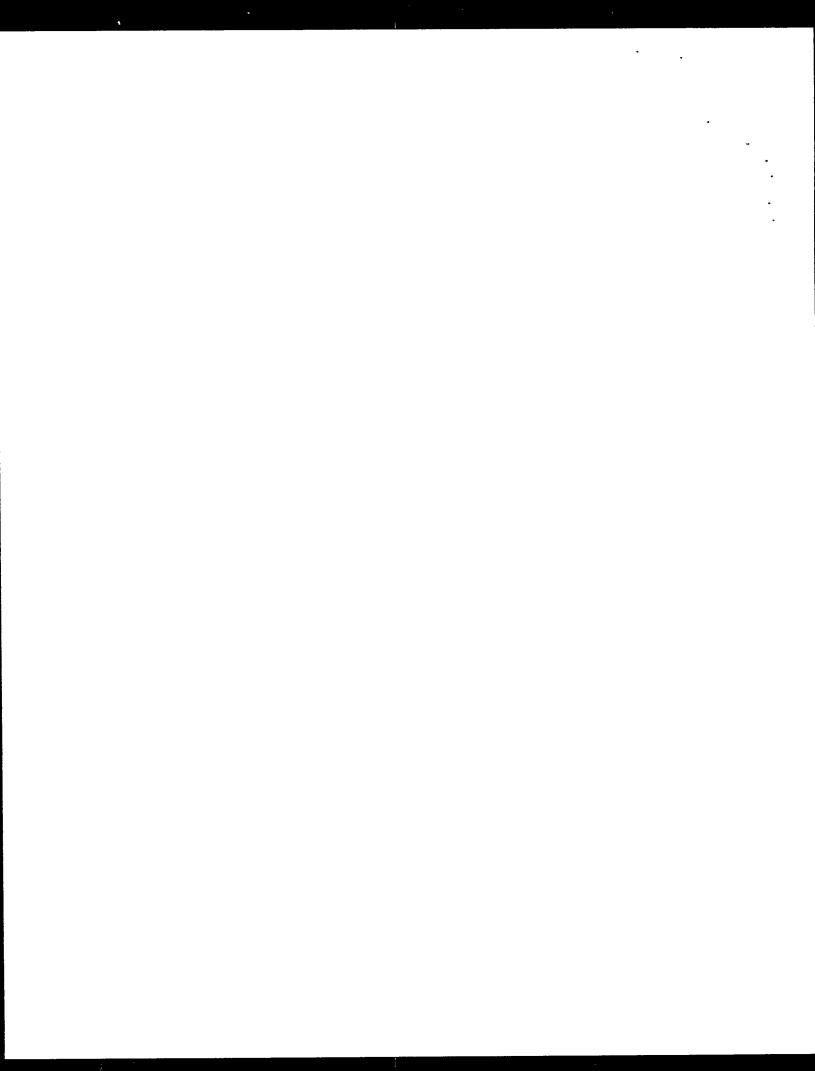


NC 2950 7-18-98

Left Engine Harness

Firewall Junction Box Nacelle Terminal Description
Connector Terminal Strip Strip
(AN3106B36-19S)

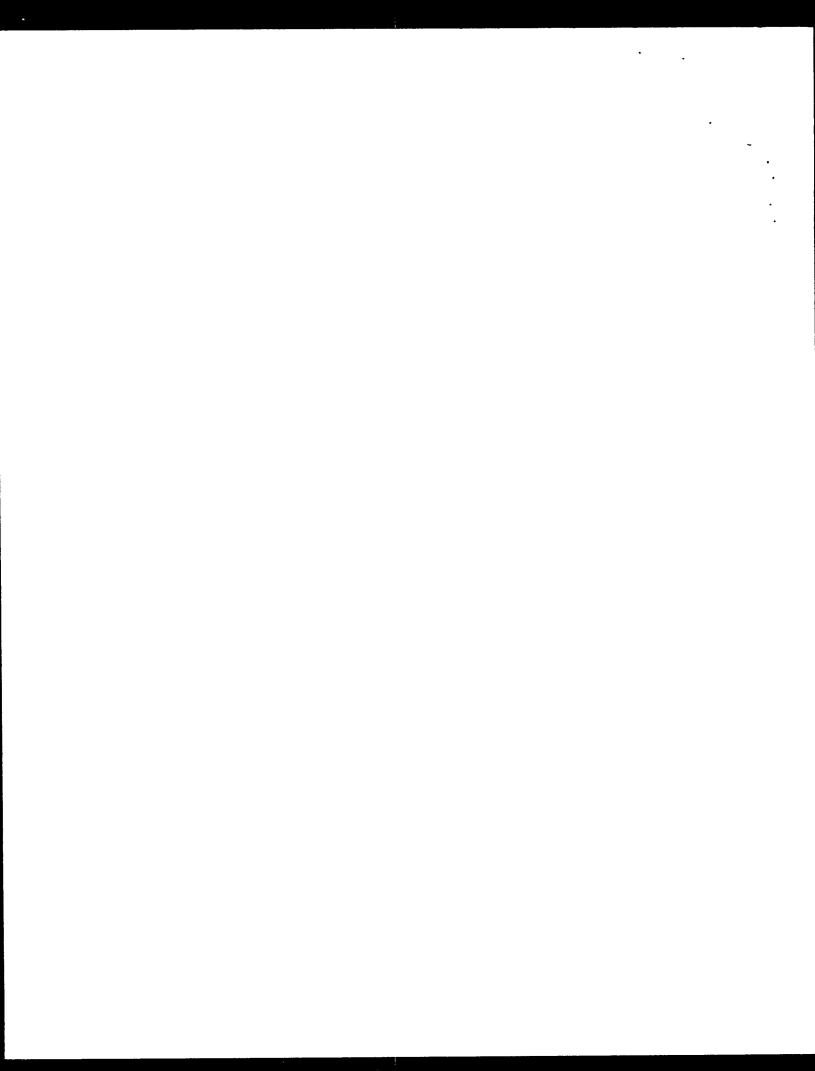
Α	Main Bus		(starter relay power)
В		1	(spare)
С		4&5	(ground bus)
D	A6	•	 (starter relay control)
<u>E</u>	Reverse curre	ent relay	(generator output)
<u>F</u>	A16		(top rt. T.S. 3)
<u>G</u>	<u>B16</u>	13	(generator regulator)
<u>H</u>	A15	9	("A" of tach gen. plug)
1	A14	8 -	("B" of tach gen. plug)
J	A5	2	(fuel pump)
<u>K</u>	A7	10	(primer)
<u>L</u>	B10	- 3 -	(prop)
<u>M</u>	A13	7	("A" of oil temp plug)
N	A12	6	("A" of carb, air temp plug)
0		11	(spare)
P	B12	12	(spare)
Q		-	(top rt. T.S. 5)



NC 2950 9-18-98

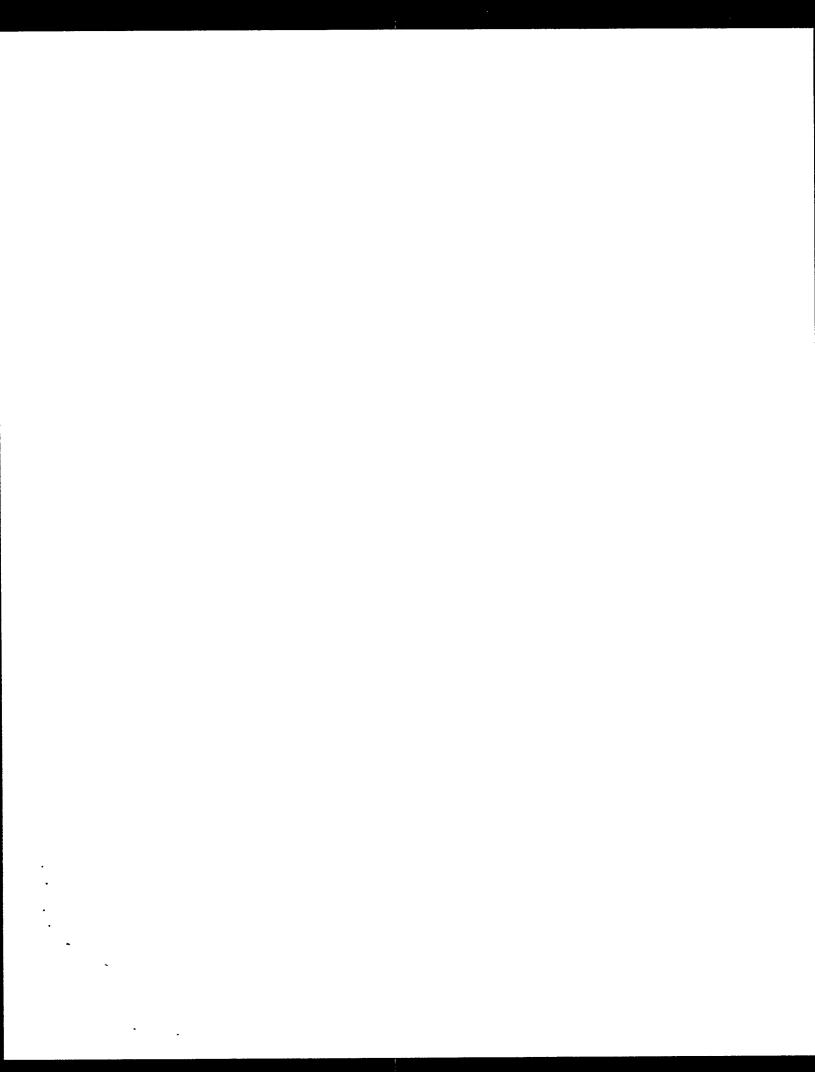
Right Engine Harness

Firewall Connector (AN3106B36-19S)	Junction Box Terminal Strip	Nacelle Terminal Strip	Description
• • •	was a see a see a see a see a see a see a see a see a see a see a see a see a see a see a see a see a see a se		Y THE A STORE
<u>A</u>	Main Bus		(starter relay power)
<u>B</u>		1	(spare)
C		4&5	(ground bus)
D	E6		(starter relay control)
<u>D</u> <u>E</u> F	Reverse current relay		(generator output)
	D3		(top rt. T.S. 3)
G	D9	13	(generator regulator)
<u>H</u>	E14	9	("A" of tach gen. plug)
1	E15	8	("B" of tach gen. plug)
J	E5	2	(fuel pump)
K	E7	10	(primer)
L	D14	3	(prop)
<u>M</u>	E13	7	("A" of oil temp plug)
N	E12	6 ("A" of carb. air temp plug)
0	= = = = = = = = = = = = = = = = = = = =	11	(spare)
P	E19	12	(spare)
Q			(top rt. T.S. 5)



16 2960	86-81-6
\angle	9

NC 2950 9-18-98	T+em (24.) A ANSZEC332 R10 10 B MSZO426A04-6 6 C ANSO7CB32 R10 9 D ANSO7CB32 R8 10	E MS21059 L3 2 F MS21059 L3 2 Note 1: Each nutplak 12 attached with 2 each ms 20426 AB 3-5.	Note 2: Plates and solve are made of 707576 .125" thick.	Scale: 38"= 1"			Page 7/8
	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(QQQ) (QQQ) (QQQ) (QQQ) (QQQ) (QQQ) (QQQ) (QQQ)	€ Q (0) Q (0) Q (0) Q (0)	(QQ)		\$\tilde{\alpha}\$.	
			—————————————————————————————————————	→	(+	0	Existing Structure
+	*	— <u>—</u> —	-		<u>+</u>		W Exish.



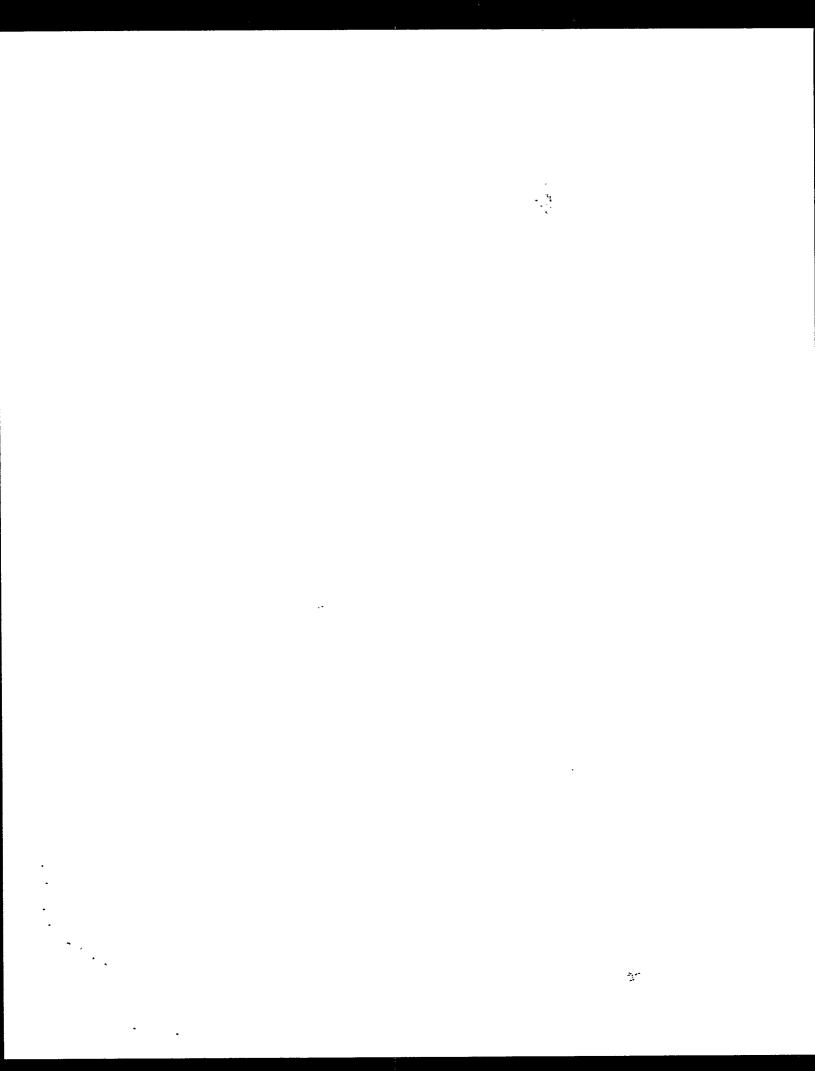
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Page 8/8



US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification 5W159900208

for each suc	ch violation (Sect	inis report is require ion 901 Federal Avia	ation Ac	t of 1	0.5.0. 1421). Fa 1958).	llure to re	port can result in a	ı cıvıı pena	iity not to exc	eea \$1,000
	Make					Model				
1. Aircraft	Grumman					G-73				
	Serial No. J-13					Nationality and Registration Mark NC2950				
	Name (As shown on registration certificate					Address	(As shown on reg	istration c	ertificate)	
2. Owner	01	Ham: 1ton				497	O Energy	1 Way	/	
	Steve	Hamilton				Reno	O Energy , NV 895	-02		
				3. 1	For FAA Use Oi					
airworthiness re	quirements and is a	in complied with applic approved for the above nity inspection by a pe	}		, .					-
authorized in se	ction 43.7 of the FA	R. (7)	,				÷			
10/01/98	Coulant	Q								
۾ ايا ن	FAX Irenacion	SM-UKC-F	SDC	4. (Unit Identificati	on			5. Type	
Unit	Make				Model :		Serial No).	Repair	Alteration
AIRFRAME	FRAME(As desc			cribe	! d in Item 1 abov	e)				x
POWERPLANT							=			
PROPELLER										
	Туре			-						
APPLIANCE	Manufacturer									
	<u> </u>		6	. Co	nformity Staten	ient		· · · · · · · · · · · · · · · · · · ·	<u> </u>	
A. Agency's N	ame and Address	3		_	Kind of Agency			C. Certi	ficate No.	
J	eff Molina			X U.S. Certificated Mechanic						
	011 N. 2nd I	· · ·		Foreign Certificated Mechanic			441768867 A&P			
J	enks, OK 74	037		Certificated Repair Station						
				<u> </u>	Manufacturer					
nave beer	n made in accord	or alteration made to ance with the requir d correct to the best	ements	of Pa	art 43 of the LLS	4 above a . Federal	nd described on the Aviation Regulation	he reverse ons and th	or attachmer at the inform	nts hereto ation
Date /		 		Cig	nature of Auth	ized Indiv	ridual			
10/	1/98				Guff	Mo	h			İ
,			7. Ap	prova	of Return To	Service			-	
Pursuant to Administrato	the authority give r of the Federal A	en persons specifie viation Administrati	d belov on and	v, the	unit identified	in item 4	was inspected in	the man	ner prescribe	ed by the
	Fit. Standards ector	Manufacturer	X	Insp	ection Authoriza	tion	Other (Specify)			
FAA	Designee	Repair Station			on Approved by ada Airworthines					
Date of Approva	, .	Certificate or Designation No.		Signature of Authorized Individual						
10/1	198	1A 478700	181	Thur H. Cuft						

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

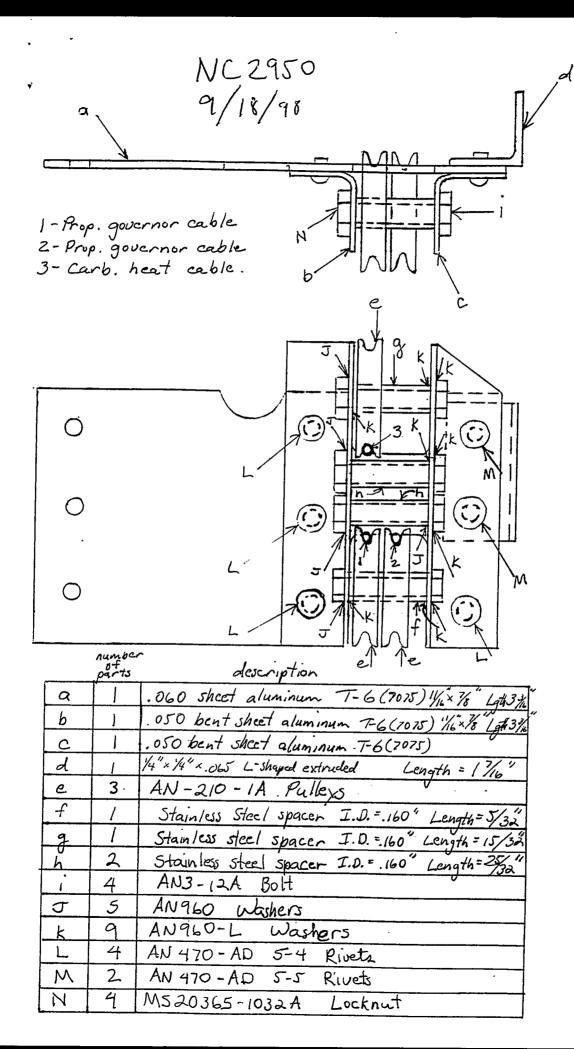
8. Description of Work Accomplished

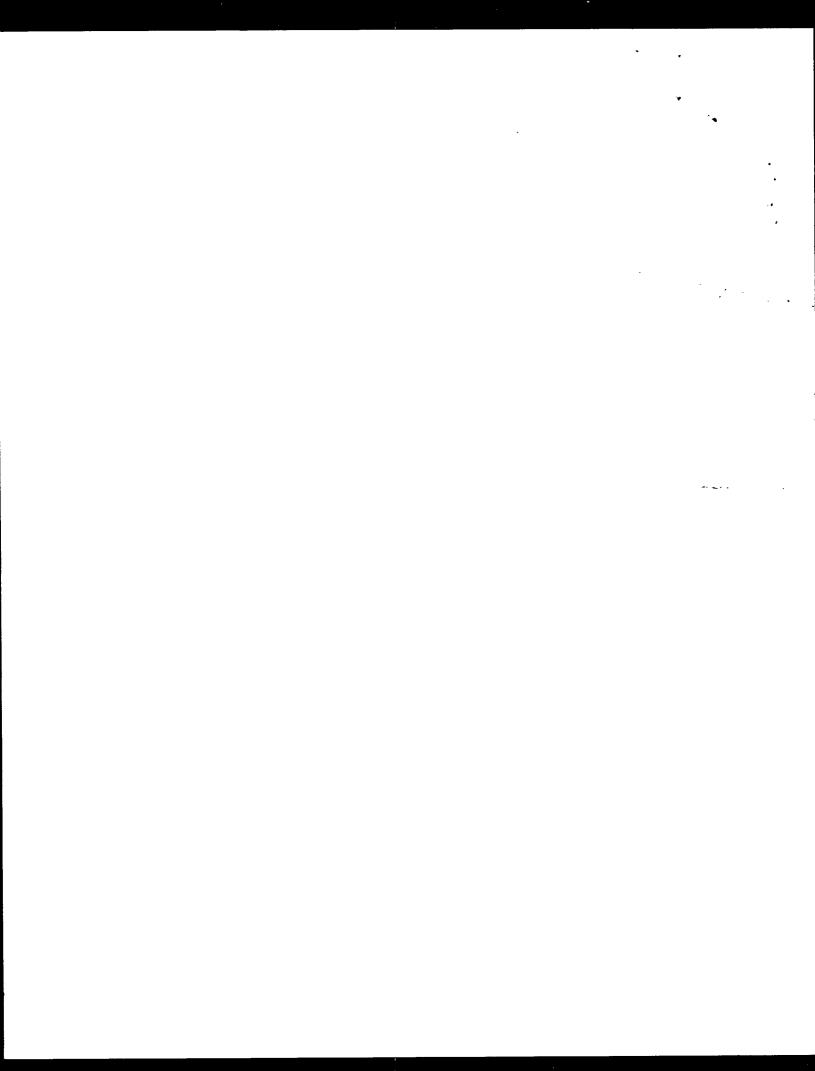
(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work completed.)

The alteration is located behind the leading edge of the left wing, between the left engine and fuselage (station 55 L.H.). This alteration consists basically of three pulleys, the primary purpose of this alteration was to keep one of the carburetor heat control cables from rubbing against the oil drain valve. Another purpose for this alteration was to keep the prop control cables spaced apart from each other.

Reference Materials:

- 1)Attached Diagrams.
- 2)Grumman Mallard Amphibian Model G-73, service manual, issue August 1, 1951 fig. 141 sheet 1 to 6, AC43.13-1A & 2A, para. 97a;:100b; para. 195; 198a,c,d,f. AC65 fig. 2-59 and 2-60. pages 66 and 67.
- 3)Technical Manual-Structural repair instructions, June 1, 1957-Secretary in Force, See Section IX, Appendix I-repair materials, Appendix II-Typical Repair Illustrations, Appendix III-Grumman Standard Practice.





US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

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Office Identification SW159900210

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 disposit for each suc	ion of this form. The h violation (Section	is report is required n 901 Federal Avia	by law tion Ac	/ (49 U.S.C. 1421). Fa t of 1958). 	ilure to r	eport can result in a	civil pena	ilty not to exc	eed \$1,000
1. Aircraft	Make Grumn	nan			Model				
Aiiviall	Serial No. J-13				Nationa	n Mark			
	Name (As shown	on registration ce	rtificate	·)	Address	(As shown on regi	istration c	ertificate)	
2. Owner	Steve	Hamilton				4970 Energy Reno, NV 895			
	<u> </u>	<u>, , , , , , , , , , , , , , , , , , , </u>		3. For FAA Use Or	ılv				
airworthiness rec described aircraf	quirements and is app	complied with applic proved for the above by inspection by a per			··• j				
7 <i>0707798</i> Paté	FAA Inspector	SW-OKC-FS	DO	4. Unit Identification	on .	·		5. Type	
Unit		ike		Model		Serial No	٠.	Repair	Alteration
AIRFRAME		(/	As desc	cribed in Item 1 abov	e)		•		x
POWERPLANT				1					
PROPELLER									
APPLIANCE	Type Manufacturer					-			
	Manufacturer								
			6	. Conformity Staten					
	ame and Address			B. Kind of Agency			C. Certi	ficate No.	
	thew C. Scho W. 12th	per		X U.S. Certificated			04755	3400¢ + ^ *	_
	w. 12th nulgee, OK 74	1117		Foreign Certificated Rep			34750	04224 A&I	,
OKII	iluigee, UK /4	+++++ /		Manufacturer	an Station				
nave beer	n made in accordar	or alteration made to nce with the require correct to the best	ements	it(s) identified in iten	14 above 3. Federa	and described on the Aviation Regulation	ne reverse ons and th	or attachment at the inform	nts hereto nation
Date /0 / .	1 /98			Signature of Autho	rized Ind	lividual	<u> </u>		· · ·
			7. Ap	proval for Return To	Service				
Pursuant to t	the authority giver r of the Federal Av	n persons specified iation Administration	d belov on and	v, the unit identified is APPROVE		4 was inspected in REJECTED	the man	ner prescrib	ed by the
FAA Inspe	Fit. Standards ector	Manufacturer	X	Inspection Authoriza	tion	Other (Specify)	-		-
FAA	Designee	Repair Station		Person Approved by Canada Airworthines	Transpor s Group	t			
Date of Approva	al or Rejection	Certificate or Designation No.		Signature of Author	rized Indi	ividual			
10/1	190	14478700	181	Throng	4. L	nft			

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

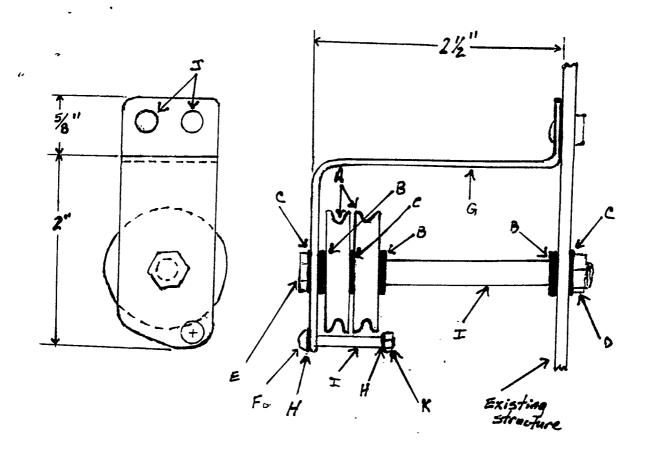
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

A mounting bracket and two pulleys were added to the right wing forward box beam at station 62. The pulleys prevent the carburetor heat control cables from rubbing on the leading edge forming rib.

Reference Material:

- 1)Attached Diagrams.
- 2)Grumman Mallard Amphibian Model G-73, service manual, Issue August 1, 1951 fig. 141 sheet 1to6, AC43.13-1A & 2A, para 97a; 100b; para. 195; 198a,c,d,f. AC65 fig. 2-59 and 2-60. pages 66 and 67.
- 3)Technical Manual-Structural repair instructions, Jun1, 1957-Secretary of Air Force, See Section IX, Appendix 1-repair materials, Appendix II-Typical Repair Illustrations, Appendix III-Grumman Standard Practice.

Additional Sheets Are Attached



A	MS24566 -1B
B	AN960 -10
C	AN 960 - 102
A	MS20365 - 103ZA
E	AN 3-31A
F	AN526C832 R16
G	2024 T-3, .050" thick
Н	AN 960CBL
I	.250" steel spacer, .032" wall thickness
T	MS 20470 AD 4-4
K	MS20364-832A

NCZ950 9/22/98

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US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification 209

for each suc	th violation (Section	on 901 Federal Avia	ition Ac	ct of 1	958).							
1. Aircraft	Make Grumr	man				Model	G-	-73			•	
i. Aircrait	Serial No. J-13			Nationality and NC295			and Registration Mark 2950					
	Name (As shown	n on registration ce	rtificate	e)		Address	s (A	As shown on regi	stration c	ertificate)		
2. Owner Steve Hamilton								970 Energy \ eno, NV 895	-			
The second of	tion) identified ness.	r complied with applic	anhta	3. !	For FAA Use Or	ıly						
airworthiness re described aircra	quirements and is and it subject to conform ction 43.7 of the FAF	proved for the above tity inspection by a pe	€				-					
Date	FAA Inspector	SW-OKG-F	SDC	4. t	Jnit Identification	on .				5. Type		
Unit	Ma	ake			Model	,		Serial No		Repair	Alteration	
AIRFRAME		(As desc	cribed	d in Item 1 abov	e) ~~~	•••		44		x	
POWERPLANT									_			
PROPELLER												
APPLIANCE	Type Manufacturer							•				
			 									
A Agonguia Nie	ame and Address		6	1	nformity Statem	ent						
				В.	Kind of Agency	Maskasia			C. Certif	ficate No.		
	thew C. Schol W. 12th	ber		I_X	U.S. Certificated				0475	04004 40	_	
	ulgee OK 74	447			Certificated Rep				3475	04224 A&	Р	
		_			Manufacturer	•	<u>: </u>					
furnished	i made in accordai	or alteration made to nce with the requir correct to the best	ements	ot Pa	art 43 of the U.S	4 above . Federal	and I Av	d described on the	e reverse ns and th	or attachmen at the inform	nts hereto ation	
Date /0 /	1, /98			Sign	nature of Autho	rized Ind	liyid	dual	_			
			7. Ap	prova	l for Return To	Service						
Pursuant to t	he authority giver of the Federal Av	n persons specifie iation Administrati	d belov on and	w, the	unit identified APPROVED	in item	4 w	vas inspected in ECTED	the man	ner prescribe	ed by the	
FAA I Inspe	Fit. Standards ector	Manufacturer	X	Insp	ection Authoriza	tion		Other (Specify)	-			
FAA	Designee	Repair Station		Cana	on Approved by da Airworthines	s Group						
Date of Approva	or Hejection	Certificate or Designation No. IH4787001	81	Sign	ature of Author	ized Indi	ivid	ual a	,	-		

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

8. Description of Work Accomplished

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

The carburetor heat controls were moved from the cockpit overhead panel aft approximately sixteen inches. The installation incorporates G-73 carburetor heat controls that were installed on airplanes J-30 and subsequent (item D figure 173). The assembly is mounted on the aircraft centerlind and the cables use existing pulleys and routing.

Reference Materials:

- 1) Grumman Mallard illustrated parts catalog model G-73 Page 316-319 fig. 173
- 2)Ac43.13 1A &2A para. 97, para. 100E
- 3)Grumman Mallard service manual model G-73 September 1947, issue August 1, 1951, J-50 and subsequent pages 218 & 219 fig. 130
- 4) Attached diagrams.

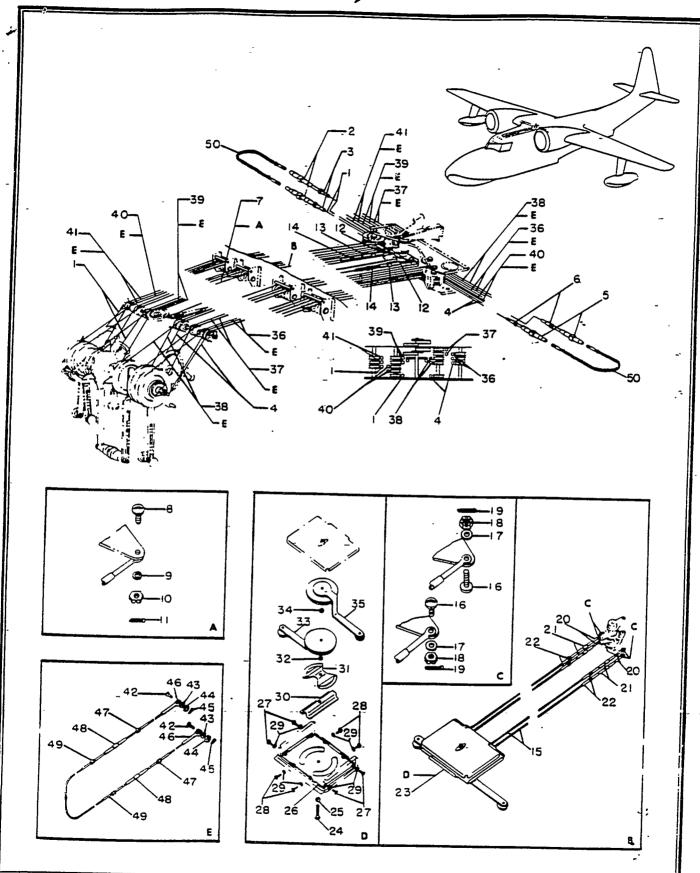
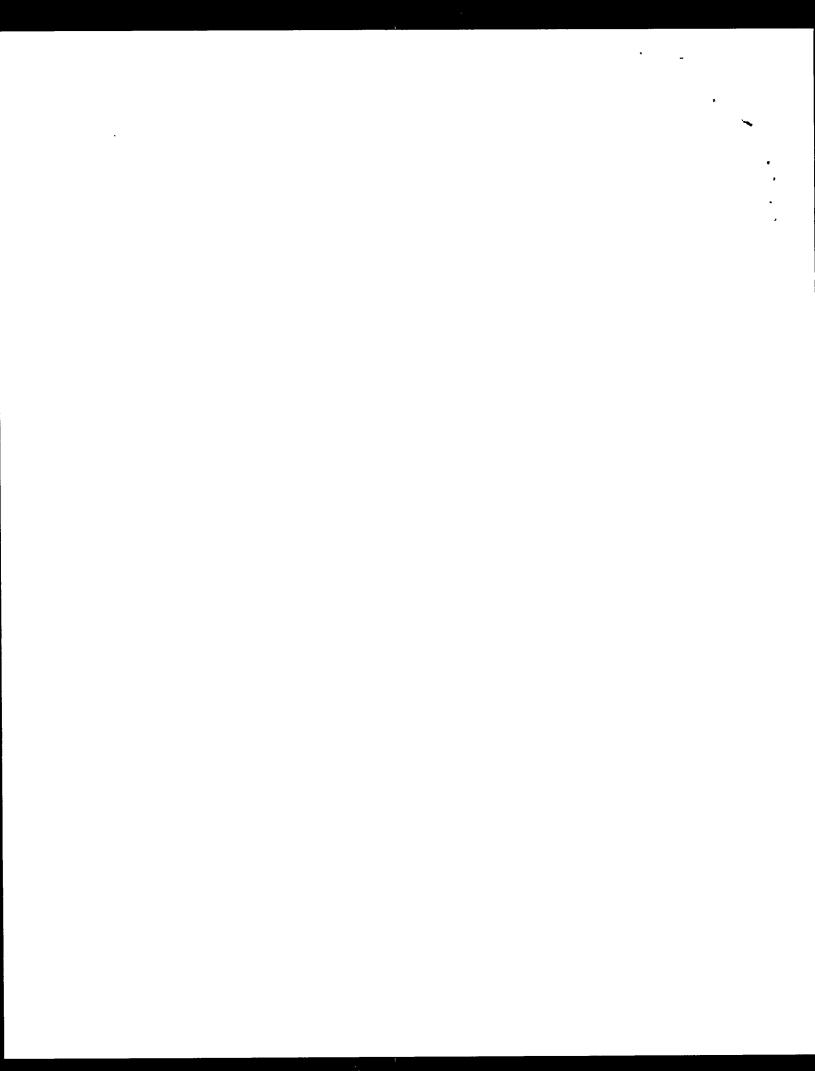
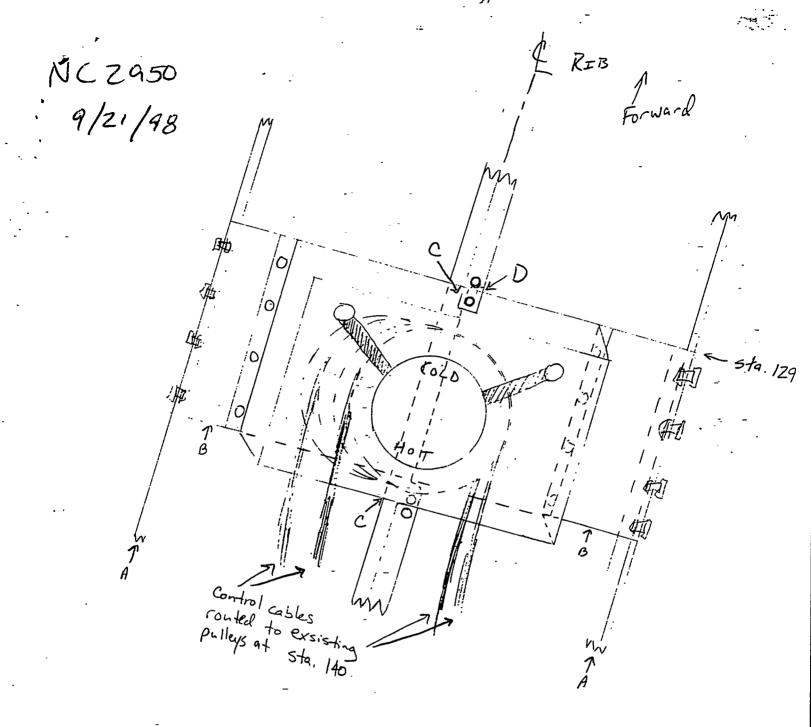


Figure 173—Engine Controls Installation





A: 94" x 34" x. 050" Angle that is riveted through the pop skin.

B: 2024 T-3, . 040" that is bolted to Angle & control box using:

8 ea. AN3-4A

i6 ea. AN960-10

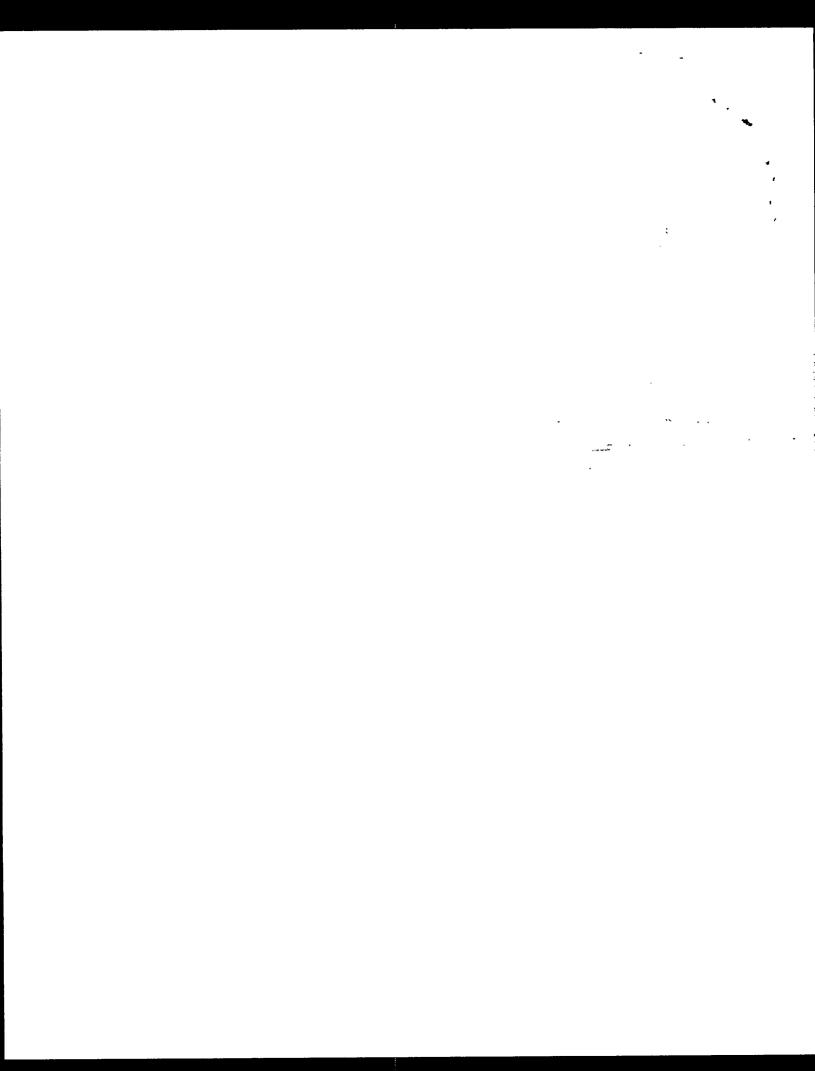
8 ea. M520365-1032A

C. I" x I" x 10" 1-10 that allocates lox to side.

·C. |"X |" X.10" Angle that attaches box to rib using: 4 ea. AN 526 C 832 R 10 8 ea AN 960 -8 4 ca. MS 20365-832 A

Page 3/3

D. Portion of rib was removed to facilitate installation of box.



- Form Approved - O.M.B. No. 2120-0018

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FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

E. Major Repair and Alteration, FAA Form 337 (Attach when required)

F. This Inspection Recorded in Aircraft Records

10007/210-897-0-0661:0dD'S'0* A. MANUFACTURER B. PRODUCTION BASIS (Check applicable item) PRODUCTION CERTIFICATE (Give production certificate number) TYPE CERTIFICATE ONLY APPROVED PRODUCTION INSPECTION SYSTEM C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS NAME AND TITLE (Print or lype) DATE OF APPLICATION A. DESCRIPTION OF AIRCRAFT REGISTERED OWNER BUILDER (Make) REGISTRATION MARK SERIAL NUMBER CUSTOMER DEMONSTRATION FLIGHTS | (Check if applicable) B. DESCRIPTION OF FLIGHT NOLLYBRID DEPARTURE DATE PURPOSES OTHER THAN PRODUCTION FLIGHT TEST C. CHEW REQUIRED TO OPERATE THE ARCHAFT AND ITS FQUIPLE NT .

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D. THE AIRCRAFT DOES NOT MEET THE APPECABLE AIRWORTHING SEREQUIRE MENTS AS FOLLOWS E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SATE OPERATION (Use allachment, if necessary) SPECIAL FLIGHT Ĕ F. CERWFICATION:—Thereby certify that Lam 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 SIGNATURE NAME AND TITLE (Print or Type) DATE A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable G. Statement of Conformity; FAA Form 8130-9 (Attach when required) DOCUMENTATION (FAA use only) H. Foreign Airworthiness Cartification for Import Aircraft (Attach when required) B. Current Operating Limitations Attached C. Data, Drawings, Photographs, etc. (Attach when required) D. Current Weight and Balance Information Available in Aircraft J. Current Airworthiness Certificate Issued in Accordance

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

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

OFFICE IDENTIFICATION

(Airframe, Powerplant, Propeller, or Appliance) 50-FS0079 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. MODEL MAKE G-73 GRUMMAN MALLARD 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK SERIAL NO. 'J-13 N2442H ADDRESS (As shown on registration certificate) NAME (As shown on registration certificate) 4041 NW 25th ST, MIA. FL. 3314 2. OWNER AMPHIBIAN PARTS 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5, TYPE SERIAL NO. MODEL REPAIR ATION X x ees (As described in item 1 above) AIRFRAME POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS U.S. CERTIFICATED MECHANIC DEAN H. FRANKLIN AVIATION ENT. FOREIGN CERTIFICATED MECHANIC WH4R622M (X) CERTIFICATED REPAIR STATION

4041 NW 25th ST. MIA. FL. 33142 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.

SIGNATURE OF AUTHORIZED INDIVIDUAL DATE 8-17-92 7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified b low, the unit identified in item; 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED! REJECTED FAA FLT, STANDARDS INSPECTOR INSPECTION AUTHORIZATION MANUFACTURER REPAIR STATION FAA DESIGNEE DATE OF APPR YAL OR CERTIFICATE OR SIGNATURE OF AUTHORIZED INDIVIDUAL DESIGNATION NO. 8-28-92 WHYRGZZK

FAA Form 337 (7-67)

A U.S. Government Printing Office 1977-772-848/141

(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.)

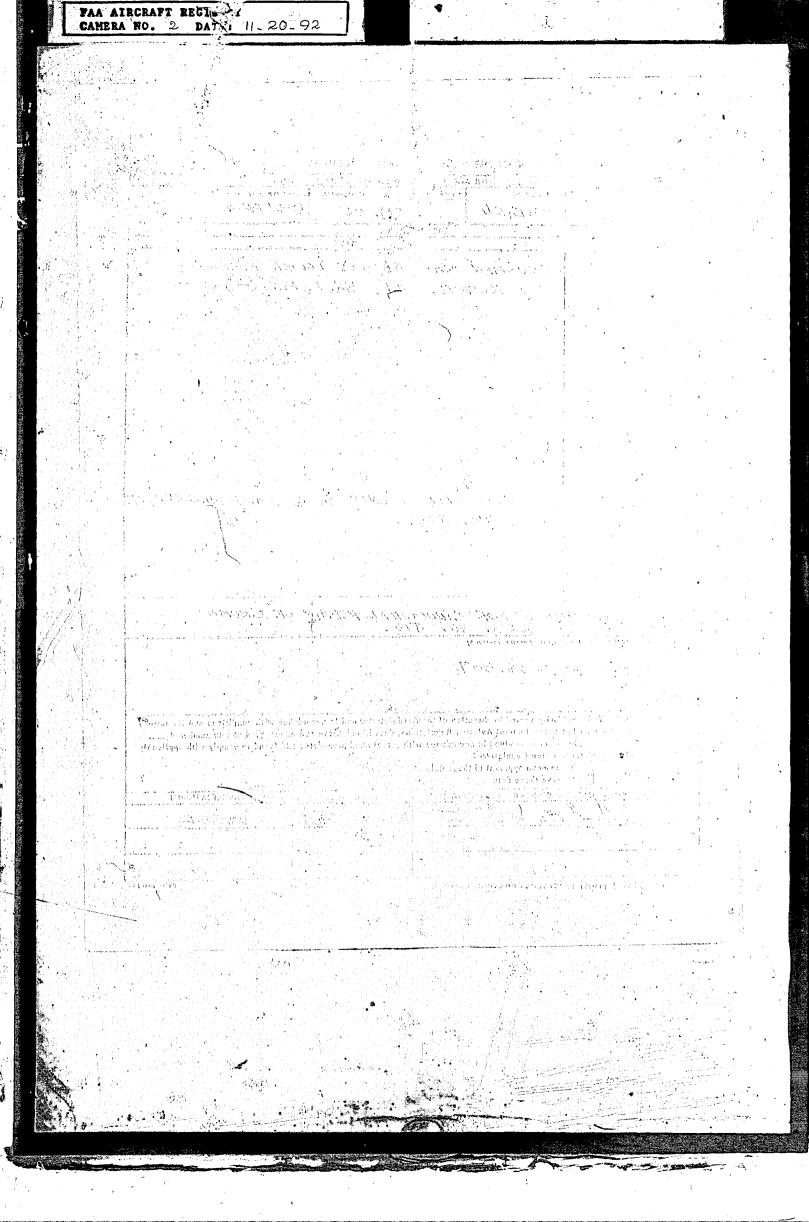
N2442H January 92. Flush Skin Panel insertion Lower Hull Sta 355. Repair per ANO1-85AB-3. Appendix II Figure B-6. Sheet 1 - Repair made to left and right side of Hull Sta. 355.

Thate(3) ADDITIONAL SHEETS ARE ATTACHED

AMERICAN PRINTERS INC. TEL:2066536935

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Title:

Prepared by: Checked by: Aug. 21,92 12:36 No.002 P.03

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(REPAIR AREA APPROXIMATELY 30 X14")

GRUMMAN ALBATROSS REPAIR MANUAL ANDI-85AB-3 FIGURE BG, SHEET. 1; APPENDIX 2, P. 383, EXCEPT:

FABRICATE REPAIR PARTS FROM .05/2024-T3,00-A-250/5.

Fix = 65000 (R301-T), ORIGINAL MATERIAL

Ffm = 61000 (2024-T3), REPLACEMENT: MATERIAL.

2024-T3 IS A MORE DUCTILE MATERIAL NITH BETTER
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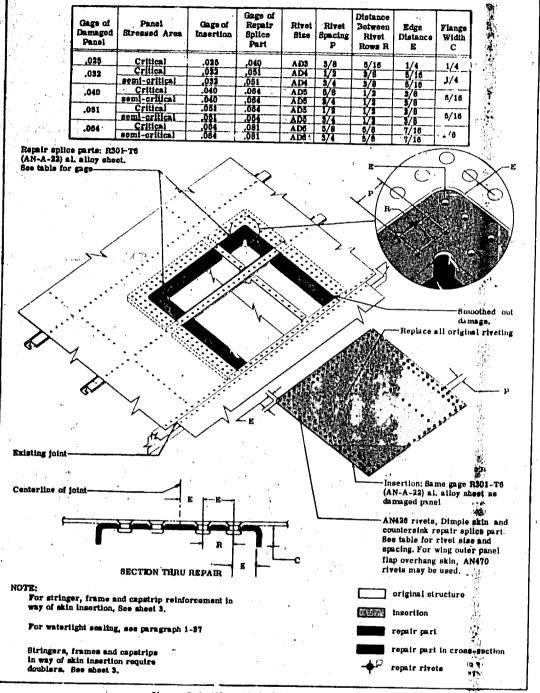


Figure B-6. (Sheet 1) Flush Skin Panel Insertion

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NOTICE *

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An ateration 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 THE FOLLOWING AVIONICS COMPONENTS AND SYSTEMS REFERENCE THE MANUFACTURERS INSTALLATION MANUALS PART NUMBERS AND REVISIONS

KING KMA-24H-71 006-0586-01 REVISION 1 II MORROW 820 FLYBUDDY GPS 560-0064 REVISION 0 II MORROW 8800 ALTITUDE ENCODER: 560-4018B REVISION 2

ALL WORK PERFORMED IN ACCORDANCE WITH MANUFACTURERS INSTALLATION INSTRUCTIONS AND FAA SPECIFACTIONS REF AC43.13 1A CHAPTER 11 SECTIONS 2,3,4,5,& 7 AND AC43.13 2A CHAPTERS 1,2,& 3.

THIS GPS WAS INSTALLED AS STAND ALONE SYSTEM. THIS GPS SYSTEM HAS A DEDICATED ALTITUDE ENCODEING DEVISE (II MORROW 8800 ENCODER) AND PROVIDES NO SIGNAL TO ANY OTHER A/C SYSTEM. INSTALLED PLACARD ON A/C INSTRUMENT PANEL (GPS NOT FOR PRIMARY NAVIGATIONAL USE) CUSTOMER RECEIVED MANUFACTURERS OPERATION INSTRUCTIONS,

SYSTEMS WERE CHECKED IN ACCORDANCE WITH MANUFACTURERS POST X INSTALLATION TEST AND INSPECTION PROCEEDURES.

ELECTRICAL LOAD CHECKED WHISKEY COMPASS CHECKED

; NOT IN EXCESS OF 80%

; NO WHISKEY COMPASS IN A/C AT THIS

W & B REVISED

A/C TO BE WEIGHED AFTER COMPLETION OF RESTORATION.

EQUIPMENT LIST REVISED ; 03/24/92 A/C LOG BOOK ENTRY COMPLETED ; 03/24/92

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November 30, 1979 FAA Form 337 (7-67)

Charles R. Freehling Charles

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.

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FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

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

OFFICE IDENTIFICATION DO

(Airframe, Powerplant, Propeller, or Appliance) 7-3-05 INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MAKE Grumman G-73 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK SERIAL NO. N2442H J - 1.3ADDRESS (As shown on registration certificate) Watson Island, MacArthur NAME (As shown on registration certificate)
Chalk's International Airline, 2. OWNER 33132 Miami, Florida Inc. 3. FOR FAA USE ONLY 4: UNIT IDENTIFICATION 5. TYPE ALTER-REPAIR ATION pages (As described in item 1 above) AIRFRAME χ POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO. B. KIND OF AGENCY A. AGENCY'S NAME AND ADDRESS U.S. CERTIFICATED MECHANIC Chalk's International Airiline FOREIGN CERTIFICATED MECHANIC 705-135 Inc. CERTIFICATED REPAIR STATION Miami, 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. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE 12/9/80

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 OTHER (Specify)

FAA FLT. STANDARDS INSPECTOR INSPECTION AUTHORIZATION MANUFACTURER BY CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT REPAIR STATION FAA DESIGNEE SIGNATURE OF AUTHORIZED INDIVIDUAL CERTIFICATE OR DATE OF APPROVAL OR DESIGNATION NO. REJECTION 12/9/80 705-135

FAA Form 337 (7-67)

(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.)

N2442H

S/N J-13

Date 12/9/80

Converted one bottle fire extinguishing system to a two bottle fire extinguishing system in accordance with Grumman Drawing

Replaced the existing "fenwal" spot detector type fire detection system with a continuous loop fire detection system in accordance with MC-GRAW Edison STC #SA2-427 as revised by Conversion Drawing to install sensor cables part No. 244-14482 and 244-12082. All work done using proper technics and practices as set forth in A.C. 43-13-1A and 43-13-2.

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT RANSPORTATION

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

FOR FAA USE ONLY OFFICE IDENTIFICATION

7-5-61

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

	MAKE & Grumman	MODEL G-73
1. AIRCRAFT	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N2442H
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2. OWNER		Miami, Florida 33130
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		4. UN	IT IDENTIFICATION		5. TYPE	
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Antilles Air Boats	FOREIGN CERTIFICATED MECHANIC	
Christiansted, St. Croix	CERTIFICATED REPAIR STATION	
Christiansted, St. Clork	MANUIACTURER	

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
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FAA Form 337

(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.)

REINSTALL GOODYEAR BRAKES

- 1. To superceded 337 dated May 28, 1980, installation of Parker-Hannifin Conversion Kit 199-81 consisting of main wheels P/N 40-137; brake assembly P/N 30-103, thus kit installed i/a/w T. C. No. 783.
- 2. Removed Parker-Hannifin Kit #199-81.
- Installed Goodyear brake assembly No. 9540148 left and right, normal G-73 wheel and brake.
- 4. All work done in accordance with Grumman G-73 Service Manual.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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	F. CERTIFICATION—I hereby certify that I am the registered owner that I am the registered own	or his agent) of the aircraft described above; that the aircraft is registered 301 of the Federal Aviation Act of 1958, and applicable Federal Aviation
	Regulations; and that the aircraft has been inspected and is sirwers.	y for the flight described.
	DATE NAME AND TITLE (Print or 1100).	SIGNATURE
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SE		Q. Statement of Conformity, FAA Form 317 (Attach when required)
ZX.	91.31 as Applicable	H. Foreign Airwarthiness Certification for Import Aircraft (Attach when
#¥ 8	B, Current Operating Limitations Attached	of required) and the second
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	C. Data, Drawings, Photographs, etc. (Attach uben required)	t. Previous Airworthiness Certificate Issued in Accordance with
\$5°	D. Current Weight and Balance Information Available in Aircraft	X FAR 21, 1916 CAR (Original attached)
₹ŏ₹	E. Major Repair and Alteration, FAA 237 (Attach wire required).	J. Current Airworthiness Certificate Issued in Accordance with
₹"	F. This Inspection Recorded in Aircraft Records	X FAR 21.183d (Copy attached)
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★1975-G.P.O.-1703-M/673-994/176

M. DESCRIPE

PEDE AVIATION AND TRANSPORTATION



Form Approved
Budget Bureau No. 04-R060.1
FOR 1-4.4 USE ONL)

REPAIR AND ALTERATION

	(Airframe, Powerplant, Fra				F ÍDFIAILEC		
INSTRUCT	IONS: Print or type all entries. See ons and disposition of this form.	FAR 43 %, FAR 43 Appe	ndix H, and AC	43.9-1 (or	subsequent !	revision th	netrol)
·	MAKE 'Grumman		MODEL G-	73	•	-	
I. AIRCRAFT	SERIAL NO.		NATIONALITY N2442H		RATION MA	NRK.	
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	that the repair and/or alteration ments hereto have been made in accord the information furnished herein is	ade to the unit(s) iden	tified in item 4		described o Federa' Avia	n the revition Regu	erse or ilations
DATE	28, 1980	SIGNATURE OF Charles	AUTHORIZED IN	DIVIDUAL.	Pharles	N.E.	Llin
		APPROVAL FOR RETURN 1		inspected			·

the	Acn	ninistrator of the Fede	ral Aviation Administration	in and is SAPPROVED REJECTED
		FAA FLT. STANDARDS	MANUFACTURER X	INSPECTION AUTHORIZATION
BY		FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT DI TRANSPORT INSPECTOR QI AIRCRAFT
DATE REJE	CTIO		CERTIFICATE OR DESIGNATION NO. 1617154	Charles R. Freehling Charles Revelope

FAA Form 337 (7-67)

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 Good Year brake assembly No. 9540148 left and right.
 - Modifyed P/N 69822 axle flange, using mounting template per installation Parker Drawing 50-55.
 - Installed Parker Hannifin Conversion Kit 199-81 consisting of main wheels P/N 40-137; Brake assy. P/N 30-103; and mounting bolts, nuts and washers (AN-Hardware).
 - 4. All work done in accordance with Grumman G-73 service manual and T.C. No. 783.

- Nothing Follows.

ADDITIONAL SHEETS ARE ATTACHE

UNITED STATES OF DEPARTMENT OF TRAN	SPORTATION DIFFERENCE TO CONTROL
STATEMENT OF CO	DNFORMITY
SECTION I AIR	RCRAFT
I MAKE Grumman	2. MODEL G-73
3. SERIAL NO. J-13	4. REGISTRATION NO. N2442H
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L. MAKE TO THE STATE OF THE STA	2. HUB MODEL
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5. BLADE TRIAL NOS	
SECTION IV - CER	TIFICATION
I hereby certify that:	
A. I have complied with Section 21.33(a).	
is in a condition for safe operation, and was flight checked on C. The engine or propeller described above, presented herewith for D. The engine or propeller described above produced under type of certificate and is in a condition for safe operation. The engine by the manufacturer to a final operational check on (Description of the condition	or type certification, conforms to the type design therefor. certificate only (FAR 21 Subpart F), conforms to its type e or, if applicable, the variable pitch propeller was subjected
	All Andrews Andrews
on the aircraft was given a 100% conformof installation drawing 50-55, and the given a 100% conformity inspection with Brake Division drawings and specification Kit 199-81 consists of: Installation Drawing Main Wheel Assembly	following parts and assemblies wer requirements of Aircraft Wheel & ons. 50-55 dated 12/11/7940-137 dated 06/08/79, Rev. A 09/04/7930-103 dated 04/13/77. Rev. A 05/02/79110-50 dated 08/15/79103-403 (AN7-11A)
Washer - Mounting	95-123 (AN960-716) et hief Inspector
Antilles Air Boats	DATE 5/26/50

FAA Form 317 (11-67)

SUPERSEDES PREVIOUS EDITIO

INSTRUCTIONS

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This form should be submitted to a representative of the Administrator under the following circumstances;

- 1. By the applicant for a type certificate or a supplemental type certificate at the time he presents an aircraft or parts thereof to the FAA for tests.
- 2. By the applicant for a type certificate or a supplemental type certificate for each engine or propeller submitted for type certification.
- By the type certificate holder or licensee manufacturing products under a type certificate only, upon the
 initial transfer by him of the ownership of each product or upon application for the original issue of an
 aircraft airworthiness certificate, or an Airworthiness Approval Tag. (FAA Form 186).

This form should be completed as follows:

Section I. Aircroft. Complete the pertinent part of only this section when certification covers an aircraft or part thereof.

Section II. Engine. Complete this section when certification covers an engine.

Section III. Propeller. Complete this section when certification covers a propelar.

Section IV. Certification.

Item A. Check this block when an circraft or part thereof is presented for flight or ground tests during type certification or supplemental type certification.

Item B. Check this block when the holder or licensee of a type certificate only, initially transfers the ownership of an aircraft manufactured under that type certificate, or applies for the original issuance of an airworthiness certificate.

from C. Check this block when an engine or propeller is presented for type certification.

Item D. Check this block when an engine or propeller is presented for airworthiness approval and insert the date the product completed a final operational check.

The certification must be signed by an authorized person who holds a responsible position in the manufacturing organization.

		UNITED STAT	ES OF AMER	ICA *	8
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REPLACEMENT 3-8-79	C CAR				7-3-05
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	This sirworthiness certificate is issued under authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (R).
В	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.
С	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 daté 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 Avia-
	tion. 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 cartificate; (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 Pert 21, Section 21.181 or 21.121

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SOUTHERN, REGION

EXPIRATION DATE: June 26, 1980

EXPERIMENTAL OPERATING LIMITATIONS

PURPOSE: Experimental Flight Test

MAKE: Grumman Model: G-73 SERIAL NO.: 109-134 PREG. NO.: N2442H

DATE OF ISSUANCE: May 26, 1980

/ 1. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules, FAR Part 91.

- /X/ 2. All flights shall be conducted within the geographical area described as follows: 50 mile radius from West Seaplane Ramp, Christiansted, St. Croix
- $\sqrt{\overline{\chi}}/3$. All proficiency flights shall be conducted within the following boundaries: 50 mile radius of St. Croix.
- /X/ 4. No operations, including takeoffs and landings, shall be conducted over densely populated areas or in congested airways, except those takeoffs and landings authorized as follows: No expections
- /_/ 5. This aircraft is authorized for flights at the following event(s):_____
- // 6. Flights between the aircraft's base of operation and each above authorized event shall be approved by the local FAA office having cognizance over the aircraft's base of operation.
- /X/ 7. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
- /X/8. The pilot-in-command of this sircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's log book endorsement or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector.
- $/\overline{X}/$ 9. This aircraft shall not be flown unless it is maintained and operated in accordance with appropriate military technical publications or manufacturer's instructions for the type and model of aircraft.
- $/\overline{X}/$ 10. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33, this aircraft shall be operated Day VFR only.
- $/\overline{X}/$ 11. This aircraft shall contain the placards, markings, etc., required by FAR 91.31.

Page 2 of 2

- /X/ 12. No person may operate this aircraft for carrying persons or property for compensation or hire.
- $/\overline{X}/$ 13. No person may be carried in the eigerst during flight unless that person is essential to the purpose of the flight.
- /X/ 14. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.
- /X/ 15. This aircraft is prohibited from acrobatic flight that is an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormall attitude, or abonormal acceleration not necessary for normal flight.
- $/\overline{\chi}/$ 16. Any major change to this aircraft, is defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.
- /X/ 17. This 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. This aircraft may not be operated over any foreign county without the special permission of that country.

/-/ 18 ·	This cer	rificate may	be amended	after completion	of successfu	il Flight
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OFFICE: Miami - EMDO-43 - Ramey LOCATION Ramey, Puerto Rico 00604

FAA INSPECTOR: William Z. Black DATE: May 26, 1980

/// Those Operational Limitations having checks are applicable to this aircraft.

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Form Approved Budget Bureau No. 04-R003b

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I. HATIONALITY AND REGISTRATION MARKS	MANUFACTURE	N.L	AV	NUMBER	AL A CATESORY
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FAA FORM 8100-2 (7-67) FORMERLY FAA FORM 1860

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PAA AIRCRAFT CAMERA NO. 6-272

CONTRACTOR OF TRACTORY IN TORY ROBERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

LIE LAA USE UNI OFFICE IDENTIFICATION

(Airframe, Powerplant, Propeller, or Appliance) 7-5-61 INSTRUCTIONS: Print or type all entries. See FAR 43.9. FAR 43 Appendix B, and AC 43.9-1 for subsequent revision thereof, for instructions and disposition of this form: MODEL MAKE Grumman T. AIRCRAFT NATIONALITY AND REGISTRATION HARK SERIAL NO. N2442H J-13 ADDRESS (As shown on registration certificate)
837 City National Bank NANE (As shown on registration certificate) 2. OWNER Miami, Florida 33130 Chalk's Intl. Airline, Inc. 3. FOR HAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE ATTER. AHON described in item I above essesses χ PROPELLER APPLIANCE MANUFACTURE 6: CONFORMETY STATEMENT C. CERTIFICATE NO A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC Claude Austin POREIGN CERTIFICATED MECHANIC - 2227109 .O.Box 2237 CERTIFICATED REPAIR STATION sted, St. Croix 00840 2. 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. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE" Claude Austin March 26, 1980 7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in tem 4 was inspected in the manner prescribed by a the Administrator of the Federal Aviation Administration and is APPROVED [] REJECTED OTHER (Spaily) FAA FLT. STANDARDS INSPECTION AUTHORIZATION MANGHACTURER CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR REPAIR STATION. PAA DESIGNEE SIGNATURE OF AUTHORIZED INDIVIDUAL CERTIFICATE OR DATE OF APPROVAL OR DESIGNATION NO REJECTION Charles R. Freehling March 26, 1980 1617154

FAA Form 337 (7-67)

Weight and balance or operating limitation changes shall be entered in the appropriate of craft record. An alteration must be composible 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 an acraft nationality and registration mark and date work completed.)

N2442H

- 1. In order to facilitate inspection of forward main wheel drag link attachment to hull an inspection access door has been provided as follows:
 - a. One hole make on each side of the hull between hull stations 220. and 234 and 2 inches above the chine.
 - b. One doublar of 2024T3 x .050 riveted on the inside of the hole, 7x6 inches, to restore skin strength at the location of the access hole. Double row of rivets used to hold doublar to skin.
 - c. Gang nut channel provides the attachment of water tight cover constructed in the same manner as water tight doors on floats and I/A/W figure 109 skin patch repair square flush G-21A cover installed on sealant.
 - d. All work done in accordance with Grumman structure and repair manual NAV.ABR 01-85V-3, page 196, Figure 110 & AC 43.13.1, Chapter 2, Section 3.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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	MAKE				MODEL 6	.73	MA	LLAR	D	
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Weight and balance or operating imitation changes shall be entered in 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.)

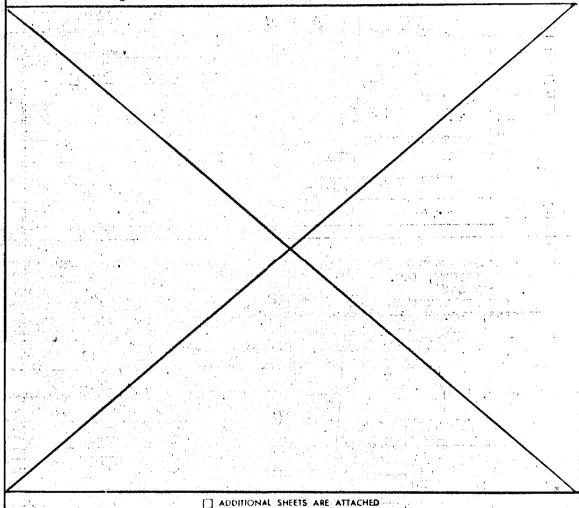
Engine received this station for overhaul. Engine given receiving inspection, completely disassembeld and all parts cleaned. All steel-parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled.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

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

Service Bulletin 1758-B complied with (Fly weights & fly weight liners).

Service Bulletin 1658-B previously complied with (Converted from ball-plain blower).

Parts listings on file this station under WO#7205



Form Approved
Budget Bureau No. 04-R060.1 FEDERAL AVIATION ADMINISTRATION FOR FAA USE'ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION (Airframe, Powerplant, Propeller, or Appliance) 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. MAKE 6.73 MALLARD PUMMAN 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK SERIAL NO NAME (As shown on registration cortificate) ADDRESS (As shown on registration certificate)
857 CITY NATIONAL BLOK 2. OWNER CHALKS INTERANTIONAL AIRLINE, INC. MILMI, FLORIDA 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION ALTER-REPAIR ATION POWERPLANT PRATT & WHITNEY R-1340-81H1 8142 Х PROPELLER APPLIANCE. MANUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS ENGINE SUPPORT, INC. C. CERTIFICATE NO. B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC 3610 RT. 2 BOX 513 FOREIGN CERTIFICATED MECHANIC POWER PLANT SEBRING AIR TERMINAL CLASS 1 & 2 SEBRING, FLA. 33870 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 JAMES W. TURNER
7. APPROVAL FOR RETURN TO SERVICE: March 6, 1980 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 OTHER (Specify) MANUFACTURER INSPECTION AUTHORIZATION

FAA FLT, STANDARDS CANADIAN DEPARTMENT TAA DESIGNEE REPAIR STATION OF TRANSPORT INSPECTOR DATE OF APPROVAL OR CERTIFICATE OR DESIGNATION NO. SIGNATURE OF AUTHORIZED INDIVIDUAL March 6, 1980 JAMES W. TURNER FAA Form 337 (7-67) TO U.S. Government Printing Office 1977-772-646/141

(8320)

Weight and balance or op ting limitation changes shall be ented 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.)

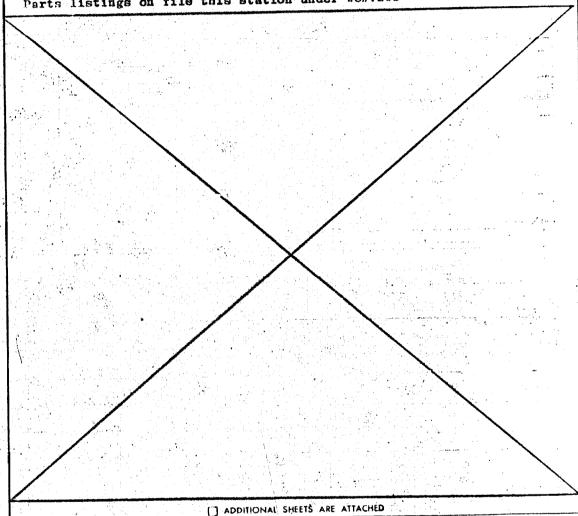
Engine received this station for overhaul. Engine given receiving inspection, completely disassembeld and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled.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

FAA A.D. Note 56-8-2 complied with (Cylinder & Stud Inspection).

Service Bulletin 1758-B complied with (Fly weights & fly weight liners).

Service Bulletin 1658-B previously complied with (Converted from ballplain blower).

Parts listings on file this station under WO#7205



OF TRANSPORTATION

MAJOR REPAIR AND ALTERATION

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

OFFICE IDENTIFICATION (Airframe, Powerplant, Propeller, or Appliance) 7-5-61 INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B_k and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MODEL GRIMMAN G-73 1. ALRCRAFT NATIONALITY AND REGISTRATION MARK SERIAL NO. N 2442H J-13 ADDRESS (As shown on registration certificate) NAME (Az shown on registration certificate) Watson Island - MacArthur Causeway 2. DWNER Chalk's International Airline, Inc. Mismi, Florida 33132 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE ALTER SERIAL NO. ATION χ AIRFRAME POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY CERTIFICATED MECHANIC Claude Austin 2227109 FOREIGN CERTIFICATED MECHANIC P.O. Box 2237 CERTIFICATED REPAIR STATION Prederikstod, St. Croix, USVI 00840 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 Page 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. SIGNATURE OF AUTHORIZED INDIVIDUAL Classic Austin December 24, 1979 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. [XAPPROVED_ REJECTED] OTHER (Specify) INSPECTION AUTHORIZATION FAA FLT. STANDARDS MANUFACTURER BY CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT FAA DESIGNEE REPAIR STATION DATE OF APPROVAL OR REJECTION SIGNATURE OF AUTHORIZED INDIVIDUAL CERTIFICATE, OR DESIGNATION NO. Prochling Charles 14 ru 1617154 December 24, 1979

FAA Form 337 (7-67)

Tr U.S. Government Printing Office 1977-772-646/141

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 from each engine Pesco Hydraulic which is obsolete
 - 2. Installed on each engine to improve the reliability of the hydraulic system. Vickers Hydraulic Pump P/N PF9-2713-10-JE with adapter and drive in accordance with 337 approved for duplication dated September 24, 1979 on G-73 S/N J-28, N 2970 All work done in accordance with AC49.13-19, Chapter 10 and Chapter 14.

-- NOTHING POLLOWS-

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO-FSDO-61

		R 43 Appendix B, and	AC 43.9-1 (or subsequent	revision thereof)
for instruct	MAKE	MODEL		
	GRIMAN	MODEL	G-73	
1. AIRCRAFT	SERIAL NO. J-13	NATIONAL N 244	ITY AND REGISTRATION MA	ARK
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline. In	Watson	As shown on registration certif Island, MacArthur Florida 33132	icote) Causeway
		IA USE ONLY	1201201	
	4. UNIT IDENTIFICAT	ION		5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR ALTER-
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attachme	that the repair and/or alteration hiade to the unit nts-hereto have been made in accordance with the the information furnished herein is true and correc	(s) identified in item	63 of the U.S. Federal Aviati	the reverse or ion Regulations
Novem	per 16, 1979 Clauc	URE OF AUTHORIZED LE AUSTIN RETURN TO SERVICE	ande Best.	
	/. ATTKUVAL TUK	REIDAN IU SERVICE		

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED FAA FLT, STANDARDS OTHER (Specify) CANADIAN DEPARTMENT
OF TRANSPORT INSPECTOR
OF AIRCRAFT
SIGNATURE OF AUTHORIZED INDIVIDUAL FAA DESIGNEE REPAIR STATION DATE OF APPROVAL OR REJECTION CERTIFICATE OR -

Charles Freehling

November 16, 1979 FAA Form 337 (7-67)

1617154

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

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

Repair of Keel and Hull Skin

- 1. Removed Damaged Keel from station 375 to 428 and hull skin from station 384 to 428.
- 2. Installed new skin from station 384 to 428 from keel to chin Left and Right, new skin 2024 T3 .040 anodized in accordance with Grumman service manual section IV Figure 135 Skin #33.

 Splice at station 384 is .063 with edges up and 3 rows of 5/32 rivets each side.
- Installed new keel from station 375 to 428, keel repair at station 428 same as figure 67 Nav. Aer. 01-8SV-3, repair plate inside splice .090, 2024 T3 emodized.
- 4. Repaired bulkhead station 428 in accordance with figure 75 Nav. Aer. 01-85V-3 repair extends from keel to about 8" up on the bulkhead.
- 5. Repaired bottom skin Left and Right of anti-squat strut station 423 to station 431, in accordance with AC 43.13-1A Chapter 2, Section 3.
- 6. All work done in accordance with Grumman structure and repair manual Nav. Aer. 01-85V-3 and AC 43.13-1A Chapter 2, Section 3.

-- INTITUDG POLLOWS-

		FEDERAL AVIATION A OR REPAIR AN Powerplant Pr	OMINISTRA	ATION		Ви	M Approved dget Bureau l FOR FAA FICE IDENTIF	USE ON	
INSTRUCT	ΓΙΟΝS: Print or t			9, FAR 43 Appendi		C 43.9-1 (c		DO-61	hereof)
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1. AIRCRAFT	SERIAL NO.	J-15		NA.	FIONALITY N 24	AND REGI	STRATION M	ARK	
2. OWNER		on registration certif	rlino,	Inc. Nim	DRESS (AL		istration certification Cartinur Ca	ficate) US GWIY	<u> </u>
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	DESIGNEE	REPAIR STATION	OF	IADIAN DEPARTMENT TRANSPORT INSPECTOR AIRCRAFT			•		
DATE OF APPR REJECTION November 1	•	CERTIFICATE OR DESIGNATION NO 1617154	SIG	NATURE OF AUTHO	: 2	Kale	ffee	lling	,

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.)

Repair of Keel and Hull Skin

- 1. Removed damaged keel from station 93 to 170.
- Installed new keel 93 to 170. Keel repair at station 170 same as figure 67 Nav. Aer. 01-85V-3, repair plate inside splice .125, 2024 T3 Anodized.
- 3. Hull bottom repair flush type station 150 to 160 same as figure 64 Nav. Aer. 01-85V-3, splice plates on inside .063 with two rows rivets each side insertion skin plate .063, 2024 T3 Anodize, 9" up from center each side of keel.
- 4. All work done in accordance with Grusman structure and repair manual Nav. Aer. 01-85V-3 and AC 43.13-1A Chapter 2, Section 3.

----NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

Form Approved Budget Bureau No. 04-R060.1 FEDERAL AVIA ADMINISTRATION FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MODEL GRUMMAN 1. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK J-13 N-2442H NAME (As shown on registration certificate)
CHALK'S INTERNATIONAL AIRLINE, ADDRESS (As shown on registration certificate) 2. OWNER WATSON ISLAND, MAC ARTHUR CSWY. MIAMI, FLORIDA 331 INCORPORATED The data on identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE MAKE SERIAL NO. REPAIR ATION AIRFRAME (As described in Item 1 above) х POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. CHALK'S INTERNATIONAL AIRLINE, INC. U.S. CERTIFICATED MECHANIC WATSON ISLAND, MAC ARTHUR CSWY. FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION 705-135 MIAMI, FLORIDA 33132 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 INDIVIDUA October 1, 1979 7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED FAA FLT. STANDARDS OTHER (Specify) MANUFACTURER INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT FAA DESIGNEE REPAIR STATION DATE OF APPROVAL OR REJECTION CERTIFICATE OR SIGNATURE OF AUTHORIZED INDIVIDUAL DESIGNATION NO. Oct 1, 1979 323525 FAA Form 337 (7-67)

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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 custom interior consisting of 3 place sofa and 6 chairs from aircraft.

Installed 13 passenger seats in accordance with Grumman Mallard G-73 track and seat installation drawing GA-3017 dated 13 December 1974. Installation was made in accordance with previously FAA approved 337 dated 18 December 1974 for Grumman G-73 N-176W, Serial J-19. Seats were FAA approved manufactured by Associated Equipment Company, Miami, Florida.

Installed 2 place coach seat in accordance with drawing AE2233 which has DER approval dated 11 December 1974 and previously installed in Grumman G-73 N-7306 which has FAA approval dated 12 May 1975.

Aircraft weighed and new weight and balance prepared.

All work accomplished in accordance with FAR 43.13.

ADDITIONAL SHEETS ARE ATTA ED

★1975-G.P.O.-1703-M/673-200 175

Form Approved
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F. CERTIFICATION—I hereby certify that I am the registered with the Federal Aviation Administration in accordance with Regulations; and that the aircraft has been inspected and is DATE NAME AND TITLE (Print or type) X A. Operating Limitations and Markings in Compliance with 91.31 as Applicable	owner (or his agent) of the aircraft described above; that the aircraft is reg i Section 501 of the Federal Aviation Act of 1958, and applicable Federal A- airworthy for the flight described. SIGNATURE FAR G. Stotement of Conformity, FAA Form 317 (Attach when require H. Foreign Airworthiness Certification for Import Aircraft (Attach in required) 1. Previous Airworthiness Certificate Issued in Accordance with
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F. CERTIFICATION—I hereby certify that I am the registered with the Federal Aviation Administration in accordance with Regulations; and that the aircraft has been inspected and is DATE NAME AND TITLE (Print or type) X A. Operating Limitations and Markings in Compliance with 91.31 as Applicable X B. Current Operating Limitations Attached C. Data, Drawings, Photographs, etc. (Attach when required)	owner (or his agent) of the aircraft described above; that the aircraft is reg i Section 501 of the Federal Aviation Act of 1958, and applicable Federal A- airworthy for the flight described. SIGNATURE FAR G. Stutement of Conformity, FAA Form 317 (Attach when require H. Foreign Airworthiness Certification for Import Aircraft (Attach in required) 1. Previous Airworthiness Certificate Issued in Accordance with FAR CAR NA (Original attach)

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ď	DATE OF IS	SUANCE A 11	met 9, 1	973	EXERY Sept. 30, 1973
E	SIGNATURE	LIMITATION OFFIA REPR	ESENTATOA CACADA	8/9/73 USTRI	DESIGNATION OR OFFICE NO. DESIGNATION OR OFFICE NO. DESIGNATION OR OFFICE NO. DESIGNATION OR OFFICE NO. DISPURISHED OF THE ALEXANDER OF THE ALEXAND OR OFFICE NO. DESIGNATION OR OF THE ALEXAND OR OFFICE NO. DESIGNATION OR OF THE ALEXAND OR O

- A This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the F al Aviation Regulations (FAR).
- 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.

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.

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.

Engineering & Mfg. District Office 48 Room 214, Terminal Building Dayton Hunicipal Airport Vendalia, Ohio 45377

August 9, 1973

OPERATING LIMITATIONS

AIRCRAFT MAKE: Grumman AIRCRAFT MODEL: G-73 REGISTRATION MARKS: H2442H SERIAL NUMBER: J13

- 1. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules.
- 2. All flights shall be conducted within the geographical area described as follows:

After takeoff from Toledo Express Airport, fly most direct route to Haumen river, following the river to the SW end of Lake Erie for conducting flight test operations and return by same route.

Remain in flight test area for 10 Hours or until the airworthy and flight characteristics are determined to be in conformance with the applicable FAR's.

After aforementioned airworthy characteristics have been determined satisfactory, training flights may be conducted within a 100-mile radius of Toledo Express Airport.

- No operations, including takeoffs and landings, shall be conducted over densely populated areas or in congested airways, except those takeoffs and landings authorized as follows: Toledo Express Airport.
- 4. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating it into or out of airports with operating control towers. (For jst and high performance piston-powered aircraft, to advise tower of minimum runway requirements.)
- Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33, this aircraft must be operated Day VFR only.
- 6. This aircraft shall contain the placards, listings and instrument markings required by FAR 91.31.

- 7. No person may operate this aircraft for carrying persons or property for compensation or hire.
- 8. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
- 9. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.
- 10. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.
- 11. This sircraft does not comply with the Airworthiness Standards of ICAO Annex, Part II; therefore, flights are not authorized over foreign countries. Special permission must be obtained from foreign countries to conduct flights over their territories.

John C. Cuthe JOHN C. CURTICE

Manufacturing Inspector

GL-EMD0-48

AC-253

DEPAR T OF TRANSPORTATION
EEDERAL AVIATION ADMINISTRATION

for instructi	FIONS: Print or ions and disposi	type all entries. Stion of this form.	See FA	R 43.9, FAR 43 App	endix B, an	d AC 43.9-1 (or subsequen	revision	thereo
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D. I certify the attachment and that the	nat the repair at s hereto have be ne information f	nd/or alteration meen made in accord urnished herein is	ade to lance v	the unit(s) identify with the requirement of correct to the be	st of my ki	oo the U.S. P nowledge.	described on ederal Aviati	the rever on Regula	se or
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An afteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

Installed Alternate Revision D Dated 6-	nose wheel ac 21-74, as per	cording to Frakes STC SA1862SW.	Aviation Drawing	FA5096,
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DEPARTME OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION W GADO

(Airframe, Powerplant, Propeller, or Appliance)

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

MAKE
Grumman

G-73

SERIAL NO.

NATIONALITY AND REGISTRATION MARK

J-13

NAME (As shown on registration certificate)

ADDRESS (As shown on registration certificate)

4650 S. Hampton NO. 103

Dallas, Tx. 75232

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT DENTIFICATION

WILLS, TYPE

UNIT DENTIFICATION

WILLS, TYPE

ALTERNATION

AIRFRAME: 15 Control of the second of t

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS
B. KIND OF AGENCY
C. CERTIFICATE NO.

Air Carrier Electronics, Inc.
Meachem Field Loc. 180
Foreign Certificated Mechanic

Y. CERTIFICATE NO.

4337

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.

AIC

SIGNATURE OF CAUPHORIZED INDIVIDUAL

Feb 14, 1979

Gerald F. Heffley, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

FAA FLT. STANDARDS INSPECTOR INSPECTION AUTHORIZATION

FAA DESIGNEE REPAIR STATION OF TRANSPORT INSPECTOR OF AIRCRAFT

DATE OF APPROVAL OR CERTIFICATE OR REJECTION DESIGNATION NO.

SIGNATURE OF AUTHORIZED INDIVIDUAL

Feb 14, 1979 4337

Gerard F. Heffley, Chief Inspecto

FAA Form 337 (7-67)

☆ U.S. Government Printing Office 1977--772-646/141

(8320)

ADDITIONAL SHEETS ARE ATTACHED

- 1. Removed ARC RT-11A VHF transceiver with DV-15A dynaverter and Gables VC series control head; R-30 ADF receiver with I-11 loop antenna, DV-14A dynaverter, and IN131A-1 indicator.
- 2, InstalledKing KX-175B VHF nav/com, KI-209 VOR/LOC/GS converter-indicator, KA-39 power adapter, KR-85 ADF tuner with KI-225-01 indicator, KA-42B combination loop/sense antenna, KN-65A DME with KI-266 indicator, KXP-755 transponder with KFS-570B control head, two KA-53 L band antennas (DME and transponder), KMR-675 marker receiver with KA-35 light assembly, KN-75 glide-slope receiver, AIM 400C slaved gyro system(DG) with AIM 254-11 flux detector, ID-250A RMI indicator, EICOR 100VA inverter, Narco VCA-1 VHF broad-band antenna, and FT-25 audio/iso-lationa amplifier.
- 3. The KX-175B, KI-209, KR-85, KI-225-01, KI-266, KFS-570B, ID-250A, AIN 400C and KA-35 were all installed in standard cut-outs in the instrument panel; the KA-39, EICOR inverter and FT-25 were mounted on an existing shelf in the nese compartment; the KA-42B was mounted atop the fusalage in a beefed-up area; the KN-65A, KXP-755 and KN-75 were mounted on a shelf in tail area aft of rear baggage compartment bulkhead; the two KA-53 antennas was mounted on belly aft of rear baggage compartment, the VCA-1 antenna was mounted atop the fusalage, and the 254-11 flux-detector was mounted in tail area aft of rear baggage compartment. All units were installed in accordance with FAA manuals AC 43.13-1, AC 43.13-2 and manufacturer's instructions.
- 4. The magnetic compass was checked weith engines running and all radios on and recalibrated as necessary.
- 5. An electrical load analysis was made and it was determined that the maximum probable continous load was <u>A6.4</u> amps which does not exceed the output of one of the two 100 amp generators installed.

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

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

NOTICE

FEDERAL AVIATION ADMINISTRATION

Forn Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY GAL MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) 2-0-04 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. MODEL MAKE SERIAL NO. 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK
N2442H (As shown on registration certificate) 4650 S. Nampton No. 103 NAME (As shown on registration certificate) 2. OWNER Dr. Reginald Slade Dallas, Tx. 75232 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE UNIT MAKE SERIAL NO. REPAIR ATION AIRFRAME XXX POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC Air Carrier Electronics, Inc. FOREIGN CERTIFICATED MECHANIC Meacham Field Loc. 18C 4337 CERTIFICATED REPAIR STATION Pt. Worth, Tx. 76106 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. SIGNATURE OF AUTOMOZED INDIVIDUAL Feb. 14, 1979 Gerald F4 Heffley, Chief Inspector 7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED FAA FLT, STANDARDS MANUFACTURER INSPECTICE AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT REPAIR STATION FAA DESIGNEE SIGNATURE OF PHIT ORIZED INDIVIDUA DATE OF APPROVAL OR CERTIFICATE OR REJECTION Peb 14, 1979 DESIGNATION NO.

FAA Form 337 (7-67)

1 U.S. Government Printing Office 1977-772-646/141

Gerald P. Heffley.

(8320)

Chief Inspect

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

- B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
 - 1. Removed regular sensitive altimeter and installed Aerosonic 101627-01696L encoding altimeter in same insturment cut-out in panel. The unit was installed in accordance with FAA manuals AC 43.13-1. AC 43.13-2 and manufacturer's instructions, and ramp checked with KKP-755 transponder per FAA Advisory Circular E 43-6.
 - 2. There was no significant change in weight and balance or current drain from aircraft effentrical system

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ADDITIONAL SHEETS ARE ATTACHED

Form App wed Budget Bureau No. 04-R060.1 DEP INT OF TRANSPORTATION FEDERAL FIATION ADMINISTRATION FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION DO (Airframe, Powerplant, Propeller, or Appliance) 2-3-05 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. MODEL G-73 Grumman NATIONALITY AND REGISTRATION MARK 1. AIRCRAFT SERIAL NO. J-13 ADDRESS (A) shown on agristration certificate)
P.O. BOX 919 NAME (As shown on registration certificate) 2. OWNER Fort Lauderdale, Fla. 33302 Barnett Leasing Co. 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE ALTER-MODEL UNIT MAKE REPAIR AIRFRAME recesses (As described in item 1 above) escesses escesses X. POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY AIF U.S. CERTIFICATED MECHANIC Thomas W. Hill 264**905**519 POREIGN CERTIFICATED MECHANIC 3001 Island Drive CERTIFICATED REPAIR STATION Miramar, Fla. 33023 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. SIGNATURE OF AUTHORIZED INDIVIDUAL Thomas W. Hill Oct 21, 1974 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 OTHER (Specify) FAA FLT, STANDARDS INSPECTOR INSPECTION AUTHORIZATION MANUFACTURER CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR REPAIR STATION FAA DESIGNEE OF AIRCRAFT SIGNATURE OF AUTHORIZED INDIVIDUAL DATE OF APPROVAL OR CERTIFICATE: OR

Victor Kaloski

FAA Form 337 (7-67)

REJECTION 10-21-74 DESIGNATION NO. A&P1460352AI

(8320)

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

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

Repaired the left flap by straighting the 7th and 8th rib and installin a doubler of same thickness of 2024-T3! aluminum and replacing 2024-T3 aluminum of same thickness as original on the bottom of the flap between the 6th and 9th rib and from spar to trailing edge. Formed a 2024-T3 aluminum, same thickness as original between the 7th and 8th rib from spar from front spar to front spar on the leading edge of flap.

Repair accomplished in accordance with AC 43.13-1A; Chapter 2 and Section 3.



ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4906

Form Approved Budget Bureau No. 04–R060.1 NATION ADMINISTRATION FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION SOLD (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent regision thereof) for instructions and disposition of this form. MODEL Grumman 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK SERIAL NO. ADDRESS (As shown on registration certificate)
P.O. Box 919
Fort Lauderdale, Fla. 33302 NAME (As shown on registration certificate) 2. OWNER Barnett Leasing, Inc. 5. TYPE 4. UNIT IDENTIFICATION ALTES-SERIAL NO. REPAIR MAKE ATION consideration (As described in item 1 above) AIRFRAME POWERPLANT PROPELLER DEC 21 1976 -SO-GADO-5 MIAMI APPLIANCE MANUPACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO. B. KIND OF AGENCY AGENCY'S NAME AND ADDRESS Hill Air Co., Inc. 19919 4300 S. W. 12th Terrance FOREIGN CERTIFICATED MECHANIC CRS 705-80 X- GERTIFICATED REPAIR STATION STATE Fort Lauderdale, Fla. 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. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE Victor Kaloski tolock s/n 14640 ban in 12-20-76 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 OTHER (Specify FAA FLT. STANDARDS INSPECTION AUTHORIZATION -MANUFACTURER CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR BY REPAIR STATION FAA DESIGNEE OF AIRCRAFT CERTIFICATE OR DESIGNATION NO. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE OF APPROVAL OR REJECTION

FAA Form 337 (7-67)

12-20-76

G1 O : 1871 O - 410-878

CRS 705-80

Victor Kaloski

(8320)

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

B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required	l, attach additional sheets. Identify with air-
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NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	NATION	AIRCHAFT SERIAL	4. CATEGORY
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Form ACA 28

United States of America

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Dashington, D. C.

I-11301

Certificate of Airmorthiness (for export)

TO CHADA -

This retifies that the aircraft specified below and more particularly described in the accompanying specification s had been found AIRWORTHY in accordance with the airworthiness requirements of the Civil Aeronautics Board and complies with the special requirements of Canada.

"The aircraft described herein, having tentative approval only, is subject to modification upon final approval and issuance of the applicable specification in order that the subject or like aircraft may be eligible for cortification in the United States."

Weight and Belance data, dated January 16, 1947, including equipment list, is attached and made part of the certificate. (Part V of Revised Proliminary Operating Manual)

Rovised Preliminary Operating Manual and Preliminary Service Manual are ettached.

Magines: Pratt & Whitney - right and left - S3H1

Propellors: Hualton Standard - Hydromatic, full feathering - right and left - Dural Ketal - 23D-40-51

Actual empty weight: . 9191.8 pounds

Standard weight: 12,500 pounds

Authority of the Country of Regionary and Millering Corporation + January 14, 1947

Manufactured by GRUSIAN AIRCRET ANGINEERING CORPORATION + January 14, 1947

Table

ASSESSED TO SEE STANDARD ASSESSED

Type

AMPHIBIAN LONOPLANE

Model

G-73

Serial No.

J-13

Date

Jenuary 24, 1947

J. G. Saura 504/ Chief, Magufacturing Inspection Division

D. S. GOVERNMENT PRINTING OFFICE - 16-14766-1

FOTTA ACA 806 (Rev. 2-1-42)

Budget Bureau No. 41-1042.1.

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE

CERTIFICATE NO.

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

Name of applicant	Grymman Aircraft Incine	erine Cor	pornile	1		
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15. The nireraft shall be flight to ed immediately prior to inspection for export.	
State date of such flight test 1/16/47 During such test, did the controls	
engine, and all instruments function properly? Yes	
I certify that the foregoing statements are true.	
Date 1/16/47	
GRULLIAN AIRCRAFT ENGINEERING CORPO Signature of owner(s)	RATI
Agent 57. Ca	-
Test Filot (Title)	<u>.</u>
THE FOLLOWING INFORMATION SHALL BE FURNISHED	•
14. A weight and balance report, in duplicate, showing the empty weight of the aircraft as equipped, the weight of each removable item of equipment included therein, and the location of the center of gravity of the empty aircraft. The report should be signed by the applicant or a responsible representative of the applicant and approved by the inspector.	. 1
15. A leading schedule, in duplicate, in the case of aircraft for which such a schedule is required by the Administration.	•
16. Rigging information, in duplicate, where it is possible to rig wings in the field.	
Remarks Frice Eligibility Has Been Established	
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IMPORTANT	
An aircraft shall be inspected and the weight empty as equipped, in level flying position, determined, and a component or accessory shall be inspected and suitably identified by an inspector of the Civil Acronautics Administration prior to export.	
Only complete aircraft or aircraft units having type approvals in themselves or major assemblies of aircraft structural parts are eligible for a certificate of airworthiness for expert.	
Items in this class include complete aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, lending flares, safety belts, or a complete wing, tail surface, ailcron or fuselage.	
Norn.—Special import requirements of Australia, Canada, Great Britain, and New Zealand may be obtained from the local Civil Acronautics Inspector, or Washington.	•
U. S. KOVIENMENT PRINTING OFFICE 36-0405-1	
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Powa ACA 317

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

STATEMENT OF CONFORMITY	
To the Civil Aeronautics Administration:	
I, having been authorized for this purpose byGRUMMAN_AIRCR	AFT ENGINEERIN; CORP.
certify that the aircraft GRULLIAN MALLARD	G73
J13 (Serial number) , has been manufactured, XXXXXP5684:315XXXXI	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
in conformity with the data forming the basis for Type Certificate No	A-783 Tentative
revision or modification thereof approved by the Administration as of	
with the exception of the following deviations:	(Date)
Prior Eligibility has been established.	
고하다 프랑크를 하는데, 이렇게 모르지만 모든 생활.	
	e National Control
가게 하는 일반하면서 되어 가득하면 하면 함께 되었다. 이 기계를 하면 있다면 하고 되었다면 하면 되었다.	
DATE 1/17/47	1
n hlu	mently
Wm. T. Schwendle) Executive Yice-Pr	rosidant and
Chi el Engineen	le)
* Delete this phrase if not appliently.	045 C. S. CONTENNENT PRINTING OFFICE

	SF	TOF TRANSPORTAL ALE FEDERAL AVIATION ADMINISTRATION PECIAL AIRWORTHINESS CERTIFICATE
Ä	CLASSIFICA	ION: Experimental
• ,	PURPOSE: S	how compliance with the process training
В	MANU- FACTURER	NAME NAME
С	FLIGHT	FROM NA Z
D	N-2442H BUILDER G	SERIM NO. J13.
E	OPERATING SIGNATURE	LANCEAUGUST 9, 1973 EXERY Sept. 30, 1973 LIMITATIONS DATE: 8/9/73 AREA PART OF THIS CERTIFICATE OF THE PROPERTY OF THE CONTROL

	This airworthiness certificate is issued under the authority of the Federal Aviation Act of (1958 and the Federal Aviation Regulations (F.).
В	This airworthiness certificate authorises the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of sircraft 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.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This sirworthiness 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 sircraft does not meet the requirements of the applicable comprehensive and detailed airmorthiness 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

Engineering & Mfg. District Office 48 Room 214, Terminal Building Dayton Municipal Airport Vandalia, Ohio 45377



August 9, 1973

OPERATING LIMITATIONS

AIRCRAFT MAKE: Grumman AIRCRAFT MODEL: G-73 REGISTRATION MARKS: N2442H SERIAL NUMBER: J13

- No person may operate this sircraft for other than the purpose for which the special purpose altworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules.
- 2. All flights shall be conducted within the geographical area described as follows:

After takeoff from Toledo Express Airport, fly most direct route to Maumee river, following the river to the SW end of Lake Erie for conducting flight test operations and return by same route.

Remain in flight test area for 10 Hours or until the airworthy and flight characteristics are determined to be in conformance with the applicable FAR's.

After aforementioned airworthy characteristics have been determined satisfactory, training flights may be conducted within a 100-mile radius of Toledo Express Airport.

- 3. No operations, including takeoffs and landings, shall be conducted over densely populated areas or in congested airways, except those takeoffs and landings authorized as follows: Toledo Express Airport.
- 4. Operator of this aircraft shall notify the control tower of the experimental rature of this aircraft when operating it into or out of airports with operating control towers. (For jet and high performance piston-powered aircraft, to advise tower of minimum runway requirements.)
- Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33, this aircraft must be operated Day VFR only.
- 6. This aircraft shall contain the placards, listings and instrument markings required by FAR 91.31.

- No person may operate this aircraft for carrying persons or property for compensation or hire.
- No person may be carried in the aircraft during flight unless that person is assential to the purpose of the flight.
- The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.
- Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.
- This aircraft does not comply with the Airworthiness Standards of ICAO Annex, Part II; therefore, flights are not authorized over foreign countries. Special permission must be obtained from foreign countries to conduct flights over their territories.

JOHN C. CURTICE Manufacturing Inspector GL-EMDO-48

cc:

AC-253

T OF TRANSPORTATION DEPA FEDERAL AVIATION ADMINISTRATION

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

3 A-DCOAFT	Grummen	G=73
1. AIRCRAFT	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N2442H
2. OWNER	NAME (As shown on registration certificate) CROW, INC.	ADDRESS (As shown on registration certificate) P. 0. Box 102 Swanton, Ohio 43558
	3. FOR FAA USE ON	

4. UNIT IDENTIFICATION 5. TYPE ALTER-SERIAL NO. UNIT REPAIR ATION AIRFRAME essessessessesses (As described in item 1 above) X X POWERPLANT P & 7 1340-51ML 42-13259 158820 PROPELLER X Hamilton Stendard 23040 158317 APPLIANCE MANUFACTURER

CONFORMITY STATEMENT C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY CERTIFICATED MECHANIC W. E. Tenner FOREIGN CERTIFICATED MECHANIC 224 W. Chestnut Street CERTIFICATED REPAIR STATION Wauseon, Ohio 43558 1411528 IA 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.

SIGNATURE OF AUTHORIZED INDIVIDUAL DATE August 1, 1973

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 OTHER (Specify) FAA FLT, STANDARDS MANUFACTURER INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT FAA DESIGNEE REPAIR STATION DATE OF APPROVAL OR SIGNATURE OF AUTHORIZED INDIVIDUAL

CERTIFICATE OR DESIGNATION NO. REJECTION

GPO : 1971 O - 410-878

FAA Form 337 (7-67)

(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.

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

W & B for 337

Installed:

- 1. Page A/C O.H. Eng 1340-51M1 Sn 13259 on rt side of A/C. Functional tested O.K.
- 2. Hamilton Standard Prop O.H. by H & S prop shop Mod 23D40, SN 158826 & 158817. Functional tested O.K. AD 57-13-5 C/W by H & S.
- 3. A/C completely stripped, corrosion removed and treated, and entire A/C repainted with alumigrip paint.
- 4. New instrument panel was made up of same size & thickness material, mounted with new rubber mounts, to accommodate more inst holes. Post lighting on all inst. holes was also added, with dimer, per AC 43.13-2, Chap. 1, Par. 1, 4 & 5 & AC 43.13-1, Chap. 11, Sec 2 & 3 & 7.
- 5. All new circuit breakers were installed & new false panel installed on lower center panel fwd. The control column this panel has all the radio C.B. & light dimers, and hour meters, also C.B. in rt wheel well junction box were replaced, per AC 43.13-1, Chap 11, Sec. 2, Par 242 & Sec. 7.
- 6. Surface combustion heater #ADS-100N-P41C, Item 105 on equip list, installed as per service and parts manuals.
- 7. All new floor boards were cut to fit from Bond-o-Light (hiez) in thick by Goodyear Aerospace Division, of wood laminated between alum. secured same as original.
- 8. Fresh air sys modified to incorporate a Gasper Assembly, (69446-00 Piper P/N) at each seat position, giving each seat a air vent & reading lamp. The fresh air is directed from wing leading edge take offs on R & L inbd. L.E. between eng & fuselage, of factory installation, to central manafold, to each Gasper. The lamps are all hooked to one circuit breaker as per AC 43.13-1 Chap. 11, Sec. 2, 3 & 7.
- 9. Central cabin lighting installed running from front to back in the top of cabin. 9 lamps in front & 11 lamps in rear of cabin with one switch for front and one for rear and one circuit breaker for both. Per AC 43.13-1 Chap. 11, Sec. 2, 3 & 7.
- 10. Entrance lights installed, incorporating one lamp in fwd, and one lamp in rear of top cabin light sys & one lamp assembly above cabin entrance door, swt at entrance door controls this sys. and circuit breaker hooked in front of battery master switch. This sys also used as "Emergency Exit" light as per CAR 45.362 (f) & AC 43.13-1, Chap. 11, Sec 2,3 & 7.

ADDITIONAL SHEETS ARE ATTACHED

337, N2442H, BN (3, August 1, 1973

Page 2.

- 11. 2 each 24 volt hi pack lectric bilge pumps installed to pump out bilge water.

 One installed under entrance step with a swt & circuit breaker for aft sect of A/C and one installed in fwd bagg, comp. rt side with swt, and circuit breaker for fwd, pump. A swt. installed at the circuit breaker panel to select either A/c "A+" or "A+" from outside source. (batt. or a portable generator.) A selector valve is located next to each pump to select different compartments to be rumped out, as per 43.13-1, Chap 11, sec. 2, 3 & 7.
- selector valve is located next to each pump to select different compartments to be nummed out, as per 43.13-1, Chap 11, sec. 2, 3 & 7.

 12. Whelen strobe, HR-28V, installed on vert. fin, in factory provided lights mount. Per stendard installation manual & STC SA615EA. All wiring per AC 43.13 2 Chap. 4
- 13. Anti squat motor installed in aft. sect. of A/C @ sta 452, to raise & lower tail strut, same as 337 on SN J 42, N51151, per AC 43.13-1 Sec 2, 3 & 7 of Chap. 11.
- 14. All fabric covered control services rudder, elevators, and allerons were covered with ceconite covers per STC. SA 1351 W E
- 15. Piper PA31 elevator trim indicator installed in overhead panel next to trim control wheel. Trim sension is a unit of local mfgr. to convert the trim cable movement of 2" to 105 of rotation on a 500 CHM potentiometer that the PA 31 uses. The sensior unit is located at the 472 sta. sensior constructed per enclosed dug. All viring per PA 31 ser, manual & AC 43.13-1, Chap. 11 Sec. 2, 3, 6.7.
- 16. Rear four seats attachments were converted to use widjets for easy removal.

 Alum. engls still eners under floor boards were installed, to anchor the widjets. (PN295307) All seats were reuprolatered, per AC 43.13-2, Chap. 1

 Par. 1, 2, 4, 5, 6.
- 17. Interior cabin upholstery material was tested for fire resistance & will not support combustion. Test was performed by trying to burn material with torch.
- 18. 2 each ARC R-30 A.D.F. with 2 ea. DV-14A power supplies, 2 ea loop antennas, 2 each sense antennas, with one IN-13A-1 indicator, along with one Skyranger HC-5-R hi frequency transceiver and 2 ea Gravener D-1260 fire detector sys. were previously installed by persons unknown. The receivers and power supplies are installed on forward factory provided radio shalves. Loop antennas are installed on top of fuselage on center line at station 144" & 192". Sense antenna installed on top of fuselage starting at fwd of windshield up through ax handle stand off to sta. 180" R. & L. of center. Hi frequ. antenna on top of fuselage, starting at fwd of windshield up through ax handle standoff to top of vert, fin.

Danco mod. 701A digital ADF indicator installed in panel above ADF indicator.

Collins (618F-1) Communication control, 2 ATF control heads (C59A) control for hi freq., ARC (Rt-11A) control head, ARC (M+32) Audio control penel & (PM-1) marker lites are all mounted in the lower half of inst. penel, or radio control panel, and Plantronics boom mic.

2 each Collins Nav. receivers (51 \times 3) and 2 Indicators are installed in instrument holes below ADF indicator.

All remote power supplies, transceivers, and receivers are mounted on factory provided radio shelves with factory provided shock mounts, and installed as per mfgrs. maintenance & installation manuals.

337, N2442H, SM -13,

August 1, 1973

Page 3.

One Comm. ent. previously installed at the 378" sta. We installed a (VCA-1) comm. ent. on top of fuselage rt of center at the 106" sta. The NAV. ent (NH-33) is installed on vert. fin at 547" sta. All entennas were installed as per manufacturers installation & maintenance manuals.

AC 43.13-2, Chap. 1, 2, 3. Fig. 2.4, 2.5, 3.1, 3.3, 3.6, 3.12, 3.13, 3.15, 3.20, and AC 43.13-1, Sec. 2, 3 & 7.

Riect. load analysis taken & elect. load does not exceed 80% of gen. output of 100 amps. per AC 43.13-1, Chap., 11, Par. 241.

- 19. Installed permanent type spray rails along fwd. sections of L & R chines.
 Installation originally approved on G Grumman G-73, N1628, 337 dated 12-23-53.
- 20. The following accessories deviate from the T.C. data sheet.

 Batt: T.C. sheet calls for exide 12-TS-9L

 We used exide 12-TS-11N-3150-2

 Approved by latter dated June 11, 1973 from the batt. mfgr. Wisco Division of L S B, Inc.

Vacc Pumps: T.C. sheet calls for type B-28
Pesco 3P207-JA AN 6111-1
We used type B-12 3P207-JD AN 6111-1
Both units have same AN No. and are interchangeable.

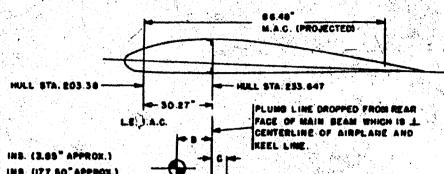
Fuel boost pumps: T.C. sheet calls for a Thompson TFD-10300, AN4100
We used Pesco PB400HRD, AN 4100
Both units have same AN No. and are interchangeable.

A/C was weighed and new weight and balance report was made up.

Equipment list revised to show above changes.

Tach time this date, 5023 hours.

AIRPLANE WEIGHING DATA: DATE WEIGHED- 7-28-73



NOTE:-Fore and Aft level lugs local

REACTIONS	SCALE	READING	TARE	CORRECTE	D READING
Right Wheel - W		+382	0.	438	
Left Wheel - W		+119	0	411	
Nose Wheel - W		1920	o'	192	о ,
	N 10	0421	0	1042	

A := C.G. inches forward of centerline Main Wheels

B = C.G. inches forward of Rear Face Main Beam - A-C = 28.93 - 16.35 = 12.58

C.G. inches ale of Reference Datum - 233.65 - B = 233.65 - 12.58 = 221.07

CORRECTION FOR MISSING ITEMS

Airplane as Weighed		10421 2	21.1 2304083
Remove fuel		- 840 2	30.0 - 184800 .
Additional Trepped Fuel in Fligi	be a control of the c	2.	
Remove oil		- 11 2 2	237
Non useable fue Empty Weight			21.30 21074.19
Empty Weight C.G. = 221.30	" Aft of Reference Datum or	12.35	" Forward of Hull

Sta. 233.65 (Rear Face of Main Wing Beam) = 221.30 -

Witnessed:



Form Approved Budget Bureau No. 04-R0058

	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.			
z	1. REGISTRATION MARK 2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION 4. YR, MFG. TAA CODING			
IRCRAFT ESCRIPTION	N2442N Gruman	G-73 1948			
RCRAFT SCRIPTI	5. AIRCTAFT SERIAL NO. G. ENGINE BUILDER'S NAME (Multe)	7. ENGINE MODEL DESIGNATION			
SS	J-13 P.S.W.	1340-S1H)			
∢ Δ	B. NUMBER OF ENGINES 5. 9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION 11. AIRCRAFT IS:			
-	2 Hamilton-Standard	23040 NEW X USED IMPORT			
	APPLICATION IS HEREBY MADE FOR: (Check applicable items)	and the first of the control of the			
	A STANDARD AIRWORTHINESS CERT. (Indicate category)	NORMAL UTILITY ACROBATIC TRANSPORT CUDER BALLOON			
	B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate				
_	LIMITED	19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
REQUESTED	CIASS				
125	PROVISIONAL (Indicate class)				
ğ	1 2 2	I Secretary Company of the Company o			
	RESTRICTED (Indicate abouting) 10	AERIAL SURVETING 1 ADVERTISING			
Z	be conducted)	T (Wild life construction) (Wild life construction)			
¥ I	O OTHER	(Sprift)			
CERTIFICATION	RESEA	ACH AND DEVELOPMENT 2 AMATEUR BUILT 3 EXHIBITION			
E ∘	EXPERIMENTAL (Indicate operation(s) to be conducted)	G CREW TRAINING 6 MKT. SURVEY			
a I		OW COMPLIANCE WITH FAR			
۱	Eta resev	FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE			
=	PARTITION TO be IN THE WALLET	ATE FROM AREA OF IMPENDING DANGER			
1	Section 1/1 or 1/11 in statically on the section				
	retarie tide)	TION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT			
1	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	RING OR EXPORT 5 PRODUCTION FLIGHT TESTING			
_	C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate A. REGISTERED OWNER (As shown on Certificate of Aircraft Registrati	Restricted Operation and Standard or Limited as applicable above)			
CERTIFICATION	ARCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Gire No. and Retision No.) TC-783, Revision 4 AIRCRAFT LISTING (Gire page No.))	AIRWORTHINESS DIRECTIVES (Clock if all applicable AD's complied with and gire latest 1D No.) 67-31-7 SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)			
	A-783-5				
×	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS CHECK IF RECORDS N TOTAL AIRFRAME HOURS—Enter for used aircr				
OWNER'S	FAR 91.173 5010.00	or renewed			
L	and the interior may teen inspected and is an worth and	ent) of the aircraft described above; that the aircraft is registered with the he Federal Aviation Act of 1958, and applicable Federal Aviation Regula- eligible for the airworth ness certificate requested.			
-	DATE OF APPLICATION NAME AND TITLE (Print or 1)(e)	SIGNATURE O D			
	5/30/71 Crow Inc	Jean to Kan K			
T	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOLIN	D AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)			
ลิเ	FAR PART 121 OR 127 CERTIFICATE HOLDER (Gire CERTIFIC	ATED MECHANIC (Gire it No.) 1411528 CERTIFIC ATED REPAIR STATION (Gire Certificate No.) 1411528			
호교	AIRCRAFT MANUFACTURER (Gire Name of Firm)	1411320			
10	DATE	SIGNATURE			
\perp	3/30/71 Authorized inspector	William Tenner			
: L	I have inspected the aircraft described in item I or VII and find	it meats the requirements for:			
Z		CIAL AIRWORTHINESS CERTIFICATE			
ATION	4. C. AMENDMENT OR MODIFICATION OF ITS CURRENT AIRWORTH				
;길는	DATE DISTRICT OFFICE DESIGNEE'S SIGNATURE AND				
CERTIF	4/1/71 SFO 1FO 4 6-0-52	FAA INSPECTOR'S SIGNATURE R.A. KUEHN			
	rm B130-6 (2 42) Surrest				

A. MANUFACTURER	ADDRESS
NAME	
a. PRODUCTION BASIS (Check applicable item) PRODUCTION CERTIFICATE (Girt production certificate in type CERTIFICATE ONLY APPROVED PRODUCTION INSPECTION SYSTEM	
PRODUCTION CERTIFICATE (Give production certificate n	number)
TYPE CERTIFICATE ONLY	3.12. 1 - 2.2. 2.2. 10.2. 2 1.2. 2 1.2. 2 1.2. 2 1.2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.
APPROVED PRODUCTION INSPECTION SYSTEM	
C. GIVE QUANTITY OF CERTINCATES REQUIRED FOR OPERATING	NEEDS: SIGNATURE
DATE OF APPLICATION NAME AND TITLE (I visit or 13/4)	authors.
A. DESCRIPTION OF AIRCRAFT	ADDRESS
REGISTERED OWNER	Box 102 Swanton, Ohio
Crow Inc.	WOOEL
BUILDER (Alake)	G-73
	REGISTRATION MARK
SERIAL NUMBER	N2442H
B. DESCRIPTION OF FLIGHT	
	10
F Paris Pa	San Francisco, California
VIA Tarewe,	DEPARTURE DATE 6/1/71
Honolulu, Hawaii	
C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPM	MENT
X PILOT X CO-PILOT NAVIGATOR OTHER ()	Spell) / Engineer
THE ADDRESS AND THE ADDRESS AN	NESS REQUIREMENTS AS FOLLOWS:
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHIN The aircraft does not meet the appl at a weight in excess of its cartif fuel tank installation is in accord Alteration dated 3/30/71 prepared	Wance with FAA Form 337 'Major Repair and
D. THE AIRCRAFT DOES NOT MEET THE APPLICATE AND APPL AT A weight in excess of its cartiful fuel tank installation is in accordance. Alteration dated 3/30/71 prepared	Wance with FAA Form 337 'Major Repair and
D. THE AIRCRAFT DOES NOT MEET THE APPLICATE AND APPL AT A weight in excess of its cartiful fuel tank installation is in accordance. Alteration dated 3/30/71 prepared	Mance with FAA Form 337. "Major Repair and by William Tanner. A & P 1411528
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE WITH APPLICABLE AND APPLICABLE APPLICABLE AND APPLI	Mance with FAA Form 337 'Major Repair and by William Tanner, A & P 1411528. SARY FOR SAFE OPERATION (Use attachment if necessary)
The alrcraft does not meet the appliate at a weight in excess of its certification is in accordant to the second fuel tank installation is in accordant to the second Alteration dated 3/30/71 prepared in the second secon	SARY FOR SAFE OPERATION (Use attachment if necessary) d 14,850 lbs. led in auxiliary tanks must not exceed 400 gals. will be consumed first to the extent practicable not exceed (field) 15% 8,9,10 and 11.
- CERTIFICATION—I hereby certify that I am the registere	sary for safe Operation (Use attachment if necessary) 1 14,850 lbs. 1 1 1 be consumed first to the extent practicable not exceed (fied) 15% 8,9,10 and 11.
F. CERTIFICATION—I hereby certify that I am the registere with the Federal Aviation Administration in accordance with Regulations; and that the aircraft has been inspected and it DATE. NAME AND TITLE (Print of Apre)	sary for safe Operation (Use attachment if necessary) 14,850 lbs. 14,850 lbs. 15 consumed first to the expent practicable not exceed (fied) 15% 18,9,10 and 11.
F. CERTIFICATION—I hereby certify that I am the registere with the Federal Aviation Administration in accordance with Regulations; and that the aircraft has been inspected and it DATE DATE NAME AND THE (Print of Print) Tow Street	sary for safe Operation (Use attachment if necessary) 14,850 lbs. 14,850 lbs. 15 consumed first to the expent practicable not exceed (fied) 15% 18,9,10 and 11.
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F. CERTIFICATION—I hereby certify that I am the registere with the Federal Aviation Administration in accordance with Regulations; and that the aircraft has been inspected and it DATE DATE NAME AND THE (Print of Print) Tow Street	SARY FOR SAFE OPERATION (Use attachment if necessary) 14.850 lbs. 16 in auxiliary tanks must not exceed 400 gals. 111 be consumed first to the extent practicable not exceed (find) 15% 18.8,9,10 and 11. 19.8,9,10 and 11. 20.5 21. 22. 23. 24. 25. 26. 27. 28. 28. 29. 20. 20. 20. 20. 20. 20. 20
F. CERTIFICATION—I hereby certify that I am the registere with the Federal Aviation Administration in accordance with Regulations; and that the aircraft has been inspected and it DATE DATE NAME AND THE (Print of Print) Tow Street	sary for Safe Operation (Use attachment if necessary) d 14,850 lbs. led in auxiliary tanks must not exceed 400 gals. lill be consumed first to the extent practicable not exceed (fud) 15% ed owner (or his agent) of the aircraft described above; that the aircraft is register ith Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation is airworthy for the flight described. SIGNATURE G. Statement of Conformity, FAA Form 317 (Attach when required) H. Foreign Airworthiness Certificate Issued in Accordance with wirnd) 1. Previous Airworthiness Certificate Issued in Accordance with (Original attached)
F. CERTIFICATION—I hereby certify that I am the registere with the Federal Aviation Administration in accordance with Regulations; and that the aircraft has been inspected and it DATE DATE NAME AND THE (Print of Print) Tow Street	sary for Safe Operation (Use attachment if necessary) d 14,850 lbs. led in auxiliary tanks must not exceed 400 gals. will be consumed first to the extent practicable not exceed (fied) 15% ed owner (or his agent) of the aircraft described above; that the aircraft is registed ith Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation is airworthy for the flight described. SIGNATURE H. Foreign Airworthiness Certificate Issued in Accordance with required) wirnd) 1. Previous Airworthiness Certificate Issued in Accordance with Aircraft Aircraft FAR CAR (Original attached)
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		KUETET	and the same	X	ST	K A	DESIGN.	ATION OR OFFICE NO. IFO 6-0-52 by a fine not exceeding \$1,00 BE DISPLAYED IN THE A	

This airworthiness certificate is issued under the authority of the Federal Aviation 1958 and the Fe al Aviation Regulation (AR).
This sirworthiness tertificate authorizes the manufacturer named on the registered in his conduct production flight tests, and only production flight tests, of aircraft registered in his conduct production flight tests under this certificate: (1) Corrying name. No person may conduct production flight tests under this certificate: (1) Corrying persons or property for compensation or hirs; and/or (2) Carrying persons not essential to be authorized of the flight.
This airworthiness certificate authorizes the flight specified on the reverse side for the pur-
pose shown in Biock A. 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 issued has been inspected and found to meet the requirements of the applicable comprehensive and detailed air 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 ance 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.
and the same continues is effective
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.

Alreraft Make: Grumman Mallard

Model: G73

Sector Not Jela

Ident Marks: N2442H

Issue Date: 3/30/71

OPERATING LIMITATIONS

- 4. Acrobatics are profilbited.
- 5. Use of autopulo while intoverweight condition is prohibited.
- 6. Weather conditions with moderate to severe turbulence should be svoided.
- 7. When an overweight landing is made or the aircraft has been flown through moderate or savere turbulence while in an overweight condition, the aircraft must be inspected for damage after landing. The inspections performed and the findings must be entered in the aircraft log. The pilot must determine, before the next takeoff, that the aircraft is airworthy.
- 8. When operated in the overweight condition, the cruising speed (Vc) shall not exceed 220 m.p.h. and the maximum speed (Vne) shall not exceed 270 m.p.h.
- 9. Operation in the overweight condition must be conducted to avoid areas having heavy air traffic, to avoid cities, towns, villages, and congested areas, or any other areas where such flights might create hezardous exposure to person or property on the ground.
- 10. Prior to requesting clearance to takeoff position, the pilot in command must advise the tower of the overweight condition and of any limitations with respect to a specific runway or prescribed meteorological conditions.
- 11. This electeft does not comply with the international Airworthiness Standards of Annex 8 to the Convention on international Civil Aviation when operated at a weight in excess of its maximum certificated takeoff weight because of additional fuel, fuel carrying facilities, and navigation equipment.

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- 6: When operated in the overweight condition, the critising space (Mc) shall not exceed 220 months and the maximum spece (Mn) shall not exceed 270 map. h.
- 9. Sparstion in the ever eight concision mass be confident as evold about having heavy air traffic, to avoid all les, to avoid, will ever, the endequated areas, as any other areas where such 'lights after areas beargous appeared to appear a the ground.
- O. Prior to requesting elegenment to takkets jointhin, the dilety in expanded moust held the the correction could be not half the correction and of any italisations with respect to a graphic runway or presentate secretary or presentation.
- 11. This alrerate case no nearly with the lacernoclassis discordings, Senadords of Annex 8 to the Lonvention on Intermstioned Civil Adjection seems operated to a weight in excess of its maximum certificated taken'ff weight because of its maximum certificated taken'ff weight because of additional fuel, fuel carrying facilities, and navigation civilpashes.

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