F[illegible] AIRCRAFT RE[illegible]ISTRY
CA[illegible]ERA NO. 3 A DATE: 12-17-[illegible]

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
[illegible]
2-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted St. Croix, USVI 00820

3. FOR FAA USE ONLY

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

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Jamie Bush C/O Seaplane Shuttle, Seaplane Ramp Christiansted, St. Croix, USVI 00820	XX U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 165580474

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 30, 1985	Jamie M Bush

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 XX APPROVED ☐ REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 30, 1985	1617154	Charles R. Freehling Charles R Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office: 1971 O-[illegible]

0181

FAA AIRCRAFT REGISTRY
CAMERA NO. A DATE: 7 - 11 - 96

NOTICE

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

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

INSTALLATION EDISON FIRE DETECTION SYSTEM

1. Remove existing Finwall spot detectors - left and right engines.

2. Installed Edison type "B" continuous cable fire detection for Grumman G-73 in accordance with Supplemental Type Certificate Number SA36NE. Minor changes to STC SA36NE which increase the detection capability and the serviceability of the system are:

   A. Control assemblies P/N 377-02836 mounted at Station 50 in nose less acceptable to environmental corrosion.

   B. Used MS-3100R-18-15 (C) fire wall cannon plug lower part of firewall out of known hot area. Wires behind cannon plug installed in D-130/D V.C. tublar fiberglass and run with existing wire bundles.

   C. Extending end (G) (FIG.A) down the front oil cooler bracket, resulting in a shorter lead to firewall cannon plug.

   D. Extending end (D) (FIG A) up the left side of Firewall and to center, resulting in more detection capability.

3. All work done in accordance with Supplemental Typ Certificate Number SA36NE, Armtec Industries, Inc., Drawing No. 910907, and AC 43.13-1A, Chapter II, Section 2 and Sections 3, 5, and 6.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted. St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Michael Homa C/O Seaplane Shuttle, Seaplane Ramp Christiansted, St. Croix, USVI 00820	XX U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 151363186

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 30, 1985	Michael Homa

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 XX APPROVED ☐ REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 30, 1985	1617154	Charles R. Freehling Charles R Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. [illegible] DATE: [illegible]

NOTICE

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

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

INSTALLATION LIQUIDOMETER

1. Removed existing left and right General Electric Liquid Level Transmitter Type TJ-13 Model 8TJ13L-JE and General Electric Fuel Level Indicator Type DJ-12 Model 8DJ12-LAW.

2. Installed in same location modified Simmons P/N EA14AN-46L, -47L. Indicator overhauled to T.O. 5L6-3-1-3 3/34 and 33D2-6-14-1. Installed Simmons Liquidometer P/N EA88A-B1CM-03 overhauled and modified by Barfield Instrument Corporation.

3. All work done in accordance with Barfield Instrument Corporation Overhaul Procedure dated November 2, 1977, Proc. No. 2651-3844, Frakes Aviation Drawing FA5089 and AC 43.13-1A, Chapter 15, Section 2.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-11-84

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SJUFSDO

7-5-84

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 85781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	P328040	X	
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. 455 SEBRING AIR TERMINAL SEBRING, FLORIDA 33870	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
February 28, 1984	John M. DeCosta JOHN M. DeCOSTA

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 28, 1984	3610	John M. DeCosta JOHN M. DeCOSTA

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 W DATE: 12-11-90

NOTICE

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

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

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturers 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 (flyweights & flyweight liners).
Service Bulletin 1546 complied with (reworked master rod bearing).
Service Bulletin 1658-B complied with (converted from ball-plain blower)
Parts listings on file this station under WO#8904

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4906

☆ U.S. GPO: 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-11-90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
DJ FSDO
Z 561

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	14902	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. 455 SEBRING AIR TERMINAL SEBRING, FLORIDA 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
October 31, 1983	John M. DeCosta JOHN M. DeCOSTA

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 31, 1983	3610	John M. DeCosta JOHN M. DeCOSTA

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 // DATE: 12-11-90

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.

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

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.
FAA A.D. Note 86-8-2 complied with (cylinder & stud inspection).
Service Bulletin 1658-b complied with (converted from ball to plain blower).
Service Bulletin 1758-b complied with (flyweights & flyweight liners).
Service Bulletin 1646 complied with (reworked master rod bearing).
Service Bulletin 1787 complied with.
Parts listings on file this station under WO#8782

END

☐ ADDITIONAL SHEETS ARE ATTACHED

★ U.S. GPO: 1[illegible] - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 A DATE: 12-21-93

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Hugh O'Donnell West Seaplane Ramp Christiansted, St. Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 78423537

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

DATE: June 20, 1983

SIGNATURE OF AUTHORIZED INDIVIDUAL: Hugh O'Donnell Hugh O'Donnell

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION: June 20, 1983

CERTIFICATE OR DESIGNATION NO.: 1617154

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles R. Freehling Charles R Freehling

FAA Form 337 (7-67)

☆ Government Printing Office 1977—772-646/141

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

NOTICE

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

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

1. The right windshield of Grumman G-73 S/N J-4, N 83781, was replaced with ROHM - HAAS "Tuffak", polycarbonate material, U.S. Government Specification 393A. The windshield was fabricated in accordance with Chalk's International Airlines Drawing #1-7306-56. The Manufacturer's Specifications of the polycarbonate windshields will meet strength requirements of C.A.R. 04A.505 as amended. The impact strength of the "TUFFAK" windshields is 12.0-18.0 foot pounds, reference ASTM Test Method #D256.

2. All work above done in accordance with approved data, FAA Form 337 Grumman G-73, N7306, S/N J-6, date November 27, 1978 and AC 43-13-1A Chapter 9, Para. 376 and 377.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 - 7 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R0601

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION: SJU FSDO
7-5-67

INSTRUCTIONS: Print or type all entries. See FAR 43.5, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle	ADDRESS (As shown on registration certificate): West Seaplane Ramp, Christiansted St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Tomas O'Neill c/o Seaplane Shuttle West Seaplane Ramp, Christiansted St. Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1690355

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
April 5, 1983	Tomas O'Neill

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4/5/83	1617154	Charles R. Freehling

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

(8320)



FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

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.)*

GRUMMAN G-73 ELEVATOR S/N 012

Removed and repaired elevator inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per section 4, passed maule test. Recovered from station 90 to station 120, replaced inboard and outboard hinge bearings. Painted repaired section with 3 coats Brush Clear, 2 coats Brush Silver and 3 coats White Pigment.

All work done in accordance with AC 43.13-1A, Chapter 3, Section 1 and 2.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. [illegible] DATE: [illegible] - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SJU FSDO 7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle	ADDRESS (As shown on registration certificate): West Seaplane Ramp Christiansted, St. Croix, USVI 00820

3. FOR FAA USE ONLY

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

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	21711	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. 455 SEBRING AIR TERMINAL SEBRING, FLORIDA 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 2, 1983	John M. DeCosta JOHN M. DeCOSTA

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 XX APPROVED ☐ REJECTED

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 2, 1983	3610	John M. DeCosta JOHN M. DeCOSTA

FAA Form 337 (7-67) GPO : 1972 O - 475-509 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

NOTICE

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

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

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturers 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 (flyweights & flyweight liners).
Service Bulletin 1546 complied with (reworked master rod bearing).
Parts listings on file this station under WO#8519

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 - 11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SJU FSDO
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI 00820

3. FOR FAA USE ONLY

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

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	ZP101978	X	
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. 455 SEBRING AIR TERMINAL SEBRING, FLORIDA 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 3, 1982	John M. DeCosta JOHN M. DeCOSTA

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 3, 1982	3610	John M. DeCosta JOHN M. DeCOSTA

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-11-90

NOTICE

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

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

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.
FAA A.D. Note 56-6-2 complied with (cylinder & stud inspection).
Service Bulletin 1758-B complied with (flyweights & flyweight liners).
Service Bulletin 1546 complied with (reworked master rod bearing).
Service Bulletin 1658-B complied with (converted from ball-plain blower)
Parts listings on file this station under WO#8409

END

IONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1977—771-021/290

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 - 11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SJU FSDO
7-6-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, FL 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 73 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 10, 1981	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8-10-81	1617154	Charles Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—712-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. [illegible] DATE: 12-11-90

NOTICE

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

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

1. Installed left aileron s/n AAB 298 on aircraft N83781, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 & DATE: 12-11-80

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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

AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
NAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				X
PLANT					
ER					
	TYPE				
ANCE	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

March 18, 1981	SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles Freehling

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
3-18-81	1617154	Charles Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-11-90

NOTICE

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

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

Installed FRAKES AVIATION nose wheel per STC #SA1862SW dated August 14, 1974 using FRAKES AVIATION DWG FA5096 Rev. D dated June 21, 1974 and applicable instruction sheet.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-11-80

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix 80840	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 29, 1981	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
1-29-81	1617154	Charles Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. A DATE: 12-11-90

NOTICE

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

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

(1) Rudder S/N 286 found installed on Aircraft 83781, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CARD NO. 3 N DATE: 12-77 - 10

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SJU FSDO 7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	327937	X	
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ENGINE SUPPORT, INC. SEBRING AIR TERMINAL RT 2 BOX 513 SEBRING, FLORIDA 33870	U.S. CERTIFICATED MECHANIC FOREIGN-CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
Nov 26, 1980	H. Godwin H. Godwin

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Nov 26, 1980	3610	H. Godwin H. Godwin

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

NOTICE

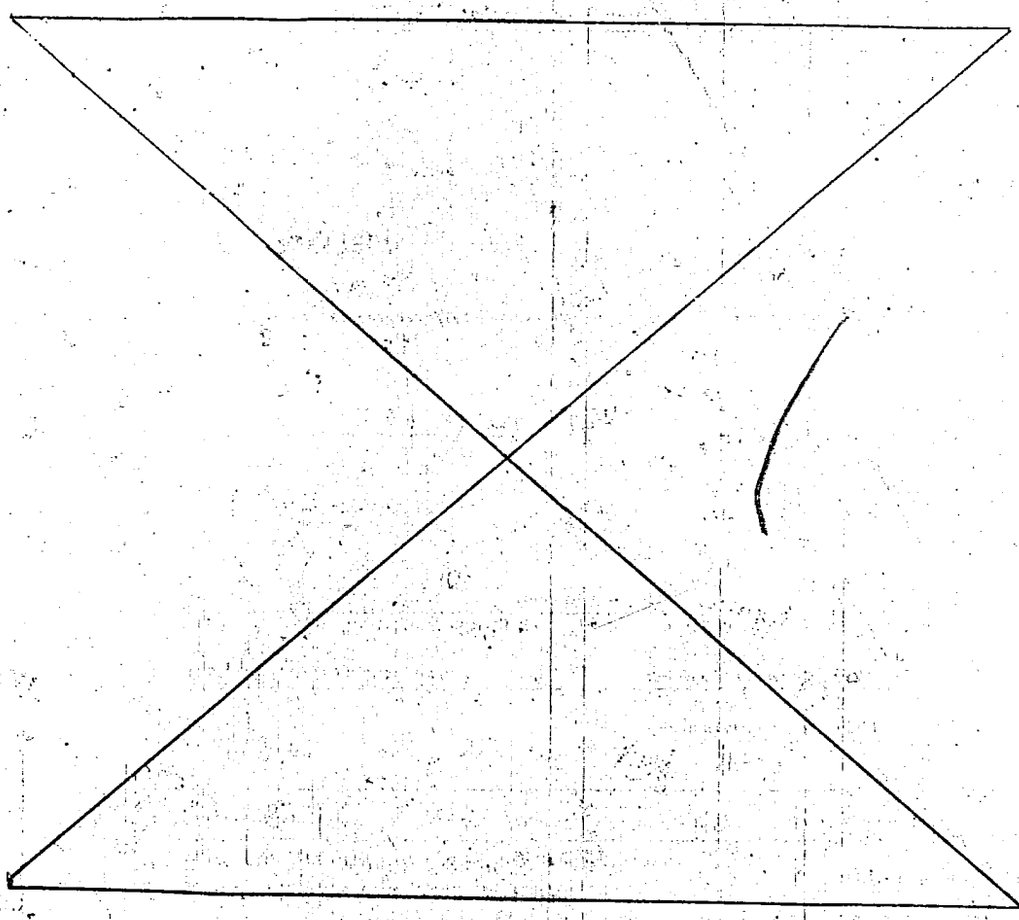
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

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

FAA A.D. Note 56-06-02 complied with (Cylinder & stud Inspection).
Service Bulletin 1758-B complied with.
Service Bulletin 1658-B previously complied with.

Parts listing on file this Station under W.O. #7623.



☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

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

SJU FSDO
7-5-61

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

1. AIRCRAFT
MAKE: Grumman
MODEL: G-73
SERIAL NO.: J-4
NATIONALITY AND REGISTRATION MARK: N83781

OWNER
NAME (As shown on registration certificate): V. I. SEAPLANE SHUTTLE, INC.
ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE: November 5, 1980
SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/5/80	1617154	Charles Freehling

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 7 N DATE: 2 -11 - 90

[illegible] balance [illegible] limitation [illegible] shall be [illegible] aircraft [illegible] ion must be compatible with [illegible] conformity [illegible] 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) Left aileron s/n 224 found installed on Aircraft N83781, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 - 11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted, St. Croix USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in item 1 above) **********				
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	P328040	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
~~ENGINE SUPPORT, INC.~~ RT. 2 BOX 613 SEBRING AIR TERMINAL SEBRING, FLA. 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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
October 6, 1990	JAMES W. TURNER James W. Turner

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 6, 1990	3610	JAMES W. TURNER James W. Turner

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 - 1 - 90

NOTICE

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

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

Engine received this station for overhaul. Engine given receiving inspection, completely 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 1658-B complied with (converted from ball-plain blower).
Service Bulletin 1758-B complied with (flyweights & flyweight liners).
Service Bulletin 1548 complied with (reworked master rod bearing).
Parts listings on file this station under WO#7624

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 W DATE: 12 - 11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix 80840	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 11, 1980	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-11-80	1617154	Charles Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

NOTICE

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

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

INCREASE GROSS WEIGHT TO NORMAL 12,750 POUNDS

1. To superceded 337 dated November 30, 1979. Reduction of maximum take-off weight from 12,750 to 12,500 pounds in accordance with STC SA1007SO

2. Installed Bendix Fuel Flow which is an engine inline fuel metering system as per FAR 121.307 (b).

3. Installed Low Fuel Pressure Warning Device as per FAR 121.307 (k)

Normal Gross, Model Grumman G-73, 12,750 pounds.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 11-17-90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Larry Johansen Antilles Air Boats Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1897629

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
November 10, 1980	Laurence E Johansen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-10-80	1617154	Charles Freudenberg

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 16 -77 - 80

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.)*

LOW FUEL PRESSURE WARNING INSTALLATION

1. Installed AN tee fittings in fuel gauge pressure lines in leading edges of left and right wings of Grumman G-73, N83781 at stations 50.5.

2. Attached low fuel pressure sensor switches P/N 3135 (Barfield) to nose ribs (left & right) at station 50.5, as per optional original equipment installations to G-73 aircraft.

3. Connected sensor to tee fitting with standard AN pluming and fittings per manufacturer's recommendations.

4. Routed new AWG #16 mil. spec. wires in existing bundles from cockpit to wing leading edges.

5. Installed MS25041-6 "press to test" warning lights in instrument panel, wired entire installation according to Grumman G-73 Service Manual Wiring Schematic Sec. 111, Pg. 217, Fig. 152, and in accordance with AC 43.13-1A, Chapter 11, Section 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200,175

FAA AIRCRAFT REGISTRY
CAMERA NO. N DATE: 12 -11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Tomas O'Neill Antilles Air Boats, Inc. Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1690355

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
November 6, 1980	Tomas O'Neill

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-6-80	1617154	Charles N Fruhling

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 W DATE: 12 MAY 71 - 93

NOTICE

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

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

INSTALLATION OF TWO-BOTTLE FIRE EXTINGUISHING SYSTEM

1. Removed existing one-bottle installation Station 230.

2. Installed new brackets which hold two-bottles Station 230. Brackets are the same as installed on J32 and subsequent.

3. Installed new Walter Kidde Check Tee P/N 966301, new tube assembly from top and bottom bottles to check tee.

4. Installed two new Walter Kidde Discharge Indicators P/N 921937 left side main cabin Station 240.

5. Wired the bottle installation using existing system wiring and additional wires as per Figure 140 Fire Extinguisher Circuit, Grumman manual.

6. Cabin heater system removed.

7. All work done in accordance with Grumman Maintenance Manual G-73, AC 43.13-1A, Chapter 2, Section 3, Chapter 11, Sections 1 and 2. AD 80-13-02 PRF (E).

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CERTIFICATE NO. [illegible] DATE 12-17-80

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 857 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 5, 1980	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/5/80	1617154	Charles Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

[illegible] shall be entered in the [illegible] alteration must be compatible with all previous alterations to assure continued [illegible] applicable airworthiness requirements.

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

(1) Rudder s/n 227 found installed on Aircraft N83781, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

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

DATE OF INSPECTION: 7-5-61

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

1 AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2 OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 5, 1980	Charles A Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

OTHER (Specify):

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/5/80	1617154	Charles A Freehling

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-11-90

NOTICE

[illegible] applicable airworthiness requirements.

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

(1) Right elevator s/n 226 found installed on Aircraft 85781, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200 175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
BUREAU OF THE BUDGET
OFFICE REQUIREMENT
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Larry Johansen Antilles Air Boats, Inc. Christiansted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1897629

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
November 5, 1980	Laurence E Johansen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/5/80	1617154	Charles F Fruhling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-048/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 N DATE: 12 -11 - 90

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

INSTALLATION OF FIRE DETECTION SYSTEM

1. Installed mil spec 16 AWG wires from cockpit to left and right hand nacelle engine junction box in existing bundles.

2. Installed 14 Fenwall spot detectors left and right engines in locations detailed on attached drawing three of which (P/N 17343-16) are 750 F activated in high temperature areas, all other (P/N 17343-02) are 450 F activated.

3. Wired spot detectors in series one end of circuit connected to power source, through fire warning light installed in instrument panel in compliance with AD 80-13-02 para. (b) and the other lead to ground. The test circuit utilizes all existing system wiring for positive test.

4. All work done in accordance with G-73 Maintenance Manual AC 43.13-1A Chapter 11, Section 2 and 3 and with letter of acceptable equivalent mehtod AD 80-13-02 para. (f), Keith Blythe, FAA Southern Region.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 - 11 - 90

MAJOR REPAIR AND ALTERATION
(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.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-75
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL, INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC	1617154
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 5, 1980	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/5/80	1617154	Charles Freehling

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-11-90

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) Left aileron s/n 224 found installed on Aircraft N83781, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 - 11 - 90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Budget Bureau No. [illegible]
FOR FAA [illegible]
OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling P. O. Box 731 Fredericksted, St. Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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
November 5, 1980	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/5/80	1617154	Charles Freehling

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -11 - 90

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate section of FAA Form 337. An alteration must be compatible with all previous alterations to assure continued compliance with 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) Left elevator s/n 225 found installed on Aircraft 83781, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
[illegible] DATE: 2-21-96

Form Approved
Budget Bureau No. [illegible]

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N82781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** (As described in Item 1 above) **********				
POWERPLANT	Pratt & Whitney	R-1340 S1H1	P328075	X	
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
[illegible] Air Depot, Inc. 1[illegible] Sebring Airport Sebring, Fl. 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	708-43

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
17 December 1979	Laurie F. Dicks Laurie F. Dicks

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
17 December 1979	708-43	Laurie F. Dicks Laurie F. Dicks

FAA Form 337 (7-67)

(8320)

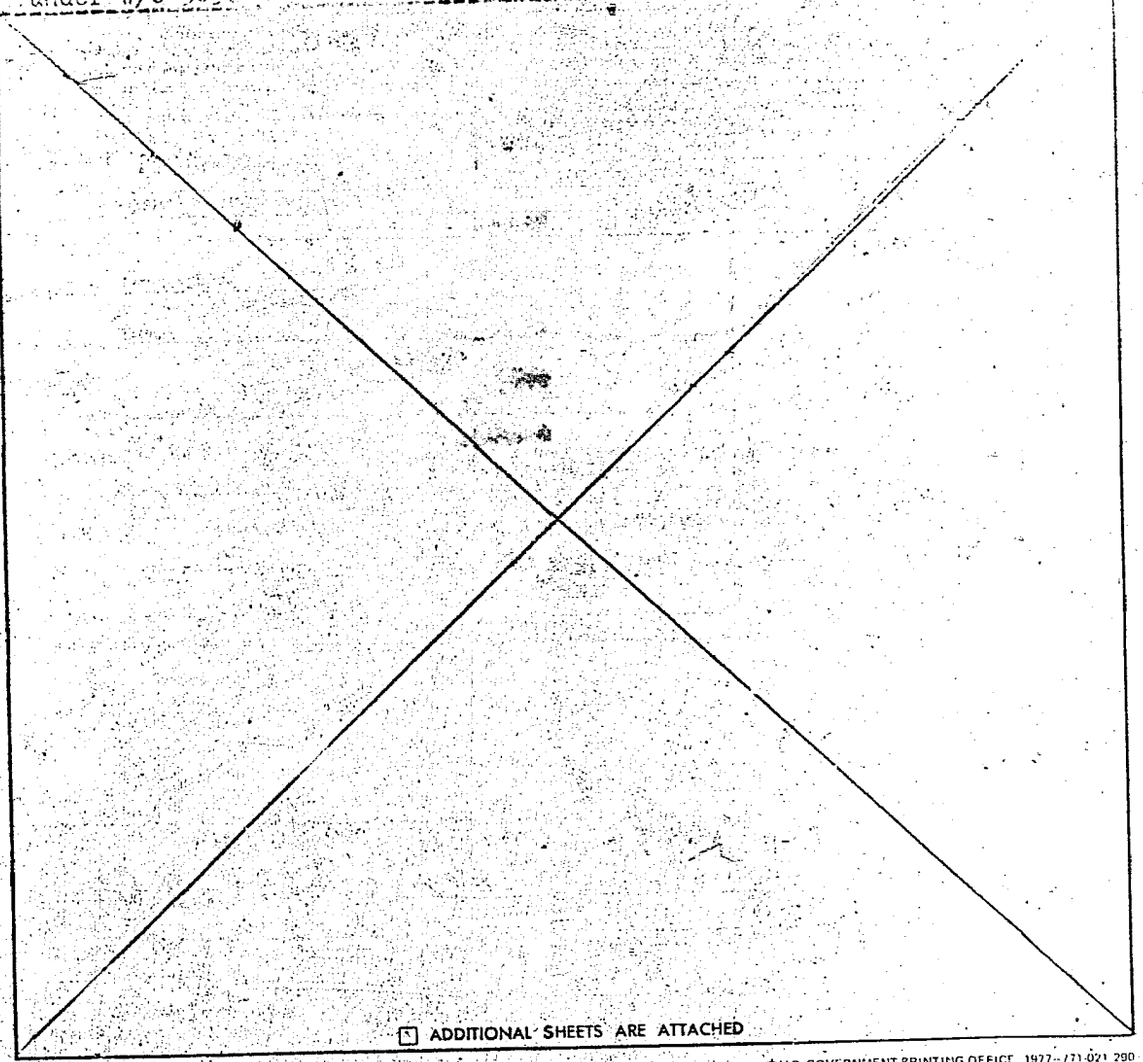
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -1[illegible] - 90

NOTICE

[illegible] and [illegible] changes shall be entered [illegible] An alteration must be [illegible] alterations to [illegible] applicable airworthiness requirements.

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

December 17, 1979 Engine R-1340 S1H1 S/N P328075 was completly disassembled, cleaned, inspected & major overhauled. A.D note56-6-2 was C/W during disassembly. Block performance test was satisfactory. Front & rear harness was overhauled 11-27-79 by Sebring Air Depot. Inc. repair station 708-43. Magneto SB9RN S/N 075433 was overhauled 9-[illegible]-79 by Air Parts & Supply Co. Miami, Fl. under W/O 5343. Magneto SB9RN S/N 016049 was overhauled 9-14-79 by Air Parts & Supply Co. Miami, Fl. under W/O 5341. Pertinent details are on file at Sebring Air Depot, Inc. under W/O 583.



☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE 1977—771-021 290

AIRCRAFT REGISTRY
FAA NO. DATE: 12-17-79

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(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) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-1	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTEX, INC.	ADDRESS (As shown on registration certificate): 857 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE ELIGIBLE	5. TYPE INSTALLED
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Pratt & Whitney	R-1340 S1H1	6440	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Sebring Air Depot, Inc. 1 Sebring Airport Sebring, Fl. 33870	U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	X CERTIFICATED REPAIR STATION	708-43
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
17 December 1979	Laurie F. Dicks Laurie F. Dicks

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
17 December 1979	708-43	Laurie F. Dicks Laurie F. Dicks

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12 -1 - 90

NOTICE

[illegible] limitation changes shall be [illegible] the [illegible] with all previous alterations [illegible] 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.)

December 17, 1979 Engine R-1340 S1H1 S/N 6440 was completely disassembled, cleaned, inspected & major overhauled. A.D. note 56-6-2 was C/W during disassembly. Block performance test was satisfactory. Front & rear harness was overhauled 11-26-79 by Sebring Air Depot, Inc. repair station 708-43. Magneto SB9RN S/N 75565 was overhauled 11-[illegible] by Air Parts & Supply Co. Miami, Fl. under W/O 5383. Magneto SB9RN S/N [illegible]4106 was overhauled 7-23-79 by Air Parts & Supply Co. Miami, Fl. under W/O 5292. Pertinent details are on file at Sebring Air Depot, Inc. under W/O 584.

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE 1977-771-021/290

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-13-89

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
OFFICIAL FAA CORRECTION

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 604SS
2. OWNER	NAME (As shown on registration certificate): Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Christiansted St. Croix, USVI 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Pratt & Whitney	R1340-S1H1	P327747	X	
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Engine Support Inc. 455 Airport ; P O Box 631 Sebring, Florida 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	Power Plant Class 1 & 2

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
February 28, 1985	John M. DeCosta

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 28, 1985	3610	John M. DeCosta

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 11-13-89

NOTICE

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

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

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.
FAA A.D. Note 56-6-2 complied with (cylinder & stud inspection).
Service Bulletin 1758-B complied with (fly weights & fly weights liners).
Service Bulletin 1756 complied with (convert magneto drive gears from left to right hand rotation).
Service Bulletin 1658-B complied with (converted from ball-plain blower).
Service Bulletin 1546 complied with (reworked master rod bearing).
Parts listings on file this station under W.O.# 9053.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GPO: 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 10 27-82

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

Form Approved: Budget Bureau No. 41-R041.5.

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

1. TYPE OF APPLICATION (Check which)

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

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

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

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-73	J-4

d. ENGINE MAKE	e. ENGINE MODEL
PRATT AND WHITNEY	R-1340-SIHI

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
BORIS SERGIEVSKY	300 CENTRAL PARK WEST. NEW YORK, NEW YORK	N- 2940

12188

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

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

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE DECEMBER 18, 1946
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)
☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

[signature]
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

8-13-55 (DATE) PILOT (TITLE)

16—60837-2

Form ACA-305 (11-51)

10 DEC 29 1966

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 10-27-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☐ AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 5
   - b. ☐ AIRCRAFT LISTING PAGE NO.
   - c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1955 (YEAR) THROUGH CARD NO. 16
   - d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS
   - a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
   - b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
   - c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 2150:00 HOURS
   - d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - L SERIAL NO. 327924 TOTAL HOURS 2150:00
     - R SERIAL NO. 327926 TOTAL HOURS 2150:00
     - SERIAL NO. TOTAL HOURS
     - SERIAL NO. TOTAL HOURS

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED 8-13-55 (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☒ BY APPROVED REPAIR STATION, CERTIFICATE NO. 115
     - ☐ BY MECHANIC, CERTIFICATE NO.
   - b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
SEP 15 11 14 AM '55
ADMIN. & RECORDS BRANCH
N-SDO

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 8-13-56 (DATE)
   - g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE AUG. 20, 1955 (DATE)
     BY JOSEPH R. ETZEL, AERO TRADES INC. #115
     (NAME OF ISSUING REPRESENTATIVE) (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. 115 by CAR 52 and was found to be:
- ☒ AIRWORTHY
- ☐ UNAIRWORTHY

Joseph R. Etzel
JOSEPH R. ETZEL (REPAIR STATION AUTHORIZED SIGNATURE) 8-13-55 (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
R K Poole	agent	8-11-55	

☐ ATTACHMENT

Reg. 1 NY
ASDO 11

U. S. GOVERNMENT PRINTING OFFICE 16—60837-7

Form ACA-305a (11-51)

AUG 18 1955

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: US N-83781
2. OWNER	NAME (As shown on registration certificate): ANTL, INC.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Fla. 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
George Molitor c/o Antilles Air Boats, Inc West Seaplane Ramp Christiansted, St Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 5552444314

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

DATE: April 20, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: George H. Molitor
GEORGE MOLITOR

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 20, 1979	IA 1617154	Charles Freehling CHARLES FREEHLING

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

FAA AIRCRAFT REGISTRY
CAMERA NO: 5N DATE: 10-27-82

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) Repair right wing tip:

A. Repaired internal structure (hat) stringer section top and bottom. All hat splices repaired as per Nav. Aer. 01-85V-3 Figure 83 and similar to Figure 2.25 AC 43-13-1A, between Station 342 and 368 staggered.

B. Replaced outer panel rear beam assembly see Figure 33-64 parts from Station 239.5 to Station 394, spliced beam Station 318 as per Nav. Aer. 01-85V-3 Figure 29.

C. Replaced top skin #11 Figure 136 wing skin plating diagram, spliced skin #10 top at previously spliced Station 313 to tip. Replaced bottom skin #18 at previously spliced Station 313 to tip.

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

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): Antl., Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 F'sted, St. Croix 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May, 6, 1980	Charles R. Freehling Charles R. Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 6, 1980	1617154	Charles R. Freehling Charles R. Freehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-648/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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.)*

N83781

CURRANT LIMITED INSTALLATION

1. Installed in bottom left and right Nacell Junction Box Wing Station 92, an 100 amper currant limited (Bussman Mfg. Co., P/N ANL-100) between the battery and the starter relay using original starter wire and a jumper of the same size as the starter wire.

2. All of the above work is in accordance with Advisory Circular 43.13 - 1A Chapter 11 Section 1,2,3,5,6,7.

3. This installation similar to approved Form 337 Dated April 14, 1980 N51151.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.	ADDRESS (As shown on registration certificate): 837 CITY NATIONAL BANK MIAMI, FLORIDA 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
TOMAS O'NEILL RAMOS CONDO LA ROSA BLD. A-2 APT. 5 RIO PIEDRAS, PUERTO RICO	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1690355

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
JULY 1, 1980	Tomas O'Neill Ramos TOMAS O'NEILL RAMOS

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JULY 1, 1980	1617154	Charles M. Fribling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—7:2-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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.)*

N83781

1. REMOVED SPHERICAL BLADDER TYPE ACCUMULATOR P/N AA 14007 HAVING 54.7 CUBIC INCH DISPLACEMENT
2. INSTALLED TWO BENDIX P/N 548650 PISTON TYPE ACCUMULATORS HAVING FIFTY CUBIC INCH DISPLACEMENT EACH, IN LEFT LOWER NACELLE BEHIND WING SPAR, UTILIZING EXISTING ANGLES AND 1/4 INCH "U" BOLTS. INSTALLED ACCUMULATORS IN SYSTEM PARALEL TO EACH OTHER.
3. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-1A CHAPTER 10, SECTION 1 AND 43.13-2A FIGURE 2-7. THIS INSTALLATION WAS PREVIOUSLY APPROVED FOR DUPLICATION ON FAA FORM 337 DATED SEPTEMBER 24, 1979, GRUMMAN G-73 S/N J-28 N2970

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R066.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 7-5-61

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTE ., INC.	ADDRESS (As shown on registration certificate): 837 CITY NATIONAL BANK, MIAMI, FLORIDA 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CHARLES R. FREEHLING P.O. BOX 731 FREDRIKSTED, ST.CROIX 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1617154

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
JULY 22, 1980	Charles R. Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JULY 22, 1980	1617154	Charles R. Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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 GOODYEAR BRAKE ASSEMBLIES P/N9540148 FROM LEFT & RIGHT MAIN GEAR AXLES
2. MODIFIED P/N69822 (GRUMMAN) AXLE FLANGE ,USING MOUNTING TEMPLATE PER PARKER-HANNIFIN INSTALLATION DRAWING #50-55
3. INSTALLED PARKER HANNIFIN CONVERSION KIT P/N 199-81, CONSISTING OF CLEVELAND MAIN WHEELS P/N 40-137, CLEVELAND BRAKE ASSEMBLIES 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 PARKER HANNIFIN S.T.C. #SA412GL DATED MAY 29,1980
5. FOR WEIGHT AND BALANCE CHANGE SEE EQUIPTMENT LIST

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060 1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
7-5-51

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL., INC.,	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Darryl Long c/o Antilles AirBoats West Seaplane Ramp C'sted St. Croix 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 530361413

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
7/3/80	Darryl Long

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7/3/80	1617154	Charles Fickling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

1. The left windshields of Grumman G-73 S/N J-4, N83781, was replaced with ROHM - HAAS "Tuffak", polycarbonate material, U.S. Government Specification 393A. The windshield was fabricated in accordance with Chalk's International Airlines Drawing #1-7306-56. The Manufacturer's Specifications of the polycarbonate windshields will meet strength requirements of C.A.R. 04A.505 as amended. The impact strength of the "TUFFAK" windshields is 12.0-18.0 foot pounds, reference ASTM Test Method #D256.

2, All work above done in accordance with approved data, FAA Form 337 Grumman G-73, N7306, S/N J-6, date November 27, 1978 and AC 43-13-A Chapter 9, Para. 377.

NOTHING FOLLOWS

[ ] ADDITIONAL SHEETS ARE ATTACH

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 33781
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin P.O. Box 2237 Frederiksted, St. Croix, USVI 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	2227109

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 20, 1979	Claude Austin *Claude Austin*

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 20, 1979	1617154	Charles Freehling *Charles Freehling*

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977-772-846/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

1. In order to facilitate inspection of forward main wheel drag link attachment to hull an inspection access door has been provided as follows:

   a. One hole made on each side of the hull between hull stations 220 and 234 and 2 inches above the chine.

   b. One doubler of 2024T3 x .050 riveted on the inside of the hole, 7 x 6 inches, to restore skin strength at the location of the access hole. Double row of rivets used to hold doubler 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. AER. 01-85V-3, page 196, Figure 110 and AC 43.13-1, Chapter 2, Section 3.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 85781
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Tomas O'Neil Ramos Condo La Rush Bld A-2APt. 5 Rio Piedras, P.R.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1690355

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
November 20, 1979	Tomas O'Neil Ramos

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 20, 1979	1617154	Charles Breehling

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772 846/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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 from Left Engine Pesco Hydraulic which is obsolete
2. Installed on left engine to improve the reliability of the hydraulic system, Vickers Hydraulic pump P/N PF9-2713-10-ME with adapter and drive in accordance with 337 approved for duplication dated September 24, 1979 on G-73 S/N J-28, N 2970.
3. Inspected and found installed on right engine Vickers Hydraulic pump P/N PF9-2713-10-ME.
4. All work done in accordance with AC 43.13-1A Chapter 10 and Chapter 14.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

RTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO-F-500-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: US N-83781
2. OWNER	NAME (As shown on registration certificate): ANTIL, INC	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Fla. 33130

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
KEVIN MURPHY c/o Antilles Air Boats, Inc West Seaplane Ramp, C'sted, St Croix	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 434923333

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

DATE: March 14, 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL: Kevin Murphy
KEVIN MURPHY

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 14, 1979	IA 1617154	Charles R. Freehling CHARLES R. FREEHLING

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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) Repaired right wing rib at Station 230, lower rib frame and three vertical truss.

(2) Installed access hole lower right wing Station 220 as per Nav. Aer. 01-85V-3 Figure 112 Panel Patch Repair.

(3) On the lower rib frame repair is similar to Nav. Aer. 01-85V-3 Figure 40 Wing Flap Rib Repair Section (D) using bolt pattern from Figure 2.26 AC 43-13-1A.
On the vertical truss between upper and lower rib frame repair is similar to Nav. Aer. 01-85V-3 Figure 19 and in conjunction with AC 43-13-1A Figure 2.26 Bolts Pattern and Figure 2.31, Splice of Intermediate Frame.

(4) All work performed in accordance with AC 43-13-1A Chapter 2, Section 3, Chapter 6, par. 215(a)(1) and Nav. Aer. 01-85V-3.

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

☐ ADDITIONAL SHEETS ARE ATTACH

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION 50-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: US N83761
2. OWNER	NAME (As shown on registration certificate): NEIL, INC	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Fla. 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CLAUDE AUSTIN c/o Antilles Air Boats Christiansted, St Croix, 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 2227109

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 15, 1979	CLAUDE AUSTIN Claude Austin

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 15, 1979	IA 1617154	CHARLES R. FEEHLING

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

(1) Replaced Left wing Rear Beam Assembly, Wing Station 92 to 125. Beam same as original .040 2024T3.

(2) All work performed in accordance with AC 43-13-1A, Chapter 2, Section 3.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): ATTIL, INC.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1617154

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
November 30, 1979	Charles R. Freehling Charles R. Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 30, 1979	1617154	Charles R. Freehling Charles R. Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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. Reduction of maximum certificated take-off weight from 12,750 lbs. to 12,500 lbs in accordance with STC SA1007SO

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Everett Alexander Soars, Jr. 545 Greenwood St. Summit Hills, , Puerto Rico 00920	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	Pending

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
November 21, 1979	Everett Alexander Soars, Jr.

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 21, 1979	1617154	Charles Prechling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

1. Removed corroded channel left side rear gear well station 250.
2. Installed new channel P/N 107303 from bottom of gear well vertical 29", splice is inside channel 8" overall made from channel with section cut out of center and capped, cap also on inside of station 250.
3. All work done in accordance with AC 43.13-1A Chapter 2, Section 3, and NAV.AER 01-85V-3 Section 4.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL [illegible]TION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Darryl Long Antilles Air Boats, Inc. C'sted, St. Croix, USVI	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	530361413

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

DATE: September 23, 1980

SIGNATURE OF AUTHORIZED INDIVIDUAL: Darryl Long

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9/23/80	1617154	Charles Fredling

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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 all existing radio equipment antennas and wiring.
2. Flight instrument panel modified to provide standardization throughout the fleet. Standardization of layout allows more efficient scanning of instruments by pilot and also permits improved arrangement of pitot, static and vacuum lines.
   A. Panel material 2024T3 .090 anodized, mounting: original G-73 location and shock mounts.
3. Installed following systems:
   Bendix AS2015A Audio System
   Bendix #1 Nav/Comm CN2012A system with IN2C143 ind.
   Bendix #2 Nav/Comm CN2012A system with IN2014B ind.
   Bendix DF2071A ADF system
   Bendix TR2061A Transponder System
   Bendix DM2031A DME System
   Gables Interphone System
4. Above systems installed in existing center lower panel modified to receive Bendix equipment. Installation instructions provided by Bendix. Mounting complies with AC 43.13-1A, Chapter 2 and AC 43.13-2A, Chapters 1 and 2; antenna, Chapter 3.
5. All above work done in accordance with Bendix Installation Manual and AC 43.13-1A, Chapter 2; AC 43.13-2A, Chapters 1, 2 and 3.
6. New equipment list entered in aircraft folder (Antilles Air Boats), aircraft weighed, log book entry made.

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.H.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

POSTED RJS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: 111020 / MANUFACTURER: GRUMMAN				X

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Steve Howard C/O Antilles Air Boats, Inc. West Seaplane Ramp Christiansted, St. Croix, USVI 00820	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	523642820

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
October 12, 1979	Steve Howard Steve M. Howard

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10/12/79	IA 1617154	CHARLES FREEHLING Charles Freehling

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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 standard cockpit chairs.

2. Installed two modified cockpit chairs, Assembly P/N 111020 from Chalk's International Airline, installed with TSO shoulder harness in compliance with FAR 135.171. This installation previously approved on Form 337, May 5, 1979 on Aircraft N 7306 for duplication. Modification drawing AE 3580, Load Test Report and statement of compliance form 8110 approved by DER Mr.J. Patterson, SO-211.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060 1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): ANTL, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Fla. 33130

3. FOR FAA USE ONLY

The data/alteration 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.

3-1-79 (Date) — (Signature of FAA Inspector)

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Chalk's Int'l. Airline, Inc. MacArthur Causeway Watson Island Miami, Fla. 33132	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	705-135

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
5 February 1979	Ken Willis

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5 February 1979	705-135	

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 10-27-82

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.)*

N8378I

Installed emergency watertight breakaway door in wheel well to allow access of emergency extension rod from inside cabin at Sta. 240 on both sides of fuselage. Emergency door is 4" X 6" hinged at the bottom and has a safety clip at top center not attached to door but is riveted to A/C, sealant applied to surface between door and wheel well to prevent intrusion of water. Inside cabin has a sliding cover plate which can be removed by grasping the lip at the top and drawing the door upward awarding access to emergency door cut out.

An emergency Main Landing Gear up lock release is installed with one eights stainless cable and Neco Press Cable Eye end attached to the slot in the upper end of up locking cylinder and a Tee Handle on the inside of wheel well in A/C. End.

☑ ADDITIONAL SHEETS, ARE ATTACHED

★1975-G.P.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N83781
2. OWNER	NAME (As shown on registration certificate): ANTL, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank, Miami, Fla. 33130

3. FOR FAA USE ONLY

The data/alteration 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.

3-6-79 Date

Bill B. Janca
Signature of FAA Inspector

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
J.M. FABRICATION 1121 NW 102 ST MIAMI FL 33150	U.S. CERTIFICATED MECHANIC ✓ FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 2071365

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
February 5, 1979	✓ Albert J. Kirsch

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5 February 1979	705-135	Ken Willis

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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.)*

N83781 Removed executive interior consisting of four armchairs.

Installed 3 place coach seat in accordance with Aeronautical Engineers drawing No. AE 2233 approved by Atlanta Engineer SO 195, Eugene Dearing, Dec. 11, 1972. Copy of SO 195 authorization attached.

Installed 13 passenger seats in accordance with Grumman G-73 drawing #100 dated 5/12/75. Seats Installed were manufactured by Associated Aircraft Equipment Company, Miami, Florida. All seats meet TSO C-39. Attached is confirmation copy of seats purchased from Associated Aircraft Equipment Company, Inc.

The seat installation was previously approved by FAA Form 337 dated 5/12/75 Grumman G-73 N7306. End.

☐ ADDITIONAL SHEETS ARE ATTACHED

★ 1975-G.P.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

ASSOCIATED AIRCRAFT EQUIPMENT, INC.

7270 N.W. 43rd STREET
MIAMI, FLORIDA 33166

TELEPHONE (305) 592-6200

December 7, 1978

TO WHOM IT MAY CONCERN:

The following seats are TSO C39 seats, Model DF13366-1C, S/N 62; DF13366-1F, S/N 63; DF13366-1R, S/N 64, single seats; and Model DF13366-2F, S/N 49, and DF13366-2R, S/N 50, double seats. These seats were fabricated in accordance with Associated Aircraft Equipment, Inc, W.O. # 541-78, dated November 10, 1978, and shown on our Invoice 3882, dated December 7, 1978.

AVERY C. HANDELL
Quality Control Manager

FAA AIRCKAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FEDERAL AVIATION AGENCY

STATEMENT OF COMPLIANCE OF AIRCRAFT OR AIRCRAFT COMPONENTS WITH THE FEDERAL AVIATION REGULATIONS

11 Dec '72

CLASSIFICATION OF DESIGNEE: STRUCTURES EXC. FLUTTER

MODEL NO.	MODEL TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF EMPLOYER
G-73	AIRPLANE	(CONSULTANT)

LIST OF APPROVED REPORTS AND DATA

NUMBER	TITLE
AE2233	Aeronautical Engineers Incorporated drawing no. AE2233, "Three-place coach seat installation in Grumman Mallard G-73", dtd. 10 Dec. 1972
R-350	Aeronautical Engineers Incorporated Report no. R-350, "Substantiation three-place coach seat installation in Grumman Mallard G-73 aircraft", dtd 11 Dec. 1972
	This approval applies to structural aspects only of above-noted installation.

CERTIFICATION: Under the authority vested in me by the Federal Aviation Agency, I hereby certify that the data listed above and on attached sheets numbered none have been examined in accordance with established procedures and found to comply, to the best of my knowledge and belief, with the pertinent requirements of the Federal Aviation Regulations.

I therefore ☐ recommend approval of these data.
☑ approve these data.

DESIGNATION NUMBER	SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVES
SO-195	Eugene F. Dearns

FAA FORM 1000

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R0???.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

7-5-05

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

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 83781
2. OWNER	NAME (As shown on registration certificate): Antil, Inc.	ADDRESS (As shown on registration certificate): 837 City National Bank Miami, Fla. 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Chalk's Int'l. Airline, Inc. MacArthur Causeway Watson Island Miami, Fla. 33132	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	705-135

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
5 February 1979	Ken Willis

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5 February 1979	705-135	

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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.)*

Replaced left and right aileron hinges at AF TT 4937.9. End.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

OCT 26 1977

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
APC-IFO-51

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G73
	SERIAL NO.: J4	NATIONALITY AND REGISTRATION MARK: USA N83781
2. OWNER	NAME (As shown on registration certificate): MARK R. BOARD	ADDRESS (As shown on registration certificate): 4041 NW 25TH STREET, MIAMI, FLORIDA 33142

FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
HELI ORIENT (PTE) LTD. EAST CAMP, SELETAR AIRFIELD SINGAPORE 28	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	H.O. 20 651-7F

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
OCTOBER 20, 1977	R.F. DRIVER, FIXED WING SUPERVISOR

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
OCTOBER 20, 1977	1A2014572	R.F. DRIVER, FIXED WING SUPERVISOR

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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.)*

Sheet Metal repair carried out to airframe nose structure STA 17 to 33. Upper Nose Bumper Assy. Frame STA 17 and STA 23 splice repaired using Alcad T2017-T3.051 thickness sheet.

Stringers between STA 17 and 29 spliced repaired using T2017-T3.051 thickness sheet.

Nose section top skin between STA 17 and 33 replaced T2024-T3.032 thickness sheet.

Angle from STA 17 to 23 left hand spliced using T2017-T3.051 thickness sheet.

Repair scheme conforms to specification requirements of Grumman G73 Structural Repair Manual and AC 43-13-1A Chapter 2 Section 3.

No Change to Weight and Balance.

End

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

1394

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N-1213P
2. OWNER	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
F. J. Landre P.O.Box 2403 Hialeah, Florida., 33012	X U.S. CERTIFICATED MECHANIC	AE1313890
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
Feb. 23, 1976.	F. J. Landre

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2/23/76.	IA1313890	F. J. Landre

FAA Form 337 (7-67) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 773-230/134/7 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

The engine cowling on this aircraft was modified in accordance with Grumman Dwgs. # 108335B, #108344, #109050B, #109051C and the flight manual was revised with pages 1,2,5,6,9,11,26,30 & 35, Approved May 18, 1950. See attached drawings.

----------E N D ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Ltr

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N121SP
2. OWNER	NAME (As shown on registration certificate): Dean H. Franklin Aviation Enterprises Inc	ADDRESS (As shown on registration certificate): 4041 NW 25 Street Miami, Florida 33142

3. FOR FAA USE ONLY

The data 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.

2-24-76
Date

Signature of FAA Inspector

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Dean H. Franklin 4041 NW 25 Street Miami, Florida 33142	X U.S. CERTIFICATED MECHANIC	A&E 17456
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 23, 1976	Dean H Franklin

7. APPROVAL FOR RETURN TO SERVICE

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

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

OTHER (Specify)

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2-28-76	IA 1313890	F. J. Fantie

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-27-82

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.)*

Remove taxi light and Install at Sta. 23 King Antenna KA59 as per drawing DP1100 "Weather Radar Installation in Grumman Mallard G-73".

E N D

☑ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1965 O—781-749

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

4 of 4

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N1218P
2. OWNER	NAME (As shown on registration certificate): Dean H Franklin Aviation Enterprises Inc	ADDRESS (As shown on registration certificate): 4041 NW 25 Street, Miami, Florida 33142

3. FOR FAA USE ONLY

This data / the item 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.

2-24-76
Date

Signature of FAA Inspector

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Dean H Franklin 4041 NW 25 St. Miami, Fla. 33142	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&E 17456

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
February 23, 1976	Dean H. Franklin

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2-23-76	IA1313790	F. J. Franklin

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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.)*

Auxiliary fuel tanks installed as per drawing DP1101 "Auxiliary Fuel Tank System Schematic in Grumman G-73 s/n J4".

Auxiliary oil tank installed as per drawing DP1102 "Auxiliary Oil Tank System Schematic in Grumman G-73 s/n J4".

Oil tank is reinforced with steel strap at bottom with gussets bolted to floor structure (AN4).

Fuel tanks are maintained in main cabin with cables secured to cargo tie down tracks.

All work done in accordance with AC43-13-1A.

END

☑ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1965 O—761-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION HOU-GADO
2-2-85

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: Jeep	NATIONALITY AND REGISTRATION MARK: N1218P
2. OWNER	NAME (As shown on registration certificate): HART STUD MILL	ADDRESS (As shown on registration certificate): P. O. Box 300, Jasper, Texas 75951

3. FOR FAA USE ONLY

The data/alteration identified hereon complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

4-18-75 George L. Mitchell
Date FAA Inspector

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
C. B. Manning P. O. Box 26 Jasper, Texas 75951	XX U.S. CERTIFICATED MECHANIC	A & P 356425
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 20, 1975	C. B. Manning

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 20, 1975	A356425	C. B. Manning C B Manning

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

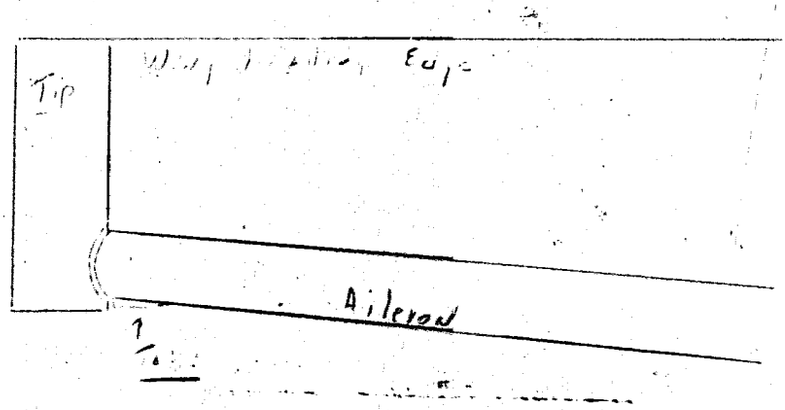
Installed one set of Plane Booster Wing Tips. These were Cessna 161 C 700 tips modified to accommidate the aileron balance area.

Tip modification inspected and issued FAA 186 which is attached to Aircraft logs.

The tips were attached same as original tips.

No change in C. G. or weight.

A small tab was fabricated and attached to the aileron to fair it into the tip.



☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/846/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 5IN DATE: 10-27-82

44 JUL 3 1968

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (As shown on registration certificate): Hart Steel Mill, Corp.	ADDRESS (As shown on registration certificate): Box 300 Jasper, Texas 75951

3. FOR FAA USE ONLY

The alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7 (b).

5-1-68
Date

Inspector SW – GADO 5

4. UNIT IDENTIFICATION / 5. TYPE

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

RECEIVED FAA MAY 15 1968 GADO 45

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Geo. H. Campbell 4710 Bonning Dr. Houston, Texas 77035	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&E 82463

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 3, 1968	Geo. H. Campbell Geo. H. Campbell

7. APPROVAL FOR RETURN TO SERVICE

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

BY						OTHER (Specify)
	☐ FAA FLT. STANDARDS INSPECTOR	☐ MANUFACTURER	X	☐ INSPECTION AUTHORIZATION		HOU-GADO 2-2-05
	☐ FAA DESIGNEE	☐ REPAIR STATION		☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
MAY 14, 1968	A&E 82463	Geo. H. Campbell

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 51 DATE: 10-27-82

NOTICE

N2940

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.

ENVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

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

JUN 17 2 54 PM '88
OKLAHOMA CITY, OKLA.

Make Air Stair Door, From The Original Door. Steps And Walk Was Added To Door Original Structure. No Structure Was Taken Away From Original Door.
Material For Steps And Step Structure Was Made From .050 24ST And AN470 AD-4 And -5 Rivets Was Used.
Material For Structure And Walkway For Water Ramp Was Made From .050 24ST And AN470 AD-4 And-5 Rivets Was Used.
All Fittings For Chains And Supports Was Made From .125 4130 Steel And AN44-17 Eye Bolts And #10 Bolts And Lock Nuts Was Used.
Door Locking Push Pull Rods Was Made From 3/8 4130 Steel Rod.
17 Pounds Was Added Making This Modification

Empty Weight 9466.25 C.G. 219.9 Moment 2082228 Useful Load 3033.75

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 65-4091

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
D2940	GRUMMAN G-73A	G-34	4a

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:

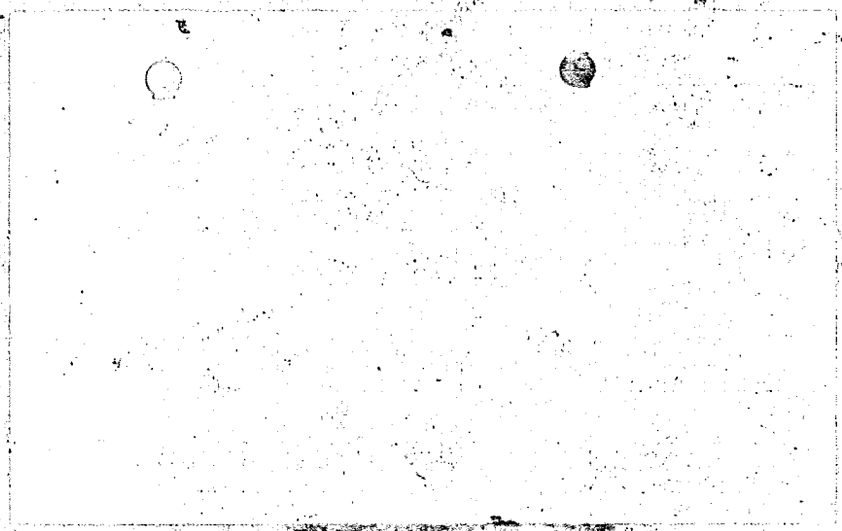
6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43,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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
exchange 7/17/56	[illegible]	HOU 2-2-05

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

FAA Form 1362 (7-65) 0052-040-8000 (8100)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82



FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FEDERAL AVIATION AGENCY

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

FAA COPY

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: FAA GADO 2-1-12

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N-2940
2. OWNER	NAME (As shown on registration certificate): Hart Steel Mill, Corporation	ADDRESS (As shown on registration certificate): Box 300, Jasper - Texas 75951

3. FOR FAA USE ONLY

OCT 24 1968 FAA - GADO

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
SPARTAN AVIATION, INC. AVIATION SERVICE DIVISION TULSA INTERNATIONAL AIRPORT TULSA, OKLAHOMA 74151	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	50

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
October 19, 1968	Elijah Gay Elijah Gay

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 19, 1968	R.S. NO. 50	Elijah Gay Elijah Gay, Inspector

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

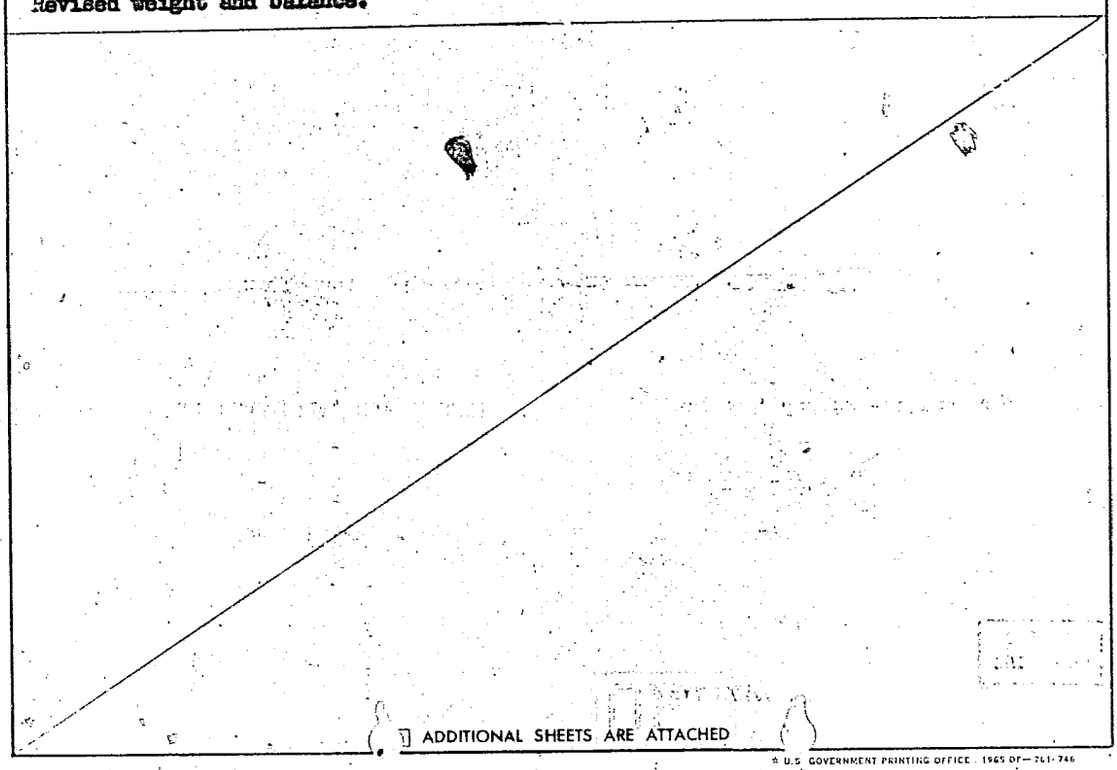
NOTICE

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.

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

Installed two beverage utility cabinets (one on left side and one on right side) in the cabin area. Weight of cabinet installed on left side 24 pounds. Weight of cabinet installed on right side 24 pounds. Left cabinet has an ice chest. Both cabinets installed at fuselage station 239.5. The above installations accomplished per Spartan Aviation, Inc. Engineering report No. ER-394 titled "Cabinet Installations", dated October 19, 1968 and approved on FAA Form 8110-3 dated October 19, 1968 and signed by W. Fred Stewart, FAA designated Engineering Representative No SW-120.

Revised weight and balance.



☐ ADDITIONAL SHEETS ARE ATTACHED

* U.S. GOVERNMENT PRINTING OFFICE : 1965 O—761-746

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
TUL FADO 2-1-12 SW-GADO-12

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 2940
2. OWNER	NAME (As shown on registration certificate): Hart Stud Mill	ADDRESS (As shown on registration certificate): P.O. Box 500 Jasper, Texas 75951

3. FOR FAA USE ONLY

TULSA, OKLAHOMA MAY 6 1968 SW - GADO - 12

TULSA, OKLAHOMA MAY 6 1968 SW - GADO

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE MAJOR	ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Aerotron Radio Co. Business Aircraft Terminal Tulsa, Oklahoma 74115	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CRS 3668

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
4/27/68	R. B. Telfer

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4/27/68		R. B. Telfer

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8600 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

Installed Lear L-8 Autopilot in accordance with Lear Installation Dwg. #986000B and Detail Dwgs. Approval basis Item #606, TC A783.

Placard in full view of pilot reads:

"DO NOT USE AUTOPILOT BELOW 480 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION."

"DO NOT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION."

Autopilot Flight Manual Supliment, dated Jan. 11, 1985 included with Aircraft Flight Manual. New weight & bal. incl. with aircraft records.

Aircraft has (2) 100 Amp generators. Additional autopilt load of 6.8 A. does not exceed 80% of rated generator load capacity in normal cruise configuration.

- - - - - - - - - - - - - - - NONE FOLLOWS - - - - - - - - - - - - - - -

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1985 O—761-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

1252-1334 JUN 8 1967 FAA

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04 R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
TEB-G-ADO-1-278

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (As shown on registration certificate): JACK ADAMS AIRCRAFT SALES, INC.	ADDRESS (As shown on registration certificate): BOX 121 WALLS, MISSISSIPPI

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
MATTITUCK AIRBASE CORP. LINDEN AIRPORT LINDEN, NEW JERSEY	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3569 Airframe Class III Limited Airframe

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
JUNE 6, 1967	Donald R Meredith

7. APPROVAL FOR RETURN TO SERVICE

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

BY					OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	INSPECTION AUTHORIZATION	Verified by Operator #7
	FAA DESIGNEE	X	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/6/67	3569	Donald R Meredith

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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.)*

Recovered elevators, ailerons and rudder with Ceconite in accordance with STC SA4-1137 and Cooper Engineering Co. Procedure Manual No. 101. Surfaces finished in Dulux enamel.

Weight Change Negligible.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1965 OF—76 -748

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

P-1-5-67
KLB

1175-1394 37 JAN 11 '67

37 JAN 11 1967

FEDERAL AVIATION AGENCY

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

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SW-GADO

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (As shown on registration certificate): Jack Adams Aircraft Sales	ADDRESS (As shown on registration certificate): Box 121, Walls, Mississippi

3. FOR FAA USE ONLY

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

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

OKLAHOMA CITY RECEIVED FAA DEC 27 1966 SW GADO-9 OKLAHOMA CITY, OKLA. OKLAHOMA

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Aircraftsmen, Inc. Box 82516 Oklahoma City, Oklahoma	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	289

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
December 19, 1966	H. L. Carson H L Carson

7. APPROVAL FOR RETURN TO SERVICE

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

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	Verified by Operator #15
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 19, 1966	289	H. L. Carson H L Carson

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

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, Maximum allowable gross weight decreased to 12,500 pounds in accordance with STC SA711SW. FAA Airplane Flight Manual Supplement placed in aircraft flight manual.

Empty Weight 9472.25
Empty C.G. Station 220= -13.652 from Datum
Useful Load 3027.75

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1985 O—761-743

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

1030 1568

28 FEB 9 1966

FEDERAL AVIATION AGENCY

Verified by OR

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman Mallard	MODEL: G-73
	SERIAL NO.: J4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (As shown on registration certificate): Aero Commander Division	ADDRESS (As shown on registration certificate): 5001 N. Rockwell Ave. Bethany, Oklahoma

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
C. A. Dietrich 6813 N.W. 20 Bethany, Oklahoma	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1497660

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
January 12, 1966	C. A. Dietrich

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
1/12/66	SW-EMDO 41	R. H. Golembeski

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

NOTICE

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

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

Installed Bendix TPR-600 A.T.C. Transponder per instruction in Bendix installation instruction I.B.2600. TR-601A Transponder and MT-603A Shockmount - mounted on hat section fabricated from .051 2024-T3 Alum. This hat section installed on existing aircraft structure using aircraft grade hardware and good aircraft practice. Wire routing is along existing radio wiring. Antenna wire routed clear of all moving parts and clamped to prevent damage to antenna wire or adjacent parts. Attached pages show: antenna mounting detail, shockmount and transponder detail, and interconnect wiring diagram. Weight and Balance corrected. Current draw is 1.5 amps and this addition does not exceed 80% of total generator capacity.

XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 65-4081

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

904 1720

Form approved.
Budget Bureau No. 04-R000.

FEDERAL AVIATION AGENCY

Punched by Operator 777

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

1. AIRCRAFT	MAKE: Grumman	MODEL: Mallard G73	SERIAL NO.: J4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (*First, middle, last*): Aero Commander Division, Rockwell Standard Corp.	ADDRESS (*Street and number, city, zone and State*): 5001 N. Rockwell Ave., Bethany, Oklahoma		

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Normal	9590.18	Sta. 222.8 = -10.85 From Datum	3159.82

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Rudolph C. Malchar 3408 Frostwood Terr. Oklahoma City, Oklahoma	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A & P 495000

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

March 15, 1965 (Date repair and/or alteration completed)

Rudolph C. Malchar (Signature of authorized individual)

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

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

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

3-15-65 (Date of approval or rejection)

Roger L. Tracy SW-GADO-9 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted _____ (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked APR 15 1965 (Date)

2-9 (FAA designation/number)

_____ (Signature Flight Standards Inspector)

Form FAA-337 (4-62)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

MICRO

INSTRUCTIONS

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

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

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8. DESCRIPTION OF WORK ACCOMPLISHED.*

Repair to lower fuselage left side from fuselage Sta. 160 to 177.85. Repair made in accordance with Commander Service Center special repair drawing dated Feb. 16, 1965. Replaced skin panel left side of hull from fuselage Sta. 160 to 202, replacement skin duplicated from damaged skin and specification checked in aircraft maint. manual. Replaced inboard flap hanger bracket left and right side, part number 112001L and 112001R. Spray rail installation removed cleaned sealed and reinstalled after repair. Left flap repaired; replaced inboard spar section part number 106264-12, inboard hangar bracket 106266-1, trailing edge #106267-1. Inboard leading edge replaced using damaged removed skin as pattern. Replaced four each ribs 106261-47, 106255-21, 106261-21, 106256-11 Flap covered with metal after repair. Metal covering done per Norton & Norton Custom Works S.T.C. SA2-947. Weight and Balance change resulting from this repair negligible. Copy of following attached: Norton and Norton approved for one time use of S.T.C. SA2-947, metal covering of flap. Special repair to lower fuselage, by Commander Service Center.

xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

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

Check block if additional sheets are attached. ☐

☆ U.S. GOVERNMENT PRINTING OFFICE : 1961 O - 587360

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

897 696

Verified by Operator

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: Mallard G73	SERIAL NO.: J4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (First, middle, last): Aero Commander Division, Rockwell Standard Corp.		ADDRESS (Street and number, city, zone and State): 5001 N. Rockwell Ave., Bethany, Oklahoma	

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	9472.25	Sta. 220 = -13.65 From Datum	3277.75

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Commander Service Center Wiley Post Airport Bethany, Oklahoma	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Airframe 2082

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

March 15, 1965 (Date repair and/or alteration completed)

Jerry M. Presley Supervisor (Signature of authorized individual)

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

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

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

March 15, 1965 (Date of approval or rejection)

Reynard U. Harrison Chief Insp. (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 3/18/65 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

28 MAR 22 1965

2-41
SW-ENDO-41 (FAA designation number)

E. L. Pretheston (Signature Flight Standards Inspector)

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 10-27-82

INSTRUCTIONS

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

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

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8. DESCRIPTION OF WORK ACCOMPLISHED.*

Radio package reworked by installation of new equipment, changes as follows.

Removed equipment:

Glide slope	R89M	
ADF	MN26K	Bendix
Marker Beacon	MN53A	Bendix
VHF Receiver	51R3	Collins
VHF Transmitter	17M1	Collins
HF Transceiver	RTA-1-B	Bendix
Vacuum A/H Indicator		
Radio Control Panel and applicable wiring		

Installed the following equipment:

Glide slope		Collins	51V-5
ADF		ARC	40
Marker Beacon		Collins	51Z-6
VHF Transceiver	2 each	ARC	210
HF Transceiver		SunAir	SA14RA
Electric A/H Indicator		Sperry	H6B
100 VA Inverter		Eichor	
DME		NARCO	UDI-2R

Radio control panel per Aero Commander Drawing 5871361 and radio wiring per Aero Commander drawing 5871357.

Electric A/H indicator installed in vacuum A/H location by installing .125 2024-T3 plate on aft side of panel extending approx. 1 inch part original hole. Panel hold plugged with 2024-T3 and cut out made to accept Sperry H6B A/H, two post lights installed top of instrument face. Radio wiring related to removed equipment removed and replaced with new wire per Aero Commander Wiring Diagram 5871357. New wires routed and clamped along removed wire routing. Radio installed on existing radio racks, weight of removed equipment exceeds installed by 117 lbs. so racks considered satisfactory. Electrical load most adverse, except starting, is 109 Amps measured at 27.5 volt power part. This Aircraft equipped with two 75 Amp generators and most adverse electrical loading is less than 80% of total capacity. Magnetic compass calibrated. Radio wiring diagram 5871357 and radio panel 5871361 approved submitted on ACA 1600, dated March 13, 1965. Antenna installation per attached drawings, ADF Loop, Comm., DME and loading unit for he.

Weight and Balance:

Item	wt.	Sta.	Moment
Previous A/C Empty Weight	9590.18	222.8	2136705
Radio Equipment Removed	-297.65	336.86	-100269
Radio Equipment Installed	179.72	264.84	47598
New A/C Empty Weight	9472.25	220.	2084034
New A/C Empty Center Gravity	220.		
New A/C Useful Load	3277.75		

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

Check block if additional sheets are attached ☐

U.S. GOVERNMENT PRINTING OFFICE: 1961 O - 587360

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

FAA

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION NOV 1 1961

Form approved.
Budget Bureau No. 61-R082.4.

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (First, middle, last): Boris Sergievsky	ADDRESS (Street and number, city, zone and State): 310 East 75th Street New York, N.Y.		

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9,582.68	222.86 (-10.79) fwd of Sta 233.65)	3,167.32

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Mattituck Airbase Corp.. Linden Airport Linden, N.J.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3569 Class III Unlimited Iv Limited

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

11-14-61 (Date repair and/or alteration completed)

Henry C. Smyth (Signature of authorized individual)

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

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

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

11-14-61 (Date of approval or rejection)

Henry C. Smyth (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 11-16-61 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date) Reg. 1 NY ASDO 18.

1 EA-18 (CAA designation number)

James W. Donathan Jr. (Signature Aviation Safety Agent) DEC 28 1961

USCOMM-DC 32277

Form ACA-337 (1-55)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Recovered Left and Right Ailerons, Flaps and Elevators and Rudder using Grade A Fabric and Nitrate Dope (2 coats fungicidal, 6 clear and 6 aluminum pigmented), finished with Dulux Enamel.
2. 1600 Hour Inspection conducted as per Grumman Inspection Guide.
3. New interior headliner and side panels installed, chairs reupholstered and wood paneling replaced. No weight change.
4. Aircraft stripped and repainted with Glidden Primer and Dulux Enamel.
5. Left engine changed.

No Weight Change

☐
☐

OKLAHOMA CITY, OKLA.

NOV 29 1 54 PM '82

FAA
RECORDS BRANCH
AIRCRAFT AND AIRMEN

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

Check block if additional sheets are attached. ☐

USCOMM-DC 32277

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N-2940

2. OWNER	NAME (*First, middle, last*): Boris Sergievsky	ADDRESS (*Street and number, city, zone and State*): 310 East 75th Street New York, N.Y.

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	9,582.68	222.86 (-10.79)	3,167.32

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Airmar Radio Service, Inc. MacArthur Airport Ronkonkoma, N.Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3598

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

February 15, 1957 — (Date repair and/or alteration completed)

Chelsea W. White — (Signature of authorized individual)

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

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

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

February 15, 1957 — (Date of approval or rejection)

Chelsea W. White Chief Inspector — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 2-19-57 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-11 — (CAA designation number)

Otto N. Hodge — (Signature Aviation Safety Agent)

Reg. 1 NY ASDO 11

16—54010-4

FEB 18 1957

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Removed MN-26 Range Receiver, MN-54 Loop and complete Type 15C VHF Navigation System.
2. Installed dual MN-85F VHF Navigation Systems, F-11A Audio Isolation Amplifier, and C-6A Gyrosyn Compass.

	Weight	Arm	Moment
Previous (ACA-337 1-19-56)	9522.45	224.06 (-9.59)	2,133,603.6
Removed: MN-26K Receiver	— 37.9	41	— 1,553.9
MN-54A Loop	— 5.8	144	— 835.2
C-22A Control	— 0.7	106	— 74.2
F-10A Filter Amplifier	— 4.0	44	— 176.0
15C Receiver	— 16.5	41	— 676.5
ID-48 Indicator	— 1.62	97	— 157.14
Course Selector	— 1.5	93	— 139.5
Installed: #1 MN-85F Receiver & Mount	+ 32.25	40	+ 1,290.00
#2 MN-85F Receiver & Mount	+ 32.25	40	+ 1,290.00
MN-99A Accessory Unit & Mount	+ 24.9	40	+ 996.0
12143-1-A Inverter	+ 12.0	25	+ 300.0
C-2 Gyrosyn	+ 4.0	44	+ 176.0
Gyrosyn Amplifier	+ 3.0	44	+ 132.0
Servo Amplifier	+ 1.1	44	+ 48.4
F-11A Isolation Amplifier	+ 8.0	43	+ 344.0
C-6A Indicator	+ 4.25	102	+ 433.50
2 ea. MN-97H Indicator 3.25	+ 6.5	93	+ 604.5
	9582.68	222.86 (-10.79)	2,135,605.56

New Empty Weight: 9,582.68
New Empty C.G.: 222.86 (-10.79)
Useful Load: 12,750.00 - 9,582.68 = 3,167.32

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73	J-4	N2840

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	BORIS SERGIEVSKY	300 CENTRAL PARK WEST NEW YORK, NEW YORK

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
STANDARD	9522.45	-9.69	3227.55

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, NEW YORK	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

1-19-56 (Date repair and/or alteration completed)

JOSEPH R. ETZEL (Signature of authorized individual)

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

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

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

1-19-56 (Date of approval or rejection)

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L. I., N. Y.

JOSEPH R. ETZEL, CHIEF INSPECTOR (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 1-30-56 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent (CAA designation number)

G. H. Pole (Signature Aviation Safety Agent)

Reg. 1 NY
ASDO 11

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

100HR. INSPECTION ON AIRFRAME.
RE-INSTALLED PRATT & WHITNEY OVERHAULED R1340-SIHI ENGINES S/N P-327924 LEFT AND P327926 RIGHT.
RE-INSTALLED HAMILTON STANDARD OVERHAULED PROPELLERS HUB S/N 158737 LEFT AND 158818 RIGHT.
ALL ENGINE ACCESSORIES OVERHAULED BY CENTRAL AVIATION AND REINSTALLED.
OVERHAULED AND RE-INSTALLED, DIRECTION INDICATOR DIRECTIONAL GYRO, GYRO HORIZON AND RATE OF CLIMB.
OVERHAULED AND RE-INSTALLED HAND PUMP-SELECTOR VALVE, RIGHT REVERSE CURRENT RELAY, WING FLAP SELECTOR VALVE AND LEFT WINDSHILED, WIPER UNIT.
REPLACE LEFT AND RIGHT FRONT LOWER HULL SKINS BETWEEN STATIONS NO. 41 AND 140.
REPLACED LEFT UPPER BOW SKIN BETWEEN STATIONS NO. 17 AND NO. 93.
REPLACED RIGHT OUTBOARD STABILIZER SKIN.
REPAIRED DAMAGED FLOATS.

WEIGHT CHANGE

	WEIGHT	ARM	MOMENT
PREVIOUS FROM 337 DATED 6-25-55	9519.20	223.95	2131890.85
INSTALLED ROTATING BEACON	3.25	527.0	1712.75
NEW E.W. AND C.G.	9522.45	224.06	2133603.60

CAA E.C.G.= 233.65-224,06= 9.59".
USEFUL LOAD= 12750-9522.45= 3227.55LBS.

END

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

CAA COPY

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R032.4.

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: 1-4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (First, middle, last): BORIS SERGIEVSKY	ADDRESS (Street and number, city, zone and State): 500 CENTRAL PARK WEST NEW YORK, NEW YORK		

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9519.20	-9.70	3230.80

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, NEW YORK	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☑ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

6-25-55 (Date repair and/or alteration completed)

Joseph R. Ettel — JOSEPH R. ETTEL (Signature of authorized individual)

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

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

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

6-25-55 (Date of approval or rejection)

Joseph R. Ettel — JOSEPH R. ETTEL, CHIEF INSPECTOR (Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted (Date) ☑ Reinspected 7-12-55 (Date) ☐ Spot Checked (Date)

Magent (CAA designation number)

R. R. Poole — Reg. 1 NY ASDO 11 (Signature Aviation Safety Agent)

JUN 30 REC'D

10—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

INSTALLED WATER RUDDER IN ACCORDANCE WITH GRUMMAN BLUEPRINT NOS. 106900 THRU 106908 AND 107686.
INSTALLED DETACHABLE TYPE SPRAY RAILS ALONG L/R FORWARD CHINES.
INSTALLATION PREVIOUSLY APPROVED ON C-73, #1628, ON 12-23-53.

	WT.	ARM	MOMENT
PREVIOUS FROM 337 DATED 11-5-54	9474.20	223.7	2119572.85
INSTALLED WATER RUDDER	22.00	447.0	9834.0
" SPRAY RAILS	23.00	108	2484.00
NEW EMPTY WT.	9519.20 LBS.	223.95	2131890.85

NEW E.C.G. = 223.95" AFT OF REFERENCE DATUM OR 9.70" FORWARD OF C.A.A. DATUM.
NEW USEFUL LOAD = 12750-9519.20 LBS. = 3230.80

END

RECEIVED JUL 21 9 02 AM ADMIN. & RECORDS W-300

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	~~GRUMMAN~~	G-73	J-4	N2940
2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)		
	BORIS SERGIEVSKY	300 CENTRAL PARK WEST NEW YORK, NEW YORK		

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
~~STANDARD~~	9474.20	9.95" FWD OF STA. 233.65	3105.80

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, NEW YORK	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☒ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

11/5/54 (Date repair and/or alteration completed)

JOSEPH R. ETZEL (Signature of authorized individual) Joseph R. Etzel

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

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

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

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA L. I., N. Y.

11/5/54 (Date of approval or rejection)

JOSEPH R. ETZEL, CHIEF INSPECTOR (Signature of authorized individual; title or identification number) Joseph R. Etzel

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 11-15-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent (CAA designation number)

R Poole (Signature Aviation Safety Agent)

10—54010-4

NOV 12 Recd

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

REPAIRED RUDDER AS FOLLOWS. REPLACED 40 INCHES OF FRONT SPAR DIRECTLY BELOW COUNTERBALANCED PORTION, USING BATT SPLICE. REPLACED SECTION SAME GAGE AND MATERIAL AS ORIGINAL. SPLICE IS LOCATED MIDWAY BETWEEN TWO RIBS AND NEW SPLICING PLATE EXTENDS FROM RIB TO RIB. ON .040" 24ST ANODIZED SPLICING PLATE WAS INSTALLED ALONG FORWARD SIDE OF BEAM, EXTENDING APPROXIMATELY 5" TO EITHER SIDE OF SPLICE LINE TO ADJACENT RIBS. ORIGINAL "U" SHAPED CHANNEL ON REAR OF SPAR WAS REMOVED AND NEW CHANNEL OF .040" 24ST MANUFACTURED TO EXTEND OVER SPLICE LINE PICKING UP ALL RIVITS THROUGH SPAR, AND FROM SPLICING PLATE. RIVET SPACING ACCORDING TO FIGURE 4-D OF MANUAL 18. NEW LEADING EDGE WAS INSTALLED FROM BOTTOM OF COUNTER BALANCED PORTION DOWN 57" LONG. ALL REPLACED PARTS SAME GAUGE AND MATERIAL AS ORIGINAL.

END

RECEIVED
Nov 10 11 05 AM '54
AERON. C RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—84010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N2940
2. OWNER	NAME (First, middle, last): Boris Sergievsky	ADDRESS (Street and number, city, zone and State): 300 Central Park West, New York, New York		

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9644.20	9.95 forward of Sta. 233.65	3105.80

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Reading Aviation Service, Inc. P. O. Box #1201 Reading, Penna.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☑ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3535

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

Sept. 17, 1954
(Date repair and/or alteration completed)

E. Desmond Kelley
E. DESMOND KEELEY
(Signature of authorized individual)

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

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

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

Hans Hass
HANS HASS Chief Inspector
(Signature of authorized individual; title or identification number)

Sept. 17, 1954
(Date of approval or rejection)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted 9-24-54 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

NY-257-3
(CAA designation number)

(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

The following alterations were made. Equipment removed and new equipment installed as per attached sheet. Instrument sub-panel reworked and instruments relocated. All work accomplished in accordance with CAM 18.

Computation of new E. Wt. & E. C. G.

	Wt.	Arm	Moment
Aircraft E. Wt.	9396.50	221.50	2081324.75
Wt. of equipment added	77.7		38248.1
	9474.20		2119572.85

$$\frac{2119572.85}{9474.20} = 223.7$$

Empty Wt. C. G. = 223.7" aft of reference Datum or 9.95" forward of Hull Sta. 233.65." % M.A.C. 23.4

Empty Wt. = 9474.20

Basic Loading:

	Wt.	Arm	Moment	Index Unit
Empty Wt.	9474.20	223.7	2119572.85	211.96
Pilot	170.	125.	21250.	2.25
	9644.20	221.9	2140822.85	214.21

RECEIVED
OCT 21 10 09 AM '84
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

READING AVIATION SERVICE, INC.

INSTALLATION RECORD

AIRCRAFT N-2940 TYPE Grumman G-73 DATE 9-17-54

EQUIPMENT INSTALLED

NOMENCLATURE	MFG.	INSTALLER	MODEL NO.	SER. NO.	WEIGHT	STATION	ARM	MOMENT
Transmitter & Mtg	Collins		17M-1	273	43.4		410	17794.0
Antenna	Collins		37R-1	2269	3.4		387	1315.8
Receiver & Rack	Collins		51R-3	2901	32.6		410	13366.0
Power Supply & Base	Collins		416N-1	2356	9.4		410	3854.0
Control	Collins		314Y2		.8		97	77.6
Control	Collins		314U8		.8		97	77.6
Wire					9.0		158	1422.0
Shelves & Brackets					7.5		410	3075.0

EQUIPMENT REMOVED

Transmitter & Mtg	A.R.C.		T11-A		3.4		44	149.6
Transmitter & Mtg	A.R.C.		T11-A		3.4		44	149.6
P-10 Power Unit & D-10 Dynamotor	A.R.C.		P-10		3.8		44	167.2
Antenna			AN-104B		4.0		387	1548.0
Control Unit	A.R.C.		C-14		.8		101	80.8
Receiver	A.R.C.		R-13		10.3		44	453.2
Cables & Tuning Shaft	A.R.C.				3.5		53	185.5

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

RECEIVED
OCT 21 10 08 AM '82
AIRCRAFT RECORDS BRANCH
AVN-300

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-52

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

Form Approved. Budget Bureau No. 41-R041.5.

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

1. TYPE OF APPLICATION (Check which)

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

2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-73	J-4

d. ENGINE MAKE	e. ENGINE MODEL
PRATT & WHITNEY	R-985-s1 #1

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
BORIS SERGIEVSKY 300 CENTRAL PARK WEST NEW YORK, NEW YORK	300 CENTRAL PARK WEST NEW YORK, N.Y.	N- 2940

rec'd 10-19-4

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

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

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE DEC. 18, 1946
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)

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

Boris Sergievsky
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

AUG. 20, 1954 (DATE)
Pilot (TITLE)

16--60837-2

Form ACA-305 (11-51)

AUG [illegible] REC'D

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. [X] AIRCRAFT SPECIFICATION NO. A-765 THROUGH SHEET REVISION NO. 4
   - b. [ ] AIRCRAFT LISTING PAGE NO.
   - c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1954 (YEAR) THROUGH CARD NO. 54-16
   - d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS
   - a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
   - b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
   - c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1866:00 HOURS
   - d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

	SERIAL NO. P-327926	TOTAL HOURS 1866:00
RIGHT	SERIAL NO. P-327924	TOTAL HOURS 1866:00
LEFT	SERIAL NO.	TOTAL HOURS
	SERIAL NO.	TOTAL HOURS

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED 8-20-54 (DATE)
     - [ ] BY AIRCRAFT MANUFACTURER
     - [X] BY APPROVED REPAIR STATION, CERTIFICATE NO. 115
     - [ ] BY MECHANIC, CERTIFICATE NO.
   - b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. [ ] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE AUG. 20, 1955 (DATE)
   - g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE JULY 27, 1954 (DATE)
     BY CREIGHTON P. DECKER (NAME OF ISSUING REPRESENTATIVE) 1618 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. 115 by CAR 52 and was found to be

- [X] AIRWORTHY
- [ ] UNAIRWORTHY

Joseph R. Etzel
JOSEPH R. ETZEL (REPAIR STATION AUTHORIZED SIGNATURE) AUG. 20, 1954 (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE: R H Poole	CAA DESIGNATION NO.: Agent	DATE: 7-24-54	[ ] ACCEPTED [ ] REINSPECTED [X] SPOT CHECKED

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60837-8

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73	J-4	N-2940

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	BORIS SERGIEVSKY	300 CENTRAL PARK WEST NEW YORK, NEW YORK

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9396.50	12.15" FWD. OF DATUM	3353.50

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, NEW YORK X	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

8-20-54
(Date repair and/or alteration completed)

JOSEPH R. ETZEL Joseph R. Etzel
(Signature of authorized individual)

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

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

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

8-20-54
(Date of approval or rejection)

JOSEPH R. ETZEL, CHIEF INSPECTOR Joseph R. Etzel
(Signature of authorized individual; title or identification number)

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L. I., N. Y. C. A. A. COPY

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted _____ (Date) ☐ Reinspected _____ (Date) ☑ Spot Checked 8-24-54 (Date)

Agent
(CAA designation number)

R. G. Poole
(Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

ANNUAL INSPECTION FOR RELICENSE.
LEFT AND RIGHT MAIN LANDING GEARS SHIMMED UP AS NECESSARY.
LEFT AND RIGHT BRAKES REMOVED, OVERHAULED BY CENTRAL AVIATINN AND RE-INSTALLED.
LEFT AND RIGHT BRAKE SHUTTLE VALVES OVERHAULED.
REPLACED L/R FOOT AND EMERGENCY BRAKE FLEX LINES.
REPAIRED LEFT UPPER WHEEL WELL DOOR AND REWORKED LINKAGE.
NOSE WHEEL REBALANCED.
REPLACED SEALS IN RIGHT ENGINE OIL FIREWALL SHUT-OFF VALVE.
REPLACED TWO DOWN FLEX LINES ON NOSE WHEEL.
MAGNETIC COMPASS DIRECTIONAL GYRO AND GYRO HORIZON, OVERHAULED AND REPLACED.
TWO AIRSPEED INDICATORS AND TWO ALTIMETERS RECALIBRATED AND REPLACE
REPAIRED HULL LEAK AT MAIN STEP.
REPAIRED ACCESIBLE LOOSE RIVITS IN WINGS.
REWORKED JANITROL HEATER DRAIN LINE.
REPAIRED ROOT RIB OF LEFT FLAP.
LEFT AND RIGHT WING FDAPS AND AILERONS RECOVERED WITH GRADE "A" FABRIC AND NITRATE DOPE AND REINSTALLED.

SEP 15 1982

END

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☒

U. S. GOVERNMENT PRINTING OFFICE : 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

B O # 3060

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-73	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N-2940
2. OWNER	NAME (First, middle, last): BORIS SERGIEVSKY	ADDRESS (Street and number, city, zone and State): 300 CENTRAL PARK WEST NEW YORK, NEW YORK		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)			XXXXX	
b. POWERPLANT					
c. PROPELLER	Ham Std.	23D40-51	158818	X	
d. APPLIANCE	TYPE AND MANUFACTURER	6533A-18	520974 520975 520976		

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9396.50	12.15" FWD OF DATUM	3353.50

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Pesters Propeller Service Inc. 258 Herricks Rd. Mineola L.I.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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

8/16/54 (Date repair and/or alteration completed)

H. V. Pattenburg (Signature of authorized individual)

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

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

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

8/16/54 (Date of approval or rejection)

H. V. Pattenburg Pres. (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 8-24-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

agent (CAA designation number)

R. J. Rode (Signature Aviation Safety Agent)

AUG 23 REC'D

13—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Propeller was overhauled in accordance with Manufactures specifications and CAA regulations except that new blades as listed on reverse side were furnished by customer to replace # 218947,218948,& 188578
All steel parts were magnetically inspected.
Exterior steel parts were cad plated.

Range 10-90 H84 L12
Shim thickness .030

RECEIVED
SEP 10 2 39 PM '54
ADMIN. & RECORDS BRANCH
W-300

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☑

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
2. OWNER	NAME CRUMMAN	C-75	ADDRESS (Street and number, city, zone and state) 500 CENTRAL PARK WEST NEW YORK, NEW YORK	N2940

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

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

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

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

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

5. STANDARD STATEMENT 9396.50 (Check) 12 15" FWD. OF DATUM 3353.50

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, NEW YORK	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

7-10-54 (Date repair and/or alteration completed) — Joseph R. Etzel, JOSEPH R. ETZEL (Signature of authorized individual)

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

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

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

7-10-54 (Date of approval or rejection) — Joseph R. Etzel, JOSEPH R. ETZEL, CHIEF INSPECTOR (Signature of authorized individual and/or [illegible])

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L. I., N. Y.

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 7-14-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Pf agent (CAA designation number) — R G Pope (Signature Aviation Safety Agent)

16—54010-4 JUL 13 REC'D Form ACA-337 (4-52)

CAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

REMOVED ENTIRE NOSE WHEEL ASSEMBLY INCLUDING RETRACT STRUT, ASSEMBLY OVERHAULED BY CENTRAL AVIATION AND REINSTALLED. SHIMMY DAMPER UNIT WAS NOT OVERHAULED.

MANUFACTURED, FITTED AND INSTALLED NEW NOSE WHEEL TRUNION BUSHINGS P/N 112328.

INSTALLED NEW NOSE WHEEL TIRE AND TUBE AND REBALANCED NOSE WHEEL.

FABRICATED AND INSTALLED NEW SHEET METAL SCUFF PLATE ON RIGHT SIDE OF NOSE WHEEL WELL.

INSTALLED FLUSH PATCH WHERE LEFT REAR NOSE WHEEL WELL DOOR HINGE DAMAGED HULL SKIN.

INSTALLED AND FITTED TWO NEW NOSE WHEEL WELL DOORS.

GREASE ENTIRE MAIN AND NOSE LANDING GEARS.

REPACKED ALL WHEEL BEARINGS.

FABRICATED AND INSTALLED NEW NOSE WHEEL WELL WINDOW.

REPAIRED POPPED RIVETS ON LEFT SIDE OF HULL BOTTOM AT STATIONS 351 AND 362.

END.

RECEIVED
JUL 22 4 20 PM '54
ADMIN. & RECORDS BRANCH
W-300

77-49-25

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G 73	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N 2940
2. OWNER	NAME (*First, middle, last*): Boris Sergievsky		ADDRESS (*Street and number, city, zone and State*): 300 Central Park West, New York, N. Y.	

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	9396.50	12.15 In. Fwd of Datum	3353.50

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES, Inc., MacArthur Airport Ronkonkoma, L.I.,N.Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

3/16/54 (Date repair and/or alteration completed)

Joseph R. Etzel (Signature of authorized individual) Joseph R. Etzel

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

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

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

3/16/54 (Date of approval or rejection)

Joseph R. Etzel CHIEF INSPECTOR (Signature of authorized individual; title or identification number)

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L.I., N.Y.

C.A.A. COPY

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 7-29-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent (CAA designation number) R. Poole (Signature Aviation Safety Agent)

MAR 26 REC'D

16—54010-4 Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

100 hr. inspection in accordance with Grumman INSPECTION FORM
Replaced "O" Ring seals in R.T.E. Firewall oil shut-off
Complied with Grumman Bulletin #83 on throttle control handles.
Removed and replaced overhauled left windshield wiper unit
Removed and reinstalled overhauled left cowl flap selector.
Installed micarta guards around cables over tops of pulleys on rear of pilots compartment bulkhead.
Adjust chains in control column
Removed and replaced overhauled right fuel transfer pump
Installed safety catches for L/R upper landing gear door hinge pins.
Installed shims in L/R landing gear oleo to "A" frame attach joints.
Installed new brake linings in left and right brakes.
Manufactured and installed 4 new spacers in brake idler plates P/N 9510101
Laced brake lines as per Grumman Bulletin
Installed new element in hand pump filter
Reworked return line on hand pump selector valve.
Installed Grommets around main oleo Shraeder valves to prevent chafing into down lock lines.
Reworked loose Bolt on lower end of right brake master cylinder.
Repair batter overflow and brake cylinder overflow jars.
Installed new bulb in red tail light
Removed and reinstalled left windshield & wiper unit.(ABOVE)
Repair cracks and loose rivets in tops of L/R wings as necessary.
Remove, repair and reinstalled left main lower landing gear fairing.
Repair torn section of skin on left side of nose wheel well.
Repair cracked rib in left & wing inside nacelle.
Replace broken anchor nuts for main cabin floor.
Rework leaking fuel filter inside of heater control box.
Tightened all nose ring Lord Mounts and reworked or repaired as necessary.
Removed and repaired L/R exhaust collector rings as necessary.
Installed new bearings in cowl flaps as necessary.
Rework L/R Vacumn separators to drain into exhaust stacks.
Modified Magneto blast tubes,
Replaced propeller governor cable right engine.
Changed Spark Plugs in L/R Engines.

END

RECEIVED
APR 2 9 58 AM '54
ADMIN. & RECORDS BRANCH
W-300

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73	J-4	N-2940
2. OWNER	NAME (Street and number, city, zone and State)		ADDRESS (Street and number, city, zone and State)	
	BORIS SERGIEVSKY		300 CENTRAL PARK WEST NEW YORK, NEW YORK	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)			XXXXX	
b. POWERPLANT					
c. PROPELLER	Ham Std.	23D40-51	158757	X	
d. APPLIANCE	TYPE AND MANUFACTURER	6533A-18	520929 520930 520931		

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9396.50	12.15" FWD. OF DATUM	3353.50

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Pesters Propeller Service Inc. 258 Herricks Rd. Mineola L.I.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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

8/16/54
(Date repair and/or alteration completed)

A. V. Rottenbiller
(Signature of authorized individual)

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

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

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

1/16/54
(Date of approval or rejection)

A. V. Rottenbiller Pres.
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 8-24-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

agent
(CAA designation number)

R. G. Roole
(Signature Aviation Safety Agent)

10—54010-4

AUG 23 REC'D

Form ACA 337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Propeller was overhauled in accordance with manufactures specifications and CAA regulations except that new blades as listed an reverse side were furnished by customerto replace T23621 , T25099 & A188579. These blades were returned to the customer.

All steel parts were magnetically inspected.
Exterior steel parts were cad plated.

Range 10-90 H84 L12
Shim thickness .010

RECEIVED
SEP 10 2 36 PM '84
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached.

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

C.A.A.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G-73	J-1	N2940

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	BORIS SERGIEVSKY	300 CENTRAL PARK WEST NEW YORK, NEW YORK

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
STANDARD	9396.50	12.15 IN. FWD. OF DATUM	3353.50

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES, INC., MAC ARTHUR AIRPORT RONKONKOMA N.Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

DECEMBER 7 1953 (Date repair and/or alteration completed)

JOSEPH R. ETZEL Joseph R. Etzel (Signature of authorized individual)

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

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

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

DECEMBER 7 1953 (Date of approval or rejection)

JOSEPH R. ETZEL Joseph R. Etzel (Signature of authorized individual; title or identification number)

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L. I., N. Y.

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 12-14-53 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Dagart (CAA designation number)

R. L. Poole (Signature Aviation Safety Agent)

16—54010-4

DEC 14 Rec'd

Form ACA-337 (4-3)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED:*

INSTALLED 250 WATT SEALED BEAM BULB #4523 IN NOSE OF HULL WITH WATER TIGHT PLEXIGLASS COVER. INSTALLATION APPROVED ON GRUMMAN MALLARD N8010 OWNER MR. J. J. RYAN FOR FURTHER INFORMATION REFER TO FORM 337 DATED JAN 8/52 MALLARD N3010

INSTALLED NEW O RING SEALS IN LEFT AND RIGHT FIREWALL OIL SHUT OFF VALVES

INSTALLED NEW O RING ON LEAKY FITTING ON SYSTEM RELIEF VALVE ON HYDRAULIC PANEL

GREASED LANDING GEAR.

PAINTED FRAME ON CABIN ENTRANCE DOOR WINDOW

SECURED LOOSE UPHOLSTERY PANEL AND HEADER

RECHARGED HYDRAULIC ACCUMULATOR

INSTALLED NEW SEALS IN RIGHT PROPELLER

REPAIRED CARBURETOR HEAT ACTUATING MECHANISM

REPLACED ALL LORD VIBRATION ISOLATORS IN BOTH ENGINE MOUNTS.

	WEIGHT	ARM	MOMENT
PREVIOUS WT. TAKEN FROM 337 DATED 8/28/52	9396.00	221.54	2081368.30
ADDED NOSE LIGHT	1.50	14.00	21.00
	9396.50	221.50	2081389.30

STATION 233.65 IS DATUM

233.65 - 12.11 = 221.54

2081389.30 / 9396.50 = 221.50 IN IS C. G. AFT OF REF.

233.65 - 221.40 = 12.15 IN FORWARD OF DATUM IS NEW C.G.

NEW WEIGHT EMPTY, 9396.50 LBS

NEW C.G. 12.15 IN. FWD. OF DATUM

NEW USEFUL LOAD, 12750 LBS - 9396.50 LBS = 3353.50 LBS.

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE : 16—84010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

N 940

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

Form Approved. Budget Bureau No. 41-R041.6.

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

1. TYPE OF APPLICATION (Check which)

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

2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)).
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
- ☐ AGRICULTURAL AND PEST CONTROL
- ☐ AERIAL ADVERTISING
- ☐ AERIAL SURVEYING
- ☐ GLIDER TOWING
- ☐ PATROLLING
- ☐ FOREST AND WILDLIFE CONSERVATION
- ☐ WEATHER CONTROL
- ☐ OTHER

d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
- ☐ RESEARCH AND DEVELOPMENT
- ☐ AMATEUR-BUILT
- ☐ DEMONSTRATION
- ☐ RACING
- ☐ EXHIBITION
- ☐ OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-73	J-4

d. ENGINE MAKE	e. ENGINE MODEL
PRATT + WHITNEY	WASP S1H1

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
BORIS SERGIEVSKY	200 CENTRAL PARK WEST NEW YORK, N.Y.	N- 2940

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

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

a. ☑ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Dec 18, 1946
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (15) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (Check which)

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

A F Wonsowski
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

7/29/53 (DATE) Agent (TITLE)

16—69837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. [X] AIRCRAFT SPECIFICATION NO. TC 783 THROUGH SHEET REVISION NO. 4
   - b. [ ] AIRCRAFT LISTING PAGE NO. ____
   - c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 53-15
   - d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS
   - a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
   - b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
   - c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1614.5 HOURS
   - d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. P-327924 TOTAL HOURS 1614.5
     - SERIAL NO. P-327926 TOTAL HOURS 1614.5
     - SERIAL NO. ____ TOTAL HOURS ____
     - SERIAL NO. ____ TOTAL HOURS ____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED 8/29/53 (DATE)
     - [ ] BY AIRCRAFT MANUFACTURER
     - [ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. ____
     - [X] BY MECHANIC, CERTIFICATE NO. ____
   - b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
AUG 12 11 48 AM '53
ADMIN. & RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
   - b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE July 29, 1954 (DATE)
   - g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 8/29/53 (DATE)
     BY F.C. KAESER (NAME OF ISSUING REPRESENTATIVE) 1385 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

- [ ] AIRWORTHY
- [ ] UNAIRWORTHY

____ (REPAIR STATION AUTHORIZED SIGNATURE) ____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Creighton P. Decker	1618	7/29/1953	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[X] ACCEPTED [ ] REINSPECTED [ ] SPOT CHECKED
[signature]	NY 357-18	8-5-53	

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60837-3

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.3.

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

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: 34	NATIONALITY AND REGISTRATION MARK: N-2940
2. OWNER	NAME (*First, middle, last*): Boris Sergievsky	ADDRESS (*Street and number, city, zone, and State*): 300 Central Park West, New York , N.Y.		

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

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

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

AFTER the repair and/or alteration described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	9395	-12.11° fwd. of datum. 221.51° aft of nose ref.	3535

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

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

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	United Aircraft Corp. Pratt & Whitney Aircraft Airport Dept.	400 Main St. East Hartford 8, Conn.	8-28-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Previous Weight & Balance. E.W. 9215
Useful Load 3535
E.C.G. -12.62" fwd. of datum.

Following equipment removed, overhauled & installed.
Pratt & Whitney S1H1 wasp engines No. P-327924 & No. P-327926.
(Engines were converted from model S3H1)
Hamilton Standard 23D40-51 propellers No. 158757 & No. 158818.
Hamilton Standard 4K11-T4T governors No. WH 46442 & No. WH 46444.

(no weight change)

OVER

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Robert Wanagel	A&E H-16910	8-28-52
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE: F.C. Kaser	NO.: 1385	DATE: 8-29-52
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE: 9-10-52

10—54010-3

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   - *a.* For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.
     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.
     Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
     Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Ailerons, flaps & rudder were recovered by Liberty Products Corp., Farmingdale, L.I. New York. The surfaces were recovered in accord with standard practice for G-73 aircraft & manual 18.

(weight change negligible.)

Equipment changes.

The AN-104B antenna mast was moved from station 236 to station 387.

4.0 lbs. 387

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AUG 21 1952

Equipment installed.

ARC A-13B antenna & (Grumman 107621 bracket).	5.0	215
ARC Type 15C omni receiver, converter, power supply & rack.	18.5	41
ARC F-10A filter amplifier & mounting.	4.0	44
ARC C-22A control	0.7	106

The AN-104B antenna & the A-13B antenna were installed using the same method as was approvedfor Grumman G-73 Ser. J-6 Registration No. N-2943 on ACA form 337 dated 4-26-50.

The type 15C omni receiver was installed on a rack fabricated from .064 24 ST material. The design for the rack is the same as is used for the ADF receiver & mount at station 41 fabricated & installed by Grumman Aircraft.

The F-10A filter amplifier & mount was bolted to an existing radio table located between station 41 & station 53.

Changes to the engine installation, upper cowl gills & extension of the oil cooler air entrance ducts were made in accord with Grumman Aircraft Customer Bulletin No. 72.

The airplane flight manual for N-2940 was revised per Grumman Aircraft Customer Bulletin No. 74.

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTALLATION DEVELOPMENT ANALYTICAL MEMORANDUM NO. 67-M-14

SUBJECT: Weight and Balance Grumman G-73 Airplane, License N-2940

REFERENCE: (1) CAA Approved Airplane Flight Manual for Grumman Mallard

DISTRIBUTION: F. Kaeser (3)
W. P. McKinnie

This airplane was weighed in the Service Hangar on August 28, 1952.

Left Main Jack Point	4075 lbs.
Right Main Jack Point	4390
Sub-total (Both Main Jack Points)	8465
Nose Jack Point	1050
Total as Weighed	9515

The nose wheel is 177.87 inches forward of the rear wheel, (Ref. 1), and the nose jack point is 33.25 inches aft of the nose wheel. Hence the work shown on Ref. 1 Page 63 is as follows:

c.g. inches forward of centerline main wheels

$$= \frac{1050 \times (177.87 - 33.25)}{9515} = 15.96$$

c.g. inches forward of Rear Face Main Beam

= 15.96 - 3.85 = 12.11

c.g. inches aft of reference datum

= 233.65 - 12.11 = 221.54

	Weight	Arm	Moment
Airplane as Weighed	9515	221.54	2107953
Deduct 120 lbs. oil located 16 inches aft of datum	-120	217.65	26118
Empty Weight	9395	221.59	2081835

Empty Weight c.g. = 221.59" aft of reference datum or 12.06" forward of Hull Station 233.65. c.g. located at 21.06% M.A.C. (221.59 -203.38(100)/86.48) = .2106

JOW:C

J. O. Winch

E.C.Kaeser
DAMI # 1385

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

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CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

Job # B-59-2

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
W. J. Kyle
WALTER J. KYLE, D.A.M.I. 10

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

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

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N-2940
2. OWNER	NAME (*First, middle, last*): Captain Sergievsky	ADDRESS (*Street and number, city, zone, and State*): 300 Central Park West, New York, New York		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S1H1	P-327924	Overhaul	Conversion
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	---	---	---

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

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

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	8-11-52

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and converted from model Wasp S3H1 to Wasp S1H1 and passed the Pratt & Whitney overhaul test.

The following new major parts were installed: 8 linkpin assemblies, 11 valve tappet rollers, propeller thrust ball bearing, impeller shaft assembly, impeller intermediate shaftgear assembly, 2 collector intermediate ball bearings, starter jaw, starter gear, 9 pistonpin assemblies.

The following Pratt & Whitney Service Bulletins were incorporated during this

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson — Chief Inspector — August 11, 1952

(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C.Kaeser F.C.Kaeser	1385	8-29-52
☐ REJECTED	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 8-30-52

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
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   - *a.* For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

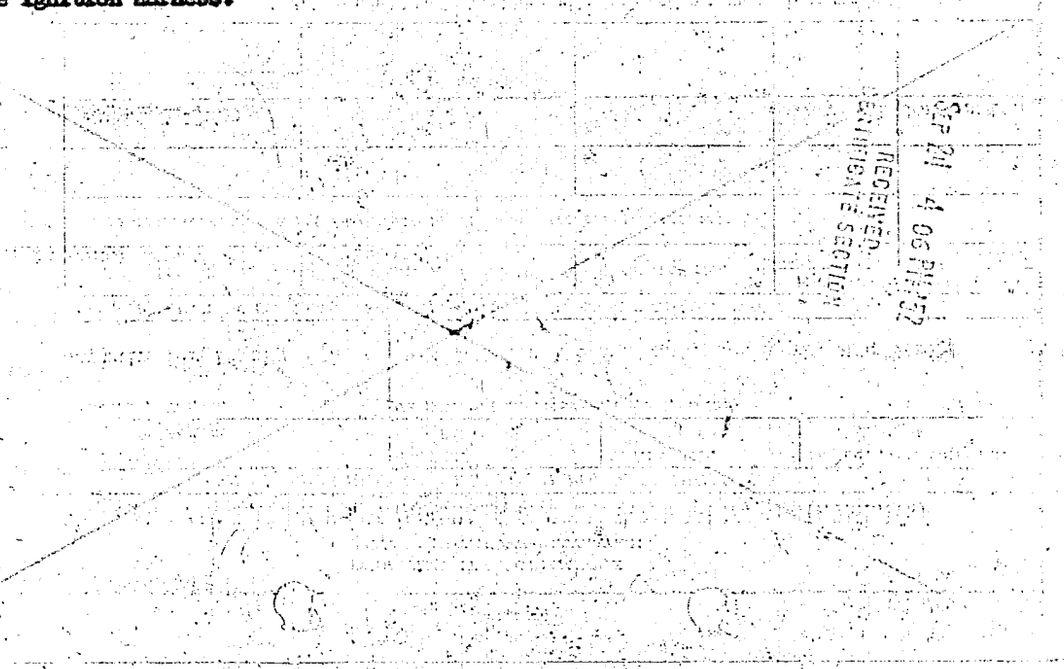
     Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—84010–2 U. S. GOVERNMENT PRINTING OFFICE

Overhaul and conversion: #1082, 619-1, 1266, 871.

Special Instructions 23F-45 were incorporated.

The following accessories were inspected, overhauled, and tested: Model MAYGE1-507 carburetor, Serial #5962703; Model SB6RN magneto, Serial #192350 and 192345; tubular type ignition harness.



FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

APPROVED REPAIR SUBJECT TO FINAL INSPECTION.
WALTER J. PAJOR, D.A.M.I.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Bureau Bureau No. 41-R052.2.

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

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-4	N-2940

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Captain Sergievsky	300 Central Park West, New York, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	••••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••••				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S1H1	P-327926	Overhaul	Conversion
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	---	---	---

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

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

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	8-21-52

DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and converted from model Wasp S3H1 to Wasp S1H1 and passed the Pratt & Whitney overhaul test.

The following new major parts were installed: 9X outer flyweight, masterod and bearing assembly, front and rear main roller bearings, 7 valve tappet assemblies, 3 valve tappet rollers, propeller thrust ball bearing, impeller shaft assembly, 2 collector intermediate ball bearings, blower intermediate gear, starter gear, 8 pistonpin assemblies.

(over)

If more space is needed, continue on reverse, or attach separate sheet, to bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I certify that the above statements are true and correct to the best of my knowledge.

George V. Dickerson — Chief Inspector — August 21, 1952

(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C.Kaeser	1385	8-29-52
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE 8-30-52

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

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     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

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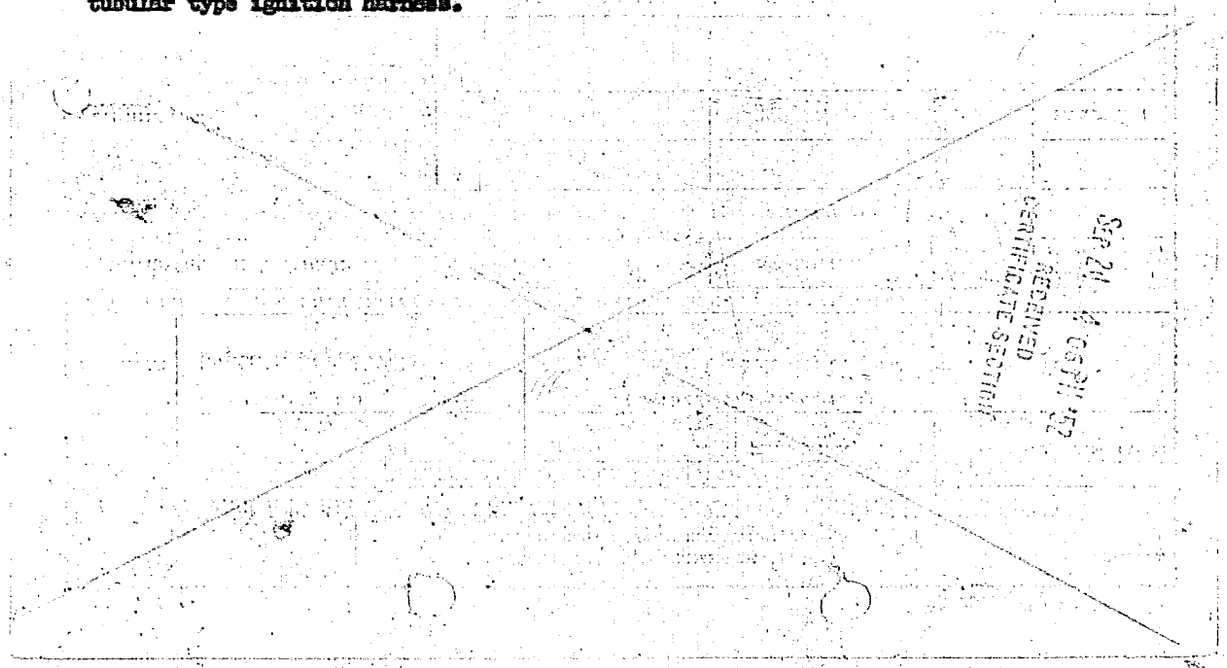
     Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: #1082, 619-1, 871, 1266, 598, 977.

Special Instructions 23F-45 were incorporated during this overhaul.

The following accessories were inspected, overhauled, and tested: carburetor, Serial #5962701, Model MAY3B1-507; magnetos, Serial #192343 and #192341, Model SB9RN; tubular type ignition harness.



FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
Form) ACA-337 (11-49)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

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

WALTER J. PAJOR, D.A.M.I. 19 (SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-4	N-2940

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Boris Sergievsky	300 Central Park West New York , N.Y.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	H.S.P.	23D40-51 PL10365 3-6533A-18	158757 T 23621	X X	
c. XXXXX			T 25099 A 188579	X X	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

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

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

[X] MANUFACTURER [ ] APPROVED REPAIR STATION NO. _____ (Specify) [ ] CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	6-20-52

DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

[ ] FORWARDED FOR ENGINEERING APPROVAL ----

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofrell (Signature of supervising mechanic) — Inspector in Charge (Certificate number and rating) — 6-20-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
[X] APPROVED	F.C.Kaeser F.C. Kaeser	1385	8-29-52
[ ] REJECTED	CAA AGENT SIGNATURE	[ ] ACCEPTED [ ] REINSPECTED	DATE

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

INSTRUCTIONS

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5. Repair agencies will be guided as follows when completing this form.
   a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.

      Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

      Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

   b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.

   c. For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

      Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

      Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—84010-2 U. S. GOVERNMENT PRINTING OFFICE

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FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

APPROVED REPAIR SUBJECT TO FINAL AIRCRAFT INSPECTION.
(FAA-ES)
a/Rep

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

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

WALTER J. MAJOR, D.A.M.I. 19 (*SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS*)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-4	N-2940

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Boris Sergievsky	300 Central Park West New York , N.Y.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	H.S.P.	23D40-51 PL10365	158818	X	
		3-6533A-18	218947	X	
			218948	X	
XXXXX			A 188578	X	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	---	---	---

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

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

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	6-20-52

DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I CERTIFY that the above statements are true and correct to the best of my knowledge.

A. W. L. Cofiell (Signature of supervising mechanic) | Inspector in Charge (Certificate number and rating) | 6-20-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C. Kaesser F. C. Kaesser	1385	8-29-52
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE 9-10-52

16—64010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

INSTRUCTIONS

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2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA–309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
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4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
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   a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

   b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.

   c. For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—84010-2 U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
CERTIFICATE SECTION
SEP 21 4 06 PM '82

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
CAA

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

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

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-4	NATIONALITY AND REGISTRATION MARK: N-2940
2. OWNER	NAME (First, middle, last): Boris Sergievsky	ADDRESS (Street and number, city, zone, and State): 300 Central Park West, New York, N.Y.		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in Item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER: H.S.P. Governor	4K11-T4T	WH 46442	X	

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

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

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

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

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	6-16-52

DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Governor inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I certify that the above statements are true and correct to the best of my knowledge.

(Signature of supervising mechanic)	(Certificate number and rating)	(Date)
Arthur L. Cahill	Inspector in Charge	6-16-52

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C.Kaesen F. C. Kaesen	1385	8-29-52
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE 9-10-52

10—84010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA–309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   - *a.* For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

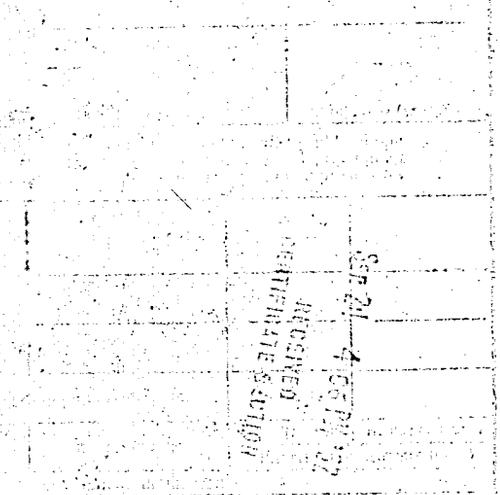
     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

     Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—84010-2 U. S. GOVERNMENT PRINTING OFFICE



FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

APPROVED REPAIR SUBJECT TO INSPECTION.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

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

WALTER J. FAJOR, D.A.M.I. 19 (*SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS*)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-1	N-2940

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Boris Sergievsky	300 Central Park West New York , N.Y.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in Item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
	TYPE AND MANUFACTURER				
d. INSTRUMENT	H.S.P. Governor	4K11-T4T	VH 46444	X	

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

*AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	---	---	---

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

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

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Airport Dept. Pratt & Whitney Div. United Aircraft Corp.	400 South Main St. East Hartford, Conn.	6-16-52

DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Governor inspected, overhauled, rebuilt & tested to Hamilton Standard Propellers Repair & Test Specifications.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL ----

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Arthur L. Cofiell	Inspector in Charge	6-16-52
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	F.C. Kaeser F.C. Kaeser	1385	8-29-52
☐ REJECTED	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 8-29-52

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   - *a.* For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* For a Spare Component—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

     Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—64010-3 U. S. GOVERNMENT PRINTING OFFICE



FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

Form Approved. Budget Bureau No. 41-R041.5.

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

1. TYPE OF APPLICATION (*Check which*)

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

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

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

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G-73	J-4
d. ENGINE MAKE	**e. ENGINE MODEL**	
Pratt & Whitney	S1H1 Wasp	

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Boris Sergievsky	300 Central Park, West New York, N.Y.	N-2940

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

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

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Sept. 1946.
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (*Check which*)

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

Boris Sergievsky
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

8-26-52
(DATE)

Pilot
(TITLE)

16—50837-2

Form ACA-305 (11-41)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 10-28-82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. [X] AIRCRAFT SPECIFICATION NO. 783 THROUGH SHEET REVISION NO. 3
b. [ ] AIRCRAFT LISTING PAGE NO. _____
c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 52-20
d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1509 HOURS
d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO.	P-327924	TOTAL HOURS	1509
SERIAL NO.	P-327926	TOTAL HOURS	1509
SERIAL NO.		TOTAL HOURS	
SERIAL NO.		TOTAL HOURS	

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 8-28-52 (DATE)
[ ] BY AIRCRAFT MANUFACTURER
[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
[X] BY MECHANIC, CERTIFICATE NO. A&E M-16910
b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. [ ] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 8-29-53 (DATE)
g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE Dec. 7, 1952 (DATE)
BY F.C.Kaeser (NAME OF ISSUING REPRESENTATIVE) 1385 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

[ ] AIRWORTHY
[ ] UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE F.C.Kaeser	DESIGNATION NO. 1385	DATE 8-29-52	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO. 1-5701-13	DATE 1-10-83	[X] ACCEPTED [ ] REINSPECTED [ ] SPOT CHECKED

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—69837-2

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NR ☐ OTHER (Specify) _____
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL	
Grumman	G-73	
REGISTRATION NO. 2940	MANUFACTURER'S SERIAL NO. J-4	DATE MANUFACTURED 10-14-46	TYPE CERTIFICATE NO. 783

ENGINE

MAKE	MODEL
Pratt & Whitney	S3H1 Wasp

OWNER'S NAME: Boris Sergievsky

PERMANENT ADDRESS (Street and number, City, Zone and State): 300 Central Park West, New York, N.Y.

ATTACHMENTS (Check which)
- ☒ ACA-319
- ☒ ACA-337
- ☐ ACA-605
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

Boris Sergievsky
OWNER OR AUTHORIZED AGENT

11-26-51
DATE

Pilot
TITLE

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

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION – AIRWORTHINESS DIRECTIVE, NO(S): A- 783 revision 2 ADS thru 51-27 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any) _____

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

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

FINDINGS

☒ AIRWORTHY
☐ UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. F.C.Kaeser F.C. Kaeser #1385 — DATE 12-7-51

CAA INSPECTOR'S SIGNATURE — ☐ ACCEPTED ☐ REINSPECTED — DATE 12-17-51

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

Last operating date 11-26-51.

ac 1-18-52

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

JAN 15 11 16 AM '83
RECEIVED
CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-52

Form ACA-837 (11-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R052.2.

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

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-4	NATIONALITY AND REGISTRATION MARK N-2940
2. OWNER	NAME (First, middle, last) Boris Sergievsky	ADDRESS (Street and number, city, zone, and State) 300 Central Park West New York, N.Y.		

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

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

4. AIRCRAFT

WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
9215	Aft of nose ref. 221.03" Fwd. of datum -12.62"	3535

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

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

6. AGENCY	NAME United Aircraft Corp. Pratt & Whitney Div. Airport Dept.	ADDRESS (Street and number, city, zone, and State) 400 South Main St. East Hartford 8, Conn.	DATE WORK ACCOMPLISHED 12-7-51

DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Elevators were recovered by Liberty Products Corp., Farmingdale, L.I. New York. The surfaces were recovered in accord with standard practice for G-73 aircraft and Manual 18.

Weight Change Negligible.

Cabin heater control box was reworked by Grumman Aircraft to conform with Grumman Service Bulletin #24.

Weight change: +7.5 lbs. +197.85" OVER

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Robert Wenagel (Signature of supervising mechanic)	A&E M-16910 (Certificate number and rating)	12-7-51 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE F.C.Kaeser	NO. 1385	DATE 12-7-51
☐ REJECTED	CAA AGENT SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 12-17-51

16—54010-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   - *a.* **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

     Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
   - *b.* **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.
   - *c.* **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

     Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

     Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Previous weight & balance.

E.W.	9207	
Useful load	3543	
E.C.G.	220.8"	aft of nose reference.
Moment	2033575.8	

New weight & balance.

E.W.	9215	
Useful load	3535	
E.C.G.	221.03"	aft of nose reference.
Moment	2036812.	

JAN 13 11 12 AM '83
RECEIVED
CERTIFICATE SECTION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☐ NC ☐ NR ☐ OTHER (Specify) Standard
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Grumman Mallard	G-73		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
N 2940	J-4		783

ENGINE

MAKE	MODEL
Pratt Whitney	R 1340 S1H1

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
Capt. Boris Sergievsky	300 Central Park West New York, N.Y.

ATTACHMENTS (Check which)
- ☒ ACA-319
- ☐ ACA-337
- ☐ ACA-865
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Dave A. VanDyke
OWNER OR AUTHORIZED AGENT

1/21/51 — DATE
Maintenance Representative — TITLE

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

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION – AIRWORTHINESS DIRECTIVE, NO(S). A- 783 - AD thru 51-2 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

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

FINDINGS

☒ AIRWORTHY
☐ UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO. Pete Kenny DAMT-1353 — DATE 1/23/51

CAA INSPECTOR'S SIGNATURE — ☒ ACCEPTED ☐ REINSPECTED — DATE 1/24/51

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

Aircraft last flown 1/22/51.

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

MAIL ROOM-2
WASHINGTON

FEB 23 10 02 AM '51

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.

FEB 23 10 02 AM '51

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NR ☐ OTHER (Specify) _____
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Grumman Mallard	G-73		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
N 2940	J-4	10-14-46	783

ENGINE

MAKE	MODEL
Pratt & Whitney	S3 H1

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
Captain Boris Sergievsky	300 Central Park West New York, New York

ATTACHMENTS (Check which)
- ☒ ACA-319
- ☐ ACA-337
- ☐ ACA-809
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Arthur J. Kedzierski
OWNER OR AUTHORIZED AGENT

3-3-50
DATE

Mallard Air Service, Inc.
TITLE

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

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION – AIRWORTHINESS DIRECTIVE, NO(S). A- 783 thru summary 50-9
(SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

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

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.		DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	Andrew Colangelo 1586		3-3-50 AEK
	CAA INSPECTOR'S SIGNATURE	☒ ACCEPTED ☐ REINSPECTED	DATE 3-13-50

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

Last Flight 2-20-50

Conv 4-6-51 NW

2266

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

3069

Form ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

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

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

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

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

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman	G-73	J-4	N-2940

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Capt. B.Sergievsky	300 Central Park West, N.Y.,N.Y.

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

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

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

	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
4. AIRCRAFT	9207.2	-12.78	3542.8

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

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 18 (Specify) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Grumman Aircraft Eng. Corp.	Bethpage, L.I.,N.Y.	1/31/50

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

Added one additional air speed indicator. 1.2 lbs at arm plus 120
Added one additional altimeter. 2.0 lbs at arm plus 93.
Added extra pitot boom and tubing R.Wing 2.2 lbs at arm plus 198.
Added navigation light flasher motor. 2.1 lbs at arm plus 200.
Added extra light in rudder. .3 lbs. at arm plus 400.

(Over)

I CERTIFY that the above statements are true and correct to the best of my knowledge.

August J.Rizzo	A & E M-13763	1/31/50
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED	SIGNATURE OR DESIGNEE Edgar Lovejoy DMIR	NO. 1009	DATE 1-31-50
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR Edward N. Schwoebel	☒ ACCEPTED ☐ REINSPECTED	DATE 2/1/50

U. S. GOVERNMENT PRINTING OFFICE 16—84010-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 10-28-82

This increase the empty weight of the airplane by 7.8 lbs. This increased the empty weight of the airplane to 9207.2 lbs. at - 12.78 inches from the datum. The useful load of the airplane was decreased to 3542.8 lbs.

RECEIVED
FEB 14 8 31 AM '83
DEPT OF COMMERCE
NATL AERONAUTICS ADM
WASHINGTON, DC

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

2405

FORM ACA-305 (8-26-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

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

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

AIRCRAFT

MAKE	MODEL		
Grumman	G73		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC2940	J4	10/46	783

ENGINE

MAKE	MODEL
Pratt & Whitney	R1340-S3H1
OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
Boris Sergievsky	300 Central Park West New York, N. Y.

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Marian Loughlin
~~OWNER~~ OR AUTHORIZED AGENT

4/20/49
DATE

agent
TITLE

FORM ACA-305a (FORMERLY ACA-307)

AIRCRAFT INSPECTION REPORT

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

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

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

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). Ad Summary thru 49-15 & Spec. A783-2 thru Revisions 49-15 (SPECIFY)

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

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

FINDINGS

[x] AIRWORTHY [ ] UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Edwin Lovejoy DTR 1009		DATE 4/20/49
	CAA INSPECTOR'S SIGNATURE Ed Edwin N Schwoebli	[x] ACCEPTED [ ] REINSPECTED	DATE 4-20-49

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

21049

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Form A-663 SUBJECT TO INSTALLATION INSPECTION.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

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

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

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

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

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman	6-73	J-4	NC 2940

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Boris Sergievsky ~~Grumman Aircraft Corp.~~	300 Control Park West, New York, N.Y. ~~Bethpage, Long Island, New York~~

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	R-1340-S3H1	P-327924	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

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

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	see wt. & Bal. report in Flight Manual		

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

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

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

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	4-5-49

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

Subject engine with model No. SB9RN magnetos, Serial No. 192350 and 192345 and Model No. NAY9E-1 carburetor, Serial No. 5962703 was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: 8 knuckle pins.

The following Pratt & Whitney Service Bulletins were incorporatedduring this overhaul: #619-1, 871, and 598.

over

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson — Chief Inspector — April 5, 1949

(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED	SIGNATURE OF DESIGNEE Edwin Lovejoy	NO. DMIR 1009	DATE 4-20-49
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR	☐ ACCEPTED ☐ REINSPECTED	DATE

U. S. GOVERNMENT PRINTING OFFICE 16—54010-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

This engine reinstalled on Grumman Mallard (G-73) NC 6946 on starboard side. This is same position from which removed. Weight & Balance is same as in wt. report.

E Lovejoy DMIR 1009

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
Form ACA-337
Walter J. Pajor
WALTER J. PAJOR, D.A.M.I. 19

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

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

(A) *For an Aircraft.*—Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.
(B) *For a Component Installed in an Aircraft.*—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.
(C) *For a Spare Component.*—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE: Grumman	MODEL: Mallard ~~G-73~~ G-73	SERIAL NO.: J-4	CAA IDENTIFICATION MARK: NC 2940
2. OWNER	NAME (First, middle, last): Boris Sergiovsky ~~Grumman Aircraft Corp.~~	ADDRESS (Street and number, city, zone, and State): 300 Central Park West, New York, N.Y. ~~Bethpage, Long Island, New York~~		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	R-1340-S5H1	P-327926	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

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

4. AIRCRAFT	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	see wt & Bal Report in Flight Manual		

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

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

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

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	4-6-49

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

This engine together with Model No. SB9RN magnetos, Serial No. 192343 and 192341 and Model No. NAY9E1 carburetor, Serial No. 5962701 was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: 2 tappet rollers.

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: 619-1, 871, and 598.

OVER

I CERTIFY that the above statements are true and correct to the best of my knowledge.

George V. Dickerson (Signature of supervising mechanic) — George V. Dickerson, Chief Inspector (Certificate number and rating) — April 6, 1949 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE: Edwin Lovejoy	NO. DMIR 1009	DATE 4-21-49
	SIGNATURE OF INSPECTOR	☐ ACCEPTED ☐ REINSPECTED	DATE

U. S. GOVERNMENT PRINTING OFFICE 16—54010-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

This engine reinstalled in Grumman
NC2940
Mallard (G-73) n port side - This is same
position from which removed Wt + Bal
same as in wt Report.

E Lovejoy OMIR 1009

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

SEP 8 RECD 1948

FORM ACA-305 (3-5-47) — DEPARTMENT OF COMMERCE, CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION (Check whether)
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NR ☐ OTHER (Specify) ____
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL
Grumman	Mallard G-73

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
2940	J-4	10-14-46	783

ENGINE

MAKE	MODEL
Pratt & Whitney (2)	Wasp S3H1

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
Capt. Boris Sergievsky	300 Central Park West New York City, N.Y.

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

C J Farina
~~OWNER OR~~ (AUTHORIZED AGENT)

August 18, 1948 (DATE) — Service Dept-Grumman Air. Eng. Corp (TITLE)

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

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- A-783-2 ADs Thru 48-35 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

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

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.	DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	Charles J. Farina Charles J Farina DMIR 1038	August 20, 1948
	CAA INSPECTOR'S SIGNATURE ☐ ACCEPTED ☐ REINSPECTED	DATE

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

22665

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

MAIL ROOM - 1
WASHINGTON
SEP 14 9 55 AM '48

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

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

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

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

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	(Grumman	G-73	J-4	NC2940

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	Boris Sergievsky	300 Central Park West, New York, N. Y.

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

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

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

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	9317.40	219.2	3,432.60

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

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

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

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
6 AGENCY	Atlantic Aviation Corp. George H. Handwork	Teterboro Air Terminal Teterboro, New Jersey	6/9/48

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

Equipment installed as per manufacturers specifications

Note: See reverse side.

PB

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

George H. Handwork
SIGNATURE OF SUPERVISING MECHANIC

G. H. HANDWORK
A & E 622705
CERTIFICATE NUMBER AND RATING

6/9/48
DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE: Richard F. Tyler	NUMBER: 1832	DATE: 6/9/48
	SIGNATURE OF INSPECTOR: Otto E. Gruner	☑ ACCEPTED ☐ REINSPECTED	DATE: 6-14-48

21372

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

INSTALLED FOLLOWING EQUIPMENT:	Weight	Arm	Moment
R-13 VHF Receiver, Rack & Dynamotor	10.30	44	453.2
F-10 Filter Amplifier & Mounting	5.35	44	235.4
T-11A V HF Transmitter & Mounting	3.40	44	149.6
P-10 Dynamotor Unit	3.80	44	167.2
R-893 Glide Path Receiver	13.50	44	594.0
Cross Pointer Meter	1.62	97	157.1
C-13 Control Unit	.30	101	30.3
C-14 Control Unit	.75	101	75.8
Junction Box	1.00	53	53.0
AS-27A Ramo Horn Antenna & Brkt	4.00	114	456.00
AN-104B VHF Antenna Mast & Bracket	3.00	236	708.0
Cables & Tuning Shafts	3.50	53	185.5
Brackets & Supports	1.50	44	66.0
	52.02		3,331.1
Old Empty Weight & C G	9,317.40	220.05	2,050,293.9
Equipment Added	52.02		3,331.1
New Empty Weight & C G	9,369.42	219.2	2,053.625.0

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.
OCT 27 2 32 PM '82

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

OCT ... REC'D # 1309

N.G.F. 306

FORM ACA-305 (3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

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

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

AIRCRAFT

MAKE	MODEL
GRUMMAN	G-73 (MALLARD)

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC 2940	J-4	8-46	783

ENGINE

MAKE	MODEL
PRATT & WHITNEY	S3H1 R 1340

OWNER'S NAME	PERMANENT ADDRESS (Street and number, City, Zone and State)
BORIS SERGIEVSKY	300 Central Park West New York, N.Y.

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Boris Sergievsky
OWNER OR AUTHORIZED AGENT

10-22-47
DATE

TITLE

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

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

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

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A-783 (SPECIFY)

AUTHORITY FOR EXCEPTIONS (If any)
None

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

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

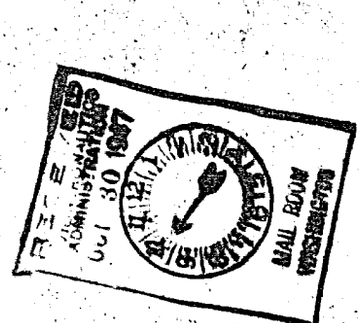
FINDINGS

[X] AIRWORTHY [ ] UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Fred Armstrong DMIR 1008		DATE 10-24-47
	CAA INSPECTOR'S SIGNATURE Harry M. Jones	[X] ACCEPTED [ ] REINSPECTED	DATE 10-24-47

REASON FOR DISAPPROVAL, OR REMARKS: (Indicate if you have used the reverse to continue this or other item [ ] Yes [X] No) Picked up old 308-A upon issuance of 1362.
Weight and balamce report revised to take care of additional items listed on page 83.

22665

FAA AIRCRAFT REGISTRY
CAMERA NO: 51 DATE: 10-27-82



FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

306

FORM ACA-305/ (3-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R041.2
APPROVAL EXPIRES FEBRUARY 15, 1947

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

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

APPLICATION (Check)
- ☐ AIRWORTHINESS CERTIFICATE
- ☐ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NX ☐ NR ☐ OTHER (Specify) _____

AIRCRAFT

MAKE	MODEL
GRUMMAN	MALLARD

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED
NC 2940	J-4	

ENGINE

MAKE	MODEL	RATED H.P.
Pratt & Whitney	(2) S3H1	600 each

(Check whether)	IF OVERHAULED, STATE BY WHOM	DATE OF OVERHAUL
☐ NEW ☒ USED ☐ OVERHAULED	-	-

(Check which)
- ☒ AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION
- ☐ APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED

OWNER'S NAME	PERMANENT ADDRESS (Street and No., City, Zone, State)
Boris Sergievsky	300 Central Park west, N.Y.C.

ATTACHMENTS (Check which)
- ☐ ACA-319
- ☐ WEIGHT AND BALANCE REPORT
- ☒ ACA-337
- ☐ SPECIAL APPROVALS
- ☐ ACA-809
- ☐ DATA, DRAWINGS, ETC.
- ☐ ACA-317
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

6-17-47. (DATE) _____ (OWNER OR AUTHORIZED AGENT) _____ (TITLE)

FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT

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

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

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
-	-	A-783-1	All complied with tentative	-	-

OTHER (Describe)	EXCEPTIONS, IF ANY (If additional space is required, use reverse)
-	-

☐ FORM ACA-319 (Return to owner)	APPROVED BY	MECH. CERTIF. AND RATING NO.	DATED
☐ FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date)		

☐ AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.	DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	(Fred R. Armstrong. CAA 1008	6-17-47
	CAA INSPECTOR'S SIGNATURE: Harry M. Jones	☒ ACCEPTED ☐ REINSPECTED — DATE 6-17-47

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

New gross weight in accordance with TIA #T306T-1 12750#
Installed wing tip float tanksin accordance with Grumman Dwgs.10820 108201
Installed reenforced landing gear drag links in accordance with Grumman Dwg.# E.O. 1124
Installed anti-squat strut & hull faring in accordance with Grumman Dwg.# 10807

(over)

21666 GPO—Conn. 2—p. 1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Airplane flight manual was revised for new gross weight including weight & balance data, as wellas alterations listed on reverse side of page. All placards are in place.

MAIL ROOM-2
WASHINGTON
DEPARTMENT OF COMMERCE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

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

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
	GRUMMAN	G73	J-4	NC 2940

2. OWNER	NAME *(First, middle, last)*	ADDRESS *(Street and number, city, zone, and state)*
	Boris Sergievsky	300 Central Park West, New York City.

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

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

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

4. AIRCRAFT	EMPTY WEIGHT *(Pounds)**	EMPTY CENTER OF GRAVITY *(Inches from datum)**	USEFUL LOAD *(Pounds)**
	9134.6	-11.87	3615.4

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

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

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. 18 ☐ CERTIFIED MECHANIC

(SPECIFY)

AGENCY	NAME	ADDRESS *(Street and number, city, zone, and state)*	DATE WORK ACCOMPLISHED
	Grumman Aircraft Eng. Corp.	Bethpage, N.Y.	6-16-47

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

(1) Installed anti-squat strut & hull faring in accordance with approved grumman dwgs. 10807 weight 10.4 arm (440 - 233.65) = 206.35
(2) Installed new reenforced drag links in accordance with Grumman dwgs. F.O.1124 weight 41lbs. arm(239- 233.65) = 5.35
(3) Installed pontoon gas tanks in accordance with Grumman Dwgs. 10[illegible] weight 37.2 arm(243.6- 233.65) = 9.95
(4) New gross weight in accordance with TIA #T306T-1 12750# 10870
The above items increase the weight empty 51.61lbs.

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

Charles J. Lewis — 1706 A&E — 6-16-47

SIGNATURE OF SUPERVISING MECHANIC — CERTIFICATE NUMBER AND RATING — DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE AND DESIGNEE	NUMBER	DATE
☒ APPROVED ☐ REJECTED	Fred R. Armstrong CAA	1008	6-17-47.
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR: Harry M. Jones	☒ ACCEPTED ☐ REINSPECTED	DATE 6-18-47

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

		Arm.	Moment	Use. Load
Prev. weight empty	9083	221.43	2011217	3667
Anti-squatstrut & tail hull faring	+ 10.4	440	4576	10.4
Reenforced drag links	+ 4.	239	956	- 4.0
Wing tip floats tanks	37.2	243.6	9062	- 37.2
New weight empty	9134.6	221.77	2025811	3615.4

		Arm	Moment	Useful Load
Prev. weight empty	9083	-12.22	-110994	3667
Anti-squat strut & new rear step fairing	+10.4	206.35	2146	-10.4
Reinforced drag links	+4.0	5.35	21	-4.0
Wing tip float tanks	+37.2	9.95	370	-37.2
	9134.6	-11.87	-108457	3615.4

MAIL ROOM-2
WASHINGTON
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Form ACA 308-A
(Rev. 10-15-40)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES

AIRCRAFT AIRWORTHINESS CERTIFICATE NO. 2940

... Certifies that

GRUMMAN G73

manufacturer's serial No. J4 , has been inspected and this day found to be in condition for safe operation when operated and maintained in accordance with the regulations and practices prescribed by the Civil Aeronautics Board.

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

This certificate is of 60 days' duration and, unless the holder hereof is otherwise notified within such period, shall continue in effect indefinitely thereafter, unless suspended, revoked, or cancelled by the Civil Aeronautics Board, except that it shall immediately expire (1) at the end of after the date of issuance of this certificate or after the date of last endorsement hereof, whichever is later, if within such period this aircraft is not examined or inspected by an authorized Civil Aeronautics inspector, or (2) at any time an authorized Civil Aeronautics inspector shall refuse to endorse this certificate after examination or inspection.

By direction of the Administrator of Civil Aeronautics:

Refusal to endorse: _____ Civil Aeronautics Inspector

Henry G. Smith
Civil Aeronautics Inspector

Date: _____

10/16/46
Date of Issuance

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Inspector's Endorsement	Date

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Form ACA-3008—Page 1 (2-46)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

IDENT. MARK 602940

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
P & W	S5H1	Grumman	G73	Nov. 1946	34	12PCAmX	783

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

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

ENGINE LIMITS

	MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.
TAKE-OFF	1 min.	one	SL	36	2250	600	91
TAKE-OFF							
MAXIMUM EXCEPT TAKE-OFF — SEA LEVEL	X	TO SL	34	2200	550	91
MAXIMUM EXCEPT TAKE-OFF — LEVEL	X						
MAXIMUM EXCEPT TAKE-OFF — ALTITUDE	FROM 5000		32.5	2200	550	91
MAXIMUM EXCEPT TAKE-OFF — ALTITUDE							
MAXIMUM EXCEPT TAKE-OFF — LOW IMP.							
MAXIMUM EXCEPT TAKE-OFF — LOW IMP.							
MAXIMUM EXCEPT TAKE-OFF — HIGH IMP.							
MAXIMUM EXCEPT TAKE-OFF — HIGH IMP.							

TRUE INDICATED AIR SPEED

	WEIGHT	M. P. H.	KNOTS
CLIMB OR LEVEL FLIGHT	12500	220	
GLIDE OR DIVE (Smooth Air Only)	12500	270	
FLAPS EXTENDED	12500	125	
CLIMB OR LEVEL FLIGHT			
GLIDE OR DIVE (Smooth Air Only)			
FLAPS EXTENDED			

DATUM

Rear face of main wing beam at hull Sta. 238.65.

USEABLE CEILINGS AND ADDITIONAL CONDITIONS*

CEILINGS (FT.)	WEIGHT	R. P. M.	M'FOLD PRESS.	FUEL OCT.	T. I. A. S.	PROP. DEICER	WING DEICER
SEE CAA APPROVED OPERATING MANUAL.							

*Standard air, any engine inoperative, inoperative propeller fully feathered, carburetor air intake on "cold air."

MAXIMUM TAKE-OFF WEIGHT		MAXIMUM LANDING WEIGHT	
LAND	SEA	LAND	SEA
12,500	12,500	12,500	12,500

OPERATIONS AUTHORIZED

Instrument flight rules, r[illegible].
This aircraft to be oper[illegible] accordance with the CAA Approved Operating Ma[illegible]or G73 aircraft which is to be carried in the pilots compartment at all times.

INSPECTOR'S SIGNATURE Henry G. Smith
DATE October 16, 1946

ADDITIONAL OPERATIONS AUTHORIZED YES ☐ NO ☒ (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT STAT

FOLD HERE

16—46123-2

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

ADDITIONAL OPERATIONS AUTHORIZED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

MAIL ROOM-2
WASHINGTON

Form ACA 309a Page 2

UNITED STATES OF AMER. DEPARTMENT OF COMMER. CIVIL AERONAUTICS ADMINISTRATION	SPECIFICATION NO. Pending	IDENT. NO. (Only) 2940

EQUIPMENT No.

NUMBER	NUMBER	NUMBER	NUMBER	SPECIAL EQUIPMENT ITEM (Description)	WGT.	ARM.
				SEE APPROVED OPERATING MANUAL DATED OCTOBER 16, 1946, FOR CURRENT LIST OF STANDARD AND SPECIAL EQUIPMENT, EMPTY WEIGHT, EMPTY C.G., AND USEFUL LOAD.		
				Empty Weight (Actual) 9116		
				Useful Load 5384		
				E.C.G. 11.61" Forward of Datum		

C. G. LIMITS

(LAND)	(SEA)
NORMAL -17.25 to -7.37 inches	NORMAL -17.25 to -7.37 inches
IN FLIGHT	IN FLIGHT

DATE	INSPECTOR'S SIGNATURE
October 16, 1946	Henry G. Smith

16—46129-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

REVERSE OF PAGE 2—FORM ACA-809n

REPAIR AND ALTERATION RECORD

REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	
REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	

SUPPLEMENTAL PAGE NO.	ISSUED (*Date*)	BY	TITLE

16—4512 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FORM ACA-305
(3-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R041.2
APPROVAL EXPIRES FEBRUARY 15, 1947

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

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

APPLICATION (Check)
- [X] AIRWORTHINESS CERTIFICATE
- [ ] ANNUAL INSPECTION

CAA IDENTIFICATION
- [X] NC [ ] NX [ ] NR [ ] OTHER (Specify) _____

AIRCRAFT

MAKE	MODEL
Grumman	G-73

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED
2940	J-4	November 1946

ENGINE

MAKE	MODEL	RATED H.P.
Pratt & Whitney	S3H1	550

(Check whether)	IF OVERHAULED, STATE BY WHOM	DATE OF OVERHAUL
[X] NEW [ ] USED [ ] OVERHAULED	-	-

(Check which)
- [X] AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION
- [ ] APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED

OWNER'S NAME	PERMANENT ADDRESS (Street and No., City, Zone, State)
Grumman Aircraft Engineering Corp.	Bethpage. New York

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

Edward Loeffler
OWNER OR AUTHORIZED AGENT

10-16-46
DATE

TITLE

FORM ACA-305a (FORMERLY ACA-307)

AIRCRAFT INSPECTION REPORT

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

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

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
-	-	A-783-1 Tent.	1, 2, 3, 4, 5 & 6	-	-

OTHER (Describe)	EXCEPTIONS, IF ANY (If additional space is required, use reverse)
New Aircraft	

[ ] FORM ACA-319 (Return to owner)	APPROVED BY -	MECH. CERTIF. AND RATING NO. -	DATED -
[ ] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date) -		

[X] AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED 10-16-46

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.		DATE
[X] AIRWORTHY			
[ ] UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE Henry G. Smith	[X] ACCEPTED [ ] REINSPECTED	DATE 10-16-46

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

Forms 305, 308A, 309a, 317, 805 & Weight and Balance Report are attached.

21666

GPO—Com. 2—p. 1

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

MAIL ROOM-2
WASHINGTON
MAR 5 9 40 AM '47
DEPARTMENT OF COMMERCE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Form ACA 317
(Rev. 3-1-41)

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 by Grumman Aircraft Engineering Corporation (Manufacturer) certify that the aircraft Mallard (Make), G-73 (Model), J-4 (Serial number), has been manufactured, under Production Certificate No. _____,* in conformity with the data forming the basis for Type Certificate No. 783 and any revision or modification thereof approved by the Administration as of October 16, 1946 (Date), with the exception of the following deviations:

DATE October 16, 1946

Wm. T. Schwendler (Signature)

Wm. T. Schwendler

Executive Vice President and Chief Engineer (Title)

* Delete this phrase if not applicable.

16—91038 U. S. GOVERNMENT PRINTING OFFICE

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF COMMERCE
MAR 5 9 40 AM '97
MAIL ROOM-2
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

Form ACA 805
4-1-41

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

CERTIFICATION NOTICE

This is to confirm my understanding that

Grumman	G73	J4	NC2940
Aircraft	Model	Serial Number	Identification Mark

has been manufactured in accordance with the data submitted in support of an application for type certification; that as a result of the examination of such data, and the tests and inspections conducted, recommendations for final approval accompanied by supporting data are being transmitted to the Washington office for analysis and final action; and that prior to issuance of the aircraft specification, it may become necessary to make certain minor modifications or adjustments to the subject aircraft in order to continue the effectiveness of the airworthiness certificate.

Grumman Aircraft Engineering Corp.
(Manufacturer)

By George F Titterton

George F. Titterton

Assistant Chief Engineer
(Title)

Signature Boris Sergievsky
(Purchaser or Agent)

10/16/46
(Date)

(NOTE TO INSPECTOR: Execute in triplicate. Submit one copy with certificate file, attach one copy to Form 309, and present one copy to manufacturer.)

3442

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

DEPARTMENT OF COMMERCE
MAIL ROOM-2
WASHINGTON
MAR 5 9 40 AM '87

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

"MALLARD"

12 PLACE AMPHIBIAN

WEIGHT AND BALANCE REPORT

AND

LOADING CHART

MODEL G-73

SERIAL NO. J-4

CERTIFICATE NO. NC 2940

Date: October 9, 1946

Prepared by: William Flato
William Flato

Checked by: John Michel
John Michel

Approved by: Robert J. Trimborn
ROBERT J. TRIMBORN

REPORT NO. G73-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-27-82

MALLARD

LOADING CHART

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CAMERA NO. 5N DATE 10-21-82

MALLARD

LOADING CHART

INTRODUCTION

The Civil Aeronautics Administration requires that a loading chart or device be prepared and made a part of the Weight and Balance Report for each individual airplane. This is done by Grumman for every new airplane and also for any airplanes altered at the factory. When the airplane is altered in the field the Loading Chart must be altered accordingly. A method for keeping a running log of the airplane "Basic Weight and Index" is provided on page 9 where all changes may be entered.

In an attempt to provide a more usable Loading Chart, a tabular type chart has been prepared rather than a graph type. Although this method is not quite as accurate as the coordinate graph, it is satisfactory. With this type chart the operator is able to determine take-off and landing weight, center of gravity location to the nearest percent of the M.A.C., and ascertain if these C.G. locations fall within the airplane operational limits. These limits are more conservative than the absolute C.G. limits (15% to 26⅔%) in that they have been brought in to take into account C.G. travel during flight due to fuel and oil consumption and landing gear retraction.

For simplicity, and in order to agree with all the drawings on the airplane, Hull Station "0", which is 250 inches forward of the Main Step and 10 inches forward of the nose of the airplane, has been selected as the zero datum point for preparing the loading chart.

To simplify the method of depicting moments of the airplane, the term "Index Unit" is used. The "Index Unit" for an item is computed by substituting in the following expression:

$$\text{Index Unit} = \frac{A \times W}{10000}$$

where: A = arm to C.G. of item in inches aft of datum (Hull Sta. 0)
W = weight of item in pounds.

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LOADING CHART

If the engine, oil coolers, oil tank are changed, and the airplane is reweighed before the engine is run, the following weights of residual fuel and oil must be added to obtain the weight empty on page 7. (Add only the ones which apply).

TRAPPED FUEL & OIL

	Weight	Arm	Moment	Index Unit
Fuel & Oil Trapped in:				
- Oil Cooler (10" Dia.)	20.0	200	4000	.4
- Oil Tanks (Trapped Oil)	4.0	218	872	.1
- Engines (Trapped Oil)	46.3	178	8241	.5
- Propeller Syst.Lines (Trapped Oil)	6.1	190.6	1163	.1
- Oil Lines	7.0	197	1379	.1
- Fuel Tanks-3 Pt. Position	26.0	220	5720	.6
- Fuel Lines	3.0	215	645	.1
- Carburetor	1.0	190	190	.0
Trapped Fuel & Oil - 3 Pt. Pos.	113.4	195.8	22210	2.2
Additional Fuel Trapped in Tanks in Flight. (Glide 125 mph flaps and L.G. Down)	30	220	6600	.7
Total Non-Usable Fuel & Oil	143.4	200.9	28810	2.9

The airplane selected as an example includes two three place divans in the forward cabin and four passenger chairs in the rear cabin arranged as indicated on the plan-view outline of the standard airplane on page 8 of the Loading Chart. The passenger locations are numbered according to type of seat and rows reading from front to rear, e.g. D-1, Divan, forward seat. Page 8 shows standard and alternate arrangements, but the positions not applicable to this airplane have been blocked out. The Index unit noted is for one passenger per location. This Index unit is calculated by substituting in the Index Unit Formula, using 170# for each passenger and the arm for each individual chair or place as in the case of the divan. Since the weight of the pilot and co-pilot are added to the empty weight to obtain a basic weight and index unit (on p.6), the index unit is not shown for their position on the diagram.

The next step is to determine the index unit for the Basic airplane. Referring to the Basic Loading Calculation on p.8, the Basic weight is carried forward to the Basic Weight Log on p.9. The "Moment" is then divided by 10,000 and entered under "Index Unit", because

$$\text{"Index Unit"} = \frac{W \times A}{10000} \text{"} \qquad \text{and } WxA = \text{Moment}$$

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MALLARD

LOADING CHART

To clarify the use of the loading chart, the following sample loading will be discussed in detail:

SAMPLE LOADING

Item	Weight	Index Unit
Basic Weight (Sample Only)	9000	195.3
Plus items of Useful Load:		
Fuel (180 Gals.)	1080	23.7
Oil (20 Gals.)	150	3.3
Passengers:		
Position D-1 (1)	170	2.8
D-2 (2)	340	6.4
D-3 (1)	170	3.6
RC-1 (2)	340	9.4
RC-2 (2)	340	10.8
Baggage:		
Compt. A	50	.4
Compt. I	20	.7
Compt. J	220	8.8
Take-Off Gross Weight	11880	265.2

The basic weight and index unit is obtained from the Log on p.9. For loading 180 gals. of fuel in the wing tanks, refer to fuel chart on p.10, and follow down the gallon column until 180 is reached, then read across to the right for the weight in the next column and the index unit in the third column. The weight and index unit for the oil and cargo are determined in a similar manner by referring to the appropriate chart on the same page.

The take-off gross weight and index unit is totaled, (the Gross Weight must not exceed the maximum allowable), and by referring to the Center of Gravity Limit Chart (p.11), it is possible to determine the airplane C.G. to the nearest percent of the M.A.C. The index unit will appear on line with the gross weight used only if C.G. is within allowable limits. Since the take-off gross weight for the sample above is 11880 lbs. it is well within the gross weight limitations (p.8). The index unit for

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LOADING CHART

this weight is 265.2. Now run your pencil point down the "Gross Weight" side of the chart to 11900# which is closest to 11600#. Then follow across to the right until you reach 265.7 (Reading vertically upward shows a C.G. of 23% M.A.C.). However the index unit representing 11900# at 22% M.A.C. is 264.7, and 265.2 is exactly halfway between. The take-off C.G. then is at approximately 22.5% M.A.C. Since the loading condition falls within the loading limits, the loading is satisfactory. If the C.G. should fall outside the maximum indicated loading limits, the loading must be revised by shifting either passengers or cargo, or both, so that these maximum limits are not exceeded.

It should be noted that cargo or baggage can be substituted for a passenger at the passenger position at any time.

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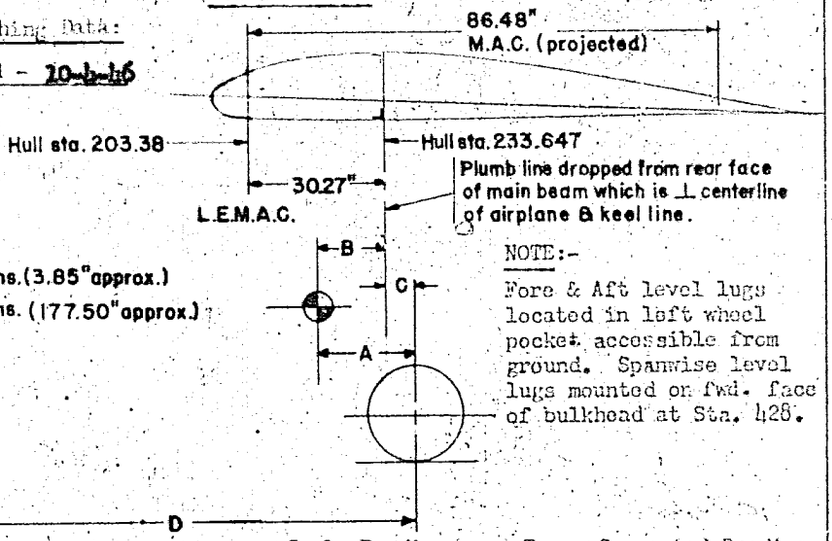
LOADING CHART

Airplane Weighing Data:

Date Weighed - 10-4-46



C = 3.85 ins. (3.85" approx.)
D = 177.87 ins. (177.50" approx.)

NOTE:-
Fore & Aft level lugs located in left wheel pocket accessible from ground. Spanwise level lugs mounted on fwd. face of bulkhead at Sta. 428.

Reactions	Scale Reading	Tare	Corrected Reading
Right Wheel - W_R	4104		4104
Left Wheel - W_L	4103		4103
Nose Wheel - W_N	815		815
	9022		9022

A = C.G. (ins.) forward of centerline Main Wheels = $\frac{W_N \times D}{W_R + W_L + W_N (\text{Corrected})} = \frac{815 \times 177.87}{9022} = 16.07$

B = C.G. (ins.) fwd. of Rear Face Main Beam = A-C = 16.07 - 3.85 = 12.22
C.G. inches aft of Reference Datum = 233.65 - B = 233.65 - 12.22 = 221.43

CORRECTION FOR MISSING ITEMS

	Weight	Arm	Moment
Airplane as Weighed	9022	221.43	1997741
Add'l Trapped Fuel in Flight	+30	220	6600
Ash Trays	6	230	1380
Wash Water (4 Gals.)	33.3	390	12987
Console Table	5.8	425	2465
Divan Cushions	28.5	188	5358
Divan Pillows	8.6	188	1617
Remove: Slip Covers	-18.5	222.8	-4122
Empty Weight	9115.7	222.04	2024026

Empty Wt. C.G. = $\frac{222.04 - 203.38}{86.48} \times 100 = 21.58$ %M.A.C.

Witnessed: Henry J. Smith
C.A.A. Inspector

9-3-46

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LOADING CHART

PASSENGER AND CARGO LOADING DIAGRAM

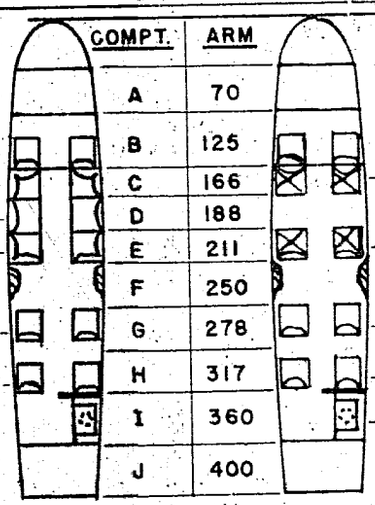
Maximum Allowable Take-Off Gross Weight 12500
Maximum Allowable Landing Gross Weight 12500

STANDARD ALTERNATE

LOADING CHART DATUM - HULL STATION "0"

Passenger at 170# Each

INDEX UNITS		ROW
1 PASS.	2 PASS.	
2.8	5.6	D-1
3.2	6.4	D-2
3.6	7.2	D-3
4.7		RC-1
5.4		RC-2



COMPT.	ARM
A	70
B	125
C	166
D	188
E	211
F	250
G	278
H	317
I	360
J	400

ROW	INDEX UNITS	
	1 PASS.	2 PASS.
~~FC-1~~	~~2.8~~	~~5.7~~
~~FC-2~~	~~3.6~~	~~7.0~~
RC-1	4.7	
RC-2	5.4	
T-1	6.1	

Basic Loading

The following values apply to this airplane as Licensed:

Item	Weight	Arm	Moment	Index Unit
Empty Weight (p.7)	9116	222.04	2024117	202.41
Pilot & Co-Pilot	340	125	42500	4.25
Basic Weight & Index Unit*	9456	218.55	2066617	206.66

* See p.9 for latest Basic Weight & Index Unit.

NOTE: 1. The airplane shall be so loaded that the plot of Gross Weight vs. Index Units falls within the limiting lines on the Center of Gravity Limit Chart on page 11. Basic Weight and Index Units for the empty airplane plus Pilot & Co-Pilot are given above or on page 9. Index Units for Fuel, Oil, Cargo or Baggage, and Miscellaneous items (Incl. Wash Water) are obtained from their respective tables, and Index Units for Passengers from diagram above.

2. Before adding, removing, or relocating any items of equipment, contact an Inspector of the Civil Aeronautics Administration. See pages 12 to 15 of this report for items of equipment included in the Weight Empty.

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MALLARD

LOADING CHART

LOG - BASIC WEIGHT & INDEX UNIT

(List all changes made subsequent to weighing)

Item	Weight	Arm	Index Unit
Basic Weight & Index Unit as Weighed at Factory	9456.	218.55	206.66

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C103-5000-12-15

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MALLARD

LOADING CHART

Fuel (6 Lb./Gal.)
(Arm 219.7)

Gal.	Lbs.	Index Units
20	120	2.6
40	240	5.3
60	360	7.9
80	480	10.5
100	600	13.2
120	720	15.8
140	840	18.4
160	960	21.1
180	1080	23.7
200	1200	26.4
220	1320	29.0
240	1440	31.6
260	1560	34.3
280	1680	36.9
300	1800	39.5
320	1920	42.2
330	1980	43.5

Note: Minimum Fuel for Take-Off 165 Gals.

Oil (7.5 Lb./Gal.)
(Arm 218.0)

Gal.	Lbs.	Index Units
5	37.5	.8
10	75	1.6
15	112.5	2.4
20	150	3.3

Note: 1. Maximum Fuel-Oil Ratio 25 to 1

Baggage or Cargo ***

Lbs.	Section Letter * & Index Units									
	A	B	C	D	E	F	G	H	** I	J
30	.2	.4	.5	.6	.6	.8	.8	1.0	1.1	1.2
60	.4	.8	1.0	1.1	1.3	1.5	1.7	1.9	2.2	2.4
90	.6	1.1	1.5	1.7	1.9	2.2	2.5	2.9	3.2	3.6
120	.8	1.5	2.0	2.3	2.5	3.0	3.3	3.8	4.3	4.8
150	1.0	1.9	2.5	2.8	3.2	3.8	4.2	4.8	5.4	6.0
180	1.3	2.2	3.0	3.4	3.8	4.5	5.0	5.7	6.5	7.2
210	1.5	2.6	3.5	4.0	4.4	5.2	5.8	6.7	7.6	8.4
240	1.7	3.0	4.0	4.5	5.1	6.0	6.7	7.6	8.6	9.6
270	1.9	3.4	4.5	5.1	5.7	6.8	7.5	8.6	9.7	10.8
300	2.1	3.8	5.0	5.6	6.3	7.5	8.3	9.5	10.8	12.0
330	2.3	4.1	5.5	6.2	7.0	8.2	9.2	10.5	11.9	13.2
360	2.5	4.5	6.0	6.8	7.6	9.0	10.0	11.4	13.0	14.4
390	2.7	4.9	6.5	7.3	8.2	9.8	10.8	12.4	14.0	
420	2.9	5.2	7.0	7.9	8.9	10.5	11.7	13.3	15.1	
450	3.2	5.6	7.5	8.5	9.5	11.2	12.5	14.3	16.2	
480		6.0	8.0	9.0	10.1	12.0		15.2	17.3	
510		6.4	8.5	9.6	10.8	12.8		16.2	18.4	
540		6.8	9.0			13.5		17.1	19.4	
570		7.1	9.5			14.2		18.1	20.5	
600		7.5	10.0			15.0		19.0	21.6	
630			10.5			15.7		20.0	22.7	
660			11.0			16.5		20.9	23.8	
690			11.5			17.2		21.9	24.8	
720			12.0					22.8	25.9	
750								23.8		
780								24.7		
810								25.7		
840								26.6		
870								27.6		
900								28.5		
930								29.5		
960								30.4		
990								31.4		
1020								32.3		
1050								33.3		
1080								34.2		
1110								35.2		

*** Floor Loading must not exceed 50 lbs. per sq. foot.

* See diagram on page 8.
** Includes Wash Water.

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MALLARD

LOADING CHART

CENTER OF GRAVITY LIMIT CHART

Gross Weight	Center of Gravity in Percent of M.A.C.												
	15%	16%	17%	18%	19%	20%	21%	22%	23%	24%	25%	26%	26.5%
10000	216.4	217.2	218.1	219.0	219.8	220.7	221.5	222.4	223.3	224.1	225.0	225.9	226.4
10050	217.4	218.3	219.2	220.0	220.9	221.8	222.6	223.5	224.4	225.3	226.1	227.0	227.5
10100	218.5	219.4	220.3	221.1	222.0	222.9	223.8	224.6	225.5	226.4	227.3	228.1	228.6
10150	219.6	220.5	221.4	222.2	223.1	224.0	224.9	225.7	226.6	227.5	228.4	229.2	229.7
10200	220.7	221.6	222.4	223.3	224.2	225.1	226.0	226.9	227.7	228.6	229.5	230.4	230.9
10250	221.8	222.7	223.5	224.4	225.3	226.2	227.1	228.0	228.9	229.7	230.6	231.5	232.0
10300	222.8	223.7	224.6	225.5	226.4	227.3	228.2	229.1	230.0	230.9	231.8	232.6	233.2
10350	223.9	224.8	225.7	226.6	227.5	228.4	229.3	230.2	231.1	232.0	232.9	233.8	234.3
10400	225.0	225.9	226.8	227.7	228.6	229.5	230.4	231.3	232.2	233.1	234.0	234.9	235.4
10450	226.1	227.0	227.9	228.8	229.7	230.6	231.5	232.4	233.3	234.2	235.1	236.0	236.5
10500	227.2	228.1	229.0	229.9	230.8	231.7	232.6	233.5	234.4	235.3	236.3	237.2	237.7
10550	228.2	229.2	230.1	231.0	231.9	232.8	233.7	234.6	235.5	236.5	237.4	238.3	238.8
10600	229.3	230.3	231.2	232.1	233.0	233.9	234.8	235.8	236.7	237.6	238.5	239.4	239.9
10650	230.4	231.3	232.3	233.2	234.1	235.0	235.9	236.9	237.8	238.7	239.6	240.5	241.0
10700	231.5	232.4	233.3	234.3	235.2	236.1	237.0	238.0	238.9	239.8	240.8	241.7	242.2
10750	232.6	233.5	234.4	235.4	236.3	237.2	238.2	239.1	240.0	241.0	241.9	242.8	
10800	233.6	234.6	235.5	236.5	237.4	238.3	239.3	240.2	241.1	242.1	243.0	243.9	
10850	234.7	235.7	236.6	237.6	238.5	239.4	240.4	241.3	242.2	243.2	244.1	245.1	
10900	235.8	236.8	237.7	238.7	239.6	240.5	241.5	242.4	243.4	244.3	245.3	246.2	
10950	236.9	237.9	238.8	239.8	240.7	241.6	242.6	243.5	244.5	245.4	246.4	247.3	
11000	238.0	238.9	239.9	240.8	241.8	242.7	243.7	244.7	245.6	246.6	247.5	248.4	
11050	239.1	240.0	241.0	241.9	242.9	243.9	244.8	245.8	246.7	247.7	248.6	249.6	
11100	240.1	241.1	242.1	243.0	244.0	245.0	245.9	246.9	247.8	248.8	249.8	250.7	
11150	241.2	242.2	243.2	244.1	245.1	246.1	247.0	248.0	248.9	249.9	250.9	251.8	
11200	242.3	243.3	244.2	245.2	246.2	247.2	248.1	249.1	250.1	251.0	252.0	253.0	
11250	243.4	244.4	245.3	246.3	247.3	248.3	249.2	250.2	251.2	252.2	253.1	254.1	
11300	244.5	245.5	246.4	247.4	248.4	249.4	250.3	251.3	252.3	253.3	254.3	255.2	
11350	245.6	246.5	247.5	248.5	249.5	250.5	251.4	252.4	253.4	254.4	255.4	256.4	
11400	246.6	247.6	248.6	249.6	250.6	251.6	252.6	253.5	254.5	255.5	256.5	257.5	
11450	247.7	248.7	249.7	250.7	251.7	252.7	253.7	254.7	255.6	256.6	257.6	258.6	
11500	248.8	249.8	250.8	251.8	252.8	253.8	254.8	255.8	256.8	257.8	258.8	259.7	
11550	249.9	250.9	251.9	252.9	253.9	254.9	255.9	256.9	257.9	258.9	259.9	260.9	
11600	251.0	252.0	253.0	254.0	255.0	256.0	257.0	258.0	259.0	260.0	261.0	262.0	
11650	252.0	253.1	254.1	255.1	256.1	257.1	258.1	259.1	260.1	261.1	262.1	263.1	
11700	253.1	254.1	255.2	256.2	257.2	258.2	259.2	260.2	261.2	262.2	263.3	264.3	
11750	254.2	255.2	256.2	257.3	258.3	259.3	260.3	261.3	262.3	263.4	264.4	265.4	
11800	255.3	256.3	257.3	258.4	259.4	260.4	261.4	262.4	263.5	264.5	265.5	266.5	
11850	256.4	257.4	258.4	259.5	260.5	261.5	262.5	263.6	264.6	265.6	266.6	267.6	
11900	257.5	258.5	259.5	260.6	261.6	262.6	263.6	264.7	265.7	266.7	267.8	268.8	
11950	258.5	259.6	260.6	261.6	262.7	263.7	264.7	265.8	266.8	267.8	268.9	269.9	
12000	259.6	260.7	261.7	262.7	263.8	264.8	265.8	266.9	267.9	269.0	270.0	271.0	
12050	260.7	261.8	262.8	263.8	264.9	265.9	267.0	268.0	269.0	270.1	271.1	272.2	
12100	261.8	262.8	263.9	264.9	266.0	267.0	268.1	269.1	270.2	271.2	272.3	273.3	
12150	262.9	263.9	265.0	266.0	267.1	268.1	269.2	270.2	271.3	272.3	273.4	274.4	
12200	263.9	265.0	266.1	267.1	268.2	269.2	270.3	271.3	272.4	273.5	274.5	275.5	
12250	265.0	266.1	267.1	268.2	269.3	270.3	271.4	272.5	273.5	274.6	275.6	276.7	
12300	266.1	267.2	268.2	269.3	270.4	271.4	272.5	273.6	274.6	275.7	276.8	277.8	
12350	267.2	268.3	269.3	270.4	271.5	272.5	273.6	274.7	275.7	276.8	277.9	278.9	
12400	268.3	269.4	270.4	271.5	272.6	273.6	274.7	275.8	776.9	277.9	279.0	280.1	
12450	269.4	270.4	271.5	272.6	273.7	274.7	275.8	276.9	278.0	279.1	280.1	281.2	
12500	270.4	271.5	272.6	273.7	274.8	275.9	276.9	278.0	279.1	280.2	281.3	282.3	

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MALLARD
LOADING CHART

STANDARD EQUIPMENT

(Installed items are checked "x")

Installed	Item No.	Item	Weight Each	Arm	Index Units Each
		Propellers & Propeller Accessories (Except De-Icing Equipment)			
x		Two Hamilton Std. Propellers - 8'7" Dia., 3 Blade #6533A-18, Hub 23D40-51	252	155	3.91
x		Two Ham.Std. Propeller Governors #4K11-TH7	5.8	163	.09
x		Two Ham.Std. Prop.Feathering Motor Relays #62730-1	1.7	197	.04
x		Two Ham.Std. Prop.Feathering Motors #59664-11	11.9	197	.23
x		Two Ham.Std. Prop.Feathering Switches #54267	.3	120	-
		Engines & Engine Accessories - Fuel & Oil Systems			
x		Two Pratt & Whitney #R-1340-S3H1 Engines	858	172.1	14.77
x		Two Sets Stainless Steel Exhaust Collectors (GAEC 109025 Manifold assembly 109004 Exhaust System Instal.)	41.2	190	.78
x		Two Ten Gal. Oil Tanks (GAEC 109126, 109002 Oil System Instal.)	9.9	218	.22
x		Two Aluminum Oil Coolers (Clifford 10" Dia.x9" Long #B-3669) with VAP 4 Port Valve #UD4785)	18.0	185	.33
x		Two Eclipse Starters #1416-15	26.7	192	.51
x		One Engine Compt. Fire Control System Using Walter Kidde Cylinders #80939 & #82499 Valves	66	225	1.48
x		Residual Fuel & Oil in Drained System Fuel - Oil -	30.0 83.4	218.5 187.7	.66 1.56
		Landing Gear			
x		Two Main Landing Shock Struts Bendix #69629 LH - 69630 RH	88	237.5	2.09
x		One Nose Wheel Shock Strut Bendix #69631	50	57	.28
x		Two Alum. Wheel Assemblies - Goodyear 9.50x16 (Incl. Brakes, 6-Ply Nylon Tires and Tubes)	120	237.5	2.85
x		One Nose Wheel-Bendix #145308 19x6.80-10 (Incl. Fairing 6-Ply Goodrich Rayon Tire and Tube)	37	60	.22
x		Two Auxiliary Wing Floats GAEC #108201	35	225	.79

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MALLARD
LOADING CHART

STANDARD EQUIPMENT (Cont.)

(Installed items are checked "x")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
		Electrical & Radio Equipment			
x		Two Generators Type 1273-3 Eclipse (J-1, J-2, J-3, only)	31.9	175.5	.56
x		One Battery AN3150-34 AH (12-Te-9L)	72.6	230	1.67
x		Two Landing Lights #G-3801-1 Grimes	6.5	220	.14
x		Misc. Radio Instal. Bow Compt.	93.3	60	.56
		Rear Compt.	94.5	414	3.91
		Misc.	69.3	140	.97
		Interior Equipment			
		Miscellaneous Cabin Furnishings			
x		(a) Four Passenger Chairs (Rear Cabin)	35	297	1.04
		(b) Passenger Chair Leather Upholstery (each)			
x		(c) Two Passenger Chairs (Forward Cabin)	35	188	
x		(d) 2 Divans (Forward Cabin)	92	188	
		(e) Divan Leather Upholstery (Each)		188	
x		(f) Two End Tables GAEC #111350	2.4	240	.06
x		(g) One Revolving Table GAEC #111046 (Stowed)	5.8	425	.25
x		(h) Four Storage Cabinets			
x		(i) One Toilet Compt. (Incl. Wash Basin & Tank)			
x		(j) Thermos Jug Instal. (Incl. 9 Glasses) (2 Qt.)	6.0	244	.15
x		(k) Carpet Floor Covering	17.0	238	.40
x		(l) One Cabin Heating & Ventilating System Using Surface Combustion Heater #ADS-100N-P41C			
x		(m) Two Hand Operated Fire Extinguishers 1 Qt. Pyrene	7	225	.16
x		Control Column with Throw-Over Wheel & Auxiliary Arm	15.9	110	.17
x		Instruments - As listed in Mallard Engineering Spec. #3.1	70.5	100	.70
		Heavier Exterior Finish (White Maximum)			
		Miscellaneous (Not Listed Above)			
x		One Windshield Wiper Instal. (Kearfott)			
x		One MK IV Danforth Anchor with 100 Ft. 1/2" Nylon Rope	19	60	.11
x		One First Aid Kit	3	345	.10
x		Literature (2 Engine Log Books, 1 Airplane Log Book and 1 Loading Schedule)			
x		One Map Case	2.6	93	.02
x		Two Parachute Flares - 3 Min.	23.2	455	1.06
x		One Bilge Pump - Perko	8.6	41	.04

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MALLARD

LOADING CHART

STANDARD EQUIPMENT (Cont.)

(Installed items are checked "x")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
		Miscellaneous (Cont.)			
x		One Boarding Ladder	4.7	390	.18
		The following items are Not included in Weight Empty:-			
		One Erection & Maintenance Manual			
		One Engine Manual			
		One Propeller Manual			
		One Set of Engine & Propeller Tools			

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MALLARD

LOADING CHART

SPECIAL EQUIPMENT

(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
	1 Ea.	Automatic Pilot - Sperry Type A-12	150		
	1 Ea.	Wing & Tail Deicer Installation - Goodrich	125		
	1 Ea.	Propeller Anti-icer Installation	60		
	1 Ea.	"Ship to Shore" Radio Telephone - Avidmeter Corp.			
	1 Ea.	Very's Pistol			
	1 Ea.	Hoisting Sling GAEC #10622A Jacking Points #GT-109, 112342 & 112343			
	1 Ea.	Fuel Gas Analyzer - Dual Type			
	1 Ea.	Towing Bar GAEC #SP2052			
	1 Ea.	Engine Work Platform			
		Life Preservers			
		Collapsible 4 Man Life Raft-MK IV			
		Chest Type Parachutes-SWITLIK Q.B.			
	1 Ea.	Add'l Sensitive Altimeter - Instrument Operation Only			
	1 Ea.	Set of Wheel Brakes for Co-Pilot			
	1 Ea.	Bird Proof Windshield GAEC #107469 (In Lieu of Std.)			
	1 Ea.	Position Light Flasher	2.1		
	2 Ea.	Tail Light-Model C-Grimes - 1 Red - 1 White 32CP			
	20 Ea.	Fire Detectors - Engine Compt. - A4981 Wilcolator	.15		
	4 Ea.	Solenoid Shut-Off Valves for Fuel & Oil Gages General Controls #40R342			
	1 Ea.	Vacuum Syst. Instal. GAEC #109009 in Lieu of #109006			
	1 Ea.	Altitude Recording Device - For Recording of Altitude & Use of Radio Transmitter			
	1 Ea.	Add'l. Airspeed Indicator-Instrument Operation Only			
	1 Ea.	Electrically Heated Pitot for Add'l Airspeed Indicator Oxygen Provision for Crew. Operation above 10000 Ft. for more than 30 min. or above 12000 ft. for any time. Oxygen provision for passengers separate from crew. Operation above 12000 ft.			
	2 Ea.	Flashlights Accessible to both Pilots			
	1 Ea.	Signs "Fasten Seat Belt", "No Smoking" "Use Oxygen Equipment", operable by either pilot or copilot			
	1 Ea.	Fuel Pressure Warning Indicator			
	1 Ea.	Oil Pressure Warning Indicator			

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