

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

| | | |
|-------------|--|--|
| 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 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | A & P 434923333 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> MANUFACTURER | |

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

| | |
|-------------------------------|--|
| DATE March 14, 1979 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kevin Murphy</i> 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 APPROVED REJECTED

| | | | | | |
|----|------------------------------|----------------|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION March 14, 1979 | CERTIFICATE OR DESIGNATION NO. IA 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i> CHARLES R. FREEHLING |
|--|---|--|

NOTICE

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

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

- (1) 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 ATTACHED

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| | | |
|-------------|--|---|
| 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) AVIL, 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. |
| George Molitor c/o Antilles Air Boats, Inc West Seaplane Ramp Christiansted, St Croix, USVI 00820 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | A & P 5552444314 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 April 20, 1979 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George Molitor</i> 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 | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION April 20, 1979 | CERTIFICATE OR DESIGNATION NO. IA 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> CHARLES FREEHLING | | |

NOTICE

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

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

(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 -----

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| | | |
|-------------|--|--|
| 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) ***** | | | | | |
| POWERPLANT | | | | | | |
| PROPELLER | | | | | | |
| APPLIANCE | TYPE 111020 | | | | X | |
| | MANUFACTURER GRUMMAN | | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--|
| A. AGENCY'S NAME AND ADDRESS Steve Howard C/O Antilles Air Boats, Inc. West Seaplane Ramp Christiansted, St. Croix, USVI 00820 | B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. 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 October 12, 1979 | SIGNATURE OF AUTHORIZED INDIVIDUAL Steve Howard <i>Stephen Howard</i> |
|---------------------------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|----|------------------------------|----------------|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION 10/12/79 | CERTIFICATE OR DESIGNATION NO. IA 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL CHARLES FRENKELING <i>Charles Freukling</i> |
|--|---|--|

NOTICE

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

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

1. Removed 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

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| | | |
|-------------|--|--|
| 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 Tomas O'Neil Ramos Condo La Rush Bld A-2Apt. 5 Rio Piedras, P.R. | B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. 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 November 20, 1979 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tomas O'Neil Ramos</i> 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 APPROVED REJECTED

| | | | | |
|----|------------------------------|--|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|---|--|--|
| DATE OF APPROVAL OR REJECTION November 20, 1979 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> Charles Freehling |
|---|--|--|

NOTICE

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

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

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

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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) 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 Claude Austin P.O. Box 2237 Frederiksted, St. Croix, USVI 00840 | B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. 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 November 20, 1979 | SIGNATURE OF AUTHORIZED INDIVIDUAL Claude Austin <i>Claude Austin</i> |
|----------------------------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|----|------------------------------|----------------|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|---|--|---|
| DATE OF APPROVAL OR REJECTION November 20, 1979 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL Charles Freehling <i>Charles Freehling</i> |
|---|--|---|

NOTICE

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

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

1. 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

MAJOR REPAIR AND ALTERATION
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OFFICE IDENTIFICATION

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| | | |
|-------------|--|--|
| 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 | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--------------------------------------|
| A. AGENCY'S NAME AND ADDRESS Everett Alexander Soars, Jr. 645 Greenwood St. Summit Hills,, Puerto Rico 00920 | B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO. 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 November 21, 1979 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Everett A. Soars, Jr.</i> 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 APPROVED REJECTED

| | | | | | |
|----|------------------------------|----------------|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|---|--|---|
| DATE OF APPROVAL OR REJECTION November 21, 1979 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL Charles Freehling <i>Charles Freehling</i> |
|---|--|---|

NOTICE

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

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

1. 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

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

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OFFICE IDENTIFICATION

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| | | |
|-------------|---|--|
| 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, 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. |
| Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1617154 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 30, 1979 | Charles R. Freehling <i>Charles R. Freehling</i> |

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|----|------------------------------|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |
| | | <input checked="" type="checkbox"/> | 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 <i>Charles R. Freehling</i> |

NOTICE

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

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

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

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

ADDITIONAL SHEETS ARE ATTACHED

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

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OFFICE IDENTIFICATION

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| | | |
|-------------|--|--|
| 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. | REPAIR | 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 PEDRAS, PUERTO RICO | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1690355 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 JULY 1, 1980 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tomas O'Neill Ramos</i> 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 | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |

| | | |
|--|--|---|
| DATE OF APPROVAL OR REJECTION JULY 1, 1980 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. ...</i> |
|--|--|---|

NOTICE

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

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

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 PARALLEL 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

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

| | | |
|-------------|--|--|
| 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 | 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 Csted St. Croix 00820 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> 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 7/3/80 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Darryl Long</i> |
|----------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|---|---|---|
| DATE OF APPROVAL OR REJECTION 7/3/80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Chub Kubli</i> |
|---|---|---|

NOTICE

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

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

1. 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 ATTACHED

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

| | | |
|-------------|---|--|
| 1. AIRCRAFT | MAKE GRUMMAN | MODEL G-73 |
| | SERIAL NO. J-4 | NATIONALITY AND REGISTRATION MARK N83781 |
| 2. OWNER | NAME (As shown on registration certificate) | ADDRESS (As shown on registration certificate) |
| | ANTIL ., INC. | 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) ***** | | | | 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 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | A&P 1617154 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 JULY 22, 1980 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i> |
|-----------------------|---|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|---|
| DATE OF APPROVAL OR REJECTION JULY 22, 1980 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freehling</i> |
|--|---|---|

NOTICE

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

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

1. REMOVED 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 EQUIPMENT LIST

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

| | | |
|-------------|---|--|
| 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 | 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 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 530361413 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> MANUFACTURER | |

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

| | |
|----------------------------|--|
| DATE September 23, 1980 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Darryl Long</i> |
|----------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION 9/23/80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles M. Frulling</i> |
|--|---|--|

NOTICE

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

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

1. Removed 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 IN2014B 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

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) 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. | 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 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1617154 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 <i>Charles Freehling</i> |
|--------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|----|------------------------------|----------------|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION 11/5/80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> |
|--|---|--|

Weight and balance information of aircraft must be properly and well figured. An alteration must be compatible with all previous alterations and must conform 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 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

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) 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. | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | X | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | | |
|--|-------------------------------------|-------------------------------|-------------------------------|
| A. AGENCY'S NAME AND ADDRESS Charles Freehling P. O. Box 731 Fredericksted, St. Croix | <input checked="" type="checkbox"/> | U.S. CERTIFICATED MECHANIC | C. CERTIFICATE NO. 1617154 |
| | <input type="checkbox"/> | FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> | CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> | 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 <i>Charles Freehling</i> |
|--------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|--|---|--|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION 11/5/80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> | | | |

NOTICE

Weight and balance or operating limitations changes shall be entered in the appropriate aircraft log. Alterations must be compatible with all previous alterations to assure continued conformity 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) Right elevator s/n 226 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

Form 337
7-67
OFFICE OF THE
ADMINISTRATOR

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) ANTL., INC. | ADDRESS (As shown on registration certificate) 857 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. |
| Larry Johansen Antilles Air Boats, Inc. Christiansted, St. Croix | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1897629 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 <i>Lawrence E Johansen</i> |
|--------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|---|
| DATE OF APPROVAL OR REJECTION 11/5/80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Kelling</i> |
|--|---|---|

NOTICE

Weight and balance of aircraft and engine changes shall be approved by the appropriate authority. An alteration must be compatible with all previous alterations. It shall conform with all 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 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 17343-62) 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 method AD 80-13-02 para. (f), Keith Blythe, FAA Southern Region.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

NEW YORK
OFFICE IDENTIFICATION

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) ANTL., INC. | ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130 |

3. FOR FAA USE ONLY

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

| | | |
|--|--|--------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| Charles Freehling P. O. Box 731 Fredericksted, St. Croix | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1617154 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 <i>Charles Freehling</i> |
|--------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

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

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION 11/5/80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> |
|--|---|--|

Weight and balance or approved weight change must be entered in the appropriate aircraft record. An entry must be completed on all aircraft records 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.)

- (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

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

| | | |
|-------------|--|--|
| 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. | 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. |
| Tomas O'Neill Antilles Air Boats, Inc. Christiansted, St. Croix | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1690355 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 6, 1980 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tomas O'Neill</i> |
|--------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | |
|----|------------------------------|----------------|---|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION <input checked="" type="checkbox"/> | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |

| | | |
|--|---|---|
| DATE OF APPROVAL OR REJECTION 11-6-80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Kulling</i> |
|--|---|---|

NOTICE

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

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

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

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

| | | |
|-------------|--|--|
| 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. | 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. |
| Larry Johansen Antilles Air Boats Christiansted, St. Croix | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1897629 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 10, 1980 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lawrence E Johansen</i> |
|---------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|---|---|---|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION 11-10-80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles M. Fruehling</i> | | | |

NOTICE

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

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

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 plumbing 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

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

| | | |
|-------------|--|--|
| 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 | 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 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1617154 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> 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 11, 1980 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> |
|---------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|---|---|--|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION 11-11-80 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> | | | |

NOTICE

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

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

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 SA1007S0
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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

| | | |
|-------------|--|--|
| 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 | 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 | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | 1617154 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> MANUFACTURER | |

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

| | |
|--------------------------|--|
| DATE January 29, 1981 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> |
|--------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

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

| | | | | | |
|----|------------------------------|----------------|-------------------------------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION 1-29-81 | CERTIFICATE OR DESIGNATION NO. 1617154 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> |
|--|---|--|

NOTICE

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

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

(1) 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