



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SW01 KR

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

1. Aircraft	Make GRUMMAN	Model G-73
	Serial No. J-14	Nationality and Registration Mark N2954
2. Owner	Name (As shown on registration certificate) CANYON DE CHELLY MOTEL INC.	Address (As shown on registration certificate) 1619 FLORA VISTA DR SW ALBUQUERQUE NM 87105

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized by FAR Part 43, Section 43.7"

4. Unit Identification

ABQ-FSDO 12/05/95 *Kenneth A. Ray*
District Office Date Signature of FAA Inspector

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.
DANIEL W. POLI 12 JUAN RD NE ALBUQUERQUE, NM 87123	☒ U.S. Certificated Mechanic	A & P
	☐ 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 DECEMBER 05, 1995	Signature of Authorized Individual <i>Daniel W. Poli</i> DANIEL W. POLI
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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 Fit. Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection DECEMBER 7 1995		Certificate or Designation No. IA	Signature of Authorized Individual <i>Daniel W. Poli</i> DANIEL W. POLI		

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.)

DECEMBER 05, 1995

N2954 s/n J-14

1. Installed Darton Clean Kit on both engines to assist with reducing possibility of hydraulicizing the engines on start up and to reduce the engine oil lost during periods of inactivity.
2. Oil shut-off valves were installed in accordance with the Darton G-73 Installation Manual. These oil shut-off valves are the same type of valve used in Transport Category Aircraft such as the DC-3, DC-4, Convair 340, etc. The system is set up to allow for the use of indicator lights giving a positive indication of the valves position. (open/closed in transit). A red light for closed and a green light for open is used, a brighter illumination of the respective light indicates the valve is in transit.
3. In order to remove the approximately 1.5 gallons of oil that accumulates in the lower sump and rocker cover cavities, a scavenge pump system is incorporated. The electric scavenge pump is an external pump that through a system of hoses and check valves pumps the accumulated oil from the lower sump into the engine oil tank. The engine oil sump plugs were modified to incorporate this feature but in no way interrupts the flow of oil returning to the tank while the engine is running. The electric scavenging system is only in operation after the engine has been shut down and is controlled by switches in the cockpit.
4. A Pre-oil System has been installed to provide a positive oil flow to the engine oil galley prior to engine start. The electric Pre-oil pump is an external pump that through a system of hoses and check valves pumps oil from the oil tank into the engine oil galley. An engine oil line was modified to incorporate this feature but in no way interrupts the flow of oil while the engine is running. The pump is controlled with switches mounted in the cockpit and has a indicator light to indicate when the system is in operation.
5. The installation of the Clean Kit and the Pre-oil System is done as per instructions in the "Darton G-73 Installation Manual." The work is performed using acceptable practices as outlined in AC 43.13-1A and standard techniques used in the aviation industry.
6. The aircraft was weighed after installation, weight and balance records and equipment list updated to show changes.

END

RECEIVED

JAN - 3 1996

ABQ FSDO

☐ Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

US Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only SW-01	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make GRUMMAN	Model G-73	Nationality and Registration Mark N2954		
2. Owner	Name (As shown on registration certificate) CANYON DE CHELLY MOTEL INC.	Address (As shown on registration certificate) 1619 FLORA VISTA DR SW ALBUQUERQUE NM, 87105			
3. For FAA Use Only The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized by FAR Part 43, Section 43.7					
4. Unit Identification District Office Date Signature of FAA Inspector ABQ-ESDO 03/16/95 [Signature]					
Unit	Make	Model	Serial No	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
A. Agency's Name and Address DANIEL W. POLI 12 JUAN RD NE ALBUQUERQUE NM, 87123		B. Kind of Agency X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer		C. Certificate No. A & P	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date FEBRUARY 16, 1995		Signature of Authorized Individual [Signature] DANIEL W. POLI			
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					
BY	FAA Fit Standards Inspector	Manufacturer	X	APPROVED	REJECTED
	FAA Designee	Repair Station		Inspection Authorization	Other (Specify)
Date of Approval or Rejection 08-14-95	Certificate or Designation No. FA 585744417	Person Approved by Transport Canada Airworthiness Group Signature of Authorized Individual [Signature]			

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.)

FEBRUARY 16, 1995

N2954 s/n J-14

1. Installed Janitrol Aircraft Heater system into this aircraft. Installation meets requirements of FAR 23.859, Paragraphs a through i. Heater assembly is installed horizontally in aft baggage compartment from brackets attached to stringers and side skin. Plumbing done in accordance with AC43.13-1A, Chapter 14 Section 2, Paragraph 709, a through f. The plumbing installation for fuel supply is from the right main fuel strainer, along right leading edge then along the right side of the fuselage. The fuel supply line routing is the same as the original heater installation. The heater fuel pump and regulator/shutoff valve are installed in a sealed aluminum box mounted to the aft side of the forward baggage compartment bulkhead. The heater drains and fuel pump box drains are all vented to outside the aircraft skin. All wiring is run along existing bundles in accordance with AC43.13-1A, Chapter 11, Section 7, Paragraphs 514, 516, 519. The new wiring was installed in the same locations as the original wiring, from the circuit breakers and switches in the overhead panel along the right side of the fuselage into the aft baggage compartment. Stainless steel and flexible aluminum ducting is installed through the bulkheads under the floors in the same locations as the original ducting and outlets. The stainless steel heater exhaust is vented and sealed to the outside aircraft skin.
2. FAA approved flight manual supplement dated ~~Aug 14 1995~~ is required for this approval.
3. Aircraft weight & balance and equipment list updated to show current configuration.

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION ASO FSDO 17	
1. AIRCRAFT	MAKE	G-73		MODEL	
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	WALKER'S AVIATION SERVICES INC.		700 S.W. 34th STREET FT. LAUDERDALE, FL 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	As described in item 1 above			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
CURTIS YEAGLE 11768 N.W. 29th CT CORAL SPRINGS FL 33065			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		2228817
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 18, 1993			SIGNATURE OF AUTHORIZED INDIVIDUAL		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNER	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION MARCH 18, 1993		CERTIFICATE OR DESIGNATION NO. 2228817	SIGNATURE OF AUTHORIZED INDIVIDUAL		

NOTICE

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

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

REPLACED NOSE KEEL CAP FWD OF NOSE WHEEL WELL P/N 107130 USING STANDARD PRACTICES

END

☐ ADDITIONAL SHEETS ARE ATTACHED

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only	
U.S. Department of Transportation Federal Aviation Administration		Office Identification SO-17 EWO	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).			
1. Aircraft	Make Grumman	Model G-73	
	Serial No. J-14	Nationality and Registration Mark N 2954	
2. Owner	Name (As shown on registration certificate) Walker's Aviation Services, Inc.		Address (As shown on registration certificate) 700 S.W. 34th Street Ft. Lauderdale, FL 33315
	3. For FAA Use Only		
4. Unit Identification			
Unit	Make	Model	Serial No.
AIRFRAME	(As described in Item 1 above)		X
POWERPLANT			
PROPELLER			
APPLIANCE	Type		
	Manufacturer		
5. Type			
6. Conformity Statement			
A. Agency's Name and Address		B. Kind of Agency	
Curtis Yeagle 11768 N.W. 29th Ct. Coral Springs, FL 33065		C. Certificate No.	
		☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	
		2228817	
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 11-30-90		Signature of Authorized Individual	
7. Approval for Return To Service			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED			
BY	FAA Flight Standards Inspector	Manufacturer	X Inspection Authorization
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group
Date of Approval or Rejection 11-30-90		Certificate or Designation No. 2228817	Signature of Authorized Individual

NOTICE

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

B. Description of Work Accomplished

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

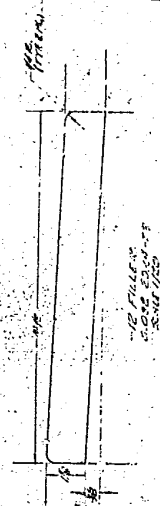
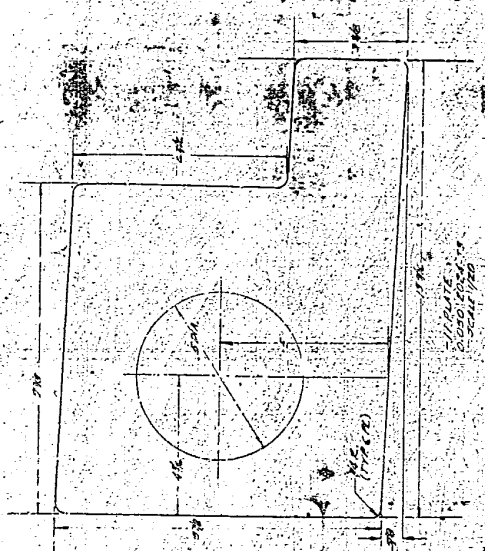
Repaired corrosion on L/H wing aft box beam web between
W.S. 107 and W.S. 125 I/A/W Aeronautical Engineering Inc.
Drawing number AE 4833 (D.E.R. Approved) using standard
practices outlined in A.C. 43-13-1A.

END

☒ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY

CAMERA NO. 2 N DATE: 2 - 28 - 91





U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

AEA-P300-11

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

1. Aircraft	Make	Grumman	Model	G-73
	Serial No.	J: 14	Nationality and Registration Mark	N-2954
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Walkers Aviation Services Inc.		700 South West 34th Street Fort Lauderdale, Fla. 33315	

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				XXXXXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Empire Avionics Corp. Building 15 Westchester County Airport White Plains, N.Y. 10604	U.S. Certificated Mechanic	CRS 111-92 GCIR161K
	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
6/15/90	<i>Don Benno</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	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual		
6/15/90	111-92	<i>Don Benno</i>		

NOTICE

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

8. Description of Work Accomplished

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

A KN-64 DME was installed. The DME is installed in the center instrument panel, in a place provided by the manufacturer. An RCA AVQ-75 DME system was removed.

The DME is protected by a circuit breaker of a type recommended by the aircraft manufacturer. Wire type and size was selected and installed in accordance with AC-43-13-1A, chapter 11, section 3, and AC-43-13-2A, chapter 2, paragraph 27. The units were installed and inspected using King installation manual part number 006-0144-04, revision 4, dated, December 1981, and AC-43-13-2A, chapter 2, paragraph 27D.

All work involving metal repair or alteration complies with AC-43-13-2A, chapter 2, sections 1 and 3, and paragraphs 628 and 429. Materials and practices comply with AC-43-13-2A, chapter 1, paragraphs 4 through 12. Hardware and material used conform to AC-43-13-1A, chapter 7, sections 1, 4 and 5.

An electrical load analysis was performed and loading meets the requirements of AC-43-13-1A, paragraphs 424 through 428, and AC-43-13-2A, paragraph 27. All affected aircraft systems were tested in accordance with AC-43-13-2A, paragraphs 10 and 21(A6), and it was determined that there were no adverse effects either to or from the newly installed equipment.

The equipment list is amended and the new weight and balance computed and entered in the aircraft records in accordance with AC-43-13-1A, paragraphs 622 and 659, and AC-43-13-2A, chapter 1, paragraphs 9 and 12.

END

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 9-6-90

RECEIVED

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				MAY 14 1990		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FEDERAL AVIATION ADMINISTRATION		FOR FAA USE ONLY OFFICE IDENTIFICATION SO FSDO 17	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and FAR 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.							
1. AIRCRAFT	MAKE Grumman			MODEL G-73			
	SERIAL NO. J-14			NATIONALITY AND REGISTRATION MARK N2954			
2. OWNER	NAME (As shown on registration certificate) Walker's Aviation Services, Inc.			ADDRESS (As shown on registration certificate) 700 S.W. 34th Street Ft. Lauderdale, FL 33315			
	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.	
Curtis Yeagle 11768 N.W. 29th Ct. Coral Springs, FL 33065				☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		2228817	
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 5/9/90				SIGNATURE OF AUTHORIZED INDIVIDUAL Curtis Yeagle			
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	XX	INSPECTION AUTHORIZATION		OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT			
DATE OF APPROVAL OR REJECTION 5/9/90		CERTIFICATE OR DESIGNATION NO. 2228817		SIGNATURE OF AUTHORIZED INDIVIDUAL Curtis Yeagle			

FAA Form 337 (7-87)

(8320)

NOTICE

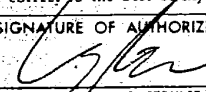
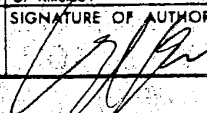
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Installed Whelen wing tip strobe lights in accordance with the manufacturers installation instructions and AC 43-13-1 Chapter 11, Sections 2, 3, 7 as applicable. Aircraft weight & balance and equipment list revised to reflect the above change.

-----end-----

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 50F500-17	
1. AIRCRAFT	MAKE	Grumman	MODEL	G-73	
	SERIAL NO.	J-14	NATIONALITY AND REGISTRATION MARK	N2954	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Walker's Aviation Services, Inc.		700 S.W. 34th St. Ft. Lauderdale, FL 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Curtis Yeagle 11768 N.W. 29th Ct. Coral Springs, FL 33065			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		2228817
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 3/8/90			SIGNATURE OF AUTHORIZED INDIVIDUAL 		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	XX	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 3/8/90		CERTIFICATE OR DESIGNATION NO. 2228817		SIGNATURE OF AUTHORIZED INDIVIDUAL 	

NOTICE

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

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

Replaced existing 43" x 8" fuselage skin section between F.S. 53-96 R/H side. This repair replaces the fuselage skin splined in a previous repair outlined on Form 337 dated 3-5-70. Repair material used is the same as original and work accomplished I/A/W AC 43-13-1, Chapter 2, Section 3. No change in Weight and Balance.

End

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 3 DATE: 9-6-90

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

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N2954	GRUMMAN C-73	11-14	CAR (4) (a)

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, preventive maintenance, and alterations are performed in accordance with Parts 43, 45, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE

12-29-56

FAA REPRESENTATIVE

ADMINISTRATOR

DESIGNATION NUMBER

SO-62

REPLACEMENT

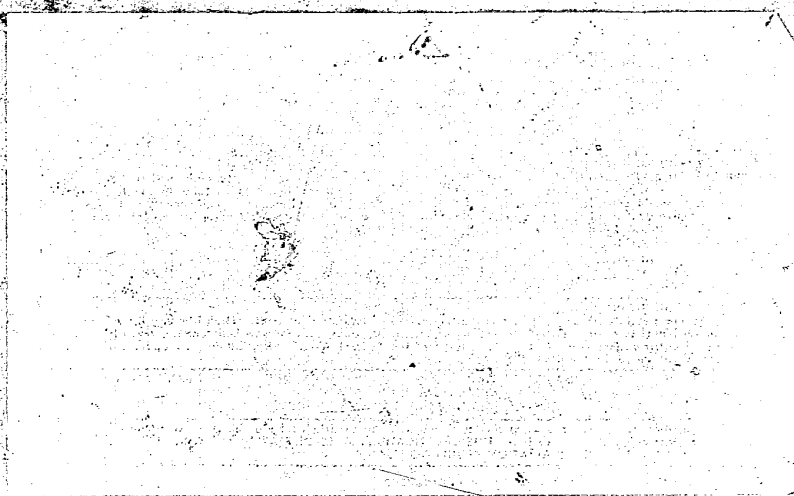
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

GPO : 1967-O-270-931

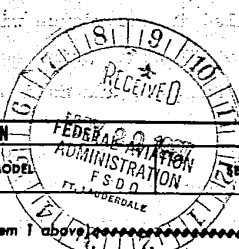
FAA AIRCRAFT REGISTRY

CAMERA NO. 3 DATE: 9-6-90



FAA AIRCRAFT REGISTRY

CAMERA NO. 1 DATE: 11-16-88

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION SO-FSDO-62	
1. AIRCRAFT	MAKE	Grumman	MODEL	Mallard	
	SERIAL NO.	J-14	NATIONALITY AND REGISTRATION MARK	N2954	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Walker's Cay International Airlines		700 S.W. 34th Street Ft. Lauderdale, FL 33315		
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.	
Walker's Aviation Services, Inc. 700 S.W. 34th Street Ft. Lauderdale, FL 33315		U.S. CERTIFICATED MECHANIC		705-126	
		FOREIGN CERTIFICATED MECHANIC			
		XX 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			
May 20, 1987		Douglas J. Zby			
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		
May 20, 1987		705-126	John A. Leonti		

FAA Form 337 (7-67)

(8320)

NOTICE

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

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

- 1) Removed Narco ADF-140 ADF system from aircraft.
- 2) Installed II Morrow Loran, Model 604 P/N 420-0003-000, S/N 33773 in instrument panel in area of #2 Narco ADF-140 receiver unit.
- 3) Installed A-16 Loran antenna on top of fuselage just aft rear door.
- 4) Power requirements - no change.
- 5) Installation installed in accordance with AC43.13-1A and AC43.13-2A.
- 6) Test flight shows no RFI to existing equipment.
- 7) Log Books, Weight & Balance, and Equipment List revised to reflect the above installations.
- 8) System placarded "VFR" use only; not to be used for primary navigation.
- 9) Unit complies with accuracy of AC90.45 and AC20.121.
- 10) Stand alone system not integrated with aircraft instrumentation.
- 11) Loading of newly installed equipment does not cause loading in excess of 80% of single engine operation.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 DATE: 11-16-88

JB

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
50-62

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

1. AIRCRAFT	MAKE	Grueman Mallard		MODEL	G-73
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)	Walker's Cay Air Terminal, Inc.		ADDRESS (As shown on registration certificate)	700 S.W. 34th Street Ft. Lauderdale, FL 33315
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Walker's Aviation Services, Inc. 700 S.W. 34th Street Ft Lauderdale, FL 33315		☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		705-126	
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 28 Dec 1986		SIGNATURE OF AUTHORIZED INDIVIDUAL Douglas Eby			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 8-28-86		CERTIFICATE OR DESIGNATION NO. 705-126	SIGNATURE OF AUTHORIZED INDIVIDUAL James M. Rice		

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.)

Subject: Mallard G-73, S/N J14, N2954

Removed King Weather Radar

1 ea. KWX40 - Sta. 23

1 ea. KT44 - Sta. 39

1 ea. KI240 - Sta. 103.5

Installed Bendix Color Radar ART-161A.

1 ea. Bendix 4001018-6106 - Sta. 23

1 ea. Bendix 4061294-2601 - Sta. 94

Installation per Bendix manual No. 1.B.2160A, Part 2 and Walker's Aviation drawing No. 4209-004, with manufacturer's mounting adapters using existing structure; approved on previous 337 of June 17, 1986.

Wire used in installation meets MIL spec M22759.

New radar does not cause power consumption in excess of 80% of rated max load.

All work was accomplished using procedures set forth in AC 43.13-1A Chapter 5, section 1 and AC 43.13-2A Chapter 1, and Chapter 2.

Equipment list revised - Note: Aircraft must be reweighed for new weight and balance.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 DATE: 11-16-88

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 5062	
1. AIRCRAFT	MAKE	Grumman Mallard		MODEL	G-73
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Walker's Cay Air Terminal, Inc.		700 S.W. 34 Street Ft. Lauderdale, FL 33315		
3. FOR FAA USE ONLY					
SEP 24 1988 F.A.A. - FT. LAUDERDALE					
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.	
Walker's Aviation Services, Inc. 700 S.W. 34 Street Ft. Lauderdale, FL 33315		U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER		705-126	
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 22, 1986		Douglas J. Eby			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
22 SEP 86		705-126	John A. Leonti		

FAA Form 337 (7-67)

(8320)

NOTICE

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

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

Subject: G-73 Mallard S/N J-14, N2954

- 1) Installed Gables passenger alert chime, and P.A. system as per manufacturer's installation manuals C-2456 and C-8323-3, in forward radio rack at Sta. 49, with new AN hardware. 1 each G-2456 - chime electrical load, 1 amp.
1 each G-1435 - P.A. amp electrical load 1/4 amp. Reference Walker's Aviation drawing No. 4209-003. Wired used in installation meets MIL22759 spec.
- 2) Installed passenger Disc Player stereo system; mounted on bulkhead Sta. 384- as per structural engineering report No. R-RTGM 25000.716. R.L. Torres SO-498. Wired used in installation meets MIL spec 22759.

Converter installed in right electrical panel. Sta. 236, using new hardware.

1 each UC28-14 Converter electrical load, 8 amp max

2 each YPA-800 Audio amp analysis, 8 amp max

1 each XT-10 Tuner analysis, 8 amp max

Reference Walker's Aviation drawing No. 4209-004. Wire used in installation meets MIL spec M22759.

New equipment does not cause power consumption in excess of 80% of rated may load.

All work was accomplished using procedures set forth in AC 43.13-1A, Chapter 5, Section 1 and AC 43.13-2A, Chapter 1,2, and 3.

Weight & Balance, and equipment list has been revised.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 DATE: 11-15-88

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 13 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 5062	
1. AIRCRAFT	MAKE	Grumman Mallard	MODEL	G-73	
	SERIAL NO.	J-14	NATIONALITY AND REGISTRATION MARK	N2954	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Walker's Cay Air Terminal, Inc.		700 S.W. 34th Street Ft. Lauderdale, FL 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT				X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Walker's Aviation Services, Inc. 700 S.W. 34th Street Ft. Lauderdale, FL 33315		U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER		705-126	
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 26, 1986		McArthur Ashton <i>McArthur Ashton</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	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
June 26, 1986		705-126	James M. Rice <i>James M. Rice</i>		

FAA Form 337 (7-87)

(8320)

NOTICE

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

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

Repaired corrosion right wing rear spar lower cord, web and wing bottom skin. WS8.25 - WS64.25.

Removed existing upper and lower wing skin, - Repaired doubblers. Removed fuselage to rear spar attach angles. Trimmed fuselage shear web and rear spar web as per drawings. RT-GM100185 Detail 1.

Cleaned out rear spar lower chord corrosion. Finished all rear spar rework areas, using Alodine 1201S and two coats of Epoxy primer.

Manufactured all spar and skin repair parts per drawing RT-GM100185. Finished using Alodine 1201S and two coats of Epoxy primer.

The repair was assembled wet using PR1436G sealant maintaining minimum 2D + 1/16 inch edge distance on all fasteners. Reinstalled all spar web stiffeners by splicing new stiffener sections. Repaired fuselage shear web. Reinstalled wing to fuselage attach angles by splicing in new section. Repaired wing lower skin. Manufactured and installed wing upper skin doubblers. WS31-WS66.5. Manufactured and installed fuselage upper surface skin FS240-FS246.

All work was done in accordance with drawings RT-GM100185 - 10/1/85 - 10/2/85 - 10/3/85. Reference engineering report R-RT-GM100185. 12/14/85 per R.L. Torres DER SO-498. Drawing on file at Walker's Aviation Services, Inc.

Aircraft must be reweighed for new weight and balance.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 DATE: 11-16-88

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 5062	
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.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Walker's Cay Air Terminal, Inc.		700 S.W. 34th Street Ft. Lauderdale, FL 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in Item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Walker's Aviation Services, Inc. 700 S.W. 34th Street Ft. Lauderdale, FL 33315		U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION MANUFACTURER		705-126	
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 24, 1986		James M. Rice			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in Item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNER	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
June 24, 1986		705-126	James M. Rice		

FAA Form 337 (7-67)

(8320)

NOTICE

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

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

Removed Main Wheels and Brakes.

Installed new Cleveland Wheels and brakes conversion kit #199-113 in accordance with drawings 50-83 as approved under STC SA 651GL.

Weight and balance equipment list revised to reflect above changes.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 DATE: 11-16-88

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 5062	
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.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Walker's Cay Air Terminal, Inc.			700 S.W. 34th Street Ft. Lauderdale, FL 33315	
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.
Walker's Aviation Services, Inc. 700 S.W. 34th Street Ft. Lauderdale, FL 33315			U.S. CERTIFICATED MECHANIC		705-126
			FOREIGN CERTIFICATED MECHANIC		
			☒ CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
June 24, 1986			James M. Rice <i>James M. Rice</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	☒ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
June 24, 1986		705-126	James M. Rice <i>James M. Rice</i>		

FAA Form 337 (7-87)

(8320)

NOTICE

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

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

Removed Nose Wheel Assembly.

Installed new nose wheel assembly. P/N FA5096-1 in accordance with Frakes Aviation Drawing FA5096, as approved under STC SA 1862SW.

Weight and balance, equipment revised to reflect the above changes.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 2 DATE: 7 - 1 - 86

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 7-3-05	
1. AIRCRAFT	MAKE	GRUMMAN MALLARD	MODEL	G-73	
	SERIAL NO.	J-14	NATIONALITY AND REGISTRATION MARK	USA N2954	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	WALKER'S CAY AIR TERMINAL, INC.		700 SW 34th STREET FORT LAUDERDALE, FLORIDA 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT				X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
WALKER'S CAY AIR TERMINAL, INC. 700 SW 34th STREET FORT LAUDERDALE, FLORIDA 33315			U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION MANUFACTURER		705-126
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			
18 MARCH 1982		LIND R. BENGE			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	☒ REPAIR STATION	CANADIAN, DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
18 MARCH 1982		705-126	LIND R. BENGE		

FAA Form 337 (7-67)

(8320)

NOTICE

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

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

Repaired damaged structure in nose wheel well left and right side. Installed new left and right nose gear trunnion support fittings P/N 107205L and P/N 107205R. Installed four new nose gear door hinge fittings, P/N 112340. Installed overhauled nose gear strut assembly, P/N 69631 and two new left and right attach pins P/N 112519. Installed four new nose wheel door hinge brackets, P/N 112340. Installed new left and right nose gear doors, P/N 10820L and 10820R. Rigged nose gear assembly in accordance with the Mallard G-73 Maintenance Manual and performed gear swing.

All repairs were made in accordance with procedures set forth in AC 43.13-1A Section 3.

— E N D —

☐ ADDITIONAL SHEETS ARE ATTACHED

3-8-87
NIV GYD

FAA AIRCRAFT REGISTRY
CAMERA NO. 11/DATE: 11-3-83

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	
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.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Walkers Cay Airline			700 S.W. 34th Street Ft. Lauderdale, FL 33315	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above)*****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Air Metal Company, Inc. Bldg. # 407, Opa Locka Airport Opa Locka, FL 33054		U.S. CERTIFICATED MECHANIC		705-95	
		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 14, 1981		<i>Ronald L. Cal, Pres</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE ☒	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
4-14-81		705-95		<i>Ronald L. Cal, Pres</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.)

Placed second fire bottle under floor forward of landing gear.

Installed brackets on keel ribs.

Dispersal end of bottle up as per drawing:



All work done in accordance with Aircraft Manual 43:13, 1 and 2.

NOTHING BELOW THIS LINE

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY 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-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	WALKERS CAY AIR TERMINAL			700 SW 34 ST FT LAUDERDALE, FLA 33315	
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.
F. J. Landre P.O. Box 2403 Hialeah, Fla., 33012			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		AE1313890
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 9, 1981.			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 ☒ 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	
4/9/81.		IA1313890		F. J. Landre	

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 Mallard G-73 Elivator S/N FL1479, Elivator S/N FL1480, R. Aileron S/N FL1481, L. Aileron S/N FL1482. These control surfaces were stripped, cleaned, inspected & recovered with Ceconite in accordance with Ceconite Inc. STC SA1351WE & AC 43.13-1A, Ch. 3, Sec. 1 & 2. Nitrate dope was applied as follows.
6 coats brush clear,
4 coats spray clear,
4 coats spray silver pigment
Surfaces incomplete without trim tabs, inspection plates or hardware.
----- E N D -----

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved BuAer Form No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-3-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	GREEN		MODEL	G-73
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate) WALKER'S CAY AIR TERMINAL			ADDRESS (As shown on registration certificate) 700 S.W. 34 St. Ft. Lauderdale, FL 33315	
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 person authorized in FAR 43.7 <i>Based on H. G. Mendley FAA Chief Inspr. dated June 3, 1982</i> <i>7-28-82 [Signature] FAA Inspector</i> <i>6-17-76</i>					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	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.	
WALKER'S CAY AIR TERMINAL 700 S.W. 34 St. Ft. Lauderdale, FL 33315		☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		705-126	
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 23, 1982		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 06-24-82		CERTIFICATE OR DESIGNATION NO. 705-126		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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.)

GRUMMAN G-73 S/N J-14 N2954 06-24-82

Removed corroded sections of forward and rear beams, P/N 107303-2L from the left wheel well, and P/N 107303-2R from the right wheel well at fuselage stations 219.5 and 255.5.

The corroded sections of the left and right rear beams and left front were removed at previously installed splices. The right front beam was gut 53.5 inches from the bottom.

All new section of beams were spliced with channel splices made of .063 2024-0 heat treated to the T4 condition per MIL-H-6088.

The repairs were accomplished in accordance with Aeronautical Engineers incorporated drawing No. AE2716; main gear attach beam repair, Grumman Mallard S/N J-14, N2954 dated May 27, 1976 and previously approved by FAA on a 337 dated June 17, 1976. By H. Mendez.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

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 7-3-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.			
1. AIRCRAFT	MAKE	Grumman	
	SERIAL NO.	J-14	
2. OWNER	NAME (As shown on registration certificate)	Precision Valve Corp.	
	ADDRESS (As shown on registration certificate)	700 Nepperham Ave. Yonkers, N.Y.	
3. FOR FAA USE ONLY			
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT	PRATT & WHITNEY	R-1340-S1H1	P327946
PROPELLER			
APPLIANCE			
5. TYPE			
			REPAIR
			ALTERATION
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
DESIGN ENGINEERING, INC. 7360 N. W. 58th STREET MIAMI, FLORIDA 33166		U.S. CERTIFICATED MECHANIC	
		FOREIGN CERTIFICATED MECHANIC	
		☒ CERTIFICATED REPAIR STATION	
		MANUFACTURER	
		C. CERTIFICATE NO.	
		5016	
I, 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 31, 1973			
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	☒ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Aug. 31, 1973		5016	

FAA Form 337 (7-67)

(8320)

NOTICE

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

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

Engine Model R-1340-S1H1 Serial Number P327946 was given a major overhaul including magnaglo inspection of all steel parts and a penetrant inspection of non-ferrous parts in accordance with manufacturers specifications and table of limits.

Records are on file under work order 71668
The following F.A.A. A.D. notes were complied with;

57-5-4

56-6-2

65-7-2

66-11-4

Carburetor Model LESS Serial Number _____ Parts List _____
was overhauled and flow bench tested in accordance with manufacturers specifications

Magneto Type SB9RN Serial Number, Left 192512 Right 193178

and associated ignition parts were overhauled and tested in accordance with manufacturers specifications.

This engine was given a full block performance test and found to meet specifications.

This engine was inhibited with corrosion preventive in accordance with Mil-C-6529C. Approval subject to installation.

END

RECEIVED

DEC 14 1973

ADA

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION J.H. GADD 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. J14		NATIONALITY AND REGISTRATION MARK N2954		
2. OWNER	NAME (As shown on registration certificate) Precision Valve Corp.		ADDRESS (As shown on registration certificate) 700 Nepperham Ave. Yonkers, N.Y.		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT				X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
VICTOR KALOSKI 4120 N. E. 15th TERRACE FORT LAUDERDALE, FLA. 33308		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 1460352	
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 9-3-73		SIGNATURE OF AUTHORIZED INDIVIDUAL Victor Kaloski			
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 FLY. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 9-3-73		CERTIFICATE OR DESIGNATION NO. 1460352 AI		SIGNATURE OF AUTHORIZED INDIVIDUAL Victor Kaloski	

FAA Form 337 (7-67)

GPO : 1971 O - 410-878

(8320)

NOTICE

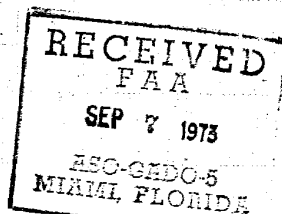
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Cut out inspection holes in top of Left and Right wings at the trailing edge at L/H and R/H wing stations 371 and 320 to be able to check the aileron hinge brackets. Replaced L/R aileron hinges P/N 112004-1 at sta. 270 and P/N 112004-2 at sta. 368.

Repair accomplished in accordance with Grumman G73 Maintenance Manual and with AC 43.13-1A; Chapter 2 and Sec. 3 and similar to fig. 2.24 (A).

-----END-----



☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION MIA GADO 7-3-05	
1. AIRCRAFT	MAKE	Grumman		MODEL	G 73
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Precision Valve Corp.			700 Nepperhan Ave. Yonkers, New York	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Victor Kaloski 4120 NE 15 Terrace Fort Lauderdale, Fla. 33308			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 1460352
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 9-22-72			SIGNATURE OF AUTHORIZED INDIVIDUAL Victor Kaloski		
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 9-22-72		CERTIFICATE OR DESIGNATION NO. AP1460352AI	SIGNATURE OF AUTHORIZED INDIVIDUAL Victor Kaloski		

FAA Form 337 (7-67)

GPO : 1971 O - 410-878

(8320)

NOTICE

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

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

Installed a new attach angle, p/n 108205, on the right hand float and installed two (2) new attach angles (from float to pylon), p/n 108232L and 108232R on the left hand float.

Installation accomplished in accordance with manufacturer's Maintenance Manual and with AC 43.13-1, Section 3.

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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 G73		
	SERIAL NO. J-14		NATIONALITY AND REGISTRATION MARK N2954		
2. OWNER	NAME (As shown on registration certificate) Precision Valve Corp.		ADDRESS (As shown on registration certificate) 700 Nepperham Ave. Yonkers, N.Y. 10703		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Thomas W. Hill 3001 Island Drive Miramar, Fla. 33023		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 11-30-75		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Thomas W. Hill</i> Thomas W. Hill			
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 ☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION			
DATE OF APPROVAL OR REJECTION 11-30-75		CERTIFICATE OR DESIGNATION NO. 1460352 AI		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Victor Kaloski</i> Victor Kaloski	

FAA Form 337 (7-67)

(8320)

NOTICE

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

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

Manufactured 2 ea. trim tab cable pulley brackets from .040" 2024-T3 aluminum and installed in rear bulkhead at sta. 509. Manufactured a elevator cable bracket from .040" 2024-T3 aluminum. (all brackets are same material and thickness as original), and installed in rear bulkhead at sta. 536.

Removed the corroded leading ^{EDGE} of L/H and R/H elevators and manufactured same, the full length of the leading edge, four inches (4") wide of .040" 2024-T3 aluminum. Installed a doubler on the L/H and R/H outboard end rib assembly of .032" 2024-T3 aluminum. Installed new R/H outboard hinge fitting, p/n 112203.

Recovered L/H and R/H elevators with Ceconite, eight coats clear and 5 coats aluminum of CAB dope.

All metal repair accomplished in accordance with AC 43.13-1A, Chapter 2, Sec. 1, Sec. 3 and Grumman Mallard G73 Service Manual.

Elevators recovered in accordance with Ceconite Inc, STC SA 1351WE and AC 43.13-1A, Chapter 3, Sec. 1 and Sec. 2.

Installation of elevators, pulley brackets and adjustment of cable in accordance with Mallard Service Manual

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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 GRUBBIAN	MODEL G-73	NATIONALITY AND REGISTRATION MARK 82934
	SERIAL NO. J-14		
2. OWNER	NAME (As shown on registration certificate) PRECISION VALVE CORP.		ADDRESS (As shown on registration certificate) PO BOX 309 YONKERS, NEW YORK 10702
3. FOR FAA USE ONLY The data alteration identified herein complies with the applicable airworthiness requirements and is controlled only by the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. 6-17-76 <i>[Signature]</i> Date Signature of FAA Inspector			
4. UNIT IDENTIFICATION			5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		REPAIR X
POWERPLANT			ALTERATION
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	C. CERTIFICATE NO.
HANSA JET CORP. 700 SW 34th St Ft. Lauderdale, FL 33315		U.S. CERTIFICATED MECHANIC	CBS 705-126
		FOREIGN CERTIFICATED MECHANIC	
		☒ CERTIFICATED REPAIR STATION	
		MANUFACTURER	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
DATE June 17, 1976		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i> VICTOR KALOSKI	
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE XX	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION June 17, 1976		CERTIFICATE OR DESIGNATION NO. CBS 705-126	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i> VICTOR KALOSKI

FAA Form 337 (7-67)

GPO : 1971 O - 410-878

(8320)

NOTICE

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

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

Removed the corroded sections of forward and rear beams, p/n 107303-2L from the left wheel well and p/n 107303-2R from the right wheel well, and replaced with cut portions of new beams.

The right rear beam was cut 39.5" from the bottom and the forward beam was cut 40.0" from the bottom. The rear section was replaced completely, but was cut in order to install the upper portion. In the left wheel well the beam was cut 39.5" in rear and 25.0" from the bottom.

All the beams were spliced with channel splices manufactured by Amphibian Parts, Inc. of 4041 N.W. 25th St., Miami, Florida, and were Heat Treated to T-4 Condition in accordance with MIL-H-6088 by Rex of Florida, Inc., PO Box 22130, 1881 S.W. 36th St., Fort Lauderdale, Florida.

The repair was accomplished in accordance with Aeronautical Engineers Corporated Drawing No. AE 2716, "Main Gear attach Beam Repair, Grumman Mallard S/N J-14, R2954."

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

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	
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	GRUBBIAN		MODEL	G-73
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK N2954	
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	PRECISION VALVE CORP.			PO Box 309 YONKERS, NEW YORK 10702	
3. FOR FAA USE ONLY The 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. Date: 6-17-76 Signature: [Signature]					
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.
HARSA JET CORP. 700 SW 34th St Ft Lauderdale, Fla 33315			☒ U.S. CERTIFICATED MECHANIC ☒ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		CRS 705-126
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 17, 1976			SIGNATURE OF AUTHORIZED INDIVIDUAL VICTOR KALOSKI		
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 JUN 17, 1976		CERTIFICATE OR DESIGNATION NO. CRS 705-126	SIGNATURE OF AUTHORIZED INDIVIDUAL VICTOR KALOSKI		

FAA Form 337 (7-67)

GPO : 1971 O - 410-578

(8320)

NOTICE

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

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

Installed a King KHX 40 Weather Radar in Grumman Mallard as per instructions from Dean H. Franklin Aviation Enterprises, Inc. Dwg. DF1100 and approved on FAA Form 337 by Jamie D. Serra of GADO SO-5 on 2/24/76, except some deviation had to be made from the drawing because when the antenna scanned it hit the fiberglass nose cone. Instead of securing the antenna to the bulkhead at Sta. 23 as per Dwg. DF 1100, a mounting pad, 15" high by 6" wide, was manufactured from .75" x .75" x .125" thick extruded aluminum and set it back 3.5" back of bulkhead at Sta. 23.

All attachments of supports and the securing to the bulkhead is with AN 3 bolts and their related AN 365 nuts AN 960 washers. The antenna is secured to the manufactured mounting pad at Sta. 22.

The King KT 44 Receiver/Transmitter was installed on the right side of the previously installed radio rack at Sta. 39 with A2-75 rivnuts and 8-32 screws.

The KI 240 Indicator was installed on the pilots side of the instrument panel at Sta. 103.5.

Installation accomplished, except for minor changes with Dean H. Franklin Enterprise, Inc. "Weather Radar Installation" in Grumman Mallard G-73, Dwg. 1100 and with King Installation Manual No. 006-0087-01 and with AC 43.13-1A, Chapter 11, Section 2 and AC 43.13-2, Chapter 1 and Chapter 2.

Aircraft to be reweighed after completion of inspection.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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 7-3-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Grumman		MODEL	G-73
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Precision Valve Corp.			P. O. Box 309 Yonkers, New York 10702	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
F. J. Landre P.O. Box 2403 Hialeah, Florida, 33012			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		AE1313890
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE: May 19, 1976			SIGNATURE OF AUTHORIZED INDIVIDUAL		
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY:	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
5/19/76.	IA1313890		F. J. Landre		

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.

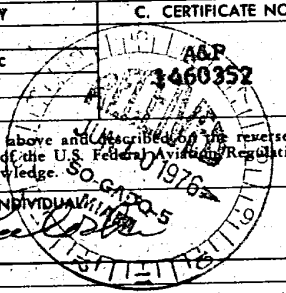
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Grumman Mallard G-73 Rudder, S/N FL1280. This rudder was stripped, cleaned, inspected and recovered with Ceconite in accordance with Cooper Engineering STC SA1351WE and AC43.13-1, Sec. 3, Ch. 1 & 2. Nitrate dope was applied as follows,
6 coats brush clear,
4 coats spray clear,
4 coats spray silver pigment.
Balance not checked at this time.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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 11-3-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Grumman		MODEL G-73		
	SERIAL NO. J-14		NATIONALITY AND REGISTRATION MARK N2954		
2. OWNER	NAME (As shown on registration certificate) Precision Valve Corp.		ADDRESS (As shown on registration certificate) P. O. Box 309 Yonkers, New York 10702		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Victor Kaloski 4120 N. E. 15 Terrace Fort Lauderdale, Fla. 33334		☒ U.S. CERTIFICATED MECHANIC			
		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 6-8-76		SIGNATURE OF AUTHORIZED INDIVIDUAL Victor Kaloski			
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 6-8-76		CERTIFICATE OR DESIGNATION NO. 1460352 AI		SIGNATURE OF AUTHORIZED INDIVIDUAL Victor Kaloski	

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 the top of L/H aileron from the front spar to the trailing edge and from sta. 100.75 to sta. 137.75 with 2024-T3 aluminum, same thickness as original.
2. Installed a manufactured 7" x 7" flush patch from sta. 153.7 to sta. 160.7 on the leading edge of the L/H aileron using 2024-T3 aluminum, same thickness as original.
3. Installed a manufactured 3" x 8" flush patch using 2024-T3 aluminum, same thickness as original, on the leading edge of the L/H aileron from sta. 203.5 to sta. 206.5.
4. Manufactured and installed a flush patch, 6" x 7", from sta. 219 to sta. 255 on the upper leading edge of L/H aileron, using 2024-T3 aluminum, same thickness as original.
5. Installed a inspection plate, 7" x 10", using 2024-T3 aluminum, same thickness as original in the L/H wing at sta. 27 and just rear of the front spar in order to install a new jack pad. Jack pad installed the same as original and in same position, sta. 24.
6. Repaired the upper R/H aileron from the front spar to the trailing edge and from sta. 61 to sta. 100, using 2024-T3 aluminum, same thickness as original.
7. Installed new L/H and R/H angles, p/n 107097-13 at sta. 209 and stabilizer attach fitting, p/n 112306-1 at sta. 509.
8. Repaired the rudder by installing new Sector-Control, p/n 112216 and lower cap assy., p/n 106721. Before it was sent out for recovery.
9. Installed a inspection plate, 8" x 5", using 2024-T3 aluminum, same thickness as original in R/H wing at sta. 29.5, rear of main spar in order to install a new jack pad at sta. 24.
10. Install a new section of keel from sta. 211 to sta. 250.

All repair accomplished in accordance with AC 43.13-1A, Chapter 2, Section 3, inspection plates and flush patches in accordance with Fig. 2.24 and item 7 installed from instructions from the manufacture and with Mallard Shop Manual.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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 MIAMI, FLA.	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revisions thereof) for instructions and disposition of this form.					
1. AIRCRAFT		MAKE <u>Grueman</u>		MODEL <u>G-73</u>	
		SERIAL NO. <u>J-14</u>		NATIONALITY AND REGISTRATION MARK <u>N2954</u>	
2. OWNER		NAME (As shown on registration certificate) <u>Precision Valve Corp.</u>		ADDRESS (As shown on registration certificate) <u>100 Nepperhan Ave. Yonkers, N.Y. 10703</u>	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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.
VICTOR KALOSKI 4120 N. E. 15th TERRACE FORT LAUDERDALE, FLA. 33308			☒ U.S. CERTIFICATED MECHANIC		ACP 1460352
			☐ 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 <u>5-29-74</u>			SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Victor Kaloski</u>		
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 <u>5-29-74</u>		CERTIFICATE OR DESIGNATION NO. <u>1460352 AI</u>		SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Victor Kaloski</u>	

FAA Form 337 (7-67)

GPO : 1971 O - 410-878

(8320)

NOTICE

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

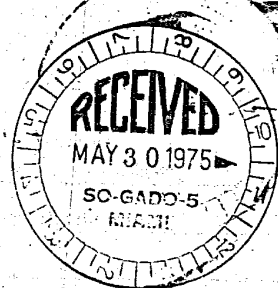
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed the corroded angle and nose wheel floor board and installed a extruded aluminum angle same as one removed on the upper left and right side of the nose wheel well from sta. 69 to sta. 93 and installed a 18.5"x19.5" x .050" of 2024-T3 aluminum on the center portion of the nose wheel well floor from sta. 79.5 to sta. 93,

Removed a corroded jack pad support strap from left wing and manufactured same from 24"x2"x.125" of 2024-T3 aluminum and installed from left wing sta. 13 to sta. 37 and on the rearward section of wing box beam. Section of fuel cell where strap is riveted is treated with Teledyne Coast Pro-Seal.

Removed a 10"x7" bottom section of left wing four inches rearward of the jack pad and manufactured a inspection cover in order to get access fo the fuel cell cover plate to be able to rivet the jack pad support strap. The inspection cover doubler was manufactured from .040" 2024-T3 aluminum and the cover of .032" aluminum (2024-T3).

Repair accomplished in accordance with AC 43.13-1A; Chapter 2, Section 3 and the inspection cover in accordance with Fig. 2.24. Nose gear and nose gear retract cylinder reinstalled in accordance with Grumman Mallard G-73 Service Manual.



☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 4-3-83

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: MIA GADO 7-3-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.			
1. AIRCRAFT	MAKE <u>Cessna</u>	MODEL <u>G-73</u>	
	SERIAL NO. <u>J-14</u>	NATIONALITY AND REGISTRATION MARK <u>N2954</u>	
2. OWNER	NAME (As shown on registration certificate) <u>Precision Valve Corp.</u>		ADDRESS (As shown on registration certificate) <u>700 Nepperham Ave. Yonkers, N.Y.</u>
	3. FOR FAA USE ONLY		
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
5. TYPE			
REPAIR		ALTERATION	
		X	
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	C. CERTIFICATE NO.
VICTOR KALOSKI 4120 N. E. 15th TERRACE FORT LAUDERDALE, FLA. 33308		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	A&P 1460352
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 <u>5-6-72</u>		SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Victor Kaloski</u> Victor Kaloski	
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION <u>5-6-72</u>		CERTIFICATE OR DESIGNATION NO. <u>AP 1460352AI</u>	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Victor Kaloski</u> Victor Kaloski

FAA Form 337 (7-67)

GPO : 1971 O - 410-878

(8320)

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

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 a "No Smoking, Fasten Seat Belts" sign on bulkhead that separates the pilots compartment from passenger compartment in the passenger compartment at sta. 141.0.

Installation accomplished in accordance with AC 43.13-2; Chapter 1 and electrical installation accomplished in accordance with AC 43.13-1; Chapter 11; Section 2 and Section 3.

RECEIVED

FAA

DEC 11 1972

MSO-CADO-5
MIAMI, FLORIDA

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATIONMAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 7-5-0

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-14	NATIONALITY AND REGISTRATION MARK N-2954
2. OWNER	NAME (As shown on registration certificate) Precision Valve Corp.	
	ADDRESS (As shown on registration certificate) P.O. Box 22147 Ft. Lauderdale, Fla.	
3. FOR FAA USE ONLY		
4. UNIT IDENTIFICATION		
UNIT	MAKE	MODEL
AIRFRAME	***** (As described in item 1 above)*****	
POWERPLANT		
PROPELLER		
APPLIANCE	TYPE	
	MANUFACTURER	
5. TYPE		
REPAIR		
ALTERATION		
6. CONFORMITY STATEMENT		
A. AGENCY'S NAME AND ADDRESS Sunny South Aircraft Service 300 S.W. 41st St. Ft. Lauderdale, Fla. 33315		B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION MANUFACTURER
		C. CERTIFICATE NO. CRS 3673 Airframe Class III No Limitations
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 7-28-71	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Dominick Ferulli</i> Dominick Ferulli	
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
	FAA DESIGNEE	REPAIR STATION
		INSPECTION AUTHORIZATION
		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION 7-30-71	CERTIFICATE OR DESIGNATION NO. 3673	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Everett F. Farnell</i> Everett F. Farnell

FAA Form 337 (7-67)

(8320)

NOTICE

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

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

INSTALLED

1 ea. Wilcox 1014A Transponder in nose radio compartment at Sta. 34.0 similar to Fig. 2.5 of AC 43.13-2.

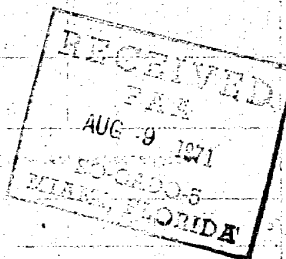
1 ea. ARC 105A Transponder removed from nose compartment.

All electrical work done in accordance with AC 43.13-2 Par. 27.

All units were function tested and found satisfactory.

Complied with AC 43.13-2 Chapter 1 (Static Load)

-END-



☐ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-3-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Grumman		MODEL	U-73
	SERIAL NO.	J-14		NATIONALITY AND REGISTRATION MARK	N2954
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Precision Valve Corp.			700 Nepperhan Ave. Yonkers, New York	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Victor Kaloski 4120 N.E. 15 Terrace Fort Lauderdale, Fla.			☒ U.S. CERTIFICATED MECHANIC		A&P 1460352
			☐ 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		
3-5-70			<i>Victor Kaloski</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION		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	
3-17-70		A&P 1460352		<i>Victor Kaloski</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.)

Repaired damaged section of nose wheel ^{OS} ~~assembly~~ by
by splicing a 43" x 8" piece of 7075T-6 aluminum
at sta. 53 to 93 on R/H side and a 13" x 7" of
7075T-6 on L/H from sta. 79 to 93. Manufactured
and spliced in a beam 24" long of 7073T-6 aluminum
from sta. 72 to 93. All material used was same
thickness as original and all repair accomplished
as per AC 43.13-1, Chapter 2, Section 3 and Par. 62,
64 and 65. All areas which was reworked was sealed
with Pro-Seal EP711A + EP711B.

Replaced the following with new parts:

Nose Gear Assembly--Bendix P/N 69631

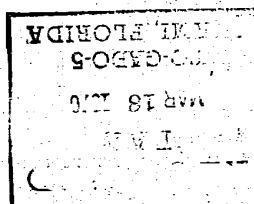
Nose Gear Retract Strut--P/N 1095560

R/H Gear Door Bracket--P/N 112524

R/H and L/H Nose Gear Door, 4 ea.--P/N 112340

Gear retraction performed and checked for clearness
and operation satisfactory.

--END--



☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

1325-2049 37 Dec 29 '67

FAA COPY

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 1-2-11	
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-14		NATIONALITY AND REGISTRATION MARK	N 2954
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Precision Valve Corporation			700 Nepperhan Ave Yonkers, New York	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE			Verified by Operator #100	
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Aero Trades Inc. L.I. MacArthur Airport Ronkonkoma, L.I., N.Y.			U.S. CERTIFICATED MECHANIC		Airframe 115 Class 4 Limited
			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		
12-14-67			Joseph R. Etzel		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	☒ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
12-14-67		115	Joseph R. Etzel		

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

DEC 18 1967

0052-025-0000 (8320)

NOTICE

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

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

Cabin interior upholstery and furnishings refurbished to customers design and specifications.

Removed previously installed auxiliary fuel transfer system.

Removed previously installed propeller anti-icer tank.

Removed previously installed Goodrich Type 21 surface de-icer boots and associated plumbing and components.

Installed electric bilge pump system. Circuit protected and controlled by means of circuit breaker switch in left wheel well compartment. Selector valve for bilge compartments installed below floor at left wheel well compartment. Access opening provided.

Installed individual landing gear selector system in accordance with Grumman Drawings SP428, 109624 and 109625. Original installation modified to incorporate one control on either side of cockpit instead of together, for ease of identifications.

Modified left and right wing leading edges to Droop Snoot configuration in accordance with Grumman Drawing 106930.

Installed Lear A5-830-H Stereo Tape Player. Unit installed with suitable bracketry in existing cabinet behind copilots bulkhead. System wired by Airmar Radio Service to their Drawing No. 12-14-67. Circuit protected by a 3 ampere circuit breaker.

Installed RCA AVQ-75 DME System. Interrogator unit and shock mount installed on suitable support on left side of nose compartment. Indicator installed in existing pilots knee panel. Antenna installed out on right wing tip same as Transponder antenna previously installed out on left wing tip. Circuit protection provided by a 5 ampere circuit breaker and identified. All work done in accordance with FAR 43. System wired by Airmar Radio Service per Drawing 12-11-67 and functional check satisfactory.

Previous continuous electrical drain per ACA 337 (5-6-66)

	48.5 amps
Lear Tape Player	3.0 amps
RCA AVQ 75 DME	3.4 amps

New total Electrical Load 54.9 amps.
54.9 amps, less than 80% of total generator output (2 ea. 100 amp generators) and satisfactory.

New weight and balance computed.

☐ ADDITIONAL SHEETS ARE ATTACHED

End

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

FEB 7 1958

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
☐ a. ORIGINAL ISSUANCE OF CERTIFICATE		☐ d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
☒ b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		☐ e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
☐ c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		☐ f. OTHER	
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 air- worthiness classification(s):			
☒ a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)		☐ PATROLLING	
☐ b. LIMITED (SEE CAR 9)		☐ FOREST AND WILDLIFE CONSERVATION	
☐ c. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)		☐ WEATHER CONTROL	
☐ AGRICULTURAL AND PEST CONTROL		☐ OTHER	
☐ AERIAL ADVERTISING			
☐ AERIAL SURVEYING			
☐ GLIDER TOWING			
☐ d. EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)		☐ RACING	
☐ RESEARCH AND DEVELOPMENT		☐ EXHIBITION	
☐ AMATEUR-BUILT		☐ OTHER	
☐ DEMONSTRATION			
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE GRUMMAN		b. AIRCRAFT MODEL 673	
		c. AIRCRAFT SERIAL NO. 3-17	
d. ENGINE MAKE P & W		e. ENGINE MODEL S 3H1	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME GAR WOOD		b. PERMANENT MAILING ADDRESS GREENHUGH KEELSON DRIVE DETROIT 75 MICHIGAN	
		c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-2954	
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 MARCH, 12 1947			
☐ b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO GAA 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	
		James T. McManis (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)	
		12-29-55 (DATE)	
		AGENT (TITLE)	

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☒ AIRCRAFT SPECIFICATION NO. A 783 THROUGH SHEET REVISION NO. 2
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1955 THROUGH CARD NO. 55-25
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 367.15 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. 327929 TOTAL HOURS 367.15
SERIAL NO. 327939 TOTAL HOURS 367.15
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 12-29-55 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. JAMES T. McMANIS ABE 76089-41
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 12-29-56 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 2-17-56 (DATE)
BY FRED W. FENN (NAME OF ISSUING REPRESENTATIVE) 2327 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certified repair station No. _____ by CAR 62 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 ☒ AIRWORTHY ☐ UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE <u>James T. McManis</u>	DESIGNATION NO. <u>2348</u>	DATE <u>12-29-55</u>	☐ ACCEPTED ☐ REINSPECTED ☒ SPOT CHECKED
AVIATION SAFETY AGENCY'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>Reg. 2 FWA ASDO 18</u>	DATE <u>2-13-56</u>	

☐ ATTACHMENT

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

1084 1665

37 JUN 20 1966

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved Budget Bureau No. 94-R060,1 FOR FAA USE ONLY OFFICE IDENTIFICATION SO GADO 5 H5	
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-14	NATIONALITY AND REGISTRATION MARK N-2954	
2. OWNER	NAME (As shown on registration certificate) Packer Pontiac	ADDRESS (As shown on registration certificate) 18660 Livernoise Avenue Detroit, Michigan	
	3. FOR FAA USE ONLY The data herein 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 CAR Part 18, section 18.11(b). Date <u>5-6-66</u> Signature of FAA Inspector <u>Thomas J. Sharp</u> SO GADO-5		
4. UNIT IDENTIFICATION			5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		REPAIR X
POWERPLANT			ALTERATION
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles P. Jenson 1520 N. E. 40th Place Ft. Lauderdale, Florida 33308		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	A & P 1372073
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 5/6/66		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles P. Jenson</i> Charles P. Jenson	
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 R.T. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION ☒ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	
DATE OF APPROVAL OR REJECTION 5/6/66		CERTIFICATE OR DESIGNATION NO. IA 1415127	SIGNATURE OF AUTHORIZED INDIVIDUAL John J. Bixby <i>John J. Bixby</i>

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

NOTICE

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

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

Removed: Lear LVTR-36, V.H.F. Communications Transceiver.
Bendix RTA-1B, H. F. Communications Transceiver.
No structural change to aircraft.

Installed: Collins 618M-1, V.H.F. Communications Transceiver.
ARC-105A, ATC Transponder System.

The Collins 618M-1 and the ARC 105A R/T units are both located on aircraft manufacturer provided radio shelf forward of nose baggage compartment. Shockmounts are attached to shelf with ANB-32 screws with ANB-32 fiber lock nuts. Control units are located on manufacturer provided radio control panel lower, center of instrument panel.

Replaced ARCA-12 and 2 ea. ARCA-15 antennas top of fuselage with Bendix AT-907A UHF Comm. antennas - no weight change.

Circuit protection provided by circuit breakers of proper size and identified.

All work in accordance with FAR 43 (CAM 18:30-22)

Functional check satisfactory.

Compass swung with radios off and on.

Maximum probable continuous electrical load is 48.5 amps or 24.3% of generator rated capacity. (2 ea. 100 amp. generators)

Weight and Balance revised and revision with radio additions added to aircraft equipment list.

- End -

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

JUN 12 1963 117 FAA 3C

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 G-73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N 2954
2. OWNER	NAME (First, middle, last) PACKER PONTIAC			
	ADDRESS (Street and number, city, zone and State) 18650 LIVERNOIS AVENUE DETROIT, MICH.			

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				The data identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and related configuration when accomplished by the original modifier.	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER			4/28/63 Date <i>Charles M. Carney</i> Signature of FAA Inspector	

4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. **RECORDED**
 *AFTER the repairs and/or alterations described below were made. 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	9884.6	229.2" AFT NOSE DATUM	2865.4

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
E FARNELL AND CO, INC PALM BEACH INT'L AIRPORT WEST PALM BEACH, FLORIDA	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	4326 L-AIRFRAME L-RADIO

6. 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.

4-18-63 (Date repair and/or alteration completed) *B. J. Roberts*
(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 BY { ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft
☐ REJECTED BY { ☐ FAA Flight Standards Inspector ☒ Repair Station ☐ Other (Specify)

4/24/63 (Date of approval or rejection) *Matthew J. ...*
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

☐ Forwarded for engineering comment ☐ See attached memorandum **7 MAY 29 1963** **RECORDED**
☒ Accepted **4/30/63** (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

SO GADO 5 (FAA designation number) *Charles M. Carney*
(Signature Flight Standards Inspector) **SO GADO 5**

Form FAA-387 (4-62)

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.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

INSTALLED SUNAIR T-22-RA HF TRANSCEIVER WITH AN LU-22-RA LOAD UNIT
CONNECTED TO A FIXED ANTENNA 34 FT LONG AND A TRAILING ANTENNA
PER FARNCO DRAWING 1013-3 ATTACHED.

WEIGHT AND BALANCE

	WEIGHT	ARM	MOMENT
OLD AIRCRAFT EMPTY	9858.8	228.6	2253942
T-22-RA TRANSCEIVER	15.0	488.0	7320
LU-22-RA LOAD UNIT	3.8	455.0	1729
TRAIL ANT REEL	<u>7.0</u>	<u>488.0</u>	<u>3416</u>
NEW AIRCRAFT EMPTY	9884.6	229.2	2266407
NEW USEFUL = 12,750 - 9,884.6 = 2865.4 LBS.			

OKLAHOMA CITY, OKLA.

MAY 21 8 28 AM '63

*If additional space is needed attach and attach sheet to the aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached.

U.S. GOVERNMENT PRINTING OFFICE: 1961-O-587260

Form FAA-337 (4-52)

FEDERAL AVIATION AGENCY				Form approved. Budget Bureau No. 04-R060.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Cessna	MODEL C-441	SERIAL NO. 4214	NATIONALITY AND REGISTRATION MARK N2954 STB.	
2. OWNER	NAME (First, middle, last) Packer Pontine		ADDRESS (Street and number, city, zone and State) 28650 Laverne Avenue, Detroit, Michigan.		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	NATURE OF WORK (Check)		MAJOR REPAIR MAJOR ALTERATION		
a. AIRFRAME	☒ AIRFRAME		☒ AIRFRAME		
b. POWERPLANT	☒ POWERPLANT		☒ POWERPLANT		
c. PROPELLER	☒ PROPELLER		☒ PROPELLER		
d. APPLIANCE	☒ APPLIANCE		☒ APPLIANCE		
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Normal	9859.5	28.00		1000.0	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Forrest S. Whitaker c/o B.F. Goodrich Aviation Store Akron Municipal Airport Akron, Ohio.		☒ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☐ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		AAB 149212	
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.					
12-6-68 (Date repair and/or alteration completed)		Forrest S. Whitaker (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 BY ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☐ FAA Flight Standards Inspector ☐ Repair Station ☒ Other (Specify) Inspection Authorization					
12-6-68 (Date of approval or rejection)		Forrest S. Whitaker (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 ☐ Reinspected ☐ Spot Checked					
12-11-68 (Date)		George L. Donner (Signature Flight Standards Inspector)			
REGION GADO (FAA designation number)		DEC 31 1968 (Date)			

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.

B. DESCRIPTION OF WORK ACCOMPLISHED

Propeller alcohol system installed per Cessna Aircraft Drawing No. 108700
"System Installation" and Drawing No. 108701 "Tank (Assem & Inst.)."

Type 21 De-Icer system installed per B.F. Goodrich Co. Installation manual
No. 61-103. Approval basis GPO No. 341-346 dated 2-7-61.

Weight and Balance Information

Item	Weight	Arm	Moment
Ship E.W.	9878.9	228.9	225887.36
Type 21 De-Icer System	163.9	233.6	38267.04
Prop Slinger ring and lines	4.0	79.0	316.00
7.5 gal Tank and pump	12.00	7.0	84.00
	9858.80		2258942.30

2258942.30 = 228.9 x 9858.80
9858.80

New useful load is 2291.2 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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

FAA COPY P

FEDERAL AVIATION AGENCY				Form approved. Budget Bureau No. 41-20524	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	OFFMAN	MODEL	G-73	SERIAL NO.	3-14
2. OWNER		NATIONALITY AND REGISTRATION MARK			
NAME (First, middle, last)		ADDRESS (Street and number, city, zone and State)			
Packer Pontiac		18650 Livernois Avenue Detroit, Michigan			
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)	
a. AIRFRAME				MAJOR REPAIR MAJOR ALTERATION	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE					
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Standard	9978.9	228.94" AFT of Nose Datum		3071.1 gfb.	
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, 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.					
6-5-61 Joseph R. Stael					
(Date repair and/or alteration completed) (Signature of authorized individual)					
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator 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)					
JUNE 12 1961					
(Date of approval or rejection) (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 ☐ Reinspected ☐ Spot Checked					
1-4					
(FAA designation number) (Signature Flight Standards Inspector)					

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.

8. DESCRIPTION OF WORK ACCOMPLISHED.

The following repairs were accomplished in the left and right center section areas due to corrosion.

Cleaned and treated corrosion along left and right lower aft spar cap strips P/N 112030-2. Affected areas are approximately 5 inches in length, starting at wing Station 125 and progressing inboard. Depth of material removed does not exceed 25% at any place, deepest in center of 5 inch areas. A 75-ST6 .125" x 1.75" x .22.5 was installed outside of lower skin approximately centered on the treated area along the spar cap. All original rivet sizes and spacing used when original skin was riveted.

Counter-sinks in original skins filled with countersunk heads of rivets. Rivet heads drilled through with size for new rivets, same size as original installation. Surface between original lower skin and new reinforcement strap lined with 3M #853 non-Hydroscopic tape.

Cleaned and treated corrosion of left and right stringers "L". affected area approximately 2.5" in length and at no areadeeper than 25% of stringer gauge. A flat strip of 75-ST6 x .094" approximately 11" long and same width as stringer was installed on stringer over affected area. This piece was picked up by the existing rivets attaching two P/N 106201 R and two P/N 106201L to stringers. The four P/N 106201 R&L were replaced by newly manufactured parts per drawing 106201.

A .051" 24ST plate approximately 6" long was installed in the right tank area inboard of station 125 and between the aft lower cap strip and stringer "L". Purpose of this plate is for a small amount of surface corrosion on inside of lower skin in this area. A17ST-4 rivets on 1" centers.

Removed lower flange of Station 125 left and right ribs, section of flange removed between aft lower spar cap strip and stringer "L". Replaced with formed angle. Lower flanges same width as removed portion, and vertical flange up as high as angle-5 on G.A.E.C. blueprint 106089 (Rib Assy. Sta. 125). Material same as rib, but one gauge thicker (.051"). Rivet size and pattern on lower flange is same as existing rivets removed. Vertical flange riveted into existing rib web 2 rows of A17-ST-5 rivets on 3/4 spacing.

Removed, cleaned up, or replaced tapping blocks P/N 112063 on lower section of center section as necessary.

Fabricated and installed new stringer seals at station 125 and stringers "L" and "R" left and right sides. Seals part nos 11400L, 111400R, 111401L and 111401R fabricated from 61ST, P. 100" material shaped and welded.

Left and right fuel tanks resealed.

No change in empty weight.

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. ☐

RECORDS AND AIRCRAFT
FAA
AUG 11 2 00 PM '83

OKLAHOMA CITY

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

U.S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		DESIGNATION NO.
STATEMENT OF COMPLIANCE OF AIRCRAFT OR AIRCRAFT COMPONENTS WITH THE CIVIL AIR REGULATIONS		1-134
CLASSIFICATION OF DESIGNEE Structural Engineering		DATE June 7, 1961
MODEL NO. G-73	MODEL TYPE (Airplane, Radio, Helicopter, etc.) Grumman Mallard Airplane	NAME OF EMPLOYER Grumman Aircraft Engr. Corp. Bethpage, L.I., N. Y.
LIST OF APPROVED REPORTS AND DATA		
NUMBER	TITLE	
FAA-337	Major Repair and Alteration Form (Airframe) dated June 5, 1961 for Aero Trades Inc., MacArthur Airport, Ronkonkoma, L.I., N.Y. prepared by Mr. Joseph H. Etzel. This form covers corrective action for corrosion in the wing of Grumman Model G-73, Serial No. J-14, Registration No. N2954.	
CERTIFICATION		
UNDER THE AUTHORITY VESTED IN ME BY THE CIVIL AERONAUTICS ADMINISTRATION, I HEREBY CERTIFY THAT THE DATA LISTED ABOVE AND ON ATTACHED SHEETS NUMBERED _____ 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 CIVIL AIR REGULATIONS.		
I THEREFORE ☐ RECOMMEND APPROVAL OF THESE DATA. ☒ APPROVE		
SIGNATURE OF ENGINEERING REPRESENTATIVE <i>Thomas C. Allen</i>		

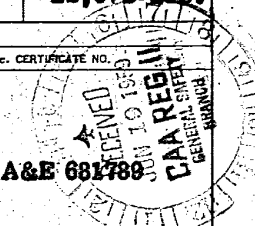
FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

AIRCRAFT AND AIRCRAFT
RECORDS BRANCH
FAA

AUG 11 2 03 PM '61

OKLAHOMA CITY, OKLA.

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION					Form approved Budget Bureau No. 41-R0524	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)						
1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N2954		
2. OWNER	NAME (First, middle, last) Packer Pontiac Company		ADDRESS (Street and number, city, zone and State) 18650 Livernois Avenue Detroit, Michigan			
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				ALTERATION The unit 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 CAR 18.11 (b).		
c. PROPELLER						
d. APPLIANCE	TYPE AND MANUFACTURER			5-29-59 Date Joseph B. Beale Inspector		
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	9678.9 lbs.	228.94 " aft of Nose		12,072 lbs.		
Unit Index 221.5						
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.	
LIND R. BENGE REMMERT-WERNER INC. POMPANO BEACH AIRPORT POMPANO BEACH, FLORIDA			☒ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☐ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		A&E 681789 	
I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
5/27/59 (Date repair and/or alteration completed)			Lind R. Benge (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)						
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is						
☒ APPROVED BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED BY ☒ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify)						
5-29-59 (Date of approval or rejection)			Joseph B. Beale 2-13 (Signature of authorized individual; title or identification number)			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL						
☐ Forwarded for engineering comment ☐ See attached memorandum ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)						
(CAA designation number)			(Signature Aviation Safety Agent)			

155 COMM-DC 32277

8031-9

MC FORM ACA-337 (4-52)

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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.*

Removed one 2217A Antenna.

Installed ARC Type 210 VHF communication unit (Sta. 488). Unit consisting of ARC Type RT-11A receiver-transmitter with RC Type M-31A mounting, ARC Type P-15A power unit with M-32A mounting, A-15 antenna and cables control head. MICW S-28-3943-P-S for ARC RT11A. Power was supplied through a PSM 10 amp circuit breaker, power leads are #10 awg wire and control lead are #20 awg wire. Wire bundle runs along with the original wire right side of fuselage above. Head liner wiring was anchored with insulated clamps. Wire bundle is 50 ft. long and holds the voltage drop to 40% of allowed limits. As required by the electrical cable chart Fig. 12-1 of CAM 18. Wiring used was AN-J-C-48A, and identified in compliance with 18-30-12 (e) (8) (12). Wiring diagram was provided for aircraft file.

Two A-15 antennas were installed at Sta. 382, one on top of fuselage, one on left side, one on right side. A 20/24-T3-.040 doubler with A-12" flange was used. Radio rack was made of 20/24-T3-.040 aluminum hat section 4" wide 1" high, 25" long with a 3/4" flange on both sides, running across fuselage at Sta. 488. Mounting brackets on side of fuselage are of 20/24-T3-.051 aluminum rivet to the side of the fuselage with AN455-AD4 rivets. The rack is structurally adequate to support the required loads (CAR 3.174, 3.301, 3.386). The rack does not affect other structure or cause interference with controls primary or secondary CAR 3.721.

Note: Continuous electrical load computation made by use of an ammeter placed in the circuit between battery and electrical load. Total electrical load ammeter reading 55 amps. Total generator output one engine out operation of 100 amp generators restricted to a 60 amp max. out put. $\frac{55}{60} = 91\%$. *Generator Capacity is satisfactory for the additional electrical load imposed.* No restrictions are necessary for single engine emergency operation.

*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. ☐

Grumman Mallard
Model G-73
Serl. No. J-14
Reg. No. N2954
Page Two
of 337 dated 5-27-59

WEIGHT AND BALANCE REPORT

Item	Wt.	Arm	Mom.
Aircraft E.W.	9645.0	221.52	2203010.40
Turn & Bank	1.9	95.0	176.7
A-15 Antennas	1.0	382.0	382.0
ARC RT-11A & Mount	13.8	488.0	6734.4
ARC P-15A Power Unit	6.8	488.0	3318.4
Cables Control Head	.4	97.0	38.8
Radio wiring	11.0	237.5	2612.5
2217A Antenna	1.0	366.0	366.0
	<u>9678.9</u>	<u>228.94</u>	<u>2215907.2</u>

E.W. C.G. / 228.94 inches aft of zero station at nose.
Empty Weight 9678.9 pounds
Useful load 12,072 pounds
Unit Index 221.5

For loading instructions see loading schedule.

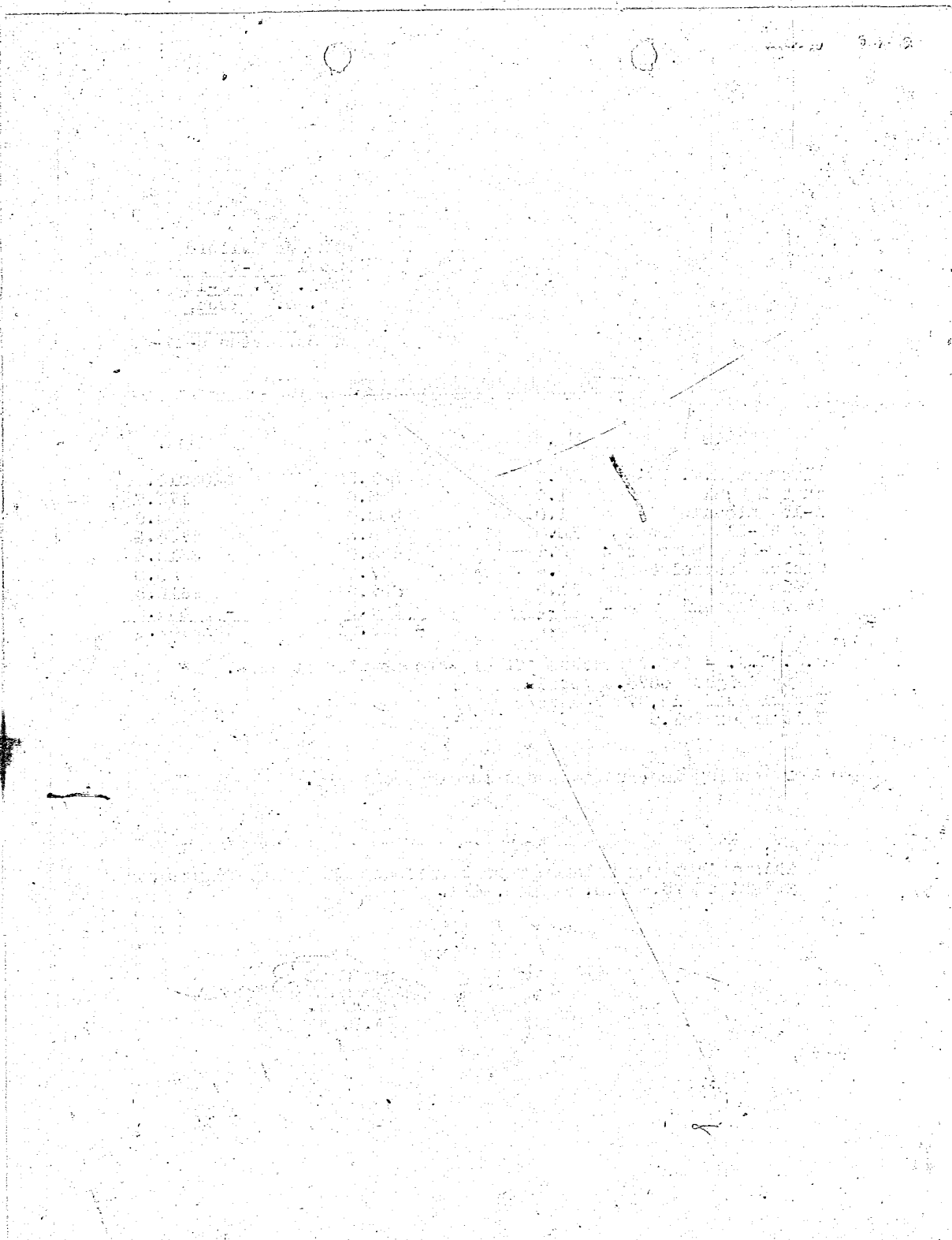
Note:

This weight and balance report includes the RTA1B Transceiver weight of 75.8 lbs. at sta. 414.

L. R. Benge
Lind R. Benge
A.I. #681789

FAA AIRCRAFT REGISTRY

CAMERA NO. 11/DATE: 11-3-83



FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

CAA -

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION						Form approved, Budget Bureau No. 41-R052.4.
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)						
1. AIRCRAFT	MAKE Cessna	MODEL G-73	SERIAL NO. J-21	NATIONALITY AND REGISTRATION MARK N 2954		
2. OWNER	NAME (First, middle, last) Packer Pontiac Company		ADDRESS (Street and number, city, zone and State) 18650 Laverne Avenue Detroit, Michigan			
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. 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	964.5	12.13" Fed. of Datum		3105		
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.		
American Airmotive Corporation P. O. Box No. 187, Airport Branch International Airport Miami 68, Florida		☐ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☒ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		3606		
I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. May 16, 1958 (Date repair and/or alteration completed) E. I. Matter A & E # 9163 (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)						
May 16, 1958 (Date of approval or rejection) E. I. Matter A & E # 9163 (Signature of authorized individual; title or identification number)						
7. TO BE COMPLETED ONLY BY CAA PERSONNEL						
a. ☐ Forwarded for engineering comment ☐ See attached memorandum						
b. ☒ Accepted <u>5-19-58</u> (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)						
Reg. 2 FW ASDO 13 (CAA designation number)						
 (Signature Aviation Safety Agent)						

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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 bow chine spray deflectors per instructions Mallard Customer Bulletin No. 87.
Aircraft water tested, - no leaks. F.W. Kelly A & E # 6050.
Negligible change in weight.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION						1958	Form approved. Budget Bureau No. 41-R052.4.
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)							
1. AIRCRAFT	MAKE Cessna	MODEL G-73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK NE954			
2. OWNER	NAME (First, middle, last) Packer Pontiac Co.		ADDRESS (Street and number, city, zone and State) 18550 Livernois Ave. Detroit, Michigan				
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)*			
Normal	9645	12.13" Fwd. of Datum		8105			
5. CONFORMITY STATEMENT (Complete and check)							
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.		
Meinrad Wirtz Michigan Aviation Co. Detroit City Airport Detroit, Michigan			☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		90072		
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.							
2/22/58 (Date repair and/or alteration completed)			Meinrad Wirtz (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) ALS		
2/22/58 (Date of approval or rejection)				Michael Lukon ALS (Signature of authorized individual; title or identification number)		16140	
7. TO BE COMPLETED ONLY BY CAA PERSONNEL							
a. ☐ Forwarded for engineering comment ☐ See attached memorandum							
b. ☒ Accepted 3-5-58 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)							
(CAA designation number)				Reg. 3 KO ESDO 5 (Signature Aviation Safety Agent)			

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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 Left wing tip
Spliced left leading edge skin from slot cut out outboard tip
tip rib with 2024 ST .032 skin as original. Splice made as
original factory method of splicing skin on wing.
Spliced skin on top and rear of leading edge skin from tip rib
to first rib inboard with 2024 ST .032 metal. Splice made
to conform to factory splice on top of wing. Counter sunk
rivets used.
Replaced pitot end with new part.
Replaced pitot mast with new tube.
Replaced air tubing and wiring with new parts.

*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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved, Budget Bureau No. 41-R052A.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N2054	
2. OWNER	NAME (First, middle, last) Packer Pontiac Co		ADDRESS (Street and number, city, zone and State) 18050 Linerholm Ave. Detroit, Mich.		
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 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	6645	18.13" Fwd. of Datum		3100	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Mark S. Bond Chester-Perryville Airport Perryville, Mo. RR # 3		☒ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☐ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		A-E 1041812	
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.					
10-28-57 (Date repair and/or alteration completed)		Mark S. Bond (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)					
10-28-57 (Date of approval or rejection)		John P. Kline, JR. TA 72EP9241 (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 11-8-57 ☐ Reinspected ☐ Spot Checked ☐ (Date) Reg. 3 KC ASDO 17 (CAA designation number)					
		Charles H. Webb (Signature Aviation Safety Agent)			

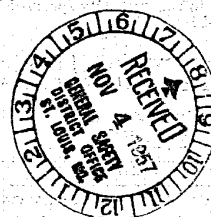
INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Rudder removed, overhauled and recovered using Grade A fabric and fire resistant dope.
2. Removed one JNCARD Receiver and MWL Loop Control.
3. Installed one ARC 71 ADF Receiver, fused with a 10 amp. Circuit Breaker, and wired as per factory specifications.
4. Aircraft weighed and new weight and balance computed at this time.



*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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

TO FAA W-240

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. J-14	NATIONALITY AND REGISTRATION MARK N2954
2. OWNER	NAME (First, middle, last) Packer Pontiac			
	ADDRESS (Street and number, city, zone and State) 18650 Livernols Ave. Detroit 21, Michigan			

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	Hamilton Standard	23D40-51	158957	X	
d. APPLIANCE	TYPE AND MANUFACTURER	6533A-18	515386-87-88		

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	9645	12.13" Fwd. of Datum	3105

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Rommert-Werner, Inc. Lambert Field St. Louis 21, Mo.	b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. 3919
---	--	---------------------------------------

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.

10-25-57 *E. A. Steiner* **Repairman 41261774**
(Date repair and/or alteration completed) (Signature of authorized individual)

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

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

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

10-26-57 *Arthur J. Wilson* **Chief Insp**
(Date of approval or rejection) (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted **11-8-57** ☐ Reinspected ☐ Spot Checked
(Date) (Date) (Date)

Reg. 3 KC
ASDO 17
(CAA designation number) (Signature Aviation Safety Agent)

MC

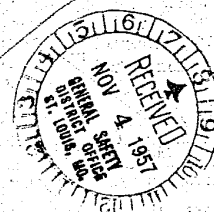
INSTRUCTIONS

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 overhauled. All steel parts magnetic inspected. Hub assembly cad. plated and baked. Blades measured for tolerance. Penetrant inspected and given mirror finish. Blade corrosion barrier installed as per Hamilton Standard Bulletin #390. Prop assembled and balanced in accordance with manufacturers specifications. Low pitch indexed for 12° high pitch 84°. Preload .015 shims. Prop O.K. for service.



*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

W-240

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION					Form approved. Budget Bureau No. 41-R0524.
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Grumman	MODEL G 73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N 2954	
2. OWNER	NAME (First, middle, last) Packer Pontiac				
	ADDRESS (Street and number, city, zone and State) 18650 Livernois Ave. Detroit 21, Michigan				
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	Hamilton Standard	29D40-61	158858	X	
d. APPLIANCE	TYPE AND MANUFACTURER 6533A-18	515389-90-91			
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Standard	9645	12.13" Fwd. of Datum		3105	
5. CONFORMITY STATEMENT (Complete and check) %					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Remmert-Werner, Inc. Lambert Field St. Louis 21, Mo.		☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		3919	
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.					
10-25-57 (Date repair and/or alteration completed)		<i>E. A. Steiner</i> Repairman #1261774 (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify)					
16-26-57 (Date of approval or rejection)		<i>Arthur J. R. [Signature]</i> Chief Insp. (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 11-8-57 ☐ Reinspected ☐ Spot Checked (Date)					
Reg. 3 R0 ASDO 17 (CAA designation number)		<i>Frank H. Webb</i> (Signature Aviation Safety Agent)			

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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 overhauled. All Steel parts magnetic inspected. Hub assembly cad. plated and baked. Blades measured for tolerance. Penetrant inspected and given mirror finish. Blade corrosion barrier installed as per Hamilton Standard Bulletin #390. Prop assembled and balanced in accordance with manufacturers specifications. Low pitch indexed for 12° high pitch 84°. Preload .020 shims. Prop O.K. for service.



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

Check block if additional sheets are attached. ☐

W-240

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION					
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N2954	
2. OWNER	NAME (First, middle, last) Packer Pontiac Co		ADDRESS (Street and number, city, zone and State) 18650 Linerholm Ave. Detroit, Mich.		
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	Pratt & Whitney	R1340	P327929	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)*	
Normal	9645	12.13" Fwd. of Datum		3105	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Engine Works, Incorporated Lambert Field St. Louis 21, Missouri		☐ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☒ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		3933	
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.					
October 22, 1957 (Date repair and/or alteration completed)		Jesse F. Napier R341467 (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED BY { ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify)					
October 22, 1957 (Date of approval or rejection)		Emmet John Homfeld Emmet John Homfeld, 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 11-8-57 ☐ Reinspected (Date) ☐ Spot Checked (Date)					
Reg. 3 K6 ASDO 17 (CAA designation number)		Frank A. Webb (Signature Aviation Safety Agent)			

INSTRUCTIONS

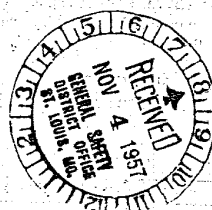
This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner 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.

This is to certify that this Pratt & Whitney model R1340 engine, S/N P327929 was completely major overhauled. Magnetos, carburetor, ignition harness were given major overhaul. All steel parts magnetic inspected. Inspected all aluminum alloy parts. List of parts replaced in engine:

56	4614	needle brg.	18	118393	oig.
12	5999	rollers	18	4060-1	cig. cover
2	11730	brg.	18	78643	elbows
4	280	screws	4	14128	gasket
1	32256	brg.	2	32154A	knuckle pins
6	32154A	pin	1	14951	gear
1	206442	bushing	7	6332-514	lead
1	63	pin	1	6332-615	lead
1	104	brg.	1	6332-1212	lead
1	13704	shim	9	7349	grommet
1	13633	baffle	9	21844	grommet
1	58893	screen	1	12707	brg.
1	122	brg.	6	26378	clips
1	2211	cap	1	11768	cam
1	5020	lock			
1	17187	snap ring			
4	33456	ring			
1	30	pin			
4	12768	brg.			
18	15893	ferrel			
1	12895	brg.			
1	35081	pin			
1	9156	key			
2	87	key			
1	10128	key			
144	3/8"	pal nuts			
75	5/16"	elastic nuts			
1	116999	gasket set			
18	32383	grommet			
18	38674	grommet			



*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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

W-240

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION						Form approved. Budget Bureau No. 41-R0524.
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)						
1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N2954		
2. OWNER	NAME (First, middle, last) Packer Pontiac Co		ADDRESS (Street and number, city, zone and State) 18650 Linernois Ave. Detroit, Mich.			
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	Pratt & Whitney	R1340	P327939	XXX		
c. PROPELLER						
d. APPLIANCE	TYPE AND MANUFACTURER					
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.						
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*		
Normal	9645	12.13⁸ Fwd. of Datum		3105		
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.		
Engine Works, Incorporated Lambert Field St. Louis 21, Missouri		☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		3933		
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.						
October 19, 1957 (Date repair and/or alteration completed)		Gene F. Napier E341467 (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)						
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is						
☒ APPROVED BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify)						
October 19, 1957 (Date of approval or rejection)		Emmet John Homfeld Emmet John Homfeld, Chief Inspector (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL						
☐ Forwarded for engineering comment ☐ See attached memorandum ☒ Accepted 11-8-57 ☐ Reinspected ☐ Spot Checked (Date) (Date) (Date)						
Reg. 3 KC ASDO 17 (CAA designation number)		Frank A. Thibault (Signature Aviation Safety Agent)				

INSTRUCTIONS

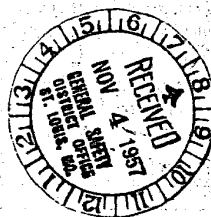
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See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

This is to certify that this Pratt & Whitney model R1340 engine, S/N P327939 was completely major overhauled. Magnetos, carburetor, ignition harness were given major overhaul. All steel parts magnetic inspected. Inspected all aluminum alloy parts. List of parts replaced in engine:

1 12707 brg.	1 6332-615 leads
1 1044 pin	1 6332-1212 lead
7 5999 roller	9 21844 grommets
2 11730 brg.	9 7349 grommets
1 32256 brg.	4 9294 nuts
6 32154A pin	2 21355 keepers
1 104 brg.	2 17018 keepers
1 12895 brg.	18 30489 rocker shaft seals
4 12768 brg.	1 23521 piston
1 13704 shim	9 23402 exhaust guides
2 85 key	1 1163 intake valve
2 109 brg.	18 31724 seals
1 9156 key	18 17354 gaskets
1 2211 cap	9 15945 rings
1 5020 lock	18 188543 rings
1 17187 snap ring	18 15736 rings
4 33456 ring	9 37734 rings
1 30 pin	18 13621 corks
1 116999 gasket set	2 13212 stud
1 35081 pin	8 9016 rocker brg.
2 4614 needle brg.	
2 87 key	
1 10128 key	
18 15893 ferrel	
1 13633 baffle	
1 37316 bracket	
1 13670 gear	
1 12081/4 stud	
18 118383 cig.	
18 78643 elbows	
18 4060-1 cig. covers	
18 38674 grommets	
4 14128 gaskets	
1 8992 bolt	
1 25820 gasket	
1 AN913-6 plug	
7 6332-514 leads	



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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved, Budget Bureau No. 41-R082.4	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Cessna	MODEL G-73	SERIAL NO. J-14	NATIONAL REGISTRATION MARK N 2954	
2. OWNER	NAME (First, middle, last) Packer Pontiac Co.		ADDRESS (Street and number, city, zone and State) 18650 Livernois Ave. Detroit, Mich.		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA **AFTER the repairs and/or alterations described below were made.					
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Std.	9367	-11.25 (fwd. of datum)		3393	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.
J. C. Stratton Lear, Inc. Hangar No. 1 Kent County Airport 3714 Jefferson, S.E. Grand Rapids, Michigan			☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		A & E 13291
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. Dec. 18 1956 (Date repair and/or alteration completed)					
(Signature of authorized individual) J. C. Stratton					
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (Specify) INSPECTION AUTHORIZATION					
DEC 18 1956 (Date of approval or rejection)					
(Signature of authorized individual; title or identification number) J. C. Stratton 13291					
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. ☐ Forwarded for engineering comment ☐ See attached memorandum b. ☒ Accepted 12-30-56 ☐ Reinspected ☐ Spot Checked (Date) (Date) (Date)					
(CAA designation number) 3KC-8					
(Signature Aviation Safety Agent) Roy P. Kellham					
Reg. 3 KC-8 ASDO 8					

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 Lear L-2C Autopilot per Dwg. 95600 as follows:

ITEM	WT.	ARM	MOMENT
Aileron Servo and Capstan	6.0	258	1,548.0
Rudder Servo and Capstan	6.0	433	2,598.0
Elevator Servo and Capstan	6.0	387	2,322.0
Aileron follow-up	0.8	233	186.4
Elevator follow-up	0.8	496	396.8
Rudder follow-up	0.8	498	398.4
Dynamotor power supply	5.5	32	176.0
Autopilot Amplifier	7.6	42	319.4
Elev. Trim Tab Servo	2.1	431	905.1
Directional Gyro	2.8	93	260.4
Attitude Gyro	2.9	93	269.7
Controller	1.8	96	172.8
Electrical Wiring, etc.	20.0	230	4,600.0

Total Wt. added	63.1	14,153.0
Previous Empty Wt.	9,294.0	222.4 2,067,139.59
New Empty Wt.	9,357.1	2,081,292.59

New ECG = $\frac{2,081,292.59}{9,357.1} = 222.4$ aft of Sta. 0

Distance from main wing beam (C.A.A. datum) = $233.65 - (222.4) = -11.25'$ fwd. of datum

Useful load = $12,750 - 9,357 = 3,393$ pounds

Load in accordance with information in Section V of airplane Flight Manual, using an Empty Weight of 9,357 pounds and an index unit of 208.1

R. E. Weir
R. E. Weir
Lear, Inc.

*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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved. Budget Bureau No. 41-R0524.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N 2954	
2. OWNER	NAME (First, middle, last) PACKER PONTIAC		ADDRESS (Street and number, city, zone and State) 18650 LIVERNOIS DETROIT, MICHIGAN		
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	XXXXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
STANDARD	9294	-11.23		3456	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS AERO TRADES, INC. MAC ARTHUR AIRPORT BONKONKONA, NEW YORK		b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 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. 9/29/56 JOSEPH R. ETZEL (Date repair and/or alteration completed) (Signature of authorized individual)					
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is ☒ APPROVED BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector ☐ REJECTED ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify) 9/29/56 JOSEPH R. ETZEL, CHIEF INSPECTOR (Date of approval or rejection) (Signature of authorized individual, title or identification number)					
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. ☐ Forwarded for engineering comment ☐ See attached memorandum					
b. ☒ Accepted 10-8-56 ☐ Reinspected ☐ Spot Checked (Date) (Date) (Date)					
NY 257-11 (CAA designation number)		Cate H. Hagan (Signature Aviation Safety Agent)			
10-54010-4		OCT 4 1956		Form ACA-387 (4-52)	

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.*

RECOVERED LEFT AND RIGHT FLAPS WITH FACTORY SUPPLIED SKINS IN ACCORDANCE TO FACTORY SPECIFICATIONS.
REBUILT LEFT AND RIGHT ELEVATORS FROM SPARS AFT IN ACCORDANCE WITH GRUMMAN AIRCRAFT ENGINEERING CORP. BLUE PRINT NO. 106713.
ELEVATORS COVERED WITH GRADE "A" FABRIC, AND NITRATE DOPE.
REPLACED SECTIONS OF LEFT AND RIGHT LOWER HULL SKINS FROM STEP FORWARD IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS DATED APRIL 17, 1956.
REPLACED 96 INCHES OF KEEL, STEP FORWARD. INSTALLED NEW SKIN PART NUMBER 112028 AND TIE DOWN FITTING ON RIGHT FLOAT.
INSTALLED NEW ELEVATOR CONTROL QUADRANT P/N 106716-1.
RE-INSTALLED OVERHAULED NOSE WHEEL ASSEMBLY.
RE-INSTALLED OVERHAULED WING FLAP CYLINDERS.
HAND PUMP SELECTOR BENCH CHECKED AND RE-INSTALLED.

ITEM	WEIGHT WT.	CHANGE ARM	MOMENT
		-11:16	
PREVIOUS E.W. FROM ACA337 DATED 6/19/56	9261.0	222.19	2057701.59
INSTALLED METAL FLAPS	33.0	286.00	9438.00
NEW E.W. &c.c	9294.0	222.42	2067139.59
233.65" - 222.42 = 11.23 E.C.C. FROM CAA DATA 12750-9294 = 3456 LBS. NEW USEFUL LOAD.			

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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

ASDO-13.

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION					
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Cessna	MODEL 473 Mallard	SERIAL NO. J-11	NATIONALITY AND REGISTRATION MARK N 2954	
2. OWNER	NAME (First, middle, last) Packer Pontiao		ADDRESS (Street and number, city, zone and State) 18650 Livernois Detroit, Michigan		
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	9,261	- 11.46		3,489	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS American Airotive Corporation Miami International Airport P. O. Box #187, Airport Branch Miami 48, Florida		b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 3606 1/A	
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.					
June 19, 1956 (Date repair and/or alteration completed)		P. W. Kelly A & B # 6050 (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify)					
June 19, 1956 (Date of approval or rejection)		P. W. Kelly A & B # 6050 (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 June 18, 1956 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)					
Reg-2 FW ASDO 13 (CAA designation number)		E. V. Lubitel (Signature Aviation Safety Agent)			

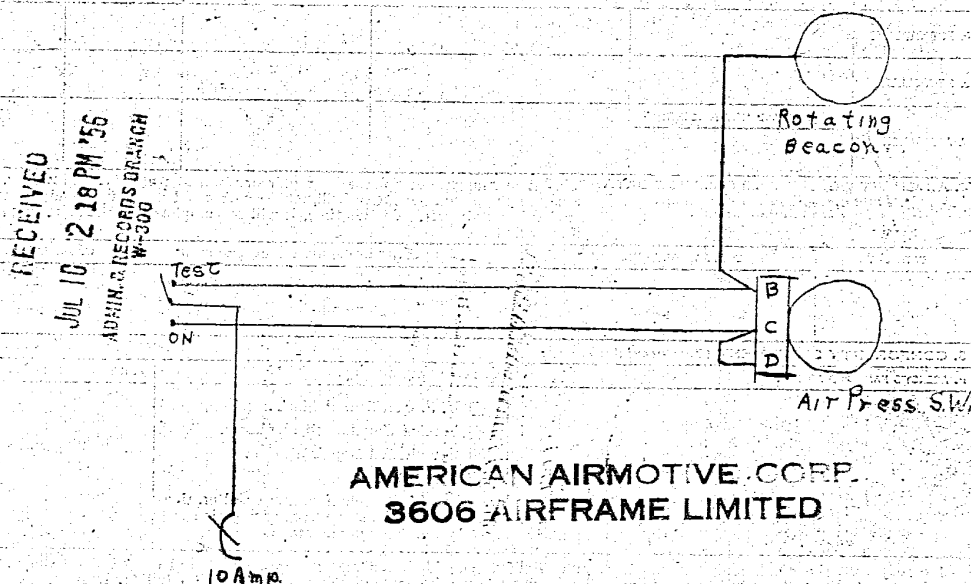
INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

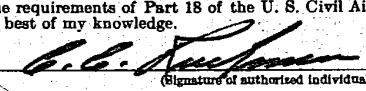
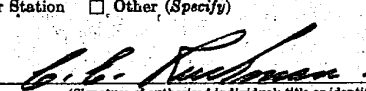
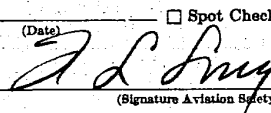
Changed Rotary Beacon Circuit as per sketch:



*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. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved, Budget Bureau No. 41-R0624.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Grumman	MODEL G73 Mallard	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N2954	
2. OWNER	NAME (First, middle, last) Packer Pontiac		ADDRESS (Street and number, city, zone and State) 18650 Livernois Detroit, Michigan		
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				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)*	
Stan.		9,261	-11.46	3,489	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
SUNNY SOUTH AIRCRAFT SERVICE BROWARD COUNTY INTERNATIONAL AIRPORT FORT LAUDERDALE, FLORIDA		☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		3673	
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 14, 1956 (Date repair and/or alteration completed)		 (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☐ CAA Aviation Safety Agent ☒ Repair Station ☐ Other (Specify)					
March 14, 1956 (Date of approval or rejection)		 (Signature of authorized individual; title or identification number)			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. ☐ Forwarded for engineering comment ☐ See attached memorandum					
b. ☒ Accepted <u>MAR 30 1956</u> (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)					
 (CAA designation number)		 (Signature Aviation Safety Agent)			

8561 0 2 RMH

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

The following radio equipment was removed from aircraft:

1. Narco, VTR, Modulator and antenna.
2. MN-26-K Range receiver.
3. MN-54-A Fixed loop antenna.

The following equipment was installed in aircraft:

1. 2 each ARC - Type 15D Omnis.
2. ARC-CD-1 Course director.
3. ARC-F-11-A Amplifier.
4. ARC-T-11 Transmitter.
5. R89B/ARN-5A Glide path receiver.

Radio equipment removal, installation and final check out performed by Radio Department, Sunny South Aircraft Service personnel, with approved type installation prints for the above mentioned equipment.

WEIGHT AND BALANCE COMPUTATION

	Wt.	Arm	Moment
Aircraft (Empty Weight)	9,242.0	- 11.56	106892.175
Narco VTR	7.5	-141.0	1057.5
Narco modulator	6.75	-184.0	1242.00
Narco antenna	5.25	+ 10.0	52.50
MN-26-K Range receiver	42.0	-181.0	7602.0
MN-54-A Fixed loop antenna	4.5	- 94.0	423.0
(Installed Equipment)			
2 each ARC, type 15D Omni equipment	44.0	-193.0	8492.0
ARC-CD-1 Course director	8.6	-105.0	903.0
ARC-CD-1 Course director unit	2.0	+261.0	522.0
ARC-F-11-A Amplifier	8.0	-105.0	840.0
ARC-T-11 Transmitter	3.8	-105.0	399.0
R89B/ARN-5A Glide Path	18.8	-105.0	1974.0
	9,261.0 lbs.		106078.175

New Empty Wt. 9,261. lbs.
New Empty Wt. C.G. - 11.46 lbs.
Useful load 3,489. 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. ☐

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

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 G73 Mallard	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK N2954		
2. OWNER	NAME (First, middle, last) Gar Wood		ADDRESS (Street and number, city, zone and State) 5574 Collins Avenue Miami Beach, Florida			
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 This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable. *AFTER the repairs and/or alterations described below were made.						
CATEGORY	EMPTY WEIGHT (Pounds)*		EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Standard	9,242		11.56 Fwd of Datum		3,508	
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.	
Sunny South Aircraft Service, Inc. Broward County International Airport Fort Lauderdale, Florida			☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		3673	
6. 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. <u>12-29-55</u> (Date repair and/or alteration completed) <u>Jas. T. McManis</u> (Signature of authorized individual)						
7. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is ☒ APPROVED } BY { ☒ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) <u>aud</u>						
<u>12-29-55</u> (Date of approval or rejection) <u>Jas. T. McManis</u> (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 (Date) ☒ Spot Checked <u>2-13-56</u> (Date)						
<u>Reg. 2 FW</u> <u>ASDO 18</u> (CAA designation number) <u>2 L Long</u> (Signature Aviation Safety Agent)						

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Hull bottom patched per manufacturer's recommendations - 3 1/2" dia. hole. L.H. side fwd. of step. See Pict. #1 & 2.
2. L.H. Flap repaired. Replaced two outboard ribs with parts supplied by manufacturer. See Pict. #3.
3. Installed new L.H. float pedestal and inc. side of two upper bolts in float fitting from 1/4" to 5/16" per manufacturer's approval. Pict. #4.
4. L.H. Aileron repaired. Replaced three ribs at inboard end with parts supplied by manufacturer. Spliced L.E. and Spar web outboard of center hinge per attached sheets. See Picts. #5, 6, 7, 8 and 9.
5. L.H. wing repaired Sta. 230 outboard tip all new from Sta. 317. All lower stringers replaced from tip to Sta. 230 outboard. Two upper stringers attaching to float fittings spliced near Sta. 317. Also aft upper T. E. stringer. Remainder of upper stringers replaced from tip to Sta. 230. Upper and lower T. E. skins spliced at Sta. 317. 24-ST-3 used in outboard Panels, O.K. by manufacturer. L.E. Section replaced from Sta. 317 outboard. Manufacturer's parts used in all cases except T. E. Skin. See Picts. 10 through 13.
6. Fabric replaced where required. Entire airplane painted.

*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. ☐

Page 1.

G73 Grumman Mallard
Serial No. J-14

LEFT WING REPAIR

Stringer Splices @ Sta 317 (Ref. Photos #10 and #11)
Ref: G.A.E. Report #2507 Section II-A

Stringers C & E were spliced and also F.

Stringer C was spliced just outboard of Sta 317

Stringers E & F were spliced just inboard of Sta 317

The allowable loads for these stringers are (Ref. II-18-19)

Str C 6000#
Str D 6000#
Str E 6250#

Using 106216 splices as furnished by manufacturer, the
minimum strength is as follows:

10 AD4 Rivets in sides (.040) 3860# (ANCS)
Minimum of 13 AD 3 Rivets in top to skin 2821# (100 C.S.R.)
Allowable 6681#

M.S. is adequate

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FEB 2 10 34 AM '83
A-067
AD-067

John

Page 1

713. Grounded Aircraft
Serial No. 1-14

LEFT WING REPAIR

Stringer Splices 2 Sts 317 (Ref: Section 11-14 and 11-15)
Ref: D.A.E. Report 11-14 Section 11-14

Stringers C & E were spliced and also F.

Stringer C was spliced just outboard of Sts 317

Stringers E & F were spliced just inboard of Sts 317

The allowable loads for these stringers are (Ref: 11-14 and 11-15)

Sts C 2100#
Sts D 2000#
Sts E 2150#

Using 100% splices as furnished by manufacturer, the
minimum strength is as follows:

10 AD4 Rivets in sides (.040)
Minimum of 13 AD 3 Rivets in top to skin
Allowable 6681#
(100% C.2.2)
(100% C.2.2)

M.2. is adequate

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MAR 5 10 34 AM '56

AIRMAIL RECORDS BRANCH
W-300

[Handwritten signature]

G73 Grumman F-14
Serial No. J-14

Page 2

LEFT WING REPAIR (CONT'D)

The top and bottom trailing edge skins were spliced at Sta. 317 using an .040 splice strip 1 11/16" wide. Both skins and splice strips are Z4ST-3 by permission of manufacturer instead of R301-T6 due to low loads at this station. (Ref. Report #2507 Page II-10) (Ref. Photos 11, 12, and 13)

Upper Surface Cond. III₂

Stress @ d - equals -16300 PSI
(-16300) (.032) equals 521 #/11

Stress @ e - equals -12500 PSI
(-12500) (.032) equals 400 #/11

Stress @ f - equals -11700 PSI
(-11700) (.032) equals 374 #/11

AN 426-AD4 Rivets in dimpled skin and C'SK Plate

Allowable is 374# Ref. ANC-5
Use Rivets Approx. 1/4" on Centers
Allowable Load is 748 #/11

Minimum M.S. Bending is 44% @ d

Same spacing used entire length
Upper stringers joggled over splice strip

Skin Splice @ Sta. 317

Lower Surface

Stress @ l equals 7309 PSI
(7309) (.032) equals 234 #/11

Stress @ j equals 14936 PSI
(14936) (.032) equals 478 #/11

Same spacing used as top surface

M.S. Bending is 56% @ j

The splice plates running spanwise at D & K are spliced per manufacturer's request using Z4D5 rivets and 1AD4 Rivet per side. The splice is also .051

TESTING RESULTS (Cont.)

The top and bottom trailing edge skins were spliced at Sta. 317 using an .045 splice strip 1 1/2" wide. Both skins and splice strips are 745T-3 by permission of manufacturer. Instead of 745T-3 due to low loads at this station. (Ref. Report 7-57 Page 11-12) (Ref. Photos 11, 12, and 13)

Upper Surface Cond. III

Stress 9 d - equals -16300 PSI
(-16300) (.032) equals 324 #/I

Stress 9 e - equals -15500 PSI
(-15500) (.032) equals 309 #/I

Stress 9 f - equals -11700 PSI
(-11700) (.032) equals 234 #/I

AN 745T-3 rivets in damaged skin and CRK-111 rivets in 745T-3 skin. Allowable is 3744 PSI. Use rivets approx. 7/8 on Centers. Allowable load is 748 #/I

Minimum N.S. Bending is 442 # d

Some spacing used entire length
Upper stringers loaded over splice strip

Skin Splice @ Sta. 317

Lower Surface

Stress 9 i equals 7300 PSI
(7300) (.032) equals 234 #/I

Stress 9 j equals 14300 PSI
(14300) (.032) equals 478 #/I

Same spacing used as top surface.

N.S. Bending is 584 # j

The splice plates running alongside of D & K are spliced per manufacturer's request using 745T-3 rivets and 1/4" rivet per side. The splice is also .021

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FAA RECORDS SECTION
WASHINGTON, D.C. 20515

G73 Grumman M. Iard
Serial No. J-14

Page 3

LEFT WING REPAIR (CONT'D)

Allowable is (594) (2) plus 388 equals 1576#
(Ref. ANC-5) (Skin Dimpled)

Loading Upper Plate is (16300) (.051) (1.75) equals
14500# - M.S. equals .09 (Ref. Photo #12)

Lower surface higher M.S.

Splices at Sta. 317

NOTE:

Both stringer splices and skin splices may be
compared with original manufacturer's splices in
vicinity and will be found to be more conservative.
(The leading edge skin is spliced at Sta. 317 and
rivet spacing is somewhat greater)

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NOV 10 3 10 PM '83
FAA

NETTING OF AIR (CONT'D)

Allowable is (294) (2) plus 388 equals 1576
(Rel. ANC-2) (Skin divided)

Loading Upper Plate is (1030) (1.75) equals
14504 - M.S. equals .02 (Rel. Upper Plate)

Lower surface higher M.S.

Splices at str. 317

NOTE:

Both stringer splices and skin splices may be
compared with original manufacturer's splices in
vicinity and will be found to be more conservative.
(The leading edge skin is spliced at str. 317 and
river splicing is somewhat greater)

RECEIVED

MAR 5 10 34 AM '83
AQUIL & RECORDS DEPT
W-300

Q73 Grumman C-119
Serial No. J-14

Page 4

AILERON REPAIR

(Ref. Report #2507 Page V-8)
(Ref. Photos 5 through 9)

The aileron loads are rather low even at the center hinge where a section was replaced of the nose beam and the nose skin (The splice is just outboard of the center hinge).

An .040 splice piece similar to that used by the manufacturer was used on the web of the beam and a piece of .051 was used for the nose skin. The replacement skin was also .051.

Nose Skin (Ref. Page V-8)

Eff. Width equals 1.30"

fb equals 8860 PSI
(8860) (1.30) (.040) equals 462#
Bending or Axial load

Nose Skin

q Torsional Shear is 52.5 #/11 Page V-9

Using AD4 rivets in dimpled skin 2 Rows $\frac{1}{2}$ " on centers for 8" and single row beyond for a rigid splice the M.S. is high.

Allowable (386) (4) equals 1544 #/11

1544 x 1.3 equals 2000# in Eff. width section

Sparweb

Depth equals 4.81

q equals 52 #/11 (Ref. V-9)

Shear load due to torsion equals (52) (4.81)
equals 250# (Ref. V-7)

Check splice for 500#

Minimum of 6 AD4 Rivets in .032 sheet splice plate
(.040)

(6) (386) equals 2316# Conservative allowable

M.S. High

Page 4
Serial No. 1-14

WING REPAIR

(Ref. Report 42807 Page V-8)
(Ref. Photos 3 through 9)

The skin loads are shown below at the center hinge where E section was replaced of the nose beam and the nose skin (The splice is just outboard of the center hinge).

An .040 splice piece similar to that used by the manufacturer was used on the web of the beam and a piece of .031 was used for the nose skin. The replacement skin was also .031.

Nose Skin (Ref. Page V-8)

Ell. Width equals 1.30W

Ell equals 8860 PSI
(.040) (1.30) equals 4024
Bending or Axial Load

Nose Skin

p Torsional shear is 50.5 PSI Page V-9
Using ADA rivets in drilled skin 2 Rows 4 in on centers for 8" and single row beyond for a rigid splice the M.S. is high.

Allowable (386) (4) equals 1244 PSI

1244 x 1.3 equals 1617 in Ell. width section

Splice

Depth equals 4.81

p equals 32 PSI (Ref. V-9)

Shear load due to torsion equals (32) (4.81) equals 1534 (Ref. V-7)

Check splice for 200%
Minimum of 6 ADA rivets in .031 sheet splice plate
(.040)

(6) (386) equals 2316 Conservative allowable

M.S. High

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FAA AIRCRAFT REGISTRY

G73 Grumman C-119
Serial No. J-14

Page 5

TIP FLOAT - L.H.

The two upper bolts in the float fitting were increased from $\frac{1}{4}$ " bolts to $\frac{5}{16}$ " bolts. This was necessary due to installation of a new pedestal and to eliminate oversize holes with the $\frac{1}{4}$ " bolts.

This reduced edge distance by $\frac{1}{32}$ " but as maximum loads are not critical in shear tear-out but act away from the edge (Ref. 2507 Pages III-9-10) the strength is still adequate. This was approved by the manufacturer.

The remainder of the repair was standard replacement of manufacturer's parts except for the substitution of AN426 rivets for G73 (1000 for 780) with manufacturer's approval due to G73's not being available.

James L. Lamm
AEE 76009-41

Serial No. 11-3-83

THE FRONT - L.H.

The two upper bolts in the floor fitting were inspected
from 5" bolts to 2 1/2" bolts. This was necessary due to
installation of a new pedestal and to eliminate overloading
bolts with the 5" bolts.

This reduced edge distance by 1/8" but as maximum loads are
not critical in shear test-out but not away from the edge
(Ref. 1007-200-111-9-10) the strength is still adequate.
This was approved by the manufacturer.

The remainder of the report was standard replacement of
manufacturer's parts except for the substitution of 1007-
rivets for 618 (1007 for 618) with manufacturer's serial
tag to 618's not being available.

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TECHNICAL SERVICES BRANCH

John A. Wood
1007-200-111-9-10

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R0415.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE		d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		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		☐ PATROLLING	
☐ AERIAL ADVERTISING		☐ FOREST AND WILDLIFE CONSERVATION	
☐ AERIAL SURVEYING		☐ WEATHER CONTROL	
☐ GLIDER-TOWING		☐ OTHER	
d. ☐ EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT		☐ RACING	
☐ AMATEUR-BUILT		☐ EXHIBITION	
☐ DEMONSTRATION		☐ OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE GRUMMAN		b. AIRCRAFT MODEL C-73	
c. AIRCRAFT SERIAL NO. J-14		d. ENGINE MAKE P & W	
e. ENGINE MODEL S3H1			
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME CHARWOOD		b. PERMANENT MAILING ADDRESS GRAYHALL - KEELEDOWN DRIVE DETROIT, MICH	
c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-2954			
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 MAR, 12-1947			
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	
C. I. Gamba (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)		7-19-55 (DATE)	
AGENT (TITLE)			

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

(Check and complete applicable items)

a. ☒ AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 3
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1953 (YEAR) THROUGH CARD NO. 54-15
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

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 366110 HOURS

d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>327929</u>	TOTAL HOURS <u>37225</u>
SERIAL NO. <u>327939</u>	TOTAL HOURS <u>37225</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 1-1-34 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☒ BY APPROVED REPAIR STATION, CERTIFICATE NO. J.H. LAFFEY
☐ BY MECHANIC, CERTIFICATE NO. J.M. Laffey ATE 95495
 b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

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 7-19-55 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 1-5-54 (DATE)
BY ERED FEIN (NAME OF ISSUING REPRESENTATIVE) 2327 (DESIGNATION NO.)

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

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

DESIGNER'S SIGNATURE
Clayton A. [Signature]
AVIATION SAFETY AGENT'S SIGNATURE

DESIGNATION NO.

2360

DATE _____

2.

DATE _____

45

50

☐ ATTACHMENT

FAA AIRCRAFT REGISTRY

CAMERA NO. 1/DATE: 1-3-83

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

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

1. AIRCRAFT	MAKE Crummen	MODEL Hallard	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK NC-2951
2. OWNER	NAME (First, middle, last) Oar Wood			
		ADDRESS (Street and number, city, zone and State) 5574 Collins Avenue Miami Beach, Florida		
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 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	9,242	11.56 Forward of datum		3,508
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS American Airmotive Corporation P. O. Box 6 Miami Springs, Florida		b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 3606 1/A
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. April 12, 1955 E. I. Matter A & R 9163 (Date repair and/or alteration completed) (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is ☒ APPROVED BY ☒ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) April 12, 1955 E. I. Matter DAMI # 2518 (Date of approval or rejection) (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL a. ☐ Forwarded for engineering comment ☐ See attached memorandum b. ☒ Accepted April 13, 1955 ☐ Reinspected ☐ Spot Checked Reg. 2 FW (Date) (Date) ASDO-13 ASDO 13 C. V. Lubitch (CAA designation number) (Signature Aviation Safety Agent)				

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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.*

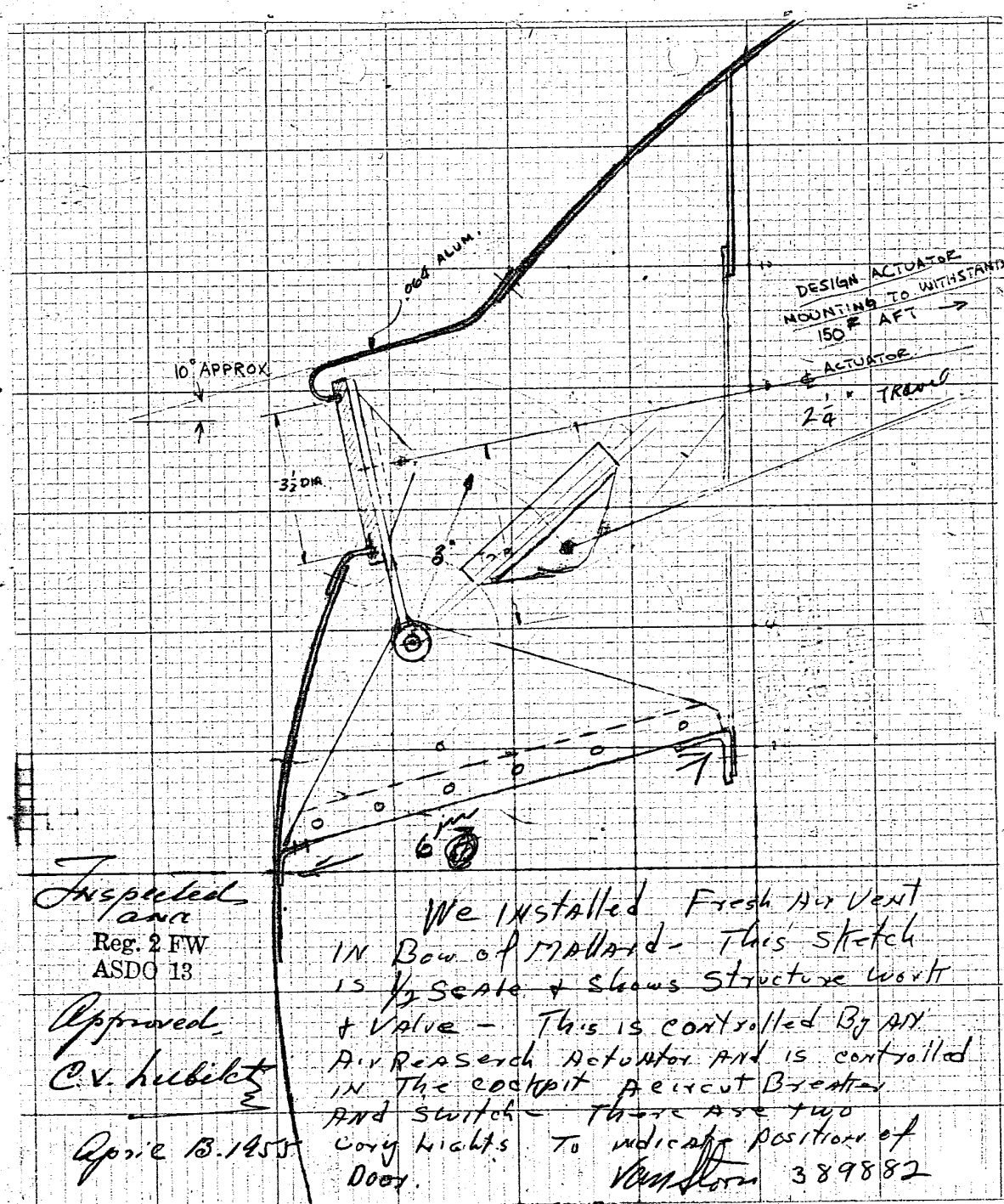
Installed fresh air valve in nose. See attached sketch.

*****END*****

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APR 29 0959 AM '55
AIRCRAFT RECORDS BRANCH
WV300

*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. ☐



FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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APR 29 9 54 AM '55

ADMIN. & RECORDS BRANCH
W-300

P175

11-3-83

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE		d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		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 air- worthiness 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		☐ PATROLLING	
☐ AERIAL ADVERTISING		☐ FOREST AND WILDLIFE CONSERVATION	
☐ AERIAL SURVEYING		☐ WEATHER CONTROL	
☐ GLIDER TOWING		☐ OTHER	
d. ☐ EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT		☐ RACING	
☐ AMATEUR-BUILT		☐ EXHIBITION	
☐ DEMONSTRATION		☐ OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Grumman		b. AIRCRAFT MODEL G73	
c. AIRCRAFT SERIAL NO. J14		d. ENGINE MAKE P&W	
e. ENGINE MODEL S3H1			
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Gar Wood.		b. PERMANENT MAILING ADDRESS Grayhaven Keelson Drive Detroit, Mich.	
c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-2954			
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 3/12/47			
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)		J.M. Laffey <i>J.M. Laffey</i> 2/17/55 (DATE) Agent (TITLE)	
☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT			
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.			
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA			

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. 782 THROUGH SHEET REVISION NO. 3
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1954 THROUGH CARD NO. 52-55-2
(YEAR)
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 367:00 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. R327929 TOTAL HOURS 367:00
SERIAL NO. R327939 TOTAL HOURS 367:00
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 2/17/55 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. Donald F. Litty A&R 522839
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-136Z, ISSUED TO EXPIRE 2/17/56 (DATE)
g. ☒ PREVIOUS FORM ACA-136Z WAS ISSUED TO EXPIRE 7/17/55 (DATE)
BY Fred W. Fenn (NAME OF ISSUING REPRESENTATIVE) 2327 (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 ☒ AIRWORTHY ☐ UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE <u>Fred W. Fenn</u>	DESIGNATION NO. <u>2327</u>	DATE <u>2/17/55</u>	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>2327</u>	DATE <u>FEB 28 1955</u>	

☐ ATTACHMENT

RECEIVED
APR 19 1 24 PM '55
ADMIN. & RECORDS BRANCH
W-330

FAA AIRCRAFT REGISTRY

CAMERA NO. / DATE: 11-3-83

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE		d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		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 air- worthiness 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		☐ PATROLLING	
☐ AERIAL ADVERTISING		☐ FOREST AND WILDLIFE CONSERVATION	
☐ AERIAL SURVEYING		☐ WEATHER CONTROL	
☐ GLIDER TOWING		☐ OTHER	
d. ☐ EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT		☐ RACING	
☐ AMATEUR-BUILT		☐ EXHIBITION	
☐ DEMONSTRATION		☐ OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Cessna		b. AIRCRAFT MODEL Q73	c. AIRCRAFT SERIAL NO. J14
d. ENGINE MAKE P&H		e. ENGINE MODEL S-3-B-1	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Ear Wood		b. PERMANENT MAILING ADDRESS P.O. Box 757 Miami Beach Florida	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 2954
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 <u>3/12/47</u>			
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 (18) of the Civil Aeronautics Act of 1938, as amended.			
ATTACHMENTS (Check which)		M. Vandenberg (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)	
☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT		<u>8/1/53</u> (DATE)	
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.		Agent (TITLE)	
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA			

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

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. <u>793</u> THROUGH SHEET REVISION NO. <u>3</u>			
b. ☐ AIRCRAFT LISTING PAGE NO. _____			
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY <u>1953</u> (YEAR) THROUGH CARD NO. <u>15</u>			
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 <u>3561.10</u> HOURS			
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:			
SERIAL NO. <u>327939</u> TOTAL HOURS <u>3721.00</u>			
SERIAL NO. <u>327929</u> TOTAL HOURS <u>3721.00</u>			
SERIAL NO. _____ TOTAL HOURS _____			
SERIAL NO. _____ TOTAL HOURS _____			
3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)			
a. LAST AIRWORTHINESS INSPECTION CONDUCTED <u>8/1/53</u> (DATE)			
☐ BY AIRCRAFT MANUFACTURER			
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____			
☒ BY MECHANIC, CERTIFICATE NO. <u>M. Vandenberg A4813317</u>			
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER			
4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED			
a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)			
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT			
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT			
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT			
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS			
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE <u>8/1/54</u> (DATE)			
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE <u>6/20/53</u> (DATE)			
BY <u>Fred W. Fenn</u> (NAME OF ISSUING REPRESENTATIVE)	DESIGNATION NO. <u>2327</u> (DATE)		
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 ☒ AIRWORTHY ☐ UNAIRWORTHY (Check appropriate item)			
DESIGNEE'S SIGNATURE <u>Fred W. Fenn</u>	DESIGNATION NO. <u>2327</u>	DATE <u>8/1/53</u>	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>Ed Long</u>	CAA DESIGNATION NO. <u>FW 257-13</u>	DATE <u>8-12-53</u>	
☐ ATTACHMENT			

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R0415.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		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		d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		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		☐ PATROLLING	
☐ AERIAL ADVERTISING		☐ FOREST AND WILDLIFE CONSERVATION	
☐ AERIAL SURVEYING		☐ WEATHER CONTROL	
☐ GLIDER TOWING		☐ OTHER	
d. ☐ EXPERIMENTAL			
(Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT		☐ RACING	
☐ AMATEUR-BUILT		☐ EXHIBITION	
☐ DEMONSTRATION		☐ OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Grueman		b. AIRCRAFT MODEL G73	
		c. AIRCRAFT SERIAL NO. J-14	
d. ENGINE MAKE P&W		e. ENGINE MODEL S3H1	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Gar Wood		b. PERMANENT MAILING ADDRESS Grayhaven-Kaelson Drive Detroit Mich.	
		c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-2954	
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 4/12/47.			
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 (18) 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	
J. H. Laffey		J. M. Laffey	
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)		(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)	
6/12/47		Agent	
(DATE)		(TITLE)	

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

JUL 1 - 1952

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. 783 THROUGH SHEET REVISION NO. 3
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 52-32
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 336.12 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. (right) 327929 TOTAL HOURS 336.12
SERIAL NO. (left) 327929 TOTAL HOURS 336.12
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 6/12/52 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. A2895495
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE JUNE 30, 1953 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 5/1/52 (DATE)
BY Fred W. Tenn (NAME OF ISSUING REPRESENTATIVE) 2327 (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 ☒ AIRWORTHY ☐ UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE <u>Fred W. Tenn</u>	DESIGNATION NO. <u>2327</u>	DATE <u>JUNE 30, 1952</u>
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>207928</u>	DATE <u>7-21-52</u>
☐ ATTACHMENT		☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

DEC 2 1951

NOV 27 1951

Form A CA-887
(11-48)

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 Crumman	MODEL C-43	SERIAL NO. J-14	NATIONALITY AND REGISTRATION MARK NC-2954
2. OWNER	NAME (First, middle, last) Gar Wood ADDRESS (Street and number, city, zone, and State) 5574 Collins Avenue., Miami Beach Fla..			

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				

4. AIRCRAFT
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.

WEIGHT AND BALANCE DATA	EMPTY WEIGHT (Pounds)* 9242	EMPTY CENTER OF GRAVITY (Inches from datum)* 12.01	USEFUL LOAD (Pounds)* 3508
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* 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 Michigan Aviation Co	ADDRESS (Street and number, city, zone, and State) Bay #9 Detroit City Airport Detroit Michigan	DATE WORK ACCOMPLISHED 10-31-51
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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)

Installed Narco VTR 7.5 # - 23 - 697.5
Power Modulator 6.75 # - 50 - 337.5
Antenna 5.25 # - 224 - 1176
9242. -13.02 - 109102.175

useful load 3508 lbs

Loading schedule revised to include above changes

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.

Michael Lukon
Michael Lukon
(Signature of supervising mechanic)

A & E 16140

(Certificate number and rating)

10-31-51
(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNER'S SIGNATURE <i>Anthony A. Rohr</i> Anthony A. Rohr	NO. 385	DATE 10-31-51
	CAA AGENT SIGNATURE <i>H. Bach</i>	☒ ACCEPTED ☐ REINSPECTED	DATE 11/21/51

10-4010-2

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. Certified 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, 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.

10-54010-2 U. S. GOVERNMENT PRINTING OFFICE

6-13

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

Form ACA-305 (11-49)		DEPARTMENT OF COMMERCE FEDERAL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R041.4	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative	
1. APPLICATION (CHECK WHETHER) ☐ ORIGINAL AIRWORTHINESS CERTIFICATE ☒ ANNUAL INSPECTION		2. AIRWORTHINESS CLASSIFICATION ☒ STANDARD ☐ RESTRICTED ☐ EXPERIMENTAL ☐ LIMITED ☐ OTHER			
3. MAKE Cessna Mallard		4. MODEL C-78		5. NATIONALITY AND REGISTRATION MARK N 2954	
6. MAKE Pratt & Whitney		7. MODEL SSH1		8. MANUFACTURER'S SERIAL NO. J-14	
9. OWNER'S NAME Gar Wood		10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-300)			
11. ATTACHMENTS (CHECK WHICH) ☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT ☐ ACA-337 ☐ DATA, DRAWINGS, ETC. ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA		12. I CERTIFY that the above statements are true. 6/1/51 (DATE) J. M. Laffer (OWNER OR AUTHORIZED AGENT) Agent (TITLE)			
Form ACA-305a (11-49) AIRCRAFT INSPECTION REPORT (To be completed by CAA representatives)					
13. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS) a. ☒ AIRCRAFT SPECIFICATION NO. A-783 THROUGH SHEET REVISION NO. 2 b. ☐ AIRCRAFT LISTING PAGE NO. 1/1/51 THROUGH CARD NO. 51-11 c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY (YEAR) d. ☐ OPERATIONS LIMITATIONS FORM ACA-309 ISSUED. e. ☐ OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT. f. ☒ CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT. g. ☒ ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH. h. ☒ CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED.					
FINDINGS					
14. ☒ AIRWORTHY ☐ UNAIRWORTHY		15. DESIGNEE'S SIGNATURE Frank L. Bowman		16. DESIGNATION NO. 2854	
17. DATE May 1, 1951		18. VIATION SAFETY AGENT'S SIGNATURE J. F. Steward		19. ☒ ACCEPTED ☐ REINSPECTED	
20. DATE 5/4-51		21. REASON FOR DISAPPROVAL, OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) ☐ YES ☒ NO			

U. S. GOVERNMENT PRINTING OFFICE 16-60837-1

Form ACA-305-305a (11-49)

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FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.

MAY 24 3 49 PM '51

MAIL ROOM-2
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

Form ACA-837
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

1955 Budget Bureau No. 41-R052.1
Approval expires December 31, 1945.

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	SERIAL NO. J-14	CAA IDENTIFICATION MARK NC 2954
2. OWNER	NAME (First, middle, last) G. F. WOOD			
	ADDRESS (Street and number, city, zone, and State) 5574 Collins Ave., Miami Beach, Fla. 5574 Collins Ave., Miami Beach, Fla.			

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)* 9222.5	EMPTY CENTER OF GRAVITY (Inches from datum)* -11.53 Fwd. of datum	USEFUL LOAD (Pounds)* 3527.5
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* 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 Michigan Aviation Co.	ADDRESS (Street and number, city, zone, and State) Bay #9 Detroit City Airport	DATE WORK ACCOMPLISHED 11-10-50
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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.)

Repaired wing at leading edge at station 317 to 394 Left wing
Patched hull at station of bulkhead that supports squat strut. Installed new squat strut assy. Used Mfg. parts in repair. as follows
1 L/R 108058-2 Link Tail Strut
2 ea. 108076-1 Arm, Tail Strut Control (Over)

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Michael Lukon
(Signature of supervising mechanic) A & E 16140 11-10-50 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE <u>Anthony A. Behr</u>	NO. 385	DATE 11-10-50
	SIGNATURE OF INSPECTOR <u>C. F. Walter</u>	☒ ACCEPTED ☐ REINSPECTED	DATE 12-4-50.

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

- 1 L.H. 106026 Cap Assem. Wing tip
- 2 ea. 32092 Grommet Wing tip
- 1 L.H. 106357 Cover Navigation Lights (Plex.)
- 1 L.H. 106037 Bracket Assem. Pitot Tube Aft.
- 1 ea. 106084 Tube Pitot tube support
- 1 ea. 107221-2 Window Assem. Rear
- 2 Ft. 3377 Extrusion Alcoa (anodized & primed)
- 1 Pc. Kitting alum. 24 gage Pyramid 4" x 36"
- 1 pc. 106003-4 Sheet, Wing Sta. 317 to 594. L. S.
- 1 set of wheel bags and cones

WASHINGTON
MAIL ROOM - 1

JAN 22 10 42 AM '51

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

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 Cumman Mallard		MODEL 3353			
REGISTRATION NO. N 2954	MANUFACTURER'S SERIAL NO. J-14	DATE MANUFACTURED 1/21/47	TYPE CERTIFICATE NO. 783		
ENGINE					
MAKE Pratt & Whitney		MODEL 8353			
OWNER'S NAME Gar Wood		PERMANENT ADDRESS (Street and number, City, Zone and State) Greyhaven-Keelson Drive Detroit, Michigan. 15			
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. T. Blackwell OWNER OR AUTHORIZED AGENT 4/4/50 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 ☒ YES ☐ NO					
(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NOIS). A-A-783, REV. 1, AIS, THRU, 50-12. (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. Frank L. Bowman CAA INSPECTOR'S SIGNATURE Carl T. Blackwell		DATE 8354 April 4, 1950 14-7-50	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)					

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

U.S. DEPARTMENT OF COMMERCE
NAVIGATION ADMINISTRATION
APR 27 - 1 21 PM '50
MAIL ROOM-1
WASHINGTON

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

#2966 12/8/49

1-583

FORM ACA-837
(11-7-46)DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONBUDGET BUREAU NO. 41-8052.1
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 G-73	SERIAL NO. J-14	CAA IDENTIFICATION MARK NC2954
2. OWNER	NAME (First, middle, last) Gar Wood			
	ADDRESS (Street and number, city, zone, and state) 5574 Collins Ave., Miami Beach, Fla.			

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					
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) 9222.5	EMPTY CENTER OF GRAVITY (Inches from datum) -11.83 Fwd. of datum	USEFUL LOAD (Pounds) 3527.5
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*AFTER the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)	18	☒ CERTIFIED MECHANIC
☒ MANUFACTURER	☒ APPROVED REPAIR STATION NO.	(SPECIFY)

AGENCY	NAME Grumman Aircraft Eng. Corp.	ADDRESS (Street and number, city, zone, and state) Bethpage, L.I., N.Y.	DATE WORK ACCOMPLISHED 11/28/49
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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. Removed regular float tanks on wing tips and installed fuel float tanks. This included all piping, pumps and the entire installation. This increased the weight of the airplane by 37.2 lbs. at arm 243.6.

The above weight on item four is the latest and revised weight and balance for this airplane.

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

SIGNATURE OF SUPERVISING MECHANIC <i>August J. Rupp</i>	CERTIFICATE NUMBER AND RATING A & E M-13763	DATE 11/28/49
--	--	------------------

TO BE COMPLETED BY CAA REPRESENTATIVES			
☒ APPROVED	SIGNATURE OF DESIGNEE <i>Edwin W. Schmitt</i>	NUMBER 1009	DATE 11-29-49
☐ REJECTED	SIGNATURE OF INSPECTOR	☒ ACCEPTED	DATE
☐ FORWARDED FOR ENGINEERING APPROVAL		☐ REINSPECTED	12-6-49

FAA AIRCRAFT REGISTRY
CAMERA NO. 11/DATE: 11-3-83

WASHINGTON
DEC 16 8 15 AM '83
NOT FOR RELEASE
EXCEPT BY AUTHORITY OF
THE SECRETARY OF DEFENSE

FAA AIRCRAFT REGISTRY

CAMERA NO. / DATE: 11-3-83

FORM ACA-305 (3-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUREAU NO. 41-R041.2 APPROVAL EXPIRES FEBRUARY 15, 1947	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT					
APPLICATION (Check) ☐ AIRWORTHINESS CERTIFICATE ☒ ANNUAL INSPECTION		CAA IDENTIFICATION ☒ NC ☐ NX ☐ NR ☐ OTHER (Specify)			
INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative.					
AIRCRAFT					
MAKE <u>Crumman</u>		MODEL <u>G-73</u>			
REGISTRATION NO. <u>2954</u>		MANUFACTURER'S SERIAL NO. <u>JL4</u>		DATE MANUFACTURED <u>1-21-47</u>	
ENGINE					
MAKE <u>Pratt & Whitney</u>		MODEL <u>S3H1</u>		RATED H.P. <u>600</u>	
(Check whether) ☒ NEW ☐ USED ☐ OVERHAULED		IF OVERHAULED, STATE BY WHOM		DATE OF OVERHAUL	
(Check which) ☒ AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION		☐ APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED			
OWNER'S NAME <u>Gar Wood</u>		PERMANENT ADDRESS (Street and No., City, Zone, State) <u>Gray Haven, Keelson Drive, Detroit 15, Michigan</u>			
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 <u>M. Vandenberg</u> M. Vandenberg OWNER OR AUTHORIZED AGENT Agent TITLE DATE <u>March 29, 1949</u>			
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. <u>783</u>	T.C. NO. <u>783</u>	SERIAL NO. <u>A 783-2</u>	EFFECTIVE NOTES <u>complied</u>	NO. <u>AD's 783 thru 49-13</u>	EFFECTIVE NOTES
OTHER (Describe)		EXCEPTIONS, IF ANY (If additional space is required, use reverse)			
☒ FORM ACA-319 (Return to owner)		APPROVED BY <u>M. Vandenberg</u>		MECH. CERT. AND RATING NO. <u>13317 A & E</u>	
☒ FORM ACA-1362 ISSUED		CERTIFICATE VALID TO (Specify date)		DATED <u>March 29, 1949</u>	
☐ AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED					
FINDINGS					
☒ AIRWORTHY ☐ UNAIRWORTHY		DESIGNEE'S SIGNATURE AND NAME <u>H. Bradbury</u>		DATE <u>March 29, 49</u>	
		CAA INSPECTOR'S SIGNATURE <u>Walter E. Shimmer</u>		DATE <u>April 6, 1949</u>	
		☒ ACCEPTED ☐ REINSPECTED			
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)					

21666

Now
2-26-49
NW
Now
12-27-49
NW

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 11-3-83

DEPT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
MAY 20 2 05 PM '49
MAIL ROOM-2
WASHINGTON

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

2043 NOV 23 REC'D

HHS

FORM ACA-337 (11-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 31-8082.1 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 G-73	SERIAL NO. J-14	CAA IDENTIFICATION MARK IN 2954	
2. OWNER	NAME (First, middle, last) Gar Wood ADDRESS (Street and number, city, zone, and state) 5574 Collins Ave. Miami Beach, Florida.				
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR OR ALTERATION	
a. AIRCRAFT	X (As described in item 1 above)				X
b. PROPELLER					
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)* 9185.3 comp	EMPTY CENTER OF GRAVITY (Inches from datum)* -11.93	USEFUL LOAD (Pounds)* 3564.7		
*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 Grumman Aircraft Engineering Corp.		ADDRESS (Street and number, city, zone, and state) Bethpage, N.Y.		DATE WORK ACCOMPLISHED NOV. 17, 1948
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)					
Reinforced land gear fairings per E.O. 1194.1512. +2.5 lbs. @ Sta. 237.5					
Reinforced cowl flaps per Ser. Bull. #8 +.7 lbs. @ Sta. 199.					
Reinforced cowl spinnings Per Ser. Bull. #5 +1.8 lbs. @ Sta. 166.					
Replaced heater fuel pump with larger type per Serv. Bull. #15 +.4 lbs. @ Sta. 430.					
Installed water separator & new heater blower casting per Serv. Bull. #16 +3.1 lbs. @ Sta. 445.					
Aircraft repainted and markings modified as per C.A.R. 43.102					
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.					
SIGNATURE OF SUPERVISING MECHANIC Hester K. Eston		CERTIFICATE NUMBER AND RATING 20830-40		DATE Nov. 17-1948	
TO BE COMPLETED BY CAA REPRESENTATIVES					
☒ APPROVED	SIGNATURE OF DESIGNEE Charles J. Farina		NUMBER DMR 1038	DATE Nov. 18, 1948	
☐ REJECTED	SIGNATURE OF INSPECTOR Edwin H. Schwabke		☒ ACCEPTED	DATE Nov. 19, 1948	
☐ FORWARDED FOR ENGINEERING APPROVAL			☐ REINSPECTED		

CAMERA NO. 1 / DATE: 11-3-83

CAMERA NO. 1 / DATE: 11-3-83

1. **REPORTING OFFICE**
 2. **REPORTING OFFICER**
 3. **REPORTING DATE**
 4. **REPORTING TIME**
 5. **REPORTING LOCATION**
 6. **REPORTING METHOD**
 7. **REPORTING STATUS**
 8. **REPORTING TYPE**
 9. **REPORTING CATEGORY**
 10. **REPORTING SUBCATEGORY**
 11. **REPORTING PRIORITY**
 12. **REPORTING URGENCY**
 13. **REPORTING ACTION**
 14. **REPORTING COMMENTS**
 15. **REPORTING SIGNATURE**
 16. **REPORTING TITLE**
 17. **REPORTING ORGANIZATION**
 18. **REPORTING CONTACT**
 19. **REPORTING PHONE**
 20. **REPORTING FAX**
 21. **REPORTING EMAIL**
 22. **REPORTING WEBSITE**
 23. **REPORTING ADDRESS**
 24. **REPORTING CITY**
 25. **REPORTING STATE**
 26. **REPORTING ZIP**
 27. **REPORTING COUNTRY**
 28. **REPORTING REGION**
 29. **REPORTING DISTRICT**
 30. **REPORTING SUBDISTRICT**
 31. **REPORTING WARD**
 32. **REPORTING VILLAGE**
 33. **REPORTING HAMLET**
 34. **REPORTING SETTLEMENT**
 35. **REPORTING POPULATION**
 36. **REPORTING AREA**
 37. **REPORTING ELEVATION**
 38. **REPORTING CLIMATE**
 39. **REPORTING SOIL**
 40. **REPORTING VEGETATION**
 41. **REPORTING ANIMALS**
 42. **REPORTING PLANTS**
 43. **REPORTING MINERALS**
 44. **REPORTING WATER**
 45. **REPORTING AIR**
 46. **REPORTING LAND**
 47. **REPORTING SEA**
 48. **REPORTING SKY**
 49. **REPORTING GROUND**
 50. **REPORTING SPACE**
 51. **REPORTING TIME**
 52. **REPORTING DATE**
 53. **REPORTING YEAR**
 54. **REPORTING MONTH**
 55. **REPORTING DAY**
 56. **REPORTING HOUR**
 57. **REPORTING MINUTE**
 58. **REPORTING SECOND**
 59. **REPORTING MILLISECOND**
 60. **REPORTING MICROSECOND**
 61. **REPORTING NANSECOND**
 62. **REPORTING PICOSECOND**
 63. **REPORTING FEMTOSECOND**
 64. **REPORTING ATTOSECOND**
 65. **REPORTING ZEPTOSECOND**
 66. **REPORTING YOKTOSECOND**
 67. **REPORTING XENONSECOND**
 68. **REPORTING UNKOWNSECOND**
 69. **REPORTING OTHER**
 70. **REPORTING END**

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

FORM ACA-305 (3-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-R041.9 APPROVAL EXPIRES FEBRUARY 15, 1947	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aero- nautics Administration Field Representative.	
APPLICATION (Check) ☐ AIRWORTHINESS CERTIFICATE ☒ ANNUAL INSPECTION		CAA IDENTIFICATION ☒ NC ☐ NX ☐ NR ☐ OTHER (Specify) _____			
AIRCRAFT					
MAKE Grumman Mallard		MODEL G-73			
REGISTRATION NO. NC 2954		MANUFACTURER'S SERIAL NO. J-14		DATE MANUFACTURED 1-21-47	
ENGINE					
MAKE Pratt & Whitney		MODEL S3H1		RATED H.P. 650	
(Check whether) ☐ NEW ☒ USED ☐ OVERHAULED		IF OVERHAULED, STATE BY WHOM _____		DATE OF OVERHAUL _____	
(Check which) ☒ AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION ☐ APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED					
OWNER'S NAME Gar Wood		PERMANENT ADDRESS (Street and No., City, Zone, State) Grayhaven - Keelson Drive, Detroit 15, Michigan			
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 G. R. Minich OWNER OR AUTHORIZED AGENT DATE 2-12-48 TITLE Agent			
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. None	T.C. NO. 783	SERIAL NO. A-783-1	EFFECTIVE NOTES Complied	NO. Complied	EFFECTIVE NOTES ADS-48-3-4
OTHER (Describe) _____			EXCEPTIONS, IF ANY (If additional space is required, use reverse)		
☒ FORM ACA-319 (Return to owner)		APPROVED BY M. Vandenburg		MECH. CERTIF. AND RATING NO. A & B 13317	
☒ FORM ACA-1362 ISSUED		CERTIFICATE VALID TO (Specify date) _____		DATED 2-12-48	
☐ AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED					
FINDINGS					
☒ AIRWORTHY ☐ UNAIRWORTHY		DESIGNEE'S SIGNATURE AND NO. H. Bradbury		DATE 2-12-48 AEF	
		CAA INSPECTOR'S SIGNATURE G. R. Minich		☒ ACCEPTED ☐ REINSPECTED DATE 2/27-48	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)					
WHEN CORRECTED, RETURN TO AIRCRAFT & COMPONENTS BRANCH, B. O. JB					
					

FAA AIRCRAFT REGISTRY

CAMERA NO. 11-3-83

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.
APR 19 3 14 PM '48
WASHINGTON

FORM ACA-337 (11-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-7052.1 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 Crumman Mallard	MODEL G-73	SERIAL NO. J-14	CAA IDENTIFICATION MARK NC 2954	
2. OWNER	NAME (First, middle, last) Gar Wood		ADDRESS (Street and number, city, zone, and state) Grayhaven - Keelson Drive, Detroit 15, Mich.		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
a. AIRCRAFT	L. Hub	R. Hub		MAJOR REPAIR MAJOR ALTERATION	
PROPELLER BLADE OR HUB	Model - 23D40-51 Mfg. No. - 158857	Model - 23D40-51 Mfg. No. - 158858			
c. ENGINE					
d. INSTRUMENT					
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)* 9205	EMPTY CENTER OF GRAVITY (Inches from datum)* -12.71 inches	USEFUL LOAD (Pounds)* 3,545		
* 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 G. R. Minick	ADDRESS (Street and number, city, zone, and state) 2051 N. Bay Rd. Miami Beach, Fla.		DATE WORK ACCOMPLISHED 2-12-48	
DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 19 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).					
Removed flares and bracket. Factory plates used for covering of flare holes. Weight of flares and bracket, 51 lbs., deducted from empty weight and added to useful load. New Empty Center of Gravity determined. All applicable notes of current specification and Airworthiness Directives have been complied with. (See Over)					
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.					
SIGNATURE OF SUPERVISING MECHANIC G. R. Minick		CERTIFICATE NUMBER AND RATING A&E 11237		DATE 2-12-48	
TO BE COMPLETED BY CAA REPRESENTATIVES					
☒ APPROVED	SIGNATURE OF DESIGNEE [Signature]	NUMBER 2202	DATE 2-12-48		
☐ REJECTED	SIGNATURE OF INSPECTOR [Signature]	☒ ACCEPTED	DATE 2/27-48		
☐ FORWARDED FOR ENGINEERING APPROVAL	☐ REINSPECTED				

CAMERA NO. 1 / DATE: 11-3-83

Weight Correction

<u>Item</u>	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>
Original	9,256 lbs.	222.23	2,056,962
- 402 (flares)	- 51 lbs.	- 455.	- 23,205
Weight Empty (Corrected)	9,205 lbs.	220.94	2,033,757

Result

Weight Empty (Computed)	9,205	lbs.
Empty Center of Gravity ($\neq$ 233.65 - 220.94)	- 12.71	inches
Useful Load	3,295	lbs.

[illegible]

FAA AIRCRAFT REGISTRY
CAMERA NO. 11-3-83

Form ACA-309a-Page 1 (2-46)

UNITED STATES OF AME
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

AA IDENT. MARK
2954

ENGINE MAKE P & W MODEL S3H1	AIRCRAFT MAKE Grumman MODEL G73	DATE MFRD. JAN. 1947	SERIAL NO. J14	DESIGNATION 12PCAmM	TYPE CERT. 783
--	---	--	--------------------------	-------------------------------	--------------------------

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED
(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS							TRUE INDICATED AIR SPEED		
MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.		WEIGHT	M. P. H.	KNOTS
TAKE-OFF 1 Min.	one	SL	36	2250	600	91	CLIMB OR LEVEL FLIGHT	12500	220
TAKE-OFF							GLIDE OR DIVE (Smooth Air Only)	12500	270
SEA LEVEL	SL	34	2200	550	91	FLAPS EXTENDED	12500	125	
SEA LEVEL							CLIMB OR LEVEL FLIGHT	See chart in	
ALTITUDE	FROM 5000	32.5	2200	550	91		GLIDE OR DIVE (Smooth Air Only)	the approved	
ALTITUDE							FLAPS EXTENDED	Operations Manual.	
LOW IMP.							Rear face of main wing beam at hull Sta. 233.65.		
LOW IMP.									
HIGH IMP.									
HIGH IMP.									

USEABLE CEILINGS AND ADDITIONAL CONDITIONS*

CEILINGS (FT.)	WEIGHT	R. P. 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	
12,500	12,500	12,500	12,500

OPERATIONS AUTHORIZED

INSTRUMENT FLIGHT RULES, NIGHT

This aircraft to be operated in accordance with the CAA Approved Operating Manual for G-73 aircraft which is to be carried in the pilot's compartment at all times.

INSPECTED BY
Harry M. Jones
DATE
2/14/47

ADDITIONAL OPERATIONS AUTHORIZED ☒ YES ☐ NO (IF YES-SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

FOLD HERE

10-36122-2

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 11-3-83

ADDITIONAL OPERATIONS AUTHORIZED

The Airworthiness Certificate for this aircraft is based on a tentative approval of the aircraft model and is subject to revision at the time of final approval. In addition, further modification of the aircraft may be required at that time. It will be the owner's responsibility to comply with all pertinent provisions of the final Aircraft Specification and Airworthiness Directive.

[illegible]

FAA AIRCRAFT-REGISTRY
CAMERA NO. 1/DATE: 11-3-83

Form A CA 309a Page 2

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

SPECIFICATION **Tentative**

CAA IDENT. NO. (Only)

[illegible]

18-0018132-1

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 / DATE: 11-3-83

REVERSE OF PAGE 2- u ACA-3098

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			
REPAIR AND ALTERATION FORM DATED		BY (Agency name and number)	
LOCATION AND BRIEF DESCRIPTION OF REPAIR			
SUPPLEMENTAL PAGE NO.	ISSUED (Date)	BY	TITLE

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

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 Aero- nautics Administration Field Representative.	
APPLICATION (Check)		CAA IDENTIFICATION			
☒ AIRWORTHINESS CERTIFICATE ☐ ANNUAL INSPECTION		☒ NC ☐ NX ☐ NR ☐ OTHER (Specify) _____			
AIRCRAFT					
MAKE GRUMMAN		MODEL G73 (MALIA RD)			
REGISTRATION NO. 2954	MANUFACTURER'S SERIAL NO. J14	DATE MANUFACTURED JANUARY 1947			
ENGINE					
MAKE PRATT & WHITNEY		MODEL S3HI		RATED H.P. 600 each	
(Check whether) ☒ NEW ☐ USED ☐ OVERHAULED		IF OVERHAULED, STATE BY WHOM _____		DATE OF OVERHAUL _____	
(Check which) ☒ AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION		☐ APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED			
OWNER'S NAME GAR WOOD		PERMANENT ADDRESS (Street and No., City, Zone, State) GREY HAVEN - KEELSON DRIVE DETROIT 15, MICHIGAN			
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 1/29/47 DATE Edwin Lovejoy 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. A783-1	EFFECTIVE NOTES 1, 2, 3, 4, 5a, 6	NO. _____	EFFECTIVE NOTES _____
ER (Describe) New Aircraft		EXCEPTIONS, IF ANY (If additional space is required, use reverse) None			
☐ 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 309A			
FINDINGS					
☒ AIRWORTHY ☐ UNAIRWORTHY		DESIGNEE'S SIGNATURE AND NO. <i>Harry M. Jones</i> Harry M. Jones		DATE 2/14/47	
		☒ ACCEPTED ☐ REINSPECTED		DATE 2/14/47	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☐ No) CAA Approved Operating Manual is installed in this Aircraft. aw					

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE:

11-3-83

DEPARTMENT OF COMMERCE
MAIL ROOM-2
WASHINGTON
MAR 5 9 38 AM '83

"MALLARD"

12 PLACE AMPHIBIAN

WEIGHT AND BALANCE REPORT

AND

LOADING CHART

MODEL G-73

SERIAL NO. J-14

CERTIFICATE NO. HC2954

Date: February 14, 1947

Prepared by:

William Flato
William Flato

Checked by:

Joseph F. Conlin
Joseph F. Conlin

Approved by:

Robert J. Trimborn
ROBERT J. TRIMBORN

REPORT NO. G73-14

FAA AIRCRAFT REGISTRY
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MALLARD
LOADING CHART

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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 26½%) 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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MALLARD
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 6. (Add only the ones which apply.)

TRAPPED FUEL & OIL

	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>	<u>Index Unit</u>
Fuel & Oil Trapped In:				
- Oil Cooler (10" Dia.)	20.0	193	3860	.4
- Oil Tanks	4.0	212	848	.1
- Engines	46.3	178	8241	.8
- Propeller Syst. Lines	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 Point Pos.	113.4	194.4	22046	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	199.8	28646	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 7 of the Loading Chart. The passenger locations are numbered according to type of seat and rows reading from front to rear, e.g. FCL, Forward Cabin, forward seat. Page 7 shows standard arrangement but the positions not applicable to this airplane have been blocked out. The 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.

The next step is to determine the index unit for the Basic airplane. Referring to the Basic Loading Calculation on p.7, the Basic Weight is carried forward to the Basic Weight Log on p.8. The "Moment" is then divided by 10,000 and entered under "Index Unit", because

$$\text{"Index Unit"} = \frac{W \times A}{10000} \quad \text{and } W \times A = \text{Moment}$$

REPORT NO. G73-11

FAA AIRCRAFT REGISTRY

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MALLARD

PAGE 5

LOADING CHART

To clarify the use of the loading chart, the following sample loading will be discussed in detail:

SAMPLE LOADING

<u>Item</u>	<u>Weight</u>	<u>Index Unit</u>
Basic Weight (Sample Only)	9600	209.4
Plus Items of Useful Load:		
Fuel (180 Gals.)	1080	23.7
Oil (20 Gals.)	150	3.2
Passengers:		
Position FC-1 (1)	170	2.8
FC-3 (1)	170	3.6
RC-1 (2)	340	9.4
RC-2 (2)	340	10.8
Baggage:		
Compt. I	20	.7
Compt. J	220	8.8
Take-Off Gross Weight	12090	272.4

The basic weight and index unit is obtained from the Log on p.8. For loading 180 gals. of fuel in the wing tanks, refer to fuel chart on p.9, 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.10), 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 12090 lbs. it is well within the gross weight limitations (p.7). The index unit for this weight is 272.4. Now run your pencil down the "Gross Weight" side of the chart to 12100# which is closest to 12090#. Then follow across to the right until you reach 272.3 which is the nearest index unit, and read vertically upward to find the C.G. In this case the take-off C.G. is at approximately 25% 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.

REPORT NO. G73-24

1-15-47

3103-10M-6-46

GRUMMAN AIRCRAFT ENGINEERING CORPORATION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE:

11-3-83

MALLARD
LOADING CHART

Airplane Weighing Data:

Date Weighed - 2-14-47

Hull sta. 203.38

86.48"

M.A.C. (projected)

Hull sta. 233.647

30.27"

Plumb line dropped from rear face of main beam which is $\perp$ centerline of airplane & keel line.

C = 3.78 ins. (3.85" approx.)

D = 78.13 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

5362

0

5362

Left Wheel - W_L

5302

0

5302

Nose Wheel - W_N

1075

0

1075

11739

0

11739

A = C.G. (ins.) forward

of centerline Main Wheels = $W_R \times D$

$\frac{W_R + W_L + W_N (\text{Corrected})}{11739}$

$\frac{1075 \times 78.13}{11739} = 16.31$

B = C.G. (ins.) fwd. of Rear Face Main Beam = $A - C = 16.31 - 3.78 = 12.53$

C.G. inches aft of Reference Datum = $233.65 - B = 233.65 - 12.53 = 221.12$

CORRECTION FOR MISSING ITEMS

	Weight	Arm	Moment
Airplane as Weighed	11739	221.12	2595728
Add: Trapped Fuel in Flight	+100	220	+22000
Remove: - Fuel (408 gals.)	-2448	219.7	-537826
- Oil (20 gals.)	-150	212	-31800
- Slip Covers	-18	222.8	-4010
Add: - Wash Water	+33	390	+12870

Empty Weight

9256

222.23

2056962

Empty Weight C.G. = 222.23 " Aft of Reference Datum or

11.42" Forward of Hull Sta. 233.65

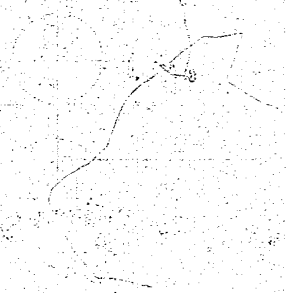
$\frac{222.23 - 203.38}{86.48} \times 100 = 21.80\%$ M.A.C.

Witnessed:

Harry M. Jones
C.A.A. Inspector, Edwin Loveloy

William Flato
Weight Engineer, William Flato

FAA AIRCRAFT REGISTRY
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MALLARD
LOADING CHART

PAGE 7

PASSENGER AND CARGO LOADING DIAGRAM

Maximum Allowable Take-Off Gross Weight 12500
Maximum Allowable Landing Gross Weight 12500

LOADING CHART DATUM - HULL STATION "0"

Passengers at 170# each

INDEX UNITS		ROW
1 PASS.	2 PASS.	
2.1		C-1
2.8	5.6	FC-1
3.2	6.4	FC-2
3.6	7.2	FC-3
4.7	9.4	RC-1
5.4	10.8	RC-2
6.1		T-1

COMPT.	ARM	10"
A	70	
B	125	
C	166	
D	188	
E	211	
F	250	
G	278	
H	317	
I	360	
J	400	

Basic Loading

The following values apply to this airplane as Licensed:

Item	Weight	Arm	Moment	Index Unit
Empty Weight (p.6)	9256	222.23	2056962	205.70
Pilot	170	125	21250	2.12
Basic Weight & Index Unit*	9426	220.48	2078212	207.82

* See p.8 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 10. Basic Weight and Index Units for the empty airplane plus Pilot are given above or on page 8. Index Units for Fuel, Oil, Cargo or Baggage, and Miscellaneous items 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 11 to 13 of this report for items of equipment included in the Weight Empty.

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1-15-47

100-5000-2-45

GRUMMAN AIRCRAFT ENGINEERING CORPORATION

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MALLARD
LOADING CHART

LOG - BASIC WEIGHT & INDEX UNIT
(List all changes made subsequent to weighing)

[illegible]

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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
340	2040	44.8
360	2160	47.4
380	2280	50.1

Oil (7.5 Lb./Gal.)
(Arm 212.0)

Gal.	Lbs.	Index Units
5	37.5	.8
10	75	1.6
15	112.5	2.4
20	150	3.2

Note: Maximum Fuel-Oil Ratio 25 to 1

* See diagram on page 7

Note: Weight of special equipment must be subtracted from the baggage capacity of the compartment in which it is installed.

Baggage or Cargo **

Lbs.	Comp't. 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	15.6
420	2.9	5.2	7.0	7.9	8.9	10.5	11.7	13.3	15.1	16.8
450	3.2	5.6	7.5	8.5	9.5	11.2	12.5	14.3	16.2	18.0
480		6.0	8.0	9.0	10.1	12.0		15.2	17.3	19.2
510		6.4	8.5	9.6	10.8	12.8		16.2	18.4	20.4
540		6.8	9.0			13.5		17.1	19.4	21.6
570		7.2	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 except in rear baggage comp't. which is limited to 75 lbs. per sq. foot.

REPORT NO. G72-14

FAA AIRCRAFT REGISTRY
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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	233.1
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	253.2	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	276.9	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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WALLARD
LOADING CHART
STANDARD EQUIPMENT

(Installed items are marked "X")

Installed	Item No.	Item	Weight		Index Unit Ea.
			Each	Arm	
		<u>Propellers and Propeller Accessories</u>			
X	1	Two Hamilton Standard Propellers, hubs 23D40-51, blades 6533A-18 to 6533A-20 inclusive. Diameter 8'6-5/16" max., 8'4-5/16" min.	252	155	3.91
X	2	Two Hamilton Standard propeller governors #4M11	6	163	.10
		<u>Engine and Engine Accessories-Fuel and Oil Systems</u>			
X	101	Two Eclipse Starters #1416-15	27	192	.52
X	102	Two Aluminum Oil Coolers (Clifford 10" Dia. x 9" long #B-36690 with UAP 4 Port Valve #UD4785	18	193	.35
X	103	Residual Fuel and Oil in Drained System (See page 4)			
		Fuel -	30	218.5	.66
		Oil -	83	185.7	1.54
X	104	Two Elect. Driven Fuel Pumps, Thompson Prod. #TFD10300	7	205	.11
X	105	One Surface Combustion Heater #ADS-100N-P41C	21	439	.92
		<u>Landing Gear</u>			
X	201	Two Aluminum Wheel Assemblies-Goodyear 9.50x16 (Incl. Brakes, 6 Ply Nylon Tires and Tubes)	120	237.5	2.85
X	202	One Nose Wheel-Bendix #145308 19x6.80-10 (Incl. Fairing, 6 Ply Goodrich Rayon Tire and Tube)	37	60	.22
		<u>Electrical and Radio Equipment</u>			
X	301	Two Generators-100 Amp. Leece-Neville #2473-G12	32	175.5	.56
X	302	One Battery AN3150 34AH (12-TS-9L)	73	230	1.68
X	303	Two Landing Lights #G-3801-1 Grimes	7	220	.15
X	304	Standard Radio Instal.-Bow Compt.)	93	60	.56
		-Rear Compt.) See page 13	95	414	3.93
		-Misc.)	69	140	.97
		<u>Interior Equipment</u>			
		<u>Miscellaneous Cabin Furnishings</u>			
X		(a) Four Passenger Chairs (Rear Cabin)	35	297	1.04
		(b) 1,2,3 or 4 Passenger Chairs (Forward Cabin)	35		
X		(c) 1 2 Divans (Forward Cabin)	92	188	1.73
X		(d) One Revolving Table GAEC #111046 (Stowed)	6	425	.25
X		(e) Two Hand Operated Fire Extinguishers (1 Qt. Pyrene)	7	225	.16
		<u>Miscellaneous (Not Listed Above)</u>			
X	401	One C.A.A. Approved Operating Manual	1	93	.01
X	402	Two Parachute Flares (3 Minute)	23	455	1.05
X	403	One Windshield Wiper Instal. (Kearfott)	4	102	.04
X	404	Two Safety Belt and Harness Assems. NAF1201-1	3.5	125	.04
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		Two Engine Log Books and One Airplane Log Book	.5	93	-
X		One Bilge Pump - Perko	9	41	.04
X		One Boarding Ladder (Stowed)	7	390	.27

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GRUMMAN AIRCRAFT ENGINEERING CORPORATION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

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HALLARD
LOADING CHART

SPECIAL EQUIPMENT

(Installed items are marked "X")

Installed	Item No.	Item	Weight Arm		Index Unit Each
			Each		
		1 Ea. Automatic Pilot - Sperry Type A-12	150	114	1.71
		1 Ea. Wing & Tail Deicer Installation - Goodrich	125		
		1 Ea. Propeller Anti-icer Installation	86	238	2.05
		1 Ea. "Ship to Shore" Radio Telephone - Avidometer Corp.	4.5	220	.10
		1 Ea. Very Pistol Installation	4.0	120	.05
		1 Ea. Fuel Analyzer Instal. - Dual Type	13.0	199.4	.26
		Life Preservers			
		Collapsible 4 Man Life Raft-MK IV	50.0	400	2.00
		Chest Type Parachutes-SWITLIK Q.B.	19.0	405	.77
		1 Ea. Add'l Sensitive Altimeter - Instrument Operation Only	2.0	93	.02
		1 Ea. Set of Wheel Brakes for Co-Pilot	10.8	95	.10
		1 Ea. Bird Proof Windshield GAEC #107469 (In Lieu of Std.)	9.7	107	.10
		1 Ea. Position Light Flasher	2.1	200	.04
		2 Ea. Tail Light-Model C-Grimes - 1 Red - 1 White 32CP	3	400	.01
		20 Ea. Fire Detectors - Engine Comp. - AL981 Wilcolator	.15	190	-
		4 Ea. Solenoid Shut-Off Valves for Fuel & Oil Gages General Controls #40R342			
		1 Ea. Vacuum Syst. Instal. GAEC #109009 in Lieu of #109006	.5	92	-
		1 Ea. Altitude Recording Device - For Recording of Altitude & Use of Radio Transmitter			
		1 Ea. Add'l. Airspeed Indicator-Instrument Operation Only	1.2	120	.01
		1 Ea. Electrically Heated Pitot for Add'l Airspeed Indicator.	2.2	198	.04
		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	2.0	125	.02
		1 Ea. Signs "Fasten Seat Belt", "No Smoking" "Use Oxygen Equipment", operable by either pilot or copilot	2.2	135	.03
		1 Ea. Fuel Pressure Warning Indicator	1.7	93	.02
		1 Ea. Oil Pressure Warning Indicator	1.7	93	.02

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FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE:

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MALLARD

LOADING CHART

RADIO INSTALLATION

(Installed items are marked "X")

Installed	Item No.	Item	Weight		Index
			Each	Arm	Unit Ea.
		<u>Radio Compass Installation</u>			
X	304	MN-26K Receiver and Mount (Bow Comp't)	37.9	65	.25
X	304	MN-36C Loop Antenna and Dehydrator	10.2	192	.20
X	304	MN-37B Bearing Indicator	1.4	96	.01
X	304	MN-31C Loop Control Unit (Bow Comp't)	17.6	46	.08
X	304	Sense Antenna (Wire)	.5	144	.01
		<u>Range Receiver Installation</u>			
X	304	MN-26K Receiver and Mount (Bow Comp't)	37.9	41	.16
X	304	MN-54A Loop Antenna	5.8	144	.08
X	304	Range Antenna (Wire)	.5	144	.01
		<u>Communications Radio & Interphone</u>			
X	304	RTA-1B Receiver, Transmitter, Amplifier & Mt. (Rear Compartment)	75.8	414	3.14
X	304	Antenna (Wire)	1.5	315	.05
		<u>Marker Beacon Installation</u>			
X	304	MN-53A Marker Beacon Receiver & Mount (Rear Compartment)	17.0	416	.71
X	304	"T" Antenna (Wire)	2.5	480	.12
X	304	Miscellaneous Panels, Cables, Controls, etc.	48.4	132	.64

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3100-10M-6-6

GRUMMAN AIRCRAFT ENGINEERING CORPORATION

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

11-3-83

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 CORP.
(Manufacturer)
certify that the aircraft GRUMMAN MALLARD, G73
(Make) (Model)
J14, has been manufactured, ~~XXXXXX~~
(Serial number)
in conformity with the data forming the basis for Type Certificate No. A-783 Tentative and any
revision or modification thereof approved by the Administration as of January 29, 1947
(Date)
with the exception of the following deviations: NONE

DATE 1/29/47

George F. Titterton
George F. Titterton
Assistant Chief Engineer

(Title)

* Delete this phrase if not applicable.

FAA AIRCRAFT REGISTRY
CAMERA NO. 1/DATE: 11-3-83

WASHINGTON
MAIL ROOM-2
MAR 5 9 38 AM '87
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.

B0231

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
		For FAA Use Only	
		Office Identification SW01 EAR	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).			
1. Aircraft	Make Grumman	Model G-73 (Mallard)	
	Serial No. J-14	Nationality and Registration Mark N2954	
2. Owner	Name (As shown on registration certificate) RBR Aircraft Inc.	Address (As shown on registration certificate) 2235 Clark Carr Loop SE Albuquerque, NM 87106	
	"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized by FAR Part 43, Section 43.7."		
3. For FAA Use Only <u>SW01</u> <u>10/28/02</u> <u>[Signature]</u> District Office Date Signature of FAA Inspector			
4. Unit Identification			
Unit	Make	Model	Serial No.
AIRFRAME	(As described in Item 1 above)		
POWERPLANT			
PROPELLER			
APPLIANCE	Type		
	Manufacturer		
5. Type			
6. Conformity Statement			
A. Agency's Name and Address		B. Kind of Agency	
Daniel W. Poli 12 Juan Rd NE Albuquerque, NM 87123		☒ U.S. Certificated Mechanic	
		☐ Foreign Certificated Mechanic	
		☐ Certificated Repair Station	
		☐ Manufacturer	
		C. Certificate No. A&P [Redacted]	
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 10-28-2002		Signature of Authorized Individual Daniel W. Poli <u>[Signature]</u>	
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 Fit. Standards Inspector	Manufacturer	X Inspection Authorization Other (Specify)
	FAA Designee	Repair Station	
Date of Approval or Rejection 10-28-2002		Certificate or Designation No. IA [Redacted]	Signature of Authorized Individual Daniel W. Poli <u>[Signature]</u>

NOTICE

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

8. Description of Work Accomplished

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

October 28, 2002 Grumman Mallard G-73 S/N J-14 TTAF: 11,573.4 hrs

1. Introduction: Installed two each Jasco 50 amp alternators and related controllers. These alternators are lighter, more reliable and require less maintenance than generators.

2. Description: Removed original generators, reverse current relays and related equipment. Installed two new 50 amp Jasco P/N 7555-1 Alternators, two each P/N J12M24SP Voltage controllers and two each P/N 17-10 Resistors. Wiring was done using existing wiring to generators and to on-off switches in the cockpit overhead panel. New wiring was used from the terminal board on the left side of the cabin to the right side of the cabin center area. This wiring bundle was run along existing bundles in accordance with AC43.13-1A, Chapter 11 Section 7, Paragraphs 11-86, Section 9 Paragraphs 11-115, 11-116, 11-118. An electrical load analysis was performed and found to be within the 80 percent output load of one alternator per AC43.13-1B Chapter 11, Section 3, Paragraph 11-33, 11-36d & 11-37.

3. Control, operation information: N/A

4. Servicing Information: Alternators are mounted in same position as removed generators. Voltage controllers and related circuit breakers are installed in right cabin center access panel.

5. Maintenance instructions: Inspect drive couplings on alternators each 250 hours of operation for alignment, wear or deformity. Replacement parts are available from Skytronics Inc. at 310-322-6284.

6. Trouble shooting information: Check condition of wiring and components for any obvious damage. Refer to wiring diagram from Skytronics or call them for more information at 310-322-6284 for detailed troubleshooting of individual components.

7. Removal and replacement information: All components are installed using standard aircraft hardware; if more detailed information is required please refer to the Skytronics Inc. installation manual provided with this product.

8. Diagrams: All components can be inspected by removal of top engine cowl, center right cabin electrical access panel.

Continued on next page

☒ Additional Sheets Are Attached

NOTICE

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8. Description of Work Accomplished

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

October 28, 2002 Grumman Mallard G-73 S/N J-14 TTAF: 11,573.4 hrs

9. Special inspection requirements: N/A

10. Application of protective treatments: N/A

11. Data: N/A

12. List of special tools: N/A

13. For commuter category aircraft: N/A

14. Recommended overhaul periods: No additional overhaul time limitations.

15. Airworthiness limitation section: No additional airworthiness limitations.

16. Revision: Should revision of this 337 be necessary, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (dated____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (dated____)." Once the revision has been accepted, a maintenance entry will be made, identifying the revision, its location, and date of the Form 337.

Weight & balance and equipment list updated to show these changes.

-----END-----

| Additional Sheets Are Attached



ELECTRICAL LOAD ANALYSIS

Grumman Mallard G-73

SERIAL # J-14 REG NO. N2954 10-28-02 TTAF: 11,573.4 hrs

EQUIPMENT: AMPERES:

CONTINUOUS SYSTEMS:

AVIONICS SYSTEM:

RADAR	2.4
AUDIO PANEL	1.9
ADF	.58
TRANSPONDER	1.2
ENCODER	.3
NAV/COM	.4
NAV/COM	.4
GPS	.4
DME	.8

TOTAL: 8.38

AIRCRAFT SYSTEM:

HEATER	7.0
ENGINE GAUGES	.6
2 ea TURN & BANK	1.0
ATTITUDE GYRO	1.0
GEAR INDICATOR	.4
PITOT HEATERS	8.0

TOTAL: 18.0

LIGHTING SYSTEM:

NAVIGATION	2.3
STROBES	3.5
INSTRUMENT	2.8
NO SMOKING/SEATBELT	.3
BEACON	1.6

TOTAL: 10.5

TOTAL CONTINUOUS: 36.88 AMPERES

INTERMITTENT SYSTEMS:

LANDING LIGHTS	17.8
READING LIGHTS	1.0

TOTAL: 18.8

Daniel W. Poli
By: DANIEL W. POLI A&P

100-100



100-100

WEIGHT AND BALANCE UPDATE

Grumman Mallard G-73

SERIAL # J-14 REG NO. N2954 10-28-02 TTAF: 11,573.4 hrs

AIRCRAFT WEIGHTS FROM 12-07-95

EMPTY WEIGHT : 10,057.0 lb
EMPTY ARM: 222.5 "
EMPTY MOMENT: 2237840.0 "lb

REMOVED EQUIPMENT:

2 ea Generators	-76.0 lbs	184.5"	-14022 "lbs
2 ea Reverse Current relays	-4.0 lbs	215.0"	-860 "lbs
TOTAL REMOVED EQUIP.:	-82.0 lbs		-14882 "lbs

INSTALLED EQUIPMENT:

2 ea Jasco Alternators	26.4 lbs	184.5"	4871 "lbs
2 ea Jasco Regulators	3.0 lbs	361.5"	1085 "lbs
TOTAL INSTALLED EQUIP.:	29.4 lbs		5866 "lbs

NEW EMPTY WEIGHTS:

EMPTY WEIGHT : 10004.4 lb
EMPTY ARM: 222.78 "
EMPTY MOMENT: 2228824.0 "lb


Daniel W. Poli A&P 

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