Form ACA 195
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
(Rev. 6-1-44)

AIRCRAFT STATUS CHANGE

(Check below)

Airworthiness Certificate ☐

Registration Certificate ☒

Registered owner: Powell Crosley, Jr Identification mark: 2944

Date canceled on office record: 5-28-54

CANCELED FOR REASON CHECKED BELOW:

1. Ownership transferred.
2. Airworthiness certificate expired.
3. Unairworthy.
4. Accident.
5. Exported. (Export certificate No. E- 20104 .)
6. Sold—Purchaser failed to comply with Civil Air Regulations.
7. Owner deceased.
8. At owner's request.

U. S. GOVERNMENT PRINTING OFFICE 16—27338-2

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Acw 5-28-54

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

INSTRUCTIONS

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

1. TYPE OF APPLICATION *(Check which)*

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

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

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

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)

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

d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)

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

3. AIRCRAFT IDENTIFICATION *(Complete all items)*

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G-73 (Mallard)	J-7

d. ENGINE MAKE	e. ENGINE MODEL
Pratt - Whitmey	(Two Engines) S3h1 (1340 Cu. In.)

4. AIRCRAFT REGISTRATION INFORMATION *(Complete all items)*

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Powel Crosley, Jr.	2208 Carew Tower Cincinnati 2, Ohio	N- 2944

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 January 10, 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
- ☐ ACA-337
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

Powel Crosley, Jr.
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

12-14-1953
(DATE)

agent
(TITLE)

16—60837-2

Form ACA-305 (11-51)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

DEC 4 10 13 AM '54
ADMIN. & RECORDS BRANCH

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. [X] AIRCRAFT SPECIFICATION NO. TC783 THROUGH SHEET REVISION NO. 3

b. [ ] AIRCRAFT LISTING PAGE NO. _____

c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1953 (YEAR) THROUGH CARD NO. 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. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED

c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1129:00 HOURS

d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

Right SERIAL NO. P - 327 - 922 TOTAL HOURS 1132:00 (310: since major)

Left SERIAL NO. P - 327 - 923 TOTAL HOURS 1132:00 (310: since major)

SERIAL NO. _____ TOTAL HOURS _____

SERIAL NO. _____ TOTAL HOURS _____

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 12-14-1953 (DATE)

[ ] BY AIRCRAFT MANUFACTURER

[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____

[X] BY MECHANIC, CERTIFICATE NO. 418

b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)

b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT

c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT

d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT

e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS

f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 12-14-54 (DATE)

g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 12-17-53 (DATE)

BY Louis Glos (NAME OF ISSUING REPRESENTATIVE) DAMI - 3407 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

[ ] AIRWORTHY

[ ] UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT [X] AIRWORTHY [ ] UNAIRWORTHY *(Check appropriate item)*

DESIGNEE'S SIGNATURE Joseph C. Hogan	DESIGNATION NO. 340	DATE 12-14-53	
AVIATION SAFETY AGENT'S SIGNATURE Chas Moore	CAA DESIGNATION NO. NY 257-5	DATE 12-29-53	[✓] ACCEPTED [ ] REINSPECTED [ ] SPOT CHECKED

[ ] ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—60837-2

W 240

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-7	NATIONALITY AND REGISTRATION MARK: Standard N-2944
2. OWNER	NAME (*First, middle, last*): Powel Crosley, Jr.	ADDRESS (*Street and number, city, zone and State*): 25-30 Spring Grove Ave. Cincinnati, Ohio		

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	NATURE OF WORK (*Check*) MAJOR ALTERATION
a. AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (*As described in item 1 above*) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆			X	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*)*
Normal	110	218"	3640

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Mark T. Bond Chester Perryville airport McBride, Missouri	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1041512

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

May 11, 1954 (Date repair and/or alteration completed)

Mark T. 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 ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

5/11/54 (Date of approval or rejection)

Arthur J. Faber - 548 (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 5-17-54 (Date) ☐ Spot Checked _____ (Date)

KC 25-7-17 (CAA designation number)

(Signature Aviation Safety Agent)

16—54010-4

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.*

1. Left gas tank was resealed.
2. The following radio was found installed
One ARC CRV 46151
One ACAF loop control type C3
One RCA aut. 49 transmitter
One Bendix cabin radio PAR 70B
One Bendix speaker PAR 2A
One BC 1333 receiver
One remote control assy
3. Airplane was weighed and new weight and balance computed.

RECEIVED
MAY 26 3 43 PM '54
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G 73	SERIAL NO.: J-7	NATIONALITY AND REGISTRATION MARK: N 2944
2. OWNER	NAME (*First, middle, last*): POWEL CROSLEY	ADDRESS (*Street and number, city, zone and State*): 2530 SPRING GROVE CINCINNATI OHIO		

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
STANDARD	PREVIOUS 8945	~~217.82~~ -16.03	3805

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AERO TRADES INC., MAC ARTHUR AIRPORT RONKONKOMA N. Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	115

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

JUNE 17, 1953 — (Date repair and/or alteration completed)

PAUL NYHOLM Paul Nyholm — (Signature of authorized individual)

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

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

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☒ Repair Station ☐ Other (*Specify*)

AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, L. I., N. Y.

JUNE 17, 1953 — (Date of approval or rejection)

Paul Nyholm PAUL NHOLM MAINTENANCE SUPERVISOR — (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 7-3-53 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

NY-250-11 — (CAA designation number)

Otto V. Hofer — (Signature Aviation Safety Agent)

16—54010-4

JUN 22 REC'D

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.*

REPLACED BOTTOM AFT SKINS ON HULL LEFT AND RIGHT SIDE.
REPLACED SIDE HULL SKIN AT CHINE AT NOSE.
REPLACED APPROX. EIGHT FEET OF KEEL SECTION AFT OF HULL.
REPLACED RIGHT WING SLOT STRIP
REPLACED SKIN AFT OF RIGHT WING SLOT
REPLACED FORWARD TIP SKIN RIGHT WING.
REPLACED PITOT TUBE TUBING LEFT WING.
REPLACED PITOT TUBE.
REPLACED LEFT LANDING LIGHT
PATCHED TRAILING EDGE OF RIGHT FLAP.
REPLACED TWO BOTTOM BULKHEADS AT CABIN DOOR.
RECOVERED LEFT AILERON AND LEFT FLAP WITH GRADE A FABRIC AND NITRATE DOPE.
REPLACED LEFT NAVIGATION LIGHT
INSTALLED OVERHAULED NOSE GEAR ASSY.
INSPECTED LEFT AND RIGHT LEADING EDGES OF CENTERSECTION
INSTALLED OVERHAULED AIRSPEEDS, ALTIMETERS, 1 RATE OF CLIMB AND 1 HORIZON.
REPAIRED CABIN TIE BACK HOOK
REPLACED CARPET IN COCKPIT AND LAVATORY FLOOR.
RE-UPHOLSTERED MAIN CABIN DOOR.
REPLACED FLEX LINES IN NOSE GEAR.
INSTALLED REPACKED LANDING GEAR DOWN LOCKS.
REWORKED BRAKE MASTER CYLINDER OVERFLOW LINES TO DUMP IN JAR.
CLEANED BATTERY ACID IN RIGHT FLAP WELL.
RIGHT INBOARD FLAP BEARING REPLACED, GREASED OTHER BEARINGS.
LEFT INBOARD AILERON BEARING REPLACED, GREASED OTHER BEARINGS.
INSTALLED NEW BEARINGS AND UNIVERSALS ON L/R TRIM ACTUATORS
REWORKED BRAKE ASSYS L/R WHEELS
INSTALLED NEW WHEEL BEARINGS L/R AND NOSE
REPLACED RIGHT NOSE WHEEL DOOR SWIVEL FITTING.

RECEIVED
JUL 8 8 46 AM '55
ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

1. TYPE OF APPLICATION (*Check which*)

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

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

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

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)

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

d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)

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

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G-73	J-7

d. ENGINE MAKE	e. ENGINE MODEL
P&W	S3H1

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Powel Crosley Jr.	2530 Spring Grove Cincinnati 14, Ohio	N– 2944

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 1/10/47
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*)

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

Edward H Crafford
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

12/17/52 (DATE) — Agent (TITLE)

16—60837-2

Form ACA-305 (11-51)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. [X] AIRCRAFT SPECIFICATION NO. 783 THROUGH SHEET REVISION NO. ~~3~~ 4

b. [ ] AIRCRAFT LISTING PAGE NO. _____

c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 52-28

d. [ ] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. [ ] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY

b. [X] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED

c. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1032 HOURS

d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. P-327-922 TOTAL HOURS 1032

SERIAL NO. P-327-923 TOTAL HOURS 1032

SERIAL NO. _____ TOTAL HOURS _____

SERIAL NO. _____ TOTAL HOURS _____

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 12-17-52 (DATE)

[ ] BY AIRCRAFT MANUFACTURER

[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____

[X] BY MECHANIC, CERTIFICATE NO. 535

b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)

b. [ ] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT

c. [X] CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT

d. [X] CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT

e. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS

f. [X] CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 12-17-53 (DATE)

g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 11-15-52 (DATE)

BY Paul Nyhlon (NAME OF ISSUING REPRESENTATIVE) 153 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

[ ] AIRWORTHY

[ ] UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Louis Glos	#3407	12-17-52	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[✓] ACCEPTED
Chas Moore	3-579 M-6	1-7-53	[ ] REINSPECTED
			[ ] SPOT CHECKED

[ ] ATTACHMENT

FORM ACA-305 (8-26-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION *(Check whether)*
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NR ☐ OTHER *(Specify)*
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Grumman	G-73		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
N2944	J-7	Nov. 1946	783

ENGINE

MAKE	MODEL
Pratt & Whitney	S3H1

OWNER'S NAME: Powel Crosley, Jr.

PERMANENT ADDRESS *(Street and number, City, Zone and State)*: 2530 Spring Grove, Cincinnati, Ohio

ATTACHMENTS *(Check which)*
- ☒ ACA-319
- ☒ ACA-337
- ☐ ACA-809
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.



OWNER OR AUTHORIZED AGENT.

Nov. 15, 1951 (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, NO(S). A- 783 Rev. 2 AD'S thru 51-25 (SPECIFY)

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.: Paul Nyholm — Paul Nyholm — DAMI #153

DATE: Nov. 15, 1951

CAA Inspector's Signature: R. Johnson

☒ ACCEPTED ☐ REINSPECTED

DATE: 11-15-51

REASON FOR DISAPPROVAL, OR REMARKS *(Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)*

Last known operation date Aug. 30, 1951
Weight and balance computation are current and correct

1-14-52

✓

Based at: Cincinnati

21049

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CERTIFICATE SECTION

Form ACA-337 (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) (Standard)

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-7	NATIONALITY AND REGISTRATION MARK: N2944
2. OWNER	NAME (*First, middle, last*): Powel Crosley, Jr.	ADDRESS (*Street and number, city, zone, and State*): 2530 Spring Grove Cincinnati, Ohio		

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	X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	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.

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
8945	217.62	3805

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 115 (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Aero Trades Inc.	MacArthur Airport Ronkonkoma, L.I., N.Y.	Nov. 15, 1951

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Installed Pratt & Whitney overhauled engines (same engines)
Magnafluxed and painted left and right engine mounts
Installed new engine shock mounts
Installed new cowling shock mounts
Installed overhauled engine accessories
Installed new left and right generators
Replaced rudder tab bearing
Replaced elevator tab cable inside stabilizer
Repaired left and right elevators where necessary
Recovered, doped and painted left and right elevators and right flap with grade A and

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

AERO TRADES INC. MacARTHUR AIRPORT RONKONKOMA, L.I., N.Y.

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

Paul Nyholm	Paul Nyholm	A & E 16576	C. A. A. CO. V	Nov. 15, 1951
(Signature of supervising mechanic)		(Certificate number and rating)		(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: Paul Nyholm DAMI	NO. 153	DATE Nov. 15, 1951	
	CAA AGENT SIGNATURE: R. Johnson J	☑ ACCEPTED ☐ REINSPECTED	DATE 11-15-51	

16—54010-2

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. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   a. **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

   b. **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.

   c. **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

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fabrics and nitrate dope
Replaced left and right rudder cable
Replaced rear elevator cables
Replaced rear cabin fresh air ventilators
Replaced nose wheel axle
Installed handholes in centersection and resealed left and right tanks (fuel)
Repaired cracks in wings top skin approx. seven feet outboard of centersection
Installed overhauled hydraulic hand pump selector valve
Airmar Radio Inc. removed Western Electric 233A VHFTransmitter and installed ARC R15 VHF Rec. and ARC T11A VHF Transmitter on original mounts

	Weight	Arm	Moment
Old weight taken from Flight Man.	8969	217.15	1947656.16
Removed WE233A	- 35.75	39	- 1394.25
Installed ARC R15	8.8	43	378.4
Installed ARC T11A	3.4	43	146.2
	8945.45	217.62	1946786.51

New empty weight 8945 Lbss.
Empty C.G. 217.62 in. aft datum
Usefull load 3805 Lbs.
Basic Wt. 8945 + 170 - 9115 Lbs.
Basic wt. index units 196.80

Cleansed, tested and installed left and right oil tanks
Repaired exhaust where necessary, installed latest type oil seperator bosses in left and right exhaust
Installed overhualed flight instruments
Overhauled hydraulic hand pump
Overhauled wheel brakes
Installed overhauled landing gear and nose wheel assembly
Replaced hydraulic flex li[illegible] on landing gear

Replaced bearings in elevators and rudder
Replaced hinge on nose wheel door, left rear
Installed new bolts on stabilizer and fin attachment
Replaced outboard aileron cables on left and right wings
Replaced inboard aileron cables in centersection
Replaced lower rudder bearing bracket
Installed Surface Combustion overhauled cabin heater
Installed overhauled ventilating and combustion air blowers

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Form ACA-337
(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) Standard

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-7	NATIONALITY AND REGISTRATION MARK: N2944
2. OWNER	NAME (*First, middle, last*): Mr. Powel Crosley Jr.	ADDRESS (*Street and number, city, zone, and State*): 2530 Spring Grove Ave Cincinnati, Ohio		

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	Hamilton	Hub 23D40-51 Blades 6533A-18	~~158823~~ 515427	O'Haul	
c. ENGINE			~~515428~~ 515429		
INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
8945	217.62	3805

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 182 (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Pester's Propeller Service, Inc.	258 Herricks Road Mineola	10-26-51

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller was disassembled, cleaned and inspected. All steel parts were magnetically inspected. Barrel was cadmium plated. Blades were checked and reconditioned. Distributor valve was overhauled. Propeller was assembled, balanced and oil tested for leaks. Angles and track were checked. Preload shims .010"

Range is 10-90 High is 86° Low is 12° Diameter is 8'6"

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

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

(Signature of supervising mechanic)	(Certificate number and rating)	(Date)
L. D. McCormick	A&E 358616	10-29-51

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: Paul Nyholm DAMI CAA AGENT SIGNATURE: O. J. Johnson	NO.: 153 ☒ ACCEPTED ☐ REINSPECTED	DATE: Nov. 15, 1951 DATE: 11-15-51

16—54010-2

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. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   a. **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

   b. **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.

   c. **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010–2 U. S. GOVERNMENT PRINTING OFFICE

Form ACA-337
(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) Standard

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-7	N2944

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	Mr.Powel Crosley Jr.	2530 Spring Grove Ave Cincinnati, Ohio

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	Hamilton	Hub 23E40-51 Blades 6533A-18	158764 514971	O'Haul	
c. ENGINE			514972 514973		
d. INSTRUMENT	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.

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
8945	217.62	3805

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 182 (*Specify*) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Pester's Propeller Service, Inc.	258 Herricks Road Mineola	10-26-51

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Propeller was dissassembled, cleaned and inspected. All steel parts were magnetically inspected. Barrel was cadmium plated. Blades were checked and reconditioned. Distributor valve was overhauled. Propeller was assembled, balanced and oil tested for leaks. Angles and track were checked. Preload shims .015"

Range is 10-90 High is 86° Low is 12° Diameter is 8'6"

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

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

(Signature of supervising mechanic)	(Certificate number and rating)	(Date)
L. D. McCormick	A&E 358616	10-29-51

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☑ APPROVED	Paul Mylchreest DAMI	153	Nov. 15, 1951
☐ REJECTED	CAA AGENT SIGNATURE R. Johnson	☑ ACCEPTED ☐ REINSPECTED	DATE 11-15-51

16—54010-2

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. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.

   a. **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

   b. **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.

   c. **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

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16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
WALTER J. PAJOR, D.A.M.I. 19

Form ACA-337 (11-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2.

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

Standard

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73	SERIAL NO.: J-7	NATIONALITY AND REGISTRATION MARK: N2944
2. OWNER	NAME (*First, middle, last*): Powel Crosley Jr. ~~Crosley Motors~~	ADDRESS (*Street and number, city, zone, and State*): General Offices, Plant 1, 2530 Spring Grove Avenue, Cincinnati 14, Ohio		

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S3H1	P-327923	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
8945	217.62	3805

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (*Check*)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (*Specify*) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	10-10-51

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: 1 knuckle pin assembly, front and rear main bearings, propeller thrust ball bearing, floating blower drive gear, 5 collector intermediate ball bearings, blower intermediate gear assembly, starter ball bearing, 1 pistonpin assembly, #1 and #4 cylinder machining and studs assembly.

The following Pratt & Whitney Service Bulletins were incorporated during this

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)

☐ FORWARDED FOR ENGINEERING APPROVAL

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

George V. Dickerson	George V. Dickerson, Chief Inspector	October 10, 1951
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☑ APPROVED	Paul Nyholm DAMI	153	Nov. 15, 1951
☐ REJECTED	CAA AGENT SIGNATURE: O. I. Johnson	☐ ~~ACCEPTED~~ ☐ REINSPECTED	DATE 11-15-51

16—54010-2

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.
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4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.

   a. **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

   b. **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.

   c. **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

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overhaul: #1082, 619-1, 871, 598, 977.

The following accessories were inspected, overhauled, and tested: Model #NAY9E1 carburetor, Serial #5962916; Model #SB9RN magnetos, Serial #192347 and #192334; ignition harness, tubular type.

Job 3-52-26 R. ENG

APPROVED REPAIR SUBJECT TO INSTALLATION INSPECTION.
Form ACA-337 (11-48)
W J Pajor
WALTER J. PAJOR, D.A.M.I. 19

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) Standard

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-73	J-7	N 2944

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and State)
2. OWNER	Powel Crosley Jr. ~~Crosley Motors~~	General Offices, Plant 1, 2330 Spring Grove Avenue, Cincinnati 14, Ohio

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	Wasp S3H1	P-327922	Overhaul	
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
8945	217.62	3805

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☒ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
6. AGENCY	Pratt & Whitney Aircraft Airport Department	East Hartford, Connecticut	10-9-51

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Subject engine was given a complete major overhaul and passed the Pratt & Whitney overhaul test.

Major replacements were made as follows: 2 valve tappet assemblies, propeller thrust ball bearing, 5 collector intermediate ball bearings, starter ball bearing, #5 piston, #7 intake valve, 2 pistonpin assemblies.

The following Pratt & Whitney Service Bulletins were incorporated during this overhaul: #1082, 619-1, 871, 598, 977.

(over)

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.

☐ FORWARDED FOR ENGINEERING APPROVAL

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

George V. Dickerson
George V. Dickerson
Chief Inspector
October 9, 1951

(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☑ APPROVED	Paul Nicholson DAMI	153	Nov. 15, 1951
☐ REJECTED	CAA AGENT SIGNATURE H. Johnson	☑ ACCEPTED ☐ REINSPECTED	DATE 11-15-51

16—54010-2

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. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
   a. **For an Aircraft Repair and/or Alteration**—Complete Items 1, 2, 3*a*, 4, 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

   Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

   b. **For a Component Installed in an Aircraft**—Complete Items 1, 2, 3 (*b*, *c*, or *d*, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in *a* above.

   c. **For a Spare Component**—Complete Items 3 (*b*, *c*, or *d*, whichever is applicable), 5, 6, and 7.

   Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

   Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

JAN 9 2 56 PM '52
RECEIVED
CERTIFICATE SECTION

The following accessories were inspected, overhauled, and tested: Model NA&9E-1 carburetor, Serial #5962914; Model #SB9RN magnetos, Serial #192337 and #192338; ignition harness, tubular type.

Form ACA-305
(12-47)

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 CERTIFICATE
- ☒ ANNUAL INSPECTION

AIRWORTHINESS CLASSIFICATION
- ☒ STANDARD ☐ RESTRICTED
- ☐ EXPERIMENTAL ☐ LIMITED ☐ OTHER

AIRCRAFT

MAKE	MODEL	TYPE CERTIFICATE NO.
Grumman	G-73	783

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.
2944	J-7

ENGINE

MAKE	MODEL
Pratt & Whitney	S3H1

OWNER'S NAME	PERMANENT ADDRESS (*Street and number, city, zone, and State*)
Powel Crosley Jr	2530 Spring Grove Ave Cincinnati, Ohio.

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

I CERTIFY that the above statements are true.

Ed Nirmaier
Ed Nirmaier
Owner or authorized agent.

Oct 9 1950 (DATE) Agent (TITLE)

Form ACA-305a

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA inspector or a designated inspector or representative)

It has been determined that the aircraft described in 305 above is in conformity with the following:

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

AIRCRAFT SPECIFICATION—AIRWORTHINESS DIRECTIVE NO(S). A- 783-2 ADS thru 50-40 (*Specify*)

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.

DATE

CAA INSPECTOR'S SIGNATURE
John J Kennedy

☒ ACCEPTED
☐ REINSPECTED

DATE 10-9-50

REASON FOR DISAPPROVAL, OR REMARKS (*Indicate if you have used the reverse to continue this or other item.*) ☐ *Yes* ☒ *No*

Operational Limitations are in the aircraft and in order.

1-10-51

U. S. GOVERNMENT PRINTING OFFICE 16—54326-1

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.

DEC 29 1 45 PM '50

MAIL ROOM - 2
WASHINGTON

Form ACA-305
(12-47)

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 CERTIFICATE
- ☑ ANNUAL INSPECTION

AIRWORTHINESS CLASSIFICATION
- ☑ STANDARD
- ☐ RESTRICTED
- ☐ EXPERIMENTAL
- ☐ LIMITED
- ☐ OTHER

AIRCRAFT

MAKE	MODEL	TYPE CERTIFICATE NO.
Grumman Aircraft Eng.Corp.	G-73(Mallard)	783

REGISTRATION NO.	MANUFACTURER'S SERIAL NO.
N-2944	J-7

ENGINE S-(2)

MAKE	MODEL
Pratt & Whitney	S3H-1 (1340-Wasp)

OWNER'S NAME	PERMANENT ADDRESS (*Street and number, city, zone, and State*)
Powel Crosley,Jr.	2530 Spring Grove Ave, Cincinnati-14-Ohio

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

I CERTIFY that the above statements are true.

Ed. Yunaier
Owner or authorized agent.

10-14-1949 (DATE)

pilot & airport mgr. (TITLE)

Form ACA-305a

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA inspector or a designated inspector or representative)

It has been determined that the aircraft described in 305 above is in conformity with the following:

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO

AIRCRAFT SPECIFICATION—AIRWORTHINESS DIRECTIVE NO(S). A- 783, ADS 1949 thru 49-40 (*Specify*)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED
- ☐ ORIGINAL
- ☒ ANNUAL INSPECTION

(*Check whether*)
- ☐ OPERATION LIMITATIONS FORM ACA-308 WAS ISSUED, OR
- ☒ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.	DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE James E. Christopher	☐ ACCEPTED ☐ REINSPECTED DATE Oct. 14, 1949

REASON FOR DISAPPROVAL, OR REMARKS (*Indicate if you have used the reverse to continue this or other item.*) ☐ Yes ☒ No

acc 11-23-49 + Rpt chgs

AEP

JEG

U. S. GOVERNMENT PRINTING OFFICE 16—54326-1

FORM **ACA-305**
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION *(Check whether)*
- ☐ ORIGINAL AIRWORTHINESS CERTIF.
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NR ☐ OTHER *(Specify)* _____
- ☐ NX ☐ NL

AIRCRAFT

MAKE	MODEL		
Grumman	G-73		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
2944	J-7	11-46	783

ENGINE

MAKE	MODEL
Pratt & Whitney	S3H1

OWNER'S NAME	PERMANENT ADDRESS *(Street and number, City, Zone and State)*
Powell Crosley, Jr.	Crosley Airport Cincinnati, Ohio

ATTACHMENTS *(Check which)*
- ☒ ACA-319
- ☐ ACA-337
- ☐ ACA-805
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

Ed Nieuwsma
~~OWNER OR~~ AUTHORIZED AGENT

10-22-48 (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, NO(S). A- 783-2, ADS thru 48-42 (SPECIFY)

AUTHORITY FOR EXCEPTIONS *(If any)* ----------

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION

(Check whether)
- ☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR
- ☒ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.	DATE
☒ AIRWORTHY ☐ UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE: James E. Christopher	☐ ACCEPTED ☐ REINSPECTED DATE 10-22-48

REASON FOR DISAPPROVAL, OR REMARKS *(Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)*

Flight Manual in order

acc 12-1-48

22665

JEC

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.
NOV 12 2 05 PM
MAIL ROOM-2
WASHINGTON

ACA-305
(46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R041.2
APPROVAL EXPIRES FEBRUARY 15, 1947

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check)
- ☐ AIRWORTHINESS CERTIFICATE
- ☒ ANNUAL INSPECTION

CAA IDENTIFICATION
☒ NC ☐ NX ☐ NR ☐ OTHER (Specify) _____

AIRCRAFT

MAKE	MODEL	
Grumman	G-73	
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED
2944	J-7	12-20-46

ENGINE

MAKE	MODEL	RATED H.P.
P & W	S3H1	550
(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	PERMANENT ADDRESS (Street and No., City, Zone, State)
Powell Crosley, Jr.	Crosley Airport Sharonville, Ohio

ATTACHMENTS (Check which)
- ☒ ACA-319
- ☐ ACA-337
- ☐ ACA-805
- ☐ ACA-317
- ☐ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☐ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

Ed. Nimmaier
~~OWNER OR AUTHORIZED~~ AGENT

10-24-47
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

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
	783	A-783-1	Complied With		None Issued

OTHER (Describe)	EXCEPTIONS, IF ANY (If additional space is required, use reverse)
-------	----------

☒ FORM ACA-319 (Return to owner)	APPROVED BY Ed Nimmaier	MECH. CERTIF. AND RATING NO. A & E 418	DATED 10-24-47
☒ FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date) ----		

☐ AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED

FINDINGS

☒ AIRWORTHY	DESIGNEE'S SIGNATURE AND NO.		DATE AEF
☐ UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE James E. Christopher	☐ ACCEPTED ☐ REINSPECTED	DATE Oct 24, 1947

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)

"CAA Approved Flight Manual in Aircraft and in Order"

21666

...NT OF COMMER...
...AERONAUTICS ADM...
NOV 6 8 56 AM '47
...IL ROOM - ...
WASHINGTON

Form ACA 337
(Rev. 3-31-45)

Budget Bureau No. 41-R052.
Form Approved.

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft		✓
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)	
✓	Approved
	Disapproved
✓	Forwarded for engineering approval (Submit complete details)

Date 6/20-47
Inspector [signature]

Inspected for workmanship and conformity to drawing, and found satisfactory.
James E. Christopher
7-15-47

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 2944

Owner's name Powell Crosley Jr
Owner's address Crosley Airport Sharonville Ohio
Aircraft manufacturer and model Grumman Mallard G 73 Serial No. J7
Engine manufacturer and model* Pratt Whitney Wasp S3H1 Serial No.
Propeller manufacturer and model* Hamilton Standard Hydramatic Serial No.
Propeller blade model* Serial No.
Instrument name, manufacturer, and model* Serial No.

* To be filled in only for unit repaired or altered.

REPAIR OR ALTERATION AGENCY

* Manufacturer. * Approved repair station No. * ✓ Certificated mechanic

Agency's name General Airmotive
Address 1424 Le Jeune Rd N.W. Rt 1 Box 260 Miami Fla. Date of repair or alteration 5-15-47

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½" or multiples thereof) bearing aircraft identification mark]

Forward Hatch action reversed. Modified to open out
New drain channel & seal installed - New outside hinges installed
For details refer to attached drawings

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN
AUG 7 10 [illegible] AM '47
MAIL ROOM
WASHINGTON

Approved, subject to inspection for workmanship. [signature] 2-30-
~~Dwg~~ Gillenwater dwg 5-25-47

*CHECK AGENCIES INVOLVED.

TO BE FILLED OUT IN DUPLICATE AND COMPLETED ON OPPOSITE SIDE

Distribution of Completed Forms.

(1) When repair and alteration is identified by aircraft identification and serial number the original is to be forwarded through the appropriate Field Branch Office

NOTE: Submitted herewith are technical data, drawings, Weight and Balance Report, etc., as listed below.

SUPERVISING MECHANIC'S CERTIFICATE

..... certifies that the foregoing statements are true of his own knowledge.

5-15-47
(Date)

M J Skinner
(Mechanic's signature)

Mechanic's Certificate No. A+E 345789
(Rating)

CAA

FORM ACA-305
(3-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R041.2
APPROVAL EXPIRES FEBRUARY 15, 1947

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check)
- ☐ AIRWORTHINESS CERTIFICATE
- ☐ ANNUAL INSPECTION

CAA IDENTIFICATION
- ☒ NC ☐ NX ☐ NR ☐ OTHER (Specify) _____

AIRCRAFT

MAKE	MODEL	
GRUMMAN	G73 (MALLARD)	
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED
2944	J7	NOVEMBER 1946

ENGINE

MAKE	MODEL	RATED H.P.
Pratt& Whitney	S3HI	600

(Check whether)	IF OVERHAULED, STATE BY WHOM	DATE OF OVERHAUL
☐ NEW ☐ USED ☐ OVERHAULED	-	

(Check which)
- ☒ AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION
- ☐ APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED

OWNER'S NAME	PERMANENT ADDRESS (Street and No., City, Zone, State)
POWEL CROSLEY	CINCINNATI, OHIO

ATTACHMENTS (Check which)
- ☒ ACA-319
- ☒ ACA-337
- ☐ ACA-805
- ☐ ACA-317
- ☒ WEIGHT AND BALANCE REPORT
- ☐ SPECIAL APPROVALS
- ☒ DATA, DRAWINGS, ETC.
- ☐ UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

_____ OWNER OR AUTHORIZED AGENT

DATE _____ TITLE _____

FORM ACA-305a (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**

(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
-	-	A783-1	All complied with	-	-

OTHER (Describe) Tentative -

EXCEPTIONS, IF ANY (If additional space is required, use reverse) None

☒ FORM ACA-319 (Return to owner)	APPROVED BY John P. MacDonald George W. McCauley	MECH. CERTIF. AND RATING NO. A&E 96140-41 A&E 366	DATED 2/10/47 2/10/47
☐ FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date) -		

☐ AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED -

FINDINGS

☒ AIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Edwin Lovejoy, CAA DMIR 1009		DATE 2/13/47
☐ UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE Henry G. Smith	☒ ACCEPTED ☐ REINSPECTED	DATE 2-28-47

REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)

New Form 309A issued due to change of equipment affecting the Operations Authorized. Also new Weight & Balance Report prepared (including equipment list due to change in weight.

21666

DEPARTMENT OF ...
CIVIL ...

MAR 5 9 40 AM '47

MAIL ROOM-2
WASHINGTON

UNITED STATES OF AMERICA

DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION
N2944	STANDARD

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

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

12-14-54

MK 5/27/54

5. DATE OF ISSUANCE OR RENEWAL	6. CAA REPRESENTATIVE	7. DESIGNATION NO.
12-14-53	Joseph C. Hogan JOSEPH C. HOGAN	#340

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

GPO 16—63778-1

Form ACA-1362 (12-50)

Powell Crosley Jr.
2530 Spring Grove
Cincinnati Ohio
Jan 10 1949

RECEIVED
MAY 27 11 25 AM '49
RECORDS BRANCH
W-300

"MALLARD"

12 PLACE AMPHIBIAN

WEIGHT AND BALANCE REPORT

AND

LOADING CHART

MODEL G-73

SERIAL NO. J-7

CERTIFICATE NO. NC2944

Date: Feb. 12th 1947

Prepared by: William Flato
William Flato

Checked by: Joseph F. Conlin
Joseph F. Conlin

Approved by: Robert J. Trimborn
ROBERT J. TRIMBORN

MALLARD

LOADING CHART

TABLE OF CONTENTS

Item	Page
Introduction	3
Trapped Fuel & Oil	4
Sample Loading	5
Airplane Weighing Data - Derivation of Empty Weight	6
Passenger & Cargo Loading Diagram	7
Log - Basic Weight and Index Unit	8
Fuel Loading Chart	9
Oil Loading Chart	9
Baggage or Cargo Loading Chart	9
Center of Gravity Limit Chart	10
Equipment Installed when Weighed:	
Standard Equipment	11
Special Equipment	12
Radio Equipment	13

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.

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

		Weight	Arm	Moment	Index Unit
Fuel & Oil Trapped In:					
- Oil Cooler (10" Dia.)	Trapped Oil	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. FC1, 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

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

MALLARD

LOADING CHART

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

SAMPLE LOADING

Item		Weight	Index Unit
Basic Weight (Sample Only)		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.

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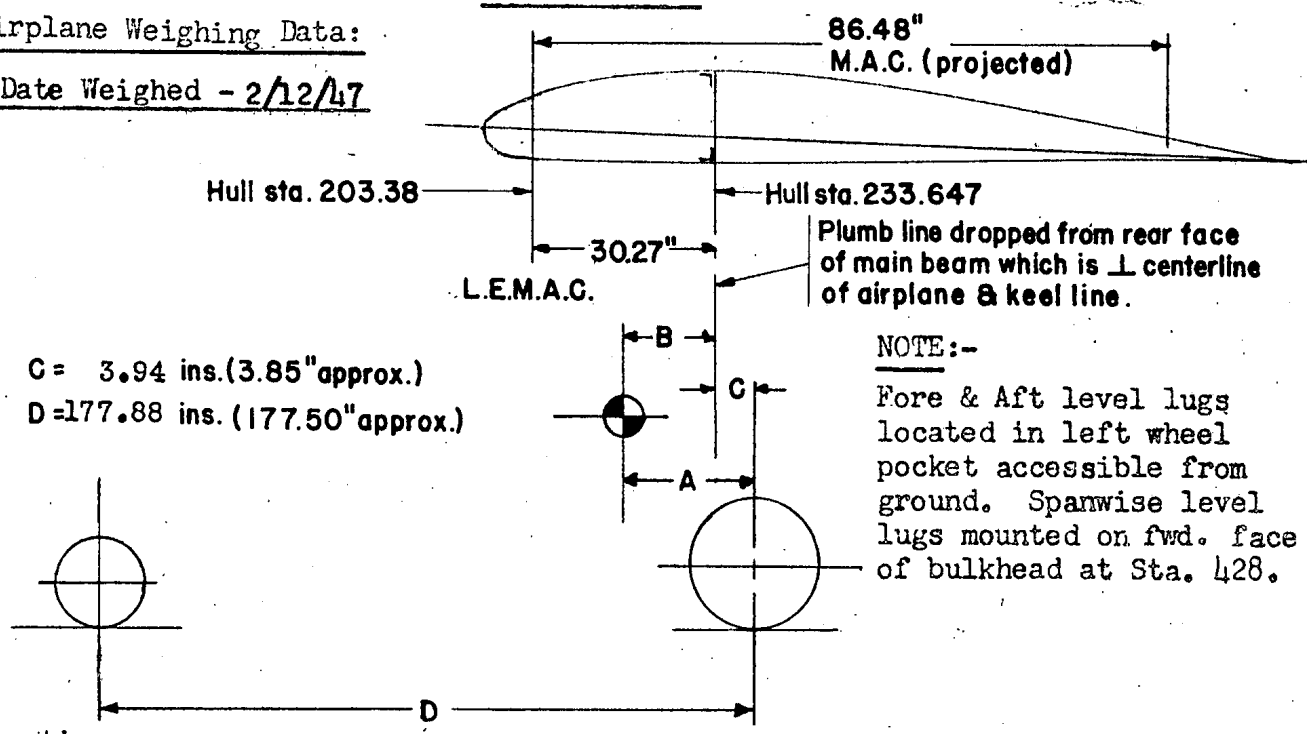
LOADING CHART

Airplane Weighing Data:

Date Weighed - 2/12/47



C = 3.94 ins.(3.85"approx.)
D =177.88 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	5020	0	5020
Left Wheel - W_L	4915	0	4915
Nose Wheel - W_N	1198	0	1198
	11133	0	11133

A = C.G. (ins.) forward of centerline Main Wheels = $\frac{W_N \times D}{W_R + W_L + W_N (\text{Corrected})} = \frac{1198 \times 177.88}{11133} = 19.14$

B = C.G. (ins.) fwd. of Rear Face Main Beam = A-C = 19.14 - 3.94 = 15.20
C.G. inches aft of Reference Datum = 233.65 - B = 233.65 - 15.20 = 218.45

CORRECTION FOR MISSING ITEMS

	Weight	Arm	Moment
Airplane as Weighed	11133	218.45	2432004
Add'l Trapped Fuel & Oil	+30	220	+6600
Add: Wash Water	+33	390	+12870
Remove: Fuel (337 gals.)	-2034	219.7	-446870
Oil (20 gals.)	-150	212	-31800
Cockpit Slipcovers	-2	125	-250
Empty Weight	9010	218.93	1972554

Empty Weight C.G. = 218.93 " Aft of Reference Datum or
14.72 " Forward of Hull Sta. 233.65

$\frac{218.94 - 202.38}{86.48} \times 100 = 17.98$ % M.A.C.

Witnessed: Edwin Lovejoy — C.A.A. Inspector - Edwin Lovejoy

William Flato — Weight Engineer - William Flato

CAA Form 1009

1-15-47

MALLARD

LOADING CHART

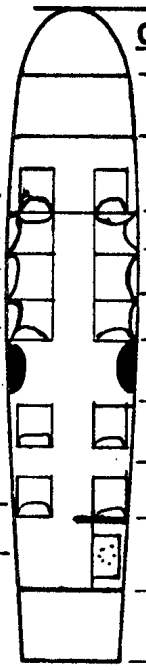
PASSENGER AND CARGO LOADING DIAGRAM

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 1 PASS.	INDEX UNITS 2 PASS.	ROW
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
A	70
B	125
C	166
D	188
E	211
F	250
G	278
H	317
I	360
J	400

10"

Basic Loading

The following values apply to this airplane as Licensed:

Item	Weight	Arm	Moment	Index Unit
Empty Weight (p.6)	9010	218.93	1972554	197.26
Pilot	170	125	21250	2.12
Basic Weight & Index Unit*	9180	217.19	1993804	199.38

* 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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LOADING CHART

LOG - BASIC WEIGHT & INDEX UNIT

(List all changes made subsequent to weighing)

Item	Weight	Arm	Index Unit
Basic Weight & Index Unit as Weighed at Factory	9180	217.19	199.38

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LOADING CHART

Fuel (6 Lb./Gal.)
(Arm 219.7)

Gal.	Lbs.	Index Units
20	120	2.6
40	240	5.3
60	360	7.9
80	480	10.5
100	600	13.2
120	720	15.8
140	840	18.4
160	960	21.1
180	1080	23.7
200	1200	26.4
220	1320	29.0
240	1440	31.6
260	1560	34.3
280	1680	36.9
300	1800	39.5
320	1920	42.2
330	1980	43.5

Oil (7.5 Lb./Gal.)
(Arm 218.0)

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

Note: Maximum Fuel-Oil Ratio 25 to 1

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		7.1	9.5			14.2		18.1	20.5	
600		7.5	10.0			15.0		19.0	21.6	
630			10.5			15.7		20.0	22.7	
660			11.0			16.5		20.9	23.8	
690			11.5			17.2		21.9	24.8	
720			12.0					22.8	25.9	
750								23.8		
780								24.7		
810								25.7		
840								26.6		
870								27.6		
900								28.5		
930								29.5		
960								30.4		
990								31.4		
1020								32.3		
1050								33.3		
1080								34.2		
1110								35.2		

** Floor Loading must not exceed 50 lbs. per sq. foot except in rear baggage comp't. which is limited to 75 lbs. per sq. foot.

* 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.

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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	253.1	254.1	
11300	244.5	245.5	246.4	247.4	248.4	249.4	250.3	251.3	252.3	253.3	254.3	255.2	
11350	245.6	246.5	247.5	248.5	249.5	250.5	251.4	252.4	253.4	254.4	255.4	256.4	
11400	246.6	247.6	248.6	249.6	250.6	251.6	252.6	253.5	254.5	255.5	256.5	257.5	
11450	247.7	248.7	249.7	250.7	251.7	252.7	253.7	254.7	255.6	256.6	257.6	258.6	
11500	248.8	249.8	250.8	251.8	252.8	253.8	254.8	255.8	256.8	257.8	258.8	259.7	
11550	249.9	250.9	251.9	252.9	253.9	254.9	255.9	256.9	257.9	258.9	259.9	260.9	
11600	251.0	252.0	253.0	254.0	255.0	256.0	257.0	258.0	259.0	260.0	261.0	262.0	
11650	252.0	253.1	254.1	255.1	256.1	257.1	258.1	259.1	260.1	261.1	262.1	263.1	
11700	253.1	254.1	255.2	256.2	257.2	258.2	259.2	260.2	261.2	262.2	263.3	264.3	
11750	254.2	255.2	256.2	257.3	258.3	259.3	260.3	261.3	262.3	263.4	264.4	265.4	
11800	255.3	256.3	257.3	258.4	259.4	260.4	261.4	262.4	263.5	264.5	265.5	266.5	
11850	256.4	257.4	258.4	259.5	260.5	261.5	262.5	263.6	264.6	265.6	266.6	267.6	
11900	257.5	258.5	259.5	260.6	261.6	262.6	263.6	264.7	265.7	266.7	267.8	268.8	
11950	258.5	259.6	260.6	261.6	262.7	263.7	264.7	265.8	266.8	267.8	268.9	269.9	
12000	259.6	260.7	261.7	262.7	263.8	264.8	265.8	266.9	267.9	269.0	270.0	271.0	
12050	260.7	261.8	262.8	263.8	264.9	265.9	267.0	268.0	269.0	270.1	271.1	272.2	
12100	261.8	262.8	263.9	264.9	266.0	267.0	268.1	269.1	270.2	271.2	272.3	273.3	
12150	262.9	263.9	265.0	266.0	267.1	268.1	269.2	270.2	271.3	272.3	273.4	274.4	
12200	263.9	265.0	266.1	267.1	268.2	269.2	270.3	271.3	272.4	273.5	274.5	275.5	
12250	265.0	266.1	267.1	268.2	269.3	270.3	271.4	272.5	273.5	274.6	275.6	276.7	
12300	266.1	267.2	268.2	269.3	270.4	271.4	272.5	273.6	274.6	275.7	276.8	277.8	
12350	267.2	268.3	269.3	270.4	271.5	272.5	273.6	274.7	275.7	276.8	277.9	278.9	
12400	268.3	269.4	270.4	271.5	272.6	273.6	274.7	275.8	776.9	277.9	279.0	280.1	
12450	269.4	270.4	271.5	272.6	273.7	274.7	275.8	276.9	278.0	279.1	280.1	281.2	
12500	270.4	271.5	272.6	273.7	274.8	275.9	276.9	278.0	279.1	280.2	281.3	282.3	

MALLARD
LOADING CHART
STANDARD EQUIPMENT
(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Ea
		Propellers and Propeller Accessories			
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 #4K11	6	163	.10
		Engine and Engine Accessories-Fuel and Oil Systems			
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	.14
X	105	One Surface Combustion Heater #ADS-100N-P41C	21	439	.92
		Landing Gear			
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
		Electrical and Radio Equipment			
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
	304	Standard Radio Instal.-Bow Compt.)	93	60	.56
		-Rear Compt.) See page 13	95	414	3.93
		-Misc.)	69	140	.97
		Interior Equipment			
		Miscellaneous Cabin Furnishings			
X		(a) Four Passenger Chairs (Rear Cabin)	35	297	1.04
		(b) 1,2,3 or 4 Passenger Chairs (Forward Cabin)	35		
X		(c) ~~xxxx~~ 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
		Miscellaneous (Not Listed Above)			
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	.01
X	404	Two Safety Belt and Harness Assems. NAF1201-1	3.5	125	.01
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	.01
X		One Boarding Ladder (Stowed)	7	390	.27

MALLARD

LOADING CHART

SPECIAL EQUIPMENT

(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
	1 Ea.	Automatic Pilot - Sperry Type A-12	150	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 - Avidmeter 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
X	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 Compt. - A4981 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			
X	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

MALLARD

LOADING CHART

RADIO INSTALLATION

(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Ea.
X	304	MN-26K Receiver	37.85	65	.25
X	304	MN-36 Automatic Loop & Dehydrator	10.16	192	.20
X	304	MN-31C Loop Controller	17.55	46	.08
X	304	110215 Two Way Antenna	1.85	315	.06
X	304	110214 Range & ADF Antenna	1.39	250	.03
X	304	110234 Marker Beacon Antenna	1.59	480	.08
X	304	111234 Panel	1.45	104	.02
X	304	111054 Panel	.61	96	.01
X	304	Fairing	.55	144	.01
X	304	Cables & Jack Box	12.00	108	.13
X	304	RCA-AVA-ARB Receiver & Mount	26.80	63	.17
X	304	RCA-AVT-49 Transmitter & Mount	36.70	43	.16
X	304	WE-233A-VHF Transmitter & Mount	35.75	39	.14
X	304	ADF Control Box	2.40	98	.02
X	304	ADF Indicator	1.45	98	.01
X	304	ARB Control Box	1.20	98	.01
X	304	ARB Tuning Unit	1.00	98	.01
X	304	AVT Control Box	.80	98	.01
X	304	MKR Beacon Receiver & Mount	4.00	390	.16
X	304	Cables	11.10	80	.09

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

IDENT. MARK [redacted]2944

ENG. MAKE	ENG. MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
P & W	S3H1	GRUMMAN	G73	NOV. 1946	J7	12PCAmM	783

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS

	MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.
TAKE-OFF 1 min.	one	SL	36	2250	600	91
TAKE-OFF						
MAXIMUM EXCEPT TAKE-OFF — SEA LEVEL	X	SL TO	34	2200	550	91
MAXIMUM EXCEPT TAKE-OFF — SEA LEVEL	X					
MAXIMUM EXCEPT TAKE-OFF — [redacted]TUDE	FROM	5000 TO 32.5	"	"	91	
MAXIMUM EXCEPT TAKE-OFF — ALTITUDE						
MAXIMUM EXCEPT TAKE-OFF — LOW IMP.						
MAXIMUM EXCEPT TAKE-OFF — LOW IMP.						
MAXIMUM EXCEPT TAKE-OFF — HIGH IMP.						
MAXIMUM EXCEPT TAKE-OFF — HIGH IMP.						

TRUE INDICATED AIR SPEED

	WEIGHT	M. P. H.	KNOTS
CLIMB OR LEVEL FLIGHT	12500	220	
GLIDE OR DIVE (Smooth Air Only)	"	270	
FLAPS EXTENDED	"	125	
CLIMB OR LEVEL FLIGHT	See chart in the Approved Operations Manual.		
GLIDE OR DIVE (Smooth Air Only)			
FLAPS EXTENDED			

DATUM: Rear face of main wing beam at hull Sta. 233.65.

USEABLE CEILINGS AND ADDITIONAL CONDITIONS*

CEILINGS (FT.)	WEIGHT	R. P. M.	M'FOLD PRESS.	FUEL OCT.	T. I. A. S.	PROP. DEICER	WING DEICER
SEE CAA APPROVED OPERATING MANUAL.							
[redacted]							

*Standard air, any engine inoperative, inoperative propeller fully feathered, carburetor air intake on "cold air."

MAXIMUM TAKE-OFF WEIGHT		MAXIMUM LANDING WEIGHT	
LAND 12,500	SEA 12,500	LAND 12,500	SEA 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 pilots compartment at all times.

INSPECTOR'S SIGNATURE Edwin Lovejoy
Edwin Lovejoy
CAA DMIR 1009
DATE 2/13/47

ADDITIONAL OPERATIONS AUTHORIZED YES [X] NO [ ] (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

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.

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	SPECIFICATION NO. A-783-1 Tentative	IDENT. NO. (Only) 2944

EQUIPMENT No. | **SPECIAL EQUIPMENT**

NUMBER	NUMBER	NUMBER	NUMBER	ITEM (Description)	WGT.	ARM
SEE APPROVED OPERATING MANUAL DATED 12/19/46 FOR CURRENT LIST OF STANDARD AND SPECIAL EQUIPMENT, EMPTY WEIGHT, EMPTY C. G., AND USEFUL LOAD						
E. W. (ACTUAL)		9010				
USEFUL LOAD		3490				
E.C.G. 14.72"				FORWARD OF DATUM		

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.
MAR 5 9 40 AM '47

Edwin Lovejoy
Edwin Lovejoy, CAA DMIR 10092
WASHINGTON

C. G. LIMITS (LAND)	C. G. LIMITS (SEA)
NORMAL -17.25 to -7.37 inches	NORMAL -17.25 to -7.37 inches
IN FLIGHT	IN FLIGHT

DATE 2/13/47

INSPECTOR'S SIGNATURE Edwin Lovejoy
Edwin Lovejoy, CAA DMIR 100

REPAIR AND ALTERATION RECORD

REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
2/10/47	Grumman Aircraft Eng. Corp.

LOCATION AND BRIEF DESCRIPTION OF REPAIR

Repair right wing.

REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
2/10/47	Grumman Aircraft Eng. Corp.

LOCATION AND BRIEF DESCRIPTION OF REPAIR

Radio Installation.

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*)

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LOCATION AND BRIEF DESCRIPTION OF REPAIR

REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)

LOCATION AND BRIEF DESCRIPTION OF REPAIR

SUPPLEMENTAL PAGE NO.	ISSUED (*Date*)	BY	TITLE

16—46123-1 U. S. GOVERNMENT PRINTING OFFICE

Form ACA 337
(Rev. 6-1-44)

CAA

Budget Bureau No. 41-R052.
Form Approved.

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft	x	
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)	
	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)

Date 2-12-47
Inspector Edwin Lopez
CAA DMIR 1009

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 2944

Owner's name POWEL CROSLEY
Owner's address CINCINNATI, OHIO
Aircraft manufacturer and model GRUMMAN G-73 Serial No. J- 7
Engine manufacturer and model* Serial No.
Propeller manufacturer and model* Serial No.
Propeller blade model* Serial No.
Instrument name, manufacturer, and model* Serial No.

* To be filled in only for unit repaired or altered.

REPAIR OR ALTERATION AGENCY

* x Manufacturer. * Approved repair station No. 18 * Certificated mechanic

Agency's name GRUMMAN AIRCRAFT ENGINEERING CORP.

Address BETHPAGE, NEW YORK Date of repair or alteration 2-10-47

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½" or multiples thereof) bearing aircraft identification mark]

The right wing was repaired in accordance with enclosed drawing #SP2406.

John P. MacDonald

*CHECK AGENCIES INVOLVED.

To be filled out in duplicate and completed on opposite side

The original to be forwarded through the appropriate Field Branch Office, the copy to be delivered to the owner of the aircraft.

NOTE: Submitted herewith are technical data, drawings, Weight and Balance Report, etc., as listed below.

MAIL ROOM-2
WASHINGTON

SUPERVISING MECHANIC'S CERTIFICATE

John MacDonald certifies that the foregoing statements are true of his own knowledge.

2-12-47
(Date)

John P. MacDonald
(Mechanic's signature)

Mechanic's Certificate No. A&E 96140-41
(Rating)

U. S. GOVERNMENT PRINTING OFFICE 16—8108-1

Form ACA 337
(Rev. 3-31-45)

CAA

Budget Bureau No. 41-R052.
Form Approved.

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft		
Engine		
Propeller		
Instrument		

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

(To be filled in by inspector)	
	Approved
	Disapproved
	Forwarded for engineering approval (Submit complete details)

Date 2-12-47
Inspector Edward Lovejoy
CAADMIA 1009

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC2944

Owner's name POWEL CROSLEY
Owner's address CINCINNATI, OHIO
Aircraft manufacturer and model GRUMMAN Serial No. J7
Engine manufacturer and model* Serial No.
Propeller manufacturer and model* Serial No.
Propeller blade model* Serial No.
Instrument name, manufacturer, and model* Serial No.

* To be filled in only for unit repaired or altered.

REPAIR OR ALTERATION AGENCY

* X Manufacturer. * X Approved repair station No. 18 * \ Certificated mechanic

Agency's name GRUMMAN AIRCRAFT ENGINEERING CORPORATION

Address BETHPAGE, NEW YORK Date of repair or alteration 2/10/47

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)

[If blank space is insufficient for clear presentation, attach separate pages (8" x 10½" or multiples thereof) bearing aircraft identification mark]

Installed the following radio equipment on standard Mallard provisions:

RCA-AVA-ARB Receiver with mount	26.8	63	1688
RCA-AVT-49 Transmitter with "	36.7	43	1578
WE-233A-VHF Transmitter & mount	35.75	39	1394
ADF Control box	2.4	98	235
ADF Indicator	1.45	98	142

*CHECK AGENCIES INVOLVED.

Over

TO BE FILLED OUT IN DUPLICATE AND COMPLETED ON OPPOSITE SIDE

Distribution of Completed Forms.

(1) When repair and alteration is identified by aircraft identification and serial number the original is to be forwarded through the appropriate Field Branch Office, and copy delivered to the owner of the aircraft. (2) When the repair and/or alteration of spare components is not identified this form must stay with the component

NOTE: Submitted herewith are technical data, drawings, Weight and Balance Report, etc., as listed below.

ARB Control Box	1.2	98	117
ARB Tuning unit	1.0	98	98
AVT Control box	.8	98	78
Cables	11.1	80	888
Marker Beacon Receiver & mount	4	390	1560

The aircraft was weighed and new Weight & Balance report including equipment list was prepared.

MAIL ROOM-2
WASHINGTON
MAR 5 9 40 AM '47
DEPARTMENT OF COMMERCE

SUPERVISING MECHANIC'S CERTIFICATE

George W. McCauley certifies that the foregoing statements are true of his own knowledge.

Feb. 10th 1947
(Date)

George W McCauley
(Mechanic's signature)

Mechanic's Certificate No. A+E 366
(Rating)

Form ACA 308-A
(Rev. 10-15-40)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES

AIRCRAFT AIRWORTHINESS CERTIFICATE NO. 2944

[redacted] Certifies that

Grumman G73 (Mallard)

manufacturer's serial No. J7 ; has been inspected and this day found to be in condition for safe operation when operated and maintained in accordance with the regulations and practices prescribed by the Civil Aeronautics Board.

The aircraft for which this certificate is issued (a) shall not be operated unless there is attached hereto the currently effective Aircraft Operation Record issued by the Administrator of Civil Aeronautics for the aircraft, and (b) shall not be operated in flight unless a pilot possessed of a currently effective and appropriate pilot certificate is in command.

This certificate is of 60 days' duration and, unless the holder hereof is otherwise notified within such period, shall continue in effect indefinitely thereafter, unless suspended, revoked, or cancelled by the Civil Aeronautics Board, except that it shall immediately expire (1) at the end of after the date of issuance of this certificate or after the date of last endorsement hereof, whichever is later, if within such period this aircraft is not examined or inspected by an authorized Civil Aeronautics inspector, or (2) at any time an authorized Civil Aeronautics inspector shall refuse to endorse this certificate after examination or inspection.

By direction of the Administrator of Civil Aeronautics:

Harry M. Jones
Civil Aeronautics Inspector

Refusal to endorse: _____
Civil Aeronautics Inspector

Date _____

12/19/46
Date of Issuance

Any a[redacted]on of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding three years, or both.

Inspector's Endorsement	Date

If this certificate is lost or destroyed, a duplicate may be obtained from the Certificate Division, Civil Aeronautics Administration, Washington, D. C., for $1.00 per page. (Money order or check should be made payable to the Treasurer of the United States.)

Form ACA-309a—Page 1 (2-46)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

CAA IDENTIFICATION MARK: [redacted]2944

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
P & W	S3HI	Grumman	G73	Nov. 1946	J7	12PCAmM	783 Tentativ

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED

(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS

	MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.
TAKE-OFF	1 min.	SL	36	2250	600	91
TAKE-OFF MAXIMUM EXCEPT TAKE-OFF — SEA LEVEL	one	TO SL	34	2200	550	91
SEA LEVEL ALTITUDE		FROM 5000	32.5	2200	550	91
ALTITUDE						
LOW IMP.						
LOW IMP.						
HIGH IMP.						
HIGH IMP.						

TRUE INDICATED AIR SPEED

	WEIGHT	M. P. H.	KNOTS
CLIMB OR LEVEL FLIGHT	12500	220	
GLIDE OR DIVE (Smooth Air Only)	12500	270	
FLAPS EXTENDED	12500	125	
CLIMB OR LEVEL FLIGHT			
GLIDE OR DIVE (Smooth Air Only)			
FLAPS EXTENDED			

DATUM

Rear face of main wing beam at hull Sta. 233.65

USEABLE CEILINGS AND ADDITIONAL CONDITIONS*

CEILINGS (FT.)	WEIGHT	R. P. M.	M'FOLD PRESS.	FUEL OCT.	T. I. A. S.	PROP. DEICER	WING DEICER
SEE CAA APPROVED OPERATING MANUAL							

*[redacted]dard air, any engine inoperative, inoperative propeller fully feathered, carburetor air intake on "cold air."

MAXIMUM TAKE-OFF WEIGHT		MAXIMUM LANDING WEIGHT	
LAND	SEA	LAND	SEA
12,500	12,500	12,500	12,500

OPERATIONS AUTHORIZED

Visual Day Contact

This aircraft to be operated in accordance with the CAA Approved Operating Manual for G73 aircraft which is to be carried in the pilots compartment at all times.

INSPECTOR'S SIGNATURE: Harry M. Jones

DATE: 12/19/46

ADDITIONAL OPERATIONS AUTHORIZED ☐ YES ☐ NO (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

ADDITIONAL OPERATIONS AUTHORIZED

Form ACA 309a PAGE 2

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION	SPECIFICATION NO. A-783-1 Tentative	CAA IDENT. (Only) 2944

EQUIPMENT No.				SPECIAL EQUIPMENT		
NUMBER	NUMBER	NUMBER	NUMBER	ITEM (Description)	WGT.	ARM
SEE APPROVED OPERATING MANUAL DATED 12/19/46 FOR CURRENT LIST OF STANDARD AND SPECIAL EQUIPMENT, EMPTY WEIGHT, EMPTY C.G., AND USEFUL LOAD.						
1	104B	401	303			
2	201	101	402			
102	202	105	403			
103	302	301	404			
E. W.	(actual)	8882				
Useful	Load	3618				
E.C.G.	12.86"	Forward of Datum				

C. A. A. Harry M. Jones

C. G. LIMITS (LAND)	C. G. LIMITS (SEA)
NORMAL -17.25 to -7.37 inches	NORMAL -17.25 to -7.37 inches
IN FLIGHT	IN FLIGHT

DATE	INSPECTOR'S SIGNATURE
12/19/46	Harry M. Jones

16—46123-1

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	

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REPAIR AND ALTERATION FORM DATED	BY (*Agency name and number*)
LOCATION AND BRIEF DESCRIPTION OF REPAIR	

SUPPLEMENTAL PAGE NO.	ISSUED (*Date*)	BY	TITLE

16—46123-1 U. S. GOVERNMENT PRINTING OFFICE

FORM ACA-305
(3-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R041.2
APPROVAL EXPIRES FEBRUARY 15, 1947

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

INSTRUCTIONS
Please submit this form to the Civil Aeronautics Administration Field Representative.

APPLICATION (Check)
- [X] AIRWORTHINESS CERTIFICATE
- [ ] ANNUAL INSPECTION

CAA IDENTIFICATION
- [X] NC [ ] NX [ ] NR [ ] OTHER (Specify) _____

AIRCRAFT

MAKE	MODEL	
Grumman	G73	
REGISTRATION NO. 2944	MANUFACTURER'S SERIAL NO. J7	DATE MANUFACTURED November 1946

ENGINE

MAKE	MODEL	RATED H.P.
Pratt and Whitney	S3HI	550 each

(Check whether)	IF OVERHAULED, STATE BY WHOM	DATE OF OVERHAUL
[X] NEW [ ] USED [ ] OVERHAULED	-	-

(Check which)
- [X] AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION
- [ ] APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED

OWNER'S NAME	PERMANENT ADDRESS (Street and No., City, Zone, State)
Powel Crosley	2530 Spring Grove Cincinnati, Ohio

ATTACHMENTS (Check which)
- [ ] ACA-319
- [ ] ACA-337
- [X] ACA-805
- [X] ACA-317
- [X] WEIGHT AND BALANCE REPORT
- [ ] SPECIAL APPROVALS
- [ ] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

Ed Yunning (agent)
OWNER OR AUTHORIZED AGENT

12/19/46
DATE

TITLE

FORM ACA-305a (FORMERLY ACA-307)

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA inspector or a designated inspector or representative)

IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
-	783 Tentative	A-783-1	1,2,3,4,5,6	-	None

OTHER (Describe)	EXCEPTIONS, IF ANY (If additional space is required, use reverse)
New Aircraft -	No Exceptions

[ ] FORM ACA-319 (Return to owner)	APPROVED BY -	MECH. CERTIF. AND RATING NO.	DATED
[ ] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date) -		

[X] AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.		DATE
[X] AIRWORTHY			
[ ] UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE Harry M. Jones	[X] ACCEPTED [ ] REINSPECTED	DATE 12/19/46

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.
This ship licensed for "visual day contact" only due to no radio aboard when delivered.

CIVIL AERONAUTICS ADMN.
MAR 5 9 40 AM '47
MAIL ROOM-2
WASHINGTON

Form ACA 805
4-1-41

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

CERTIFICATION NOTICE

This is to confirm my understanding that

Mallard	G-73	J7	NC2944
Aircraft	**Model**	**Serial Number**	**Identification Mark**

has been manufactured in accordance with the data submitted in support of an application for type certification; that as a result of the examination of such data, and the tests and inspections conducted, recommendations for final approval accompanied by supporting data are being transmitted to the Washington office for analysis and final action; and that prior to issuance of the aircraft specification, it may become necessary to make certain minor modifications or adjustments to the subject aircraft in order to continue the effectiveness of the airworthiness certificate.

Grumman Aircraft Engineering Corp.
(Manufacturer)

By George F. Titterton
George F. Titterton

Assistant Chief Engineer
(Title)

Signature Ed Weisner (agent)
(Purchaser or Agent)
for. Powel Crosley, Jr.
(purchaser)

12/4/46
(Date)

(NOTE TO INSPECTOR: Execute in triplicate. Submit one copy with certificate file, attach one copy to Form 309, and present one copy to manufacturer.)

3442

MAR 5 9 40 [illegible]
MAIL ROOM-2
WASHINGTON

Form ACA 317
(Rev. 3-1-41)

file

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

STATEMENT OF CONFORMITY

To the CIVIL AERONAUTICS ADMINISTRATION:

I, having been authorized for this purpose by Grumman Aircraft Engineering Corporation, (Manufacturer)

certify that the aircraft Mallard (Make), G-73 (Model),

J-7 (Serial number), has been manufactured, ~~under Production Certificate No.~~,*

in conformity with the data forming the basis for Type Certificate No. A763 Tentative and any

revision or modification thereof approved by the Administration as of November 20, 1946 (Date),

with the exception of the following deviations:

DATE November 2[illegible], 1946

George J. Tritton
(Signature)

Assistant Chief Engineer
(Title)

* Delete this phrase if not applicable.

16—21035 U. S. GOVERNMENT PRINTING OFFICE

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

MAR 5 9 40 AM '47

MAIL ROOM-2
WASHINGTON

Case copy

"MALLARD"

PLACE AMPHIBIAN

WEIGHT AND BALANCE REPORT

AND

LOADING CHART

MODEL G-73

SERIAL NO. J-7

CERTIFICATE NO. NC 2944

Date: November 11, 1946

Prepared by: William Flato
William Flato

Checked by: John Michel
John Michel

Approved by: Robert J. Trimborn
ROBERT J. TRIMBORN

REPORT NO. G73-7

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.

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 7. (Add only the ones which apply).

TRAPPED FUEL & OIL

	Weight	Arm	Moment	Index Unit
Fuel & Oil Trapped in:				
- Oil Cooler (10" Dia.) } Trapped Oil	20.0	193	3860	.4
- Oil Tanks } Trapped Oil	4.0	212	848	.1
- Engines } Trapped Oil	46.3	178	8241	.8
- Propeller Syst.Lines } Trapped Oil	6.1	190.6	1163	.1
- Oil Lines	7.0	197	1379	.1
- Fuel Tanks-3 Pt. Position	26.0	220	5720.	.6
- Fuel Lines	3.0	215	645	.1
- Carburetor	1.0	190	190	.0
Trapped Fuel & Oil - 3 Pt. Pos.	113.4	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 8 of the Loading Chart. The passenger locations are numbered according to type of seat and rows reading from front to rear, e.g. D-1, Divan, forward seat. Page 8 shows standard and alternate arrangements, but the positions not applicable to this airplane have been blocked out. The Index unit noted is for one passenger per location. This Index unit is calculated by substituting in the Index Unit Formula, using 170# for each passenger and the arm for each individual chair or place as in the case of the divan. Since the weight of the pilot and co-pilot are added to the empty weight to obtain a basic weight and index unit (on p.8), the index unit is not shown for their position on the diagram.

The next step is to determine the index unit for the Basic airplane. Referring to the Basic Loading Calculation on p.8, the Basic weight is carried forward to the Basic Weight Log on p.9. The "Moment" is then divided by 10,000 and entered under "Index Unit", because

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

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LOADING CHART

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

SAMPLE LOADING

Item	Weight	Index Unit
Basic Weight (Sample Only)	9000	195.4
Plus items of Useful Load:		
Fuel (180 Gals.)	1080	23.7
Oil (20 Gals.)	150	3.2
Passengers:		
Position D-1 (1)	170	2.8
D-2 (2)	340	6.4
D-3 (1)	170	3.6
RC-1 (2)	340	9.4
RC-2 (2)	340	10.8
Baggage:		
Compt. A	50	.4
Compt. I	20	.7
Compt. J	220	8.8
Take-Off Gross Weight	11880	265.2

The basic weight and index unit is obtained from the Log on p.9. For loading 180 gals. of fuel in the wing tanks, refer to fuel chart on p.10, and follow down the gallon column until 180 is reached, then read across to the right for the weight in the next column and the index unit in the third column. The weight and index unit for the oil and cargo are determined in a similar manner by referring to the appropriate chart on the same page.

The take-off gross weight and index unit is totaled, (the Gross Weight must not exceed the maximum allowable), and by referring to the Center of Gravity Limit Chart (p.11), it is possible to determine the airplane C.G. to the nearest percent of the M.A.C. The index unit will appear on line with the gross weight used only if C.G. is within allowable limits. Since the take-off gross weight for the sample above is 11880 lbs. it is well within the gross weight limitations (p.8). The index unit for

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LOADING CHART

this weight is 265.2. Now run your pencil point down the "Gross Weight" side of the chart to 11900# which is closest to 11880#. Then follow across to the right until you reach 265.7 (Reading vertically upward shows a C.G. of 23% M.A.C.). However the index unit representing 11900# at 22% M.A.C. is 264.7, and 265.2 is exactly halfway between. The take-off C.G. then is at approximately 22.5% M.A.C. Since the loading condition falls within the loading limits, the loading is satisfactory. If the C.G. should fall outside the maximum indicated loading limits, the loading must be revised by shifting either passengers or cargo, or both, so that these maximum limits are not exceeded.

It should be noted that cargo or baggage can be substituted for a passenger at the passenger position at any time.

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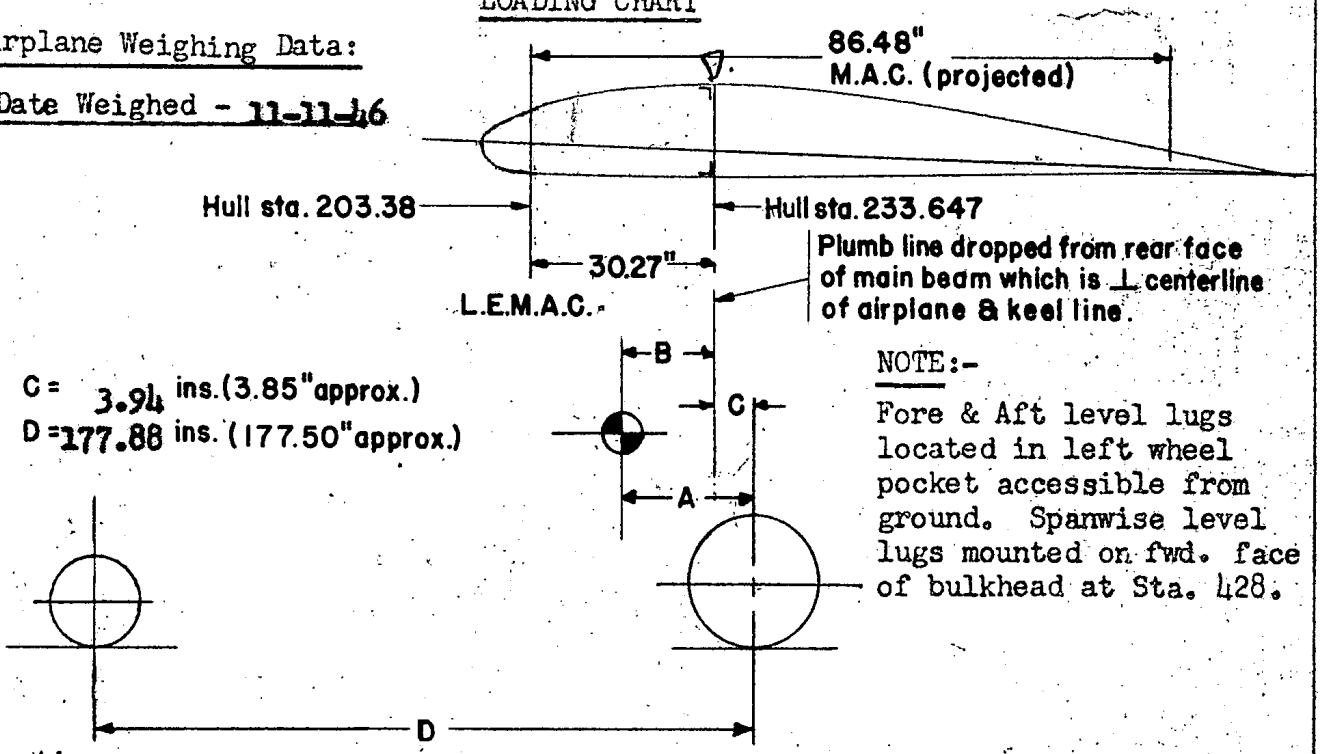
LOADING CHART

Airplane Weighing Data:

Date Weighed - 11-11-46



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	4034		4034
Left Wheel - W_L	3924		3924
Nose Wheel - W_N	865		865
	8823		8823

A = C.G. (ins.) forward of centerline Main Wheels = $\frac{W_N \times D}{W_R + W_L + W_N (\text{Corrected})} = \frac{865 \times 177.88}{8823} = 17.44$

B = C.G. (ins.) fwd. of Rear Face Main Beam = A-C = 17.44-3.94 = 13.50

C.G. inches aft of Reference Datum = 233.65 - B = 233.65-13.50 = 220.15

CORRECTION FOR MISSING ITEMS

	Weight	Arm	Moment
Airplane as Weighed	8823	220.15	1942383
Add'l Trapped Fuel in Weight	+30	220	6600
Slip Covers	-18.5	222.8	-4122
Wash Water	+33.3	390	+12987
Window Shades	+ 4.0	246.5	+986
Empty Weight	8872	220.79	1958834

Empty Wt. C.G. = $\frac{220.79-203.38}{86.48} \times 100 =$ 20.13% M.A.C.

Witnessed:
Harry M Jones
C.A.A. Inspector

9-3-46

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LOADING CHART

PASSENGER AND CARGO LOADING DIAGRAM

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

STANDARD ALTERNATE

LOADING CHART DATUM - HULL STATION "0"

10"

Passenger at 170# Each

INDEX UNITS 1 PASS.	INDEX UNITS 2 PASS.	ROW	COMPT.	ARM	ROW	INDEX UNITS 1 PASS.	INDEX UNITS 2 PASS.
			A	70			
			B	125			
2.8	5.6	D-1	C	166	~~FC-1~~	~~2.9~~	~~5.7~~
3.2	6.4	D-2	D	188			
3.6	7.2	D-3	E	211	~~FC-2~~	~~3.5~~	~~7.0~~
			F	250			
4.7		RC-1	G	278	RC-1	4.7	
5.4		RC-2	H	317	RC-2	5.4	
			I	360	T-1	6.1	
			J	400			

Basic Loading

The following values apply to this airplane as Licensed:

Item	Weight	Arm	Moment	Index Unit
Empty Weight (p.7)	8872	220.79	1958834	195.88
Pilot & Co-Pilot	340	125	42500	4.25
Basic Weight & Index Unit*	9212	217.25	2001334	200.13

* See p.9 for latest Basic Weight & Index Unit.

NOTE: 1. The airplane shall be so loaded that the plot of Gross Weight vs. Index Units falls within the limiting lines on the Center of Gravity Limit Chart on page 11. Basic Weight and Index Units for the empty airplane plus Pilot & Co-Pilot are given above or on page 9. Index Units for Fuel, Oil, Cargo or Baggage, and Miscellaneous items (Incl. Wash Water) are obtained from their respective tables, and Index Units for Passengers from diagram above.

2. Before adding, removing, or relocating any items of equipment, contact an Inspector of the Civil Aeronautics Administration. See pages 12 to 15 of this report for items of equipment included in the Weight Empty.

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LOADING CHART

LOG - BASIC WEIGHT & INDEX UNIT

(List all changes made subsequent to weighing)

Item	Weight	Arm	Index Unit
Basic Weight & Index Unit as Weighed at Factory	9212	217.25	200.13
Old Rear Step Fairing Dwg.#107005 Removed	- 7.0	439	-.31
New Rear Step Fairing Dwg.#107585 Added	+15.2	441	+.67
Anti-Squat Strut Dwg.#108060 Added	+1.2	438	+.05
Anti -Squat Strut (Control Mech.) Added	+1.0	420	+.04
Revised Basic Weight & Index Unit 12-9-46	9222	217.49	200.57

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LOADING CHART

Fuel (6 Lb./Gal.)
(Arm 219.7)

Gal.	Lbs.	Index Units
20	120	2.6
40	240	5.3
60	360	7.9
80	480	10.5
100	600	13.2
120	720	15.8
140	840	18.4
160	960	21.1
180	1080	23.7
200	1200	26.4
220	1320	29.0
240	1440	31.6
260	1560	34.3
280	1680	36.9
300	1800	39.5
320	1920	42.2
330	1980	43.5

Note: Minimum Fuel for Take-Off 165 Gals.

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

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

Note: 1. Maximum Fuel-Oil Ratio 25 to 1

Baggage or Cargo ***

Lbs.	Section Letter * & Index Units									
	A	B	C	D	E	F	G	H	** I	J
30	.2	.4	.5	.6	.6	.8	.8	1.0	1.1	1.2
60	.4	.8	1.0	1.1	1.3	1.5	1.7	1.9	2.2	2.4
90	.6	1.1	1.5	1.7	1.9	2.2	2.5	2.9	3.2	3.6
120	.8	1.5	2.0	2.3	2.5	3.0	3.3	3.8	4.3	4.8
150	1.0	1.9	2.5	2.8	3.2	3.8	4.2	4.8	5.4	6.0
180	1.3	2.2	3.0	3.4	3.8	4.5	5.0	5.7	6.5	7.2
210	1.5	2.6	3.5	4.0	4.4	5.2	5.8	6.7	7.6	8.4
240	1.7	3.0	4.0	4.5	5.1	6.0	6.7	7.6	8.6	9.6
270	1.9	3.4	4.5	5.1	5.7	6.8	7.5	8.6	9.7	10.8
300	2.1	3.8	5.0	5.6	6.3	7.5	8.3	9.5	10.8	12.0
330	2.3	4.1	5.5	6.2	7.0	8.2	9.2	10.5	11.9	13.2
360	2.5	4.5	6.0	6.8	7.6	9.0	10.0	11.4	13.0	14.4
390	2.7	4.9	6.5	7.3	8.2	9.8	10.8	12.4	14.0	
420	2.9	5.2	7.0	7.9	8.9	10.5	11.7	13.3	15.1	
450	3.2	5.6	7.5	8.5	9.5	11.2	12.5	14.3	16.2	
480		6.0	8.0	9.0	10.1	12.0		15.2	17.3	
510		6.4	8.5	9.6	10.8	12.8		16.2	18.4	
540		6.8	9.0			13.5		17.1	19.4	
570		7.1	9.5			14.2		18.1	20.5	
600		7.5	10.0			15.0		19.0	21.6	
630			10.5			15.7		20.0	22.7	
660			11.0			16.5		20.9	23.8	
690			11.5			17.2		21.9	24.8	
720			12.0					22.8	25.9	
750								23.8		
780								24.7		
810								25.7		
840								26.6		
870								27.6		
900								28.5		
930								29.5		
960								30.4		
990								31.4		
1020								32.3		
1050								33.3		
1080								34.2		
1110								35.2		

*** Floor Loading must not exceed 50 lbs. per sq. foot.

* See diagram on page 8.
** Includes Wash Water.

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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	253.1	254.1	
11300	244.5	245.5	246.4	247.4	248.4	249.4	250.3	251.3	252.3	253.3	254.3	255.2	
11350	245.6	246.5	247.5	248.5	249.5	250.5	251.4	252.4	253.4	254.4	255.4	256.4	
11400	246.6	247.6	248.6	249.6	250.6	251.6	252.6	253.5	254.5	255.5	256.5	257.5	
11450	247.7	248.7	249.7	250.7	251.7	252.7	253.7	254.7	255.6	256.6	257.6	258.6	
11500	248.8	249.8	250.8	251.8	252.8	253.8	254.8	255.8	256.8	257.8	258.8	259.7	
11550	249.9	250.9	251.9	252.9	253.9	254.9	255.9	256.9	257.9	258.9	259.9	260.9	
11600	251.0	252.0	253.0	254.0	255.0	256.0	257.0	258.0	259.0	260.0	261.0	262.0	
11650	252.0	253.1	254.1	255.1	256.1	257.1	258.1	259.1	260.1	261.1	262.1	263.1	
11700	253.1	254.1	255.2	256.2	257.2	258.2	259.2	260.2	261.2	262.2	263.3	264.3	
11750	254.2	255.2	256.2	257.3	258.3	259.3	260.3	261.3	262.3	263.4	264.4	265.4	
11800	255.3	256.3	257.3	258.4	259.4	260.4	261.4	262.4	263.5	264.5	265.5	266.5	
11850	256.4	257.4	258.4	259.5	260.5	261.5	262.5	263.6	264.6	265.6	266.6	267.6	
11900	257.5	258.5	259.5	260.6	261.6	262.6	263.6	264.7	265.7	266.7	267.8	268.8	
11950	258.5	259.6	260.6	261.6	262.7	263.7	264.7	265.8	266.8	267.8	268.9	269.9	
12000	259.6	260.7	261.7	262.7	263.8	264.8	265.8	266.9	267.9	269.0	270.0	271.0	
12050	260.7	261.8	262.8	263.8	264.9	265.9	267.0	268.0	269.0	270.1	271.1	272.2	
12100	261.8	262.8	263.9	264.9	266.0	267.0	268.1	269.1	270.2	271.2	272.3	273.3	
12150	262.9	263.9	265.0	266.0	267.1	268.1	269.2	270.2	271.3	272.3	273.4	274.4	
12200	263.9	265.0	266.1	267.1	268.2	269.2	270.3	271.3	272.4	273.5	274.5	275.5	
12250	265.0	266.1	267.1	268.2	269.3	270.3	271.4	272.5	273.5	274.6	275.6	276.7	
12300	266.1	267.2	268.2	269.3	270.4	271.4	272.5	273.6	274.6	275.7	276.8	277.8	
12350	267.2	268.3	269.3	270.4	271.5	272.5	273.6	274.7	275.7	276.8	277.9	278.9	
12400	268.3	269.4	270.4	271.5	272.6	273.6	274.7	275.8	776.9	277.9	279.0	280.1	
12450	269.4	270.4	271.5	272.6	273.7	274.7	275.8	276.9	278.0	279.1	280.1	281.2	
12500	270.4	271.5	272.6	273.7	274.8	275.9	276.9	278.0	279.1	280.2	281.3	282.3	

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LOADING CHART

STANDARD EQUIPMENT

(Installed items are checked "x")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
		Propellers & Propeller Accessories (Except De-Icing Equipment)			
x	1	Two Hamilton Std. Propellers - 8'7" Dia. 3 Blade #6533A-18, Hub 23D40-51	252	155	3.91
x	2	Two Ham.Std. Propeller Governors #4K11-T4T	5.8	163	.09
x		Two Ham.Std. Prop.Feathering Motor Relays #62730-1	1.9	197	.04
x		Two Ham.Std. Prop.Feathering Motors #59664-11	11.9	197	.23
x		Two Ham.Std. Prop.Feathering Switches #54267	.3	120	-
		Engines & Engine Accessories - Fuel & Oil Systems			
x		Two Pratt & Whitney #R-1340-S3H1 Engines	858	172.1	14.77
x		Two Sets Stainless Steel Exhaust Collectors (GAEC 109025 Manifold assembly 109004 Exhaust System Instal.)	41.2	190	.78
x		Two Ten Gal. Oil Tanks (GAEC 109126, 109002 Oil System Instal.)	9.9	212	.21
x	102	Two Aluminum Oil Coolers (Clifford 10" Dia.x9" Long #B-36690 with UAP 4 Port Valve #UD4785)	18.0	193	.35
x	101	Two Eclipse Starters #1416-15	26.7	192	.51
x		One Engine Compt. Fire Control System Using Walter Kidde Cylinders #80939 & #82499 Valves	66	225	1.48
x	103	Residual Fuel & Oil in Drained System Fuel - Oil -	30.0 83.4	218.5 185.7	.66 1.55
X	104(b)	Fuel Pumps - Thompson Products - TFD-10300 Electric Driven Fuel Booster Pumps (2)	14	204.7	.29
		Landing Gear			
x		Two Main Landing Shock Struts Bendix #69629 LH - 69630 RH	88	237.5	2.09
x		One Nose Wheel Shock Strut Bendix #69631	50	57	.28
x	201	Two Alum. 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
x		Two Auxiliary Wing Floats GAEC #108201	35	225	.79

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LOADING CHART

STANDARD EQUIPMENT (Cont.)

(Installed items are checked "x")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
		Electrical & Radio Equipment			
x	301	Two Generators Type 1273-3 Eclipse (J-1, J-2, J-3, only)	31.9	175.5	.56
x	302	One Battery AN3150 34 AH (12-Ts-9L)	72.6	230	1.67
x	303	Two Landing Lights #G-3801-1 Grimes	6.5	220	.14
	304	Misc. Radio Instal. Bow Compt.	93.3	60	.56
		Rear Compt.	94.5	414	3.91
		Misc.	69.3	140	.97
		Interior Equipment			
		Miscellaneous Cabin Furnishings			
x		(a) Four Passenger Chairs(Rear Cabin)	35	297	1.04
		(b) Passenger Chair Leather Upholstery(each)			
		(c) 0,1,2,3 or 4 Passenger Chairs (Forward Cabin)	35	188	
x		(d) 2 Divans (Forward Cabin)	92	188	
		(e) Divan Leather Upholstery (Each)		188	
x		(f) Two End Tables GAEC #111350	2.4	240	.06
x		(g) One Revolving Table GAEC #111046(Stowed)	5.8	425	.25
x		(h) Four Storage Cabinets			
x		(i) One Toilet Compt. (Incl.Wash Basin & Tank)			
x		(j) Thermos Jug Instal.(Incl. 9 Glasses) (2 Qt.)	6.0	244	.15
x		(k) Carpet Floor Covering	17.0	238	.40
x	105	(l) One Cabin Heating & Ventilating System Using Surface Combustion Heater #ADS-100N-P41C			
x		(m) Two Hand Operated Fire Extinguishers 1 Qt. Pyrene	7	225	.16
x		Control Column with Throw-Over Wheel & Auxiliary Arm	15.9	110	.17
x		Instruments - As listed in Mallard Engineering Spec. #3.1	70.5	100	.70
		Heavier Exterior Finish (White Maximum)			
		Miscellaneous (Not Listed Above)			
x	403	One Windshield Wiper Instal.(Kearfott)	3.25	102	.33
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	401	APPROVED OPERATING LIMITATIONS Literature (2 Engine Log Books,1 Airplane Log Book and 1 Loading Schedule)			
x		One Map Case	2.6	93	.02
x	402	Two Parachute Flares - 3 Min.	23.2	455	1.06
x		One Bilge Pump - Perko	8.6	41	.04

MALLARD

LOADING CHART

STANDARD EQUIPMENT (Cont.)

(Installed items are checked "x")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
		Miscellaneous (Cont.)			
x		One Boarding Ladder	4.7	390	.18
		The following items are Not included in Weight Empty:-			
		One Erection & Maintenance Manual One Engine Manual One Propeller Manual One Set of Engine & Propeller Tools			

MALLARD

LOADING CHART

SPECIAL EQUIPMENT

(Installed items are marked "X")

Installed	Item No.	Item	Weight Each	Arm	Index Unit Each
		1 Ea. Automatic Pilot - Sperry Type A-12	150		
		1 Ea. Wing & Tail Deicer Installation - Goodrich	125		
		1 Ea. Propeller Anti-icer Installation	60		
		1 Ea. "Ship to Shore" Radio Telephone - Avidmeter Corp.	4.5	220	.10
		1 Ea. Very's Pistol			
		1 Ea. Hoisting Sling GAEC #106224 Jacking Points #GT-109, 112342 & 112343	12.5		
		1 Ea. Fuel Gas Analyzer - Dual Type			
		1 Ea. Towing Bar GAEC #SP2052			
		1 Ea. Engine Work Platform			
		Life Preservers			
		Collapsible 4 Man Life Raft-MK IV	50.0	400	2.00
		Chest Type Parachutes-SWITLIK Q.B.	19.0	405	.77
x		1 Ea. Add'l Sensitive Altimeter - Instrument Operation Only			
		1 Ea. Set of Wheel Brakes for Co-Pilot			
		1 Ea. Bird Proof Windshield GAEC #107469 (In Lieu of Std.)	9.7	107	.10
		1 Ea. Position Light Flasher	2.1		
		2 Ea. Tail Light-Model C-Grimes - 1 Red - 1 White 32CP			
		20 Ea. Fire Detectors - Engine Compt. - A4981 Wilcolator	.15		
		4 Ea. Solenoid Shut-Off Valves for Fuel & Oil Gages General Controls #40R342			
		1 Ea. Vacuum Syst. Instal. GAEC #109009 in Lieu of #109006			
		1 Ea. Altitude Recording Device - For Recording of Altitude & Use of Radio Transmitter			
x		1 Ea. Add'l. Airspeed Indicator-Instrument Operation Only	1.2	120	.01
		1 Ea. Electrically Heated Pitot for Add'l Airspeed Indicator.			
		Oxygen Provision for Crew. Operation above 10000 ft. for more than 30 min. or above 12000 ft. for any time.			
		Oxygen provision for passengers separate from crew. Operation above 12000 ft.			
		2 Ea. Flashlights Accessible to both Pilots			
		1 Ea. Signs "Fasten Seat Belt", "No Smoking" "Use Oxygen Equipment", operable by either pilot or copilot			
		1 Ea. Fuel Pressure Warning Indicator	1.7		
		1 Ea. Oil Pressure Warning Indicator	1.7		

AAC 250

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-73
	SERIAL NO.: J-7	NATIONALITY AND REGISTRATION MARK: N-17552
2. OWNER	NAME (As shown on registration certificate): Dean H. Franklin Aviation Enterprises	ADDRESS (As shown on registration certificate): 3923 N.W. 24th. St. Miami, Florida., 33142

3. FOR FAA USE ONLY

"THE DATA/~~ALTERATION~~ IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERS[illegible] AUTHORIZED IN FAR 43."

DATE: 7-13-73

SIGNATURE OF FAA INSPECTOR: E R Kidder

7-3-05

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
F. J. Landre P.O.Box 2403 Hialeah, Florida., 33012	X 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
July 13, 1973.	F. J. Landre

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7/13/73.	IA1313890	F. J. Landre

FAA Form 337 (7-67) (8320)

GPO : 1971 O - 410-878

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.)*

Three place coach seat installed on this aircraft in accordance with Aeronautical Engineers Corp. Drawing #AE2233 sheet 1 of 1.
This installation was made on right side of aircraft at Sta. center 357. From Sta. 330 to Sta. 384. All workmanship was accomplished in accordance with AC43.13-1 and grumman structual repair manual.

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

☐ ADDITIONAL SHEETS ARE ATTACHE

AC 250

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N17552	Grumman	G73	11/15	46 395/802
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
J7	Pratt & Whitney	~~R-1340~~-S1H1 PTW		52016
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS:**	
(two) 2	Hamilton Standard	23D40-51	~~NEW~~ X ~~USED~~	IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1	X	STANDARD AIRWORTHINESS CERT. (Indicate category)		NORMAL		UTILITY		ACROBATIC	X	TRANSPORT		GLIDER		BALLOON		
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)														
	2		LIMITED														
	5		PROVISIONAL (Indicate class)	1		CLASS I											
				2		CLASS II											
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE & PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING					
				4		FOREST (Wild life conservation)	5		PATROLLING	6		WEATHER CONTROL					
				0		OTHER (Specify)											
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT	2		AMATEUR BUILT	3		EXHIBITION					
				4		RACING	5		CREW TRAINING	6		MKT. SURVEY					
				0		TO SHOW COMPLIANCE WITH FAR											
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE											
				2		EVACUATE FROM AREA OF IMPENDING DANGER											
				3		OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT											
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING								
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)														

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) — IF DEALER, CHECK HERE →

NAME: Dean H Franklin Aviation Enterprises Inc.

ADDRESS: 3923 N.W. 24 Street, Miami, Florida 33142

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) A783-4	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 61-31-7
	AIRCRAFT LISTING (Give page No(s).) ---		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) ----

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS ~~(Enter for new aircraft only)~~ 18,276:35	3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed

D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
3/21/73	Frank Landre, Agent	

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	X	CERTIFICATED MECHANIC (Give Certificate No.) IA 1313890	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
5		AIRCRAFT MANUFACTURER (Give Name of Firm)					

DATE	TITLE	SIGNATURE
3/21/73	Agent	F. Landre

V. FAA REPRESENTATIVE CERTIFICATION

I have inspected the aircraft described in item I or VII and find it meets the requirements for:

X	A. STANDARD AIRWORTHINESS CERTIFICATE		B. SPECIAL AIRWORTHINESS CERTIFICATE
4	C. AMENDMENT OR MODIFICATION OF ITS CURRENT AIRWORTHINESS CERTIFICATE		

DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S SIGNATURE
3/30/73	MIA-FSDO 7-0-43	4 W	Wayne Liddell

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- ☐ PRODUCTION CERTIFICATE *(Give production certificate number)*
- ☐ TYPE CERTIFICATE ONLY
- ☐ APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

RECEIVED
APR 17 1 4 40 23
ENGINEERING AND MANUFACTURING BRANCH

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

☐ PILOT ☐ CO-PILOT ☐ NAVIGATOR ☐ OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [X] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [X] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA 337 *(Attach when required)*
- [X] F. This Inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 317 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [ ] I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
- [X] J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*

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
N17552	Grumman G73	J7	Transport

5. AUTHORITY AND BASIS FOR ISSUANCE

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

Exceptions:

NONE

6. TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
3-30-73	OSCAR C. TIDWELL	NEA EMDO 7-0-43

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