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Form Approved.
Budget Bureau No. 04-R058.2

FEDERAL AVIATION AGENCY

APPLICATION FOR AIRWORTHINESS CERTIFICATE

(FAR 21)

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 reverse side.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL DESIGNATION	FAA CODING
N8777A	Grumman	G-21A	395 1204
4. AIRCRAFT SERIAL NO.	5. ENGINE MAKE	6. ENGINE MODEL DESIGNATION	52008
1152	P&W	R985-14B	
7. NO. OF ENGINES	8. PROPELLER MAKE	9. PROPELLER MODEL DESIGNATION	10. YR. AIRC. MANUFACTURED
2	Hartzell	HCB3230-2B	1942

II. CERTIFICATION REQUESTED

A. APPLICATION IS HEREBY MADE FOR:

3		ORIGINAL CERTIFICATE—AIRCRAFT IS		NEW	X	USED	X	IMPORT
4		AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE						
5	X	OTHER (Specify) Re-issuance of expired certificate of airworthiness						

B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)

1	X	STANDARD (Indicate category)	X	NORMAL		UTILITY		ACROBATIC		TRANSPORT		
2		LIMITED										
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	0		TO SHOW COMPLIANCE WITH FAR					
5		PROVISIONAL (Indicate class)	1	CLASS I	2		CLASS II	FAA CODING				

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS (Number, street, city, State and ZIP code)
ANTILLES AIR BOATS, INC.	Veterans Drive, Seaplane Ramp St. Thomas, U.S.V.I. 00801

B. AIRCRAFT CERTIFICATION BASIS

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) TC-654	X	AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.) 1967-(67-32)
X	AIRCRAFT LISTING (Give page No(s.)) Page 98-99-100		SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

	AIRCRAFT NEW—NO PREVIOUS HISTORY	TOTAL AIRFRAME HOURS RECORDED	FAA CODING
X	RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173	4063	

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 Agency 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 classification(s) requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
1-4-68	William C. Sorren, Vice President	William C. Sorren

IV. INSPECTION AGENCY VERIFICATION

IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:

2		CERTIFICATED AIR CARRIER (Give Certificate No.)	3	X	CERTIFICATED MECHANIC (IA) (Give Certificate No.) TA #1496292	6	CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)
5		AIRCRAFT MANUFACTURER (Give name of firm)			Verified by Operator #45		FAA CODING

DATE	TITLE	SIGNATURE
1-4-68	Inspection Authorization	William J. Guth

V. AIRWORTHINESS DOCUMENTATION

	A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT	X	G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS
	B. CURRENT OPERATING LIMITATIONS ATTACHED		H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)
X	C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT		I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)
	D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)		
X	E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT	X	J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183 (Copy attached)
	F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)		

VI. FAA REPRESENTATIVE CERTIFICATION

X	A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.
	B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.
	C. Current Airworthiness Certificate amended.

DATE	DESIGNATION NO.	OFFICE NO.	SIGNATURE
1-4-1968		SJU FSDO 7-5-61	Richard L. Aaron

CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

FEB 2 2 33 PM '68

OKLAHOMA CITY, OKLA

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N 8777A	Grumman G-21A	1152	Normal

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
1-4-68	Richard H. Aaron	SJU-FSDO 7-5-61

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.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G - 21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): CHRISTIANSTED, ST. CROIX 00820

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Pratt and Whitney	R - 985 - 14B	210471	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Ralph E. Faxel Ft. Worth Engine Overhaul, Inc. Loc. 18 Meacham Field Ft. Worth, Tx. 76106	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1263781

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 24, 1977	Ralph E. Faxel

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
May 24, 1977	IA 1263781	Ralph E. Faxel

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.)*

This Pratt and Whitney R - 985 - 14B # 210471 given Major overhaul.

Steel parts magnafluxed, nonferrous parts Zyglo inspected.

Chrome cylinders installed, guides and seats replaced as needed.

This engine has heavy piston pins.

Magnetos overhauled, ignition harness rebuilt.

AD notes 56 - 6- 2 cylinder studs, 68-9-1 crankshaft linners,

66-14-4 cam gear and 76-20-01 cylinder heads complied with this

overhaul. AD note 57-5-4 crankshaft threads complied with prior

overhaul

All clearences and tolerences with in limits as shown in

Pratt and Whitney overhaul manual for this engine.

Parts replaced and rework accomplished as needed.

Overhaul and inspection report under work order # 252.

Engine test run 1:30 min.

O K to return to service.

******

ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION SJU FSDO
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (As shown on registration certificate): CARIBBEAN FLYING BOATS	ADDRESS (As shown on registration certificate): C/O ANTILLES AIR BOATS, INC.,. ST. THOMAS, U.S.V.I.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	CLEVELAND WHEELS AND BRAKE (As described in item 1 above)	30-91 BRAKE 40-127 WHEELS	N/A		X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CHARLES R. FREEHLING P.O. Box 731 Fredericksted, St. Croix U.S.V.I. 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1617154

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 16, 1977	Charles R. Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

BY

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
MARCH 16, 1977	I.A. 1610154	CHARLES R. FREEHLING Charles R. Freehling

FAA Form 337 (7-67) (8320)

NOTICE

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

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

Removed mani landing gear wheels (2) Hayes Model # G3-56A together with brake assemblies (2) Hayes Model H-2-102

Installed Cleveland Aircraft Products, Inc., (2) Brake Assemblies Model #30-91 together with (2) Wheel Assemblies Model #40-127 32X8.8 TYPE VII.

Weight Removed = 80 lbs. @ ARM 10" $\frac{800}{1000}$ = 8I.U.

Weight Added = 119 lbs. @ ARM 10" = $\frac{1190}{1000}$ = 1.19 I.U.

Weight Change = + 39 lbs. Moment Change = -.39 I.U.

REF: DRWG # 40-127
DRWG # 30-91

STC # SA GL December 3, 1975

NOTHING FOLLOWS.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

DEPA[illegible]T OF [illegible]NSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

[illegible] Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.,.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S.V.I.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
CHARLES R. FREEHLING P.O. Box 731 Fredericksted, St. Croix U.S.V.I. 00840	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1617154

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
18 March 1977	Charles R Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
18 March 1977 18 Ma	I.A. 1617154	CHARLES R. FREEHLING Charles R Freehling

FAA Form 337 (7-67) (8320)

NOTICE

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

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

The installation of one (1) each left and right, Hartzell Propeller Hub Model # HC-B3Z30-2E. Found install on this aircraft in accordance with Hartzell Propellers Inc., STX SA1-52, Drawing #D1860.

Flight Manual modified for this installation.

----------NOTHING FOLLOWS.----------

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO 7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N3777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.,.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Veterans Drive St. Thomas, U.S.V.I.

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
10 March 1977	Charles R Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10 March 1977	I.A. 1617154	CHARLES R. FREEHLING Charles R Freehling

FAA Form 337 (7-67) (8320)

NOTICE

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

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

Installation of Carrier Aircraft Inc., seats and floor found to be installed in accordance with Drawings G-21-1001, G-21-1002 and G-21-1003, approved under TSO C-39. Two (2) each lounges manufactured by Carrier Aircraft, Inc., to TSO standards under TSO C-39. See attached drawing (2 sheets) G21-1001. Four (4) each seats manufactured by Carrier Aircraft Inc., to TSO standards under TSO-C39. See attached drawings (2 sheets) G21-1001. The mentioned seats and lounges were attached to structure per structure substantiation report date 15 June 1969 #621-1 approved by DER LA-321 affixed to this report. This aircraft equipment list, loading schedule and weight and balance date are revised as necessary to reflect these changes. All the mentioned work done in accordance with AC 43-13-1, chapter 2, section 2, paragraph 44-48, section 3, paragraph 60-67, and AC 43-13-2, chapter 1, paragraph 1-12, chapter 9, paragraph 130-136.

NOTHING FOLLOWS.

☒ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO - 7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21-A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (*As shown on registration certificate*): Antilles Air Boats Inc.	ADDRESS (*As shown on registration certificate*): Sea plane Ramp, Veterans Drive St.Thomas V.I. 00801

3. FOR FAA USE ONLY

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

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R-985-AN-1	42-112175	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
JOE H. STOY c/o ANTILLES AIR BOATS, INC. ISLA GRANDE AIRPORT, SAN JUAN, P.R.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1333009

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
FEBUARY 25,1976	Joseph H. Stoy

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
2-25-76	1333009 A.I.	Joseph H. Stoy

NOTICE

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

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

Engine received this station for overhaul, engine given inspection and completely dis-assembled. All parts cleaned. All steel parts magnafluxed. ALL parts inspected in accordance with manufacture's specifications and replaced where necessary, overhaul magnetos and harness and installed in engine. Test cell run of engine as per manufacture's specifications.

Time since overhaul 00:00 hours.

FAA AD Note 66-14-4 previously complied with.
FAA AD Note 57-5-4 " " " .
FAA AD Note 68-9-1 " " " .
FAA AD Note 56-6-2 complied with

Service bulletin 1658-B previously complied with.

NOTHING FOLLOWS

THIS ENGINE I[illegible]ED ON A/C N8777A MARCH 3,1976

Adalberto Agosto Rds
A P 1727145

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

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
ASO-FSDO-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: US N8777A
2. OWNER	NAME (*As shown on registration certificate*): ANTILLES AIR BOATS, INC.	ADDRESS (*As shown on registration certificate*): Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude R. Austin c/o Antilles Air Boats, Inc. 39 Strand Street St. Croix, V. I.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 2227109

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

DATE: JAN-10-1974 [redacted]

SIGNATURE OF AUTHORIZED INDIVIDUAL: Claude Austin

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JAN-10-1974	IA#1496292	

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.)*

Removed Grumman G-21A engine ring cowls, p/n 13076, together with mounting brackets.

Beechcraft C-18 engine cowlings modified in accordance with Pan Air Corp. drawings EL-0104 dated 5/7/65 and EL-0104-1 dated 6/15/65.

Beechcraft cowl support brackets, p/n 18S 5916 and engine cowlings, upper, p/n 404-185901 - lower, p/n 185903 installed under S.T.C. #SA551SW dated 8/31/65.

Weight and balance correction entered in aircraft log book.

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

☒ ADDITIONAL SHEETS ARE ATTACHED

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
SAN JUAN

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-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (As shown on registration certificate): Antilles Air Boats, Inc.	ADDRESS (As shown on registration certificate): Seaplane Ramp, Veterans Drive St. Thomas, V. I. 00801

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Dale E. Bartholomew % Antilles Air Boats, Inc. St. Thomas, V. I. 00801	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1814610

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: 04/25/73

SIGNATURE OF AUTHORIZED INDIVIDUAL: Dale E. Bartholomew

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
04/25/73	IA1496292	W. J. Everett

FAA Form 337 (7-67) (8320)

NOTICE

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

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

1) In order to facilitate inspection of rudder and elevator push-pull rods, Bell cranks and Bellcrank attach fittings an inspection access door has been provided as follows:

A. One hole made on each side of the hull between hull stations nine and ten, 16.5 inches above the chine, 14.5 inches forward of each main gear wheel well. All corners 5/16" radius.

B. One doublar of 2024T3 X.050 X 10 3/4 " X 9 3/4" riveted on the inside of the hole to restore skin strength at the location of the access hole. Double row of rivets used with 1" spacing as in skin joints of airframe.

C. A hole of 5 1/4" vertical dimension and 6.5" Longitudinal dimension has been cut in the doubler and provides actual inspection facilities as mentioned above.

D. # 8 X 32 Gang-nut channel with 3/4" spacing provides the attachment of water ~~heat~~ tight cover constructed in the same manner as water tight doors on floats and large water tight door on wheel well on R/H side of hull. Cover installed on Sealant surface and torqued in same manner as wheel well inspection door.

E. All work done in accordance with Grumman Structure and Repair Manual Nav. Aer. 01-85V-3, Page 196, Figure 110 and AC 43-13-1, Chapter 2, Section 3, Paragraph 60-68. AC-43-13-2, Chapter 1, Paragraphs 4 thru 8.

NOTHING FOLLOWS.

ASO-FSDO-61/SJU

Rcvd 6/7/73

Chief

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247	266
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240a	260a
250a	200a

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO - 7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N-8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S. VIRGIN ISLANDS 00801

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY		C. CERTIFICATE NO.
MARK ODIORNE c/o Antilles Air Boats St. Thomas, U.S. Virgin Islands	X	U.S. CERTIFICATED MECHANIC	1428780
		FOREIGN CERTIFICATED MECHANIC	
		CERTIFICATED REPAIR STATION	
		MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
8/30/72	Mark I. Odiorne

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
8/30/72	1428780	Mark I. Odiorne

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.)*

1. *Right wing tip replaced from station 271 to 294. New butt rib installed. Wing tip was new Grumman part.*
2. *Nose section replaced from station 0 to station 3 with used Grumman part.*
3. *Station 3 bulkhead replaced with new bulkhead made same as original.*
4. *Right lower side skin replaced from station 1 to station 11.*
5. *Right middle skin replaced from station 1 to station 9.*
6. *Right upper side skin replaced from station 3 to station9.*
7. *Bottom fron inner and bottom front outer skins left and right replaced from station 1 to station 3.*
8. *Right side chine replaced from station 1 to station 11.5.*
9. *Right side chine replaced from station 13 to station 16.5.*
10. *Right side wheel pocket skin repaired from station 14 to station 18.*
11. *Replaced spray rail right side from station 0 to station 9.5.*
12. *Replaced spray rail left side from station 0 to station 7.*
13. *Insertion repair on bottom at station 15.*
14. *False step repaired left and right side station 16.*
15. *Insertion repair on bottom station 16 to station 18.*

ALL WORK AS PER GRUMMAN STRUCTURAL REPAIR MANUAL AND AC-43-13-1, CHAPTER 2 - AIRCRAFT METAL STRUCTURES

----------*NOTHING FOLLOWS*----------

Rcvd 9/6/72
Chief

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☐ ADDITIONAL SHEETS ARE ATTAC

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N-8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S. VIRGIN ISLANDS

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
DALE BARTHOLIMEW c/o ANTILLES AIR BOATS, INC. ST. THOMAS, U.S.V.I.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1814610 A&P

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/2/72	Dale E. Bartholimew

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/2/72	1428780	Mark K. Olivier

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.)*

Left elevator serial #008 recovered with Grade A fabric. All work performed in accordance with AC-43-13-1, chapter 3, fabric covering section 1 and section 2.

----------*NOTHING FOLLOWS*----------

SO-FSDO-61/SJU

Rcvd 6/6/72

Chief

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☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-5-61

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A
	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N-8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): SEAPLANE RAMP, VETERANS DRIVE ST. THOMAS, U.S. VIRGIN ISLANDS

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
DALE BARTHOLEMEW c/o ANTILLES AIR BOATS, INC. ST. THOMAS, U.S.V.I.	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1814610 A&P

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/1/72	Dale C. Bartholomew

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/1/72	1428780	Mark C. [illegible]

NOTICE

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

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

Right Aileron serial #007 recovered with Grade A fabric. Allwork done in accordance with AC-43=13=1, Chapter 3, Fabric covering section 1 and section 2.

----------*NOTHING FOLLOWS*----------

SO-FSDO-61/SJU

Rcvd 6/6/72

Chief

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☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO 7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-21A
	SERIAL NO.: 7752	NATIONALITY AND REGISTRATION MARK: N-87792
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): 39 Strand St, Christiansted St.Croix, US Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN3	17934	x	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC x CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 12, 1970	George W. Dumont, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 12,1970	3610	George W. Dumont, Chief Inspector

NOTICE

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

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

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

FAA A.D. Note 56-6-2 complied with(Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear)complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

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FSDO
3/16/70
SUPV.
CIRC. DIST.
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☐ ADDITIONAL SHEETS ARE ATTACHED

S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO
~~7-5-61~~

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-21-A
	SERIAL NO.: 7752	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): 39 Strand St., Christiansted St. Croix, U.S. Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN1	JP-207758	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 26, 1969	George W. Dumont, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 26, 1969	3610	George W. Dumont, Chief Inspector

NOTICE

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

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

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled Test house run of engine satisfactory. Time since overhaul 00:00 hours.
FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

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FSDO

3/10/70
SUPV. [illegible]
CIRC. DIST.
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☐ ADDITIONAL SHEETS ARE ATTACHED

GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO
7-5-61

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G-21-A - S/N
	SERIAL NO.: 7752	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): 39 Strand St., Christiansted St. Croix -US Virgin Islands

3. FOR FAA USE ONLY

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

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN1	9130	x	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 5, 1969	George W. Dumont, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 5, 1969	3610	George W. Dumont, Chief Inspector

CONVEYANCE FILED WITH FAA AIRCRAFT REGISTRY

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.

MAR 11 1 12 PM '69

OKLAHOMA CITY, OKLA.

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

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

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☐ ADDITIONAL SHEETS ARE ATTACHED

MICRO

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

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
7-3-08

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 GOOSE	MODEL: G21-A
	SERIAL NO.: ~~N8777A~~ 1152	NATIONALITY AND REGISTRATION MARK: U.S. 8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate): 39 Strand Street, Christiansted, US Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN1	24731	x	
PROPELLER	HARTZELL	HC-B3R30-2E/R10152-51/2 S/N 707N			
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC x CERTIFICATED REPAIR STATION MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 26, 1968	George W. Dumont, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 26, 1968	3610	George W. Dumont, Chief Inspector

NOTICE

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

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

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

ENGINE INSTALLED LEFT POSITION

ADDITIONAL SHEETS ARE ATTACHED

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

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SJU FSDO 7-5-01

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

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21-A- P/H
	SERIAL NO.: 2252	NATIONALITY AND REGISTRATION MARK: N8777A
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIRBOATS, INC.	ADDRESS (As shown on registration certificate): 39 Strand St., Christiansted St.Croix, US Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN1	P-227306	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	3610 POWER PLANT CLASS 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 1, 1969	George W. Dumont, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 1, 1969	3610	George W. Dumont, Chief Inspector

CONVEYANCE
FAA AIRCRAFT REGISTRY
OKLAHOMA CITY, OKLA

NOTICE

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

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

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

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

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☐ ADDITIONAL SHEETS ARE ATTACHED

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

Exemplaire N° 1

RÉPUBLIQUE FRANÇAISE

N° 2 7385

MINISTÈRE DES TRAVAUX PUBLICS ET DES TRANSPORTS

SECRÉTARIAT GÉNÉRAL A L'AVIATION CIVILE

CERTIFICAT DE NAVIGABILITÉ

1 - Marques de nationalité et d'immatriculation	2 - Constructeur et désignation du type de l'aéronef	3 - N° de série de l'aéronef
F-OBYU	GRUMMAN Aircraft Corp. Avion: GRUMMAN GOOSE G.21.A	1152

4 - Mentions d'emploi: TRANSPORT PUBLIC DE PASSAGERS - 3

5 - Le présent Certificat de Navigabilité est délivré à l'aéronef ci-dessus désigné, conformément à la Convention relative à l'Aviation Civile Internationale en date du 7 Décembre 1944 et aux Règlements Français.

Cet aéronef est réputé apte au vol lorsqu'il est entretenu et utilisé conformément aux textes précités et aux limites d'emploi applicables.

Le présent Certificat n'est valable qu'associé aux documents suivants :

- Manuel de vol (TC-654)

Poids total maximum admissible : ~~8.000~~ lbs. 8900 lbs (4050 K)

exclusivement en VFR. (5299/DTA du 3.10.64 de SGAC)

Délivré le 10 JUIL 1964

Le Secrétaire Général à l'Aviation Civile,

Ministère des Travaux Publics et des Transports — Aviation Civile

Signé: P. COMBES

6 - Voir au verso, les visas périodiques donnant la durée de validité

5037-64

Validité du Certificat de Navigabilité

Date et lieu de l'examen	Résultats de l'examen Durée de validité	Signature des Experts	Date et lieu de l'examen	Résultats de l'examen Durée de validité	Signature des Experts
27.4.64 PAPEETE	BV Situation V 27 OCTOBRE 1964	BUREAU VERITAS REGISTRE INTERNATIONAL ADMINISTRATION CENTRALE			
Papeete	BV Situation R 27-10-64	BUREAU VERITAS REGISTRE INTERNATIONAL District de TAHITI			
20.7.1966 Papeete	BV Situation V 20-1-1967	BUREAU VERITAS REGISTRE INTERNATIONAL District de TAHITI			
20.1.1967 Papeete	20-7-1967 BV Situation V	BUREAU VERITAS REGISTRE INTERNATIONAL District de TAHITI			
22-3-67 Papeete	BV uatio R				

COPY - FOR FARR

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates Date	Détails vérifications et travaux entretiens — Révisions partielles ou générales Modifications — Essais en vol Particulars of inspections and maintenance — Minor or major overhauls Modifications — Test flights	Cachet — Signature réparateur Organisme de contrôle Stamp and signature of overhauler and of controlling Authority
1/3/67	Changement roues principales	
	Gauche → S/N 5695	
	Droite → S/N 5689	
	heures de fonctionnement : 0	
1/3/67	Changement partie fixe train droit P/N 629	
	Remis en situation le 7.1966.	
	maintien de la situation le 20.1.1967	

BUREAU VERITAS REGISTRE INTERNATIONAL District de TAHITI

BUREAU VERITAS REGISTRE INTERNATIONAL District de TAHITI

FAA

TYPE ET N° (Aéronef) — Type and Serial Number of Aircraft GRUMMAN GOSE G21A 9-1152 13

Dates Date	Détail travaux entretien — Dégroupages — Révisions partielles ou générales — Modifications — Stockage moteur et accessoires Particulars of maintenance, Top or Complete Overhauls, Repairs, Replacements, Modifications, including records of periods when engine and accessories are inhibited	Cachets — Signature — Réparateur Organisme de contrôle Commercial Stamp and Signature of Overhauler and Controlling Authority
27/3/67	Stockage interne au BANOX G 24 Type A Le 27 Février 1967	
	Stockage externe Aeroshell compound	BUREAU VERITAS REGISTRE INTERNATIONAL Direct 40 PAPEETE

Fon

TYPE ET N° (Aéronef) — Type and Serial Number of Aircraft GRUMMAN GOSE G21 A n° 1152

Dates Date	Détail travaux entretien — Dégroupages — Révisions partielles ou générales — Modifications — Stockage moteur et accessoires Particulars of maintenance, Top or Complete Overhauls, Repairs, Replacements, Modifications, including records of periods when engine and accessories are inhibited	Cachets — Signature — Réparateur Organisme de contrôle Commercial Stamp and Signature of Overhauler and Controlling Authority
27/3/07	- Stockage interne au BANOX G24 Type A le 27 Fevrier 1907	
	- Stockage externe Aeroshell compound	BUREAU VERITAS REGISTRE INTERNATIONAL District de TAHITI

COPY FOR CERTIFICATION

ANTILLES AIR BOATS, INC.
GRUMMAN G21A "GOOSE" AIRFRAME 100 HOUR INSPECTION

N. 8777M S/N 1152 AIRFRAME T.T. 4063:38
DATE 18-12-67

NO ITEM	ITEM	MECH	INST.
COCKPIT			
1.	Check seats for condition, rust; corrosion in surrounding areas; seat belts.	Parker	
2.	Check service tag on fire extinguisher, reweigh if seal broken. Check mount bracket.		
3.	Check windows for condition, security and operation. Check windshield.	Parker	
4.	Check instruments for condition, proper markings, clean glasses, pointers zeroed. Check altimeter for proper reading at current barometric pressure.	Parker	
5.	Clean D.G., horizon and T.B. instrument filters, also master suction relief valve screen.	Parker	
6.	Shut off fuel selector, pull and check "C" strainer, reinstall and resafety. Turn fuel on and pressure check strainer. Open all sump drains and check for water.	Parker	
7.	Check beneath instument panel for panel mounts condition, lines, hoses, electrical, etc.	Parker	Parker
8.	Check tag on engine CO_2 bottle, hand pull break-away wire, blow out plug.		
9.	Service brake reservoir to within ½" from top. (Lockheed fluid - white)		
10.	Check all cables, pulleys, fairleads, push-pull rods, bearings, safetys, tab drums, chains, turnbuckles, etc., beneath panel and cockpit floor. Lubricate where necessary.	Parker	
11.	Operate all controls, check visually, run tabs check for stiffness, binding, etc. Check tab settings.	Parker	

Item No.	Item	Mech.	Insp.
COCKPIT (cont.)			
12.	Pull drain plug from flap vacuum tank, check for corrosion, fuel, etc. Check vacuum gauge.		
13.	Check bow compartment for corrosion, bilges, placards, radio rack, security, anchor and line condition. Open and inspect nose through hand hole cover.		
14.	Inspect overhead panel, wiring, chafing, etc. Lubricate all engine controls.		
15.	Check behind seats, window ledges, etc., for corrosion, rusty hardware, clamps.		
PASSENGER COMPARTMENT			
1.	Check seats, recline mechanism, belts for condition, security, upholstery, headliner for tears, cleanliness.		
2.	Check emergency exit, all doors for seal condition, placards, lubricate hinges, handles.		
3.	Check windows for condition, evidence of water leaks.		
4.	Check fire bottle for broken seal, tag date.		
5.	Check first aid kit for condition, contents, life vests, condition, dates.		
6.	Check ventilators for cleanliness.		
FLIGHT CONTROLS			
1.	Check cables, pulleys, fairleads, chains, safetys, throughout system. Grease fairleads where applicable.		
2.	Check aileron, elevator, rudder, flap for condition, bearings, push-pull rods, hardware, etc. (Lubricate where needed.)		

GRUMMAN G21A "GOOSE" AIRFRAME 100 HOUR INSPECTION

ITEM NO	ITEM	MECH	INSP.
FLIGHT CONTROLS (Cont.)			
3.	Check all tab drums, drives, motors, cables etc. (Lubricate where needed.)		
FUEL SYSTEM			
1.	Check all lines, hoses, clamps and fittings for security, signs of leaks, chafing.		
2.	Check fuel selector for operation, leakage.		
3.	Check condition of fuel gages, markings.		
4.	Check tanks externally for signs of leaks.		
5.	Check cross-feed, engine shutoff valves for operation, leaks.		
LANDING GEAR			
1.	Check struts, retract mechanism, gear doors, counterbalances for condition, damage.		
2.	Lubricate all gear fittings.		
3.	Service gear box (SAE 90 lube.)		
4.	Check tail gear retract cables, chains, safetys in rear baggage compartment, grease all fittings. (Remove center floor board and tunnel cover on aft bulkhead.)		
5.	Check hand crank and lever for condition, markings, view windows, condition, cleanliness.		
6.	Check landing gear warning light, operation with throttles.		
7.	Check tires for condition, inflation (45# main, 55# tail.)	Vamin	
8.	Pull all wheels, clean and check bearings, races, retainers. Grease and reinstall.	Vamin	

GRUMMAN 21A "GOOSE" AIRFRAME 100 HOUR INSPECTION

ITEM NO	ITEM	MECH	INSP.
LANDING GEAR (Cont.)			
9.	Check brakes for lining condition (remove glaze and blow out), freedom of pistions and all moving parts; Paralketone where needed.	Vanni	Pauk
10.	Check tail gear centering springs and tail gear lock for condition, freedom.	Vanni	Pauk
11.	Perform retraction.	Vanni	Pauk
WINGS AND CENTER SECTION		Vanni	Pauk
1.	Check for cracks, loose rivets, corrosion, dents, etc., upper and lower surfaces.	Vanni	Pauk
2.	Check for loose or missing screws in inspection plates, gap strips, outer panel to C/S plates.	Vanni	Pauk
3.	Check all drain holes for freedom from obstruction	Vanni	Pauk
4.	Check position, landing lights for operation, lenses, rust or corrosion, pilot mast, heater.	Vanni	Pauk
AILERONS AND FLAPS			
1.	Check fabric and stitching for condition.	Vanni	Pauk
2.	Check aileron and flap hinges bearings, hardware, for freedom of operation, excessive play rust, corrosion, security.	Vanni	Pauk
3.	Check all bondings.	Vanni	Pauk
4.	Check all drain holes for freedom from obstruction.	Vanni	Pauk
5.	Check aileron push-pull rods, rod end bearings bellcranks, hardward, for condition, excessive play, rust, corrosion.	Vanni	Pauk
6.	Check flap cylinders, bearings, hardware, lines, return spring assembly and roller for condition, corrosion, rust.	Vanni	Pauk

GRUMMAN G21A "GOOSE" AIRFRAME 100 HOUR INSPECTION

ITEM NO	ITEM	MECH	INSP.
STABILIZERS AND VERTICAL FINS - TAIL SURFACES			
1.	Check stabilizers and vertical fins for damage, loose rivets, corrosion, etc.	Vanni	
2.	Check failings for security, corrosion.	Vanni	
3.	Check all drain holes for freedom from obstruction.	Vanni	
4.	Remove fairing both sides horizontal stabilizers and check attachment fittings for cracks defects, hardward, rust or corrosion.	Vanni	
5.	Remove fairings upper and lower ends of horizontal stabilizer struts & check for condition of fork ends, hardware, cracks, rust or corrosion, security.	Vanni	
6.	Check elevator and rudder hinges for condition, excessive play, hardware, bondings, rust or corrosion.	Vanni	
7.	Check fabric and stitching, pain, for condition.	Vanni	
8.	Open inspection plate rear bulkhead, check interior, tail compartment, corrosion, cables, push-pull rods, bearing s, bellcranks, bondings, etc., bellcrank bracket for rust. Lubricate where needed.	Vanni	
9.	Open up tab motor inspection plates, rudder and elevators and check for condition of tach drive, conduit, motor, hardware, rust or corrosion. Lubricate.	Vanni	
10.	Check elevator and rudder tabs for condition, free play, hinges, hardward, etc. Lubricate.	Vanni	
11.	Check operation, mounting, condition or rotating beacon and tail light, corrosion, lenses etc.		
FUSELAGE			
1.	Skin for condition, dents, cracks, corrosion, hull and step areas.	Vanni	

GRUMMAN G21A "GOOSE" AIRFRAME 100 HOUR INSPECTION

ITEM NO	ITEM	MECH	INSP.
FUSELAGE (Cont.)			
2.	Remove all bilge plugs, check for water, obstructions, corrosion.	Vanni	
3.	Check paint, trim for condition.	Vanni	
4.	Open all quick opening inspection plates.	Vanni	
MISCELLANEOUS			
1.	Check batteries, jars and vent-drain lines, corrosion and wiring in battery compartment. (Add soda to bottle or jar if needed.)	Vanni	
2.	Check all antennae, condition, security.	Vanni	
3.	Check external vents and openings for condition corrosion, etc.	Vanni	
4.	Close and check security of all inspection plates.		
5.	Lubricate all hinges, tabs, hatches, doors, locks, etc., after aircraft has been washed.	Vanni	
6.	Check all cockpit lights, switches, electrical instruments, fuse boxes, circuit breaker panels.	Vanni	

INSPECTOR William J. Geoff
IA#1496242
Victor Pinhas
378437 OKP

ANTILLES AIR BOATS, INC.

GRUMMAN G21A "GOOSE" ENGINE 100 HOUR INSPECTION

N. ~~N5548A~~ 8777A ENGINE T.T. 190.36 POSITION Left

DATE 18-12-67

SERIAL NO - 13460

Item Number	Item	Mech.	Insp.
ENGINES			
1.	Remove all cowling.	Vannier	[illegible]
2.	Remove front plugs and check compression. 1. 94/100 6. 95/100 2. 80/800 7. 90/800 3. 82/100 8. 84/100 4. 90/100 9. 80/100 5. 82/10	Vannier	✓ [illegible]
3.	Change all plugs.	Vannier	✓ [illegible]
4.	Remove, check, clean and replace main oil screen. Resafety.	Vannier	✓ [illegible]
5.	Drain and check main and rocker sumps. Resafety.	Vannier	✓ [illegible]
6.	Remove carburetor screen and drain plug on bottom of carburetor, check, clean, replace and resafety.	Vannier	✓ [illegible]
7.	Check magneto points for condition (point opening, grease, etc.).	Vannier	✓ [illegible]
8.	Check engine mount, Lord mount bushings and mount bolts. Clean up rust areas and chromate.	Vannier	✓ [illegible]
9.	Check cylinders for broken fins, condition of baffles, security of base nuts, rocker covers, axle nuts, cowl support brackets. Check for oil leaks and broken primer lines.	Vannier	✓ [illegible]

GRUMMAN G21A "GOOSE" ENGINE 100 HOUR INSPECTION

Item Number	Item	Mech.	Insp.
ENGINES (Cont.)			
10.	Check intake pipes for cracks, condition, security and signs of leakage.	Vasnin	Pache
11.	Check exhaust system for security, condition, leaks and cracks. Check tightness of exhaust clamps.	Vasnin	Pache
12.	Check ignition harness for condition and security. Open up lower leads, check for water and blow out.	Vasnin	Pache
13.	Check firewall for condition, check fittings, lines and electrical connections on firewall for condition and security.	Vasnin	Pache
14.	Drain oil tank, check mounting, signs of leaks. Close and resafety. Drain oil cooler-resafety.	Vasnin	Pache
15.	Check lines and fittings in accessory section for security and condition. Flush oil separator and lines.	Vasnin	Pache
16.	Check carburetor heat system for condition, including doors and linkage.	Vasnin	Pache
17.	Check all accessories for condition and security, leakage at base mountings.	Vasnin	Pache
18.	Check propellers for oil leaks, nicks, erosion, dents and scratches. Dress blades and grease where necessary.	Vasnin	Pache
19.	Check all engine controls for freedom, rigging, free play and full travel - safetys.	Vasnin	Pache
20.	Check fuel system under pressure for leaks, including primer lines, fittings, strainers, carburetor, etc.	Vasnin	Pache

GRUMMAN G21A "GOOSE" ENGINE 100 HOUR INSPECTION

Item Number	Item	Mech.	Insp.
ENGINES (Cont.)			
21.	Wash engine and cowling. (Check for cracks, corrosion, etc.)	Vaami	[illegible]
22.	Lube engine controls including accelerator pump after wash-down.	Vaami	[illegible]
23.	Service oil tank.	Vaami	[illegible]
24.	Paralketone engine after run-up.	Vaami	[illegible]
25.	Install cowling - safety.	Vaami	[illegible]

INSPECTOR V. [illegible] 378431 CAP

W. J. [illegible] IA#1496292

ANTILLES AIR BOATS, INC.

GRUMMAN G21A "GOOSE" ENGINE 100 HOUR INSPECTION

N. 8777A ~~5-5484~~ ENGINE T.T. 190.36 ~~187.36~~ POSITION Right

DATE 18-12-67 SERIAL NO - 201.243

Item Number	Item	Mech.	Insp.
ENGINES			
1.	Remove all cowling.	Vanier	[illegible]
2.	Remove front plugs and check compression. 1. 85/100 6. 90/100 2. 88/100 7. 94/100 3. 90/100 8. 80/100 4. 86/100 9. 82/100 5. 95/100	Vanier	[illegible]
3.	Change all plugs.	Vanier	[illegible]
4.	Remove, check, clean and replace main oil screen. Resafety.	Vanier	[illegible]
5.	Drain and check main and rocker sumps. Resafety.	Vanier	[illegible]
6.	Remove carburetor screen and drain plug on bottom of carburetor, check, clean, replace and resafety.	Vanier	[illegible]
7.	Check magneto points for condition (point opening, grease, etc.).	Vanier	[illegible]
8.	Check engine mount, Lord mount bushings and mount bolts. Clean up rust areas and chromate.	Vanier	[illegible]
9.	Check cylinders for broken fins, condition of baffles, security of base nuts, rocker covers, axle nuts, cowl support brackets. Check for oil leaks and broken primer lines.	Vanier	[illegible]

GRUMMAN G21A "GOOSE" ENGINE 100 HOUR INSPECTION

Item Number	Item	Mech.	Insp.
ENGINES (Cont.)			
10.	Check intake pipes for cracks, condition, security and signs of leakage.	Vanni	[illegible]
11.	Check exhaust system for security, condition, leaks and cracks. Check tightness of exhaust clamps.	Vanni	[illegible]
12.	Check ignition harness for condition and security. Open up lower leads, check for water and blow out.	Vanni	[illegible]
13.	Check firewall for condition, check fittings, lines and electrical connections on firewall for condition and security.	Vanni	[illegible]
14.	Drain oil tank, check mounting, signs of leaks. Close and resafety. Drain oil cooler-resafety.	Vanni	[illegible]
15.	Check lines and fittings in accessory section for security and condition. Flush oil separator and lines.	Vanni	[illegible]
16.	Check carburetor heat system for condition, including doors and linkage.	Vanni	[illegible]
17.	Check all accessories for condition and security, leakage at base mountings.	Vanni	[illegible]
18.	Check propellers for oil leaks, nicks, erosion, dents and scratches. Dress blades and grease where necessary.	Vanni	[illegible]
19.	Check all engine controls for freedom, rigging, free play and full travel - safetys.	Vanni	[illegible]
20.	Check fuel system under pressure for leaks, including primer lines, fittings, strainers, carburetor, etc.	Vanni	[illegible]

GRUMMAN G21A "GOOSE" ENGINE 100 HOUR INSPECTION

Item Number	Item	Mech.	Insp.
ENGINES (Cont.)			
21.	Wash engine and cowling. (Check for cracks, corrosion, etc.)		
22.	Lube engine controls including accelerator pump after wash-down.		
23.	Service oil tank.		
24.	Paralketone engine after run-up.		
25.	Install cowling - safety.		

INSPECTOR _____ 378437 QCIP

W.J. Grell IA#1496292

AIRPLANE EQUIPMENT LIST

THIS EQUIPMENT LIST IS APPLICABLE TO AIRPLANE

SERIAL.NO. 1152

N-8777A

CHECK	ITEM NO.	ITEM	WEIGHT LB	ARM
		PROPELLERS AND PROPELLER ACCESSORIES (Except De-icing Equipment)		
	1 (a)	2 ea. Hartzell Full Feathering 3 bladed Props HC-B3Z30-2E/10152-5½	240	-36
	(b)	2 ea. Spinner 836-16SPR	8	-36
	2	2 ea. Governor Assy's with Adapters		-12
		ENGINE AND ENGINE ACCESSORIES FUEL AND OIL SMSTEM		
	101	2 ea. Engine Ring Cowls	56	-36
	102 (a)	2 ea. Oil Radiators AN 95-2-173	26	0
	1	2 ea. Tachometer Generators		-12
	103	2 ea. Starters Eclipse 400-17	77	-12
	2	36 ea. 706SR Spark Plugs		-34
	108	1 ea. Press.Fire Ext.(Lux.Type A1)	21	-33
	3	4 ea. Bosch SB9R4-3 Magnetos		-12
	111 (i)	2 ea. P & W R985-AN-14B Engines		
	4	2 ea. NR9-C2 Carburetors		-12
		LANDING GEAR AND FLOATS		
	106 (b)	2 ea. Main Wheel Brake Assy's 30 x 7 Type 111 Goodrich - Hayes Model 3070A Wheel Assy. G-3-56A Brake Assy. H-2-102		
	1	2 ea. Hayes Brake Master Cylinders		
	2	2 ea. Main Wheel Tires and Tubes 32 x 8		
	305	1 ea. Tail Wheel Assy. 12.50 S.C.		

CHECK	ITEM NO	ITEM	WEIGHT LB	ARM
		LANDING GEAR AND FLOATS (cont.)		
	3	1 ea. Tail Wheel Tire and Tube		
	4	2 ea. Main Landing Gear Shock Struts		
	5	1 ea. Tail Wheel Shock Strut		
	301	2 ea. Wing Tip Floats (Grumman)		
		ELECTRICAL		
	104	1 ea. Generator Eclipse 346-NEA 2	26	-23
	204	2 ea. Batteries 12 Volt (38 amp.hr.Wisco 1240)	75	- 7
	1	1 ea. Set Navigation Lights		
	2	1 ea. Anchor Light Top Vert.Fin.		
	3	1 ea. Eclipse (Type 1111-43)Volt-Reg.		
	4	1 ea. Voltmeter		
	5	1 ea. Ampmeter		
	6	1 ea. Head Set		
	7	1 ea. Microphone		
		COCKPIT		
	1	1 ea. Engine		
	2	1 ea. Standard Flight Instrument Panel		
	3	1 ea. Cockpit Fire Bottle		
	4	1 ea. Engine Inst.& Control Panel(ov/hd)		
	5	1 ea. Pilots Seat with cushions & Belt		
	6	1 ea. Airline Windshield 3/8", 2 Ply	20	-28

CHECK	ITEM NO	ITEM	WEIGHT LB	ARM
		COCKPIT (cont.)		
	7	1 ea. Co-Pilots Seat with cushions and Belt		
	8	1 ea. Manually controlled Landing Gear Retract mechanism.		
	9	2 ea. Fuel Sight Gages		
	10	2 ea. Fuel Sight Gage Shut off Valves		
	11	1 ea. Spare Fise & Bulb Box.		
	12	2 ea. Engine Fuel Shut Off Valves.		
	13	2 ea. Air Vents with tubes		
	14	1 ea. Engine Cross Feed Valve		
	15	1 ea. Fuel Selector Valve		
	16	1 ea. Magneto Switch Type A-2 Scintilla		
	17	1 ea. Hand (auxiliary) Fuel Pump		
		CABIN		
	1	1 ea. Escape Door Right Rear Side		
	2	Overhead Light Panel		
	3	1 ea. Air Vent		
	4	6 ea. Cabin Windows		
	5	Entire Cabin Liner Installed		
	6	Exit Step on floor aft Cabin		
	7	Entrance Ladder (Baggage Compartment)		
	8	2 ea. Leather Upholstered Chair (Reclining Type)	45	+39
	9	1 ea. Leather Upholstered Chair (Reclining Type)	45	+77

CHECK	ITEM NO	ITEM	WEIGHT LB	ARM
		CABIN (cont.)		
	10	1 ea. Leather Upholstered Chair (Reclining Type)	45	+110
	11	1 ea. Light Weight 4-Place Couch Dean H. Franklin Supplemental Tp.Cert.	60	+103
	12	8 ea. Seatbelts at each Seatposition		
	13	1 Set Vynil Side Pannels		
	14	1 ea. Fire Ext. Baggage Compartment		
		EXTERIOR		
	1	1 ea. A.D.F. Sense Antenna		
	2	2 ea. Tie Down Rings (one in each wing lower side)		
	3	1 ea. Mooring Cleat Nose of A/C		
	4	1 ea. Mooring Cleat at L/H side of Cockpit		
	5	1 ea. A.D.F. Loop Antenna		
	6	1 ea. V.H.F. Antenna		
		MISCELANOUS SEAPLANE EQUIPMENT		
	217 (a)	Anchor and 100' of Manila Line 13/4"	19	-88
	(b)	Bilge Pump, Boat Hook	7	-50

CHECK	ITEM NO	ITEM	WEIGHT LB	ARM
		RADIO EQUIPMENT (See EXTERIOR SECTION for Antennas)		
	1	1 ea. Transmitter V.H.F. 17L-8A-265 Collins		
	2	1 ea. Receiver V.H.F. 51 x 3-3-1978 Collins		
	3	1 ea. Power Supply 427 B-2 Collins		
	4	1 ea. H.F. Transceiver T10D Sun Air		
	5	1 ea. Radio Compass A.D.F. 21AR30A ARC		

This Equipment List completed January 11, 1968

William J. Everett

Inspection Authorization No.1496292

F i n i s

REC'D 1-18-68

Loading Chart instructions

1) to the empty weight of the airplane add all the weights to be put on the a/c.

2) Add all the index units to the airplane index

3) Index units = $\frac{\text{moments}}{1000}$

4) A/c index = $\frac{\text{Empty Wt times E.W.C.G.}}{1000}$

5) Total number of index unuts must fall within the center of gravity envelope.

6) to determine the index units for fuel oil and baggage use loading chart provided.

7) index units are provided for each passenger location, add units as load presents itself. Observe all loading limitations on fuel,oil, and baggage if any.

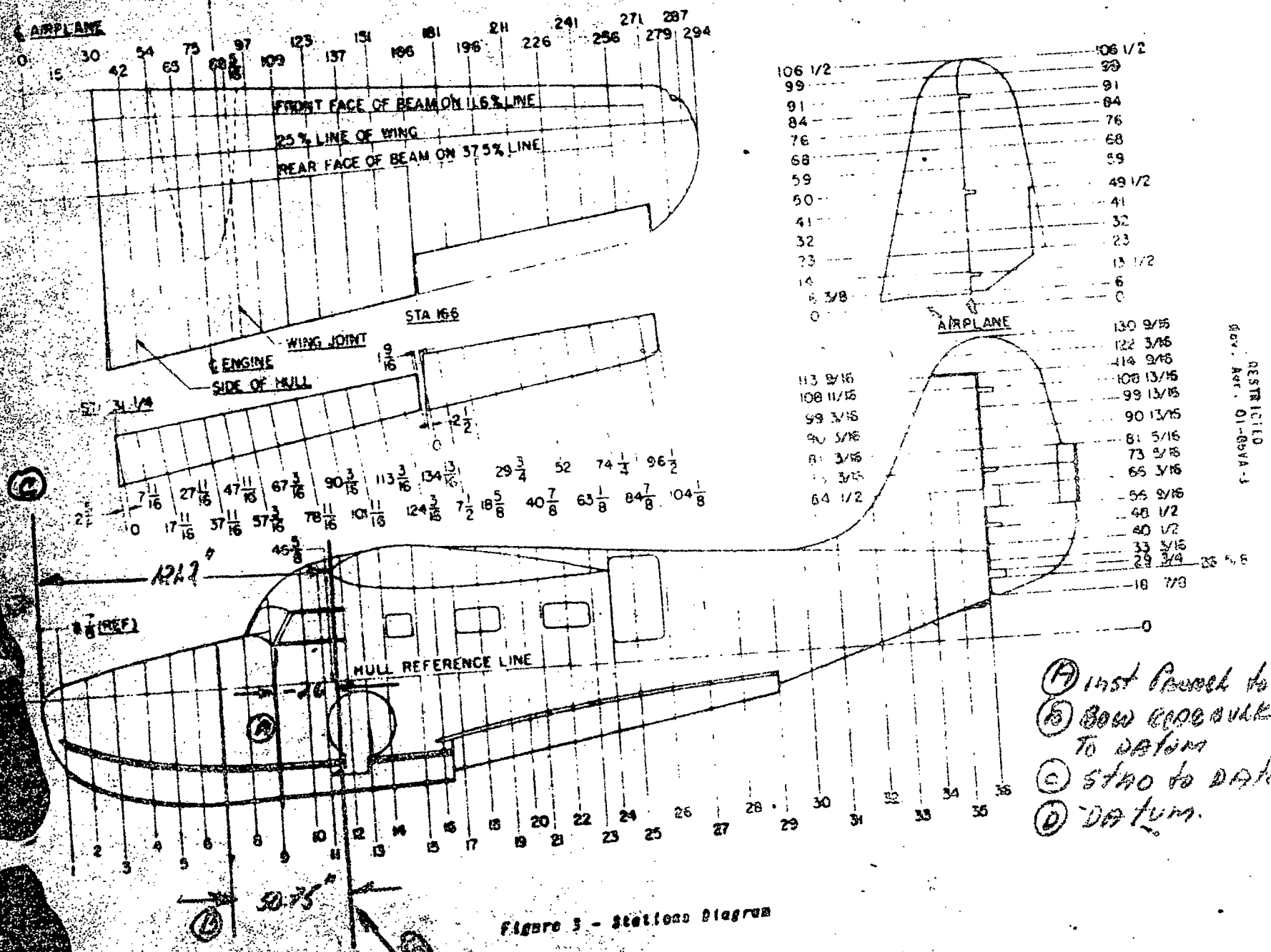
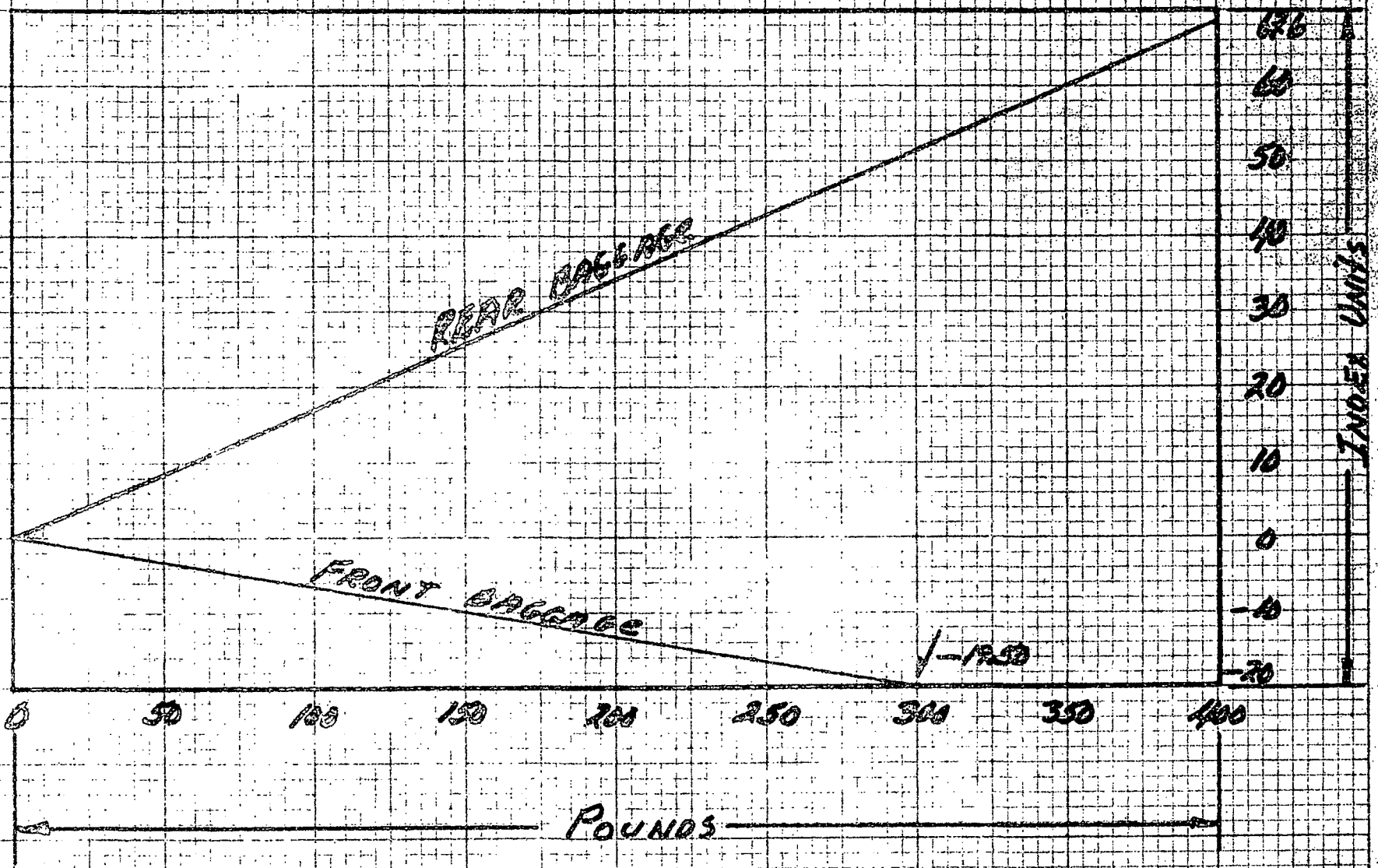


Figure 3 - Stations Diagram

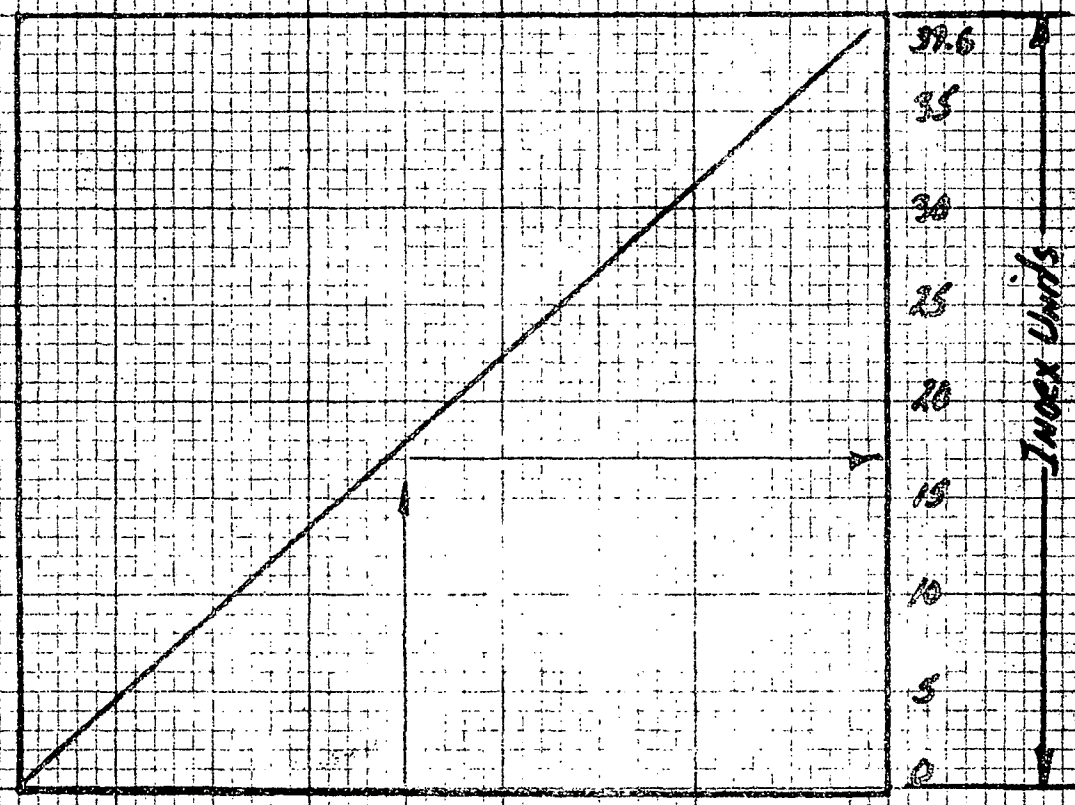
1-11-68

BAGGAGE ENVELOPE N8777A



1-11-68

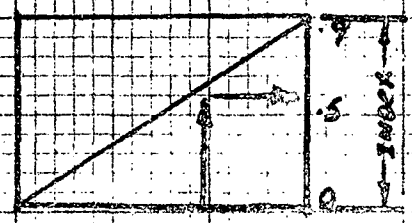
Fuel Envelope N 8777A



GALS.- 0 50 100 150 200 220

LBS.- 0 300 600 900 1200 1320

Oil Envelope



GALS.0 5 10 15

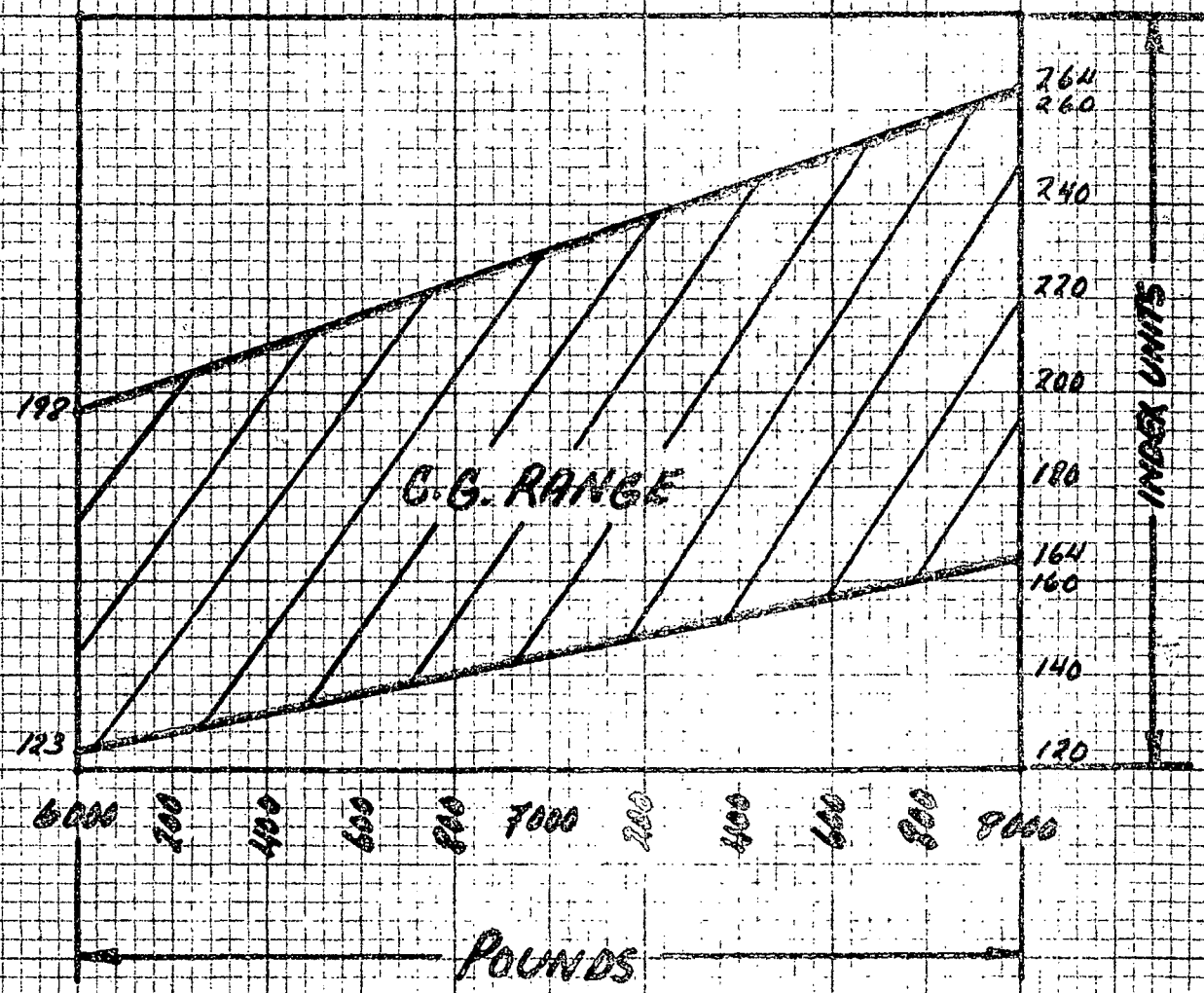
LBS 0 37.5 75 112.5

1-11-68

C.G. ENVELOPE

A/C N8777R

S/N 1152



INDEX UNITS = $\frac{\text{MOMENTS}}{1000}$

INTERSECTION OF GROSS WT. AND INDEX UNITS IS C.G. LOCATION.

FEDERAL AVIATION AGENCY

CANCELLATION RECORD OF AIRCRAFT REGISTRATION NUMBER

LAST REGISTERED OWNER	REGISTRATION NO.
Serge J Laignelet	N-606F

THE ABOVE REGISTRATION NUMBER IS TO BE CANCELLED FOR THE REASON CHECKED BELOW:

- [ ] ACCIDENT
- [x] EXPORTED TO: Tahiti — EXPORT CERTIFICATE NO. E-
- [ ] PERMANENTLY RETIRED FROM SERVICE
- [ ] DISMANTLED OR SALVAGED
- [ ] AT OWNER'S REQUEST
- [ ] OTHER *(Explain)*

BY M Hood DATE 10-7-63

THE ABOVE REGISTRATION NUMBER HAS BEEN CANCELLED ON OFFICE RECORDS.

BY [illegible] DATE 10-7-63

GPO 88 49 23

Form FAA-195 (9-58)

N-606F

The United States of America

Federal Aviation Agency

Washington, D.C.

No. E-53808

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification (s)[1] of the Federal Aviation Agency, Numbered 654; 5E-1; 914 has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product: Aircraft

Manufacturer: Grumman Aircraft Engineering Corporation

Model: G21A

Engines: Pratt & Whitney R985-14B
Serial Numbers 201243;13460

Serial No.: 1152

Propellers: Hartzell Model HC-B3W30-2E/
W10152-5½

New ☐ Newly Overhauled ☐

Used Aircraft ☒

Country to which exported: TAHITI

Exceptions: Tahiti Tours
Papeete, Tahiti

All AD notes have been checked thru 63-9 and have been previously complied with.
All service bulletins, letters and notes on specs for aircraft, engines and propellers have been complied with.

Charles M. Carrier

Charles M. Carrier
Signature of Authorized Representative

Federal Aviation Agency
Agency Represented and Number

5-20-63
Date

SO-GADO-5
District Office or Designee Number

[1] For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

U.S. GOVERNMENT PRINTING OFFICE : 1961 O—577560

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS FOR EXPORT

Form approved.
Budget Bureau No. 41-R042.7.

EXPORT CERTIFICATE NO. *(To be filled in by CAA representative)*[1] E-53808

INSTRUCTIONS

This application should be submitted (one copy only) to a representative of the CAA when the article[2] to be exported is presented for inspection and should be executed as follows:

A. Items 1, 2, 3, and 7 in connection with *all exports*, and
B. *For Complete Aircraft*, items 4A, C, D (excluding propeller serial numbers), 5, and, when applicable, 6 and 8.
C. *For Engines*, items 4C and 8, and, when applicable, 6.
D. *For Propellers*, items 4D and 8.
E. *For Type Certificated Equipment* (other than engines or propellers), items 4B, and, when applicable, 8.

APPLICATION IS MADE FOR A CERTIFICATE OF AIRWORTHINESS FOR EXPORT TO COVER THE PRODUCT(S) DESCRIBED BELOW, WHICH IS:

☐ NEW ☒ USED ☐ MILITARY SURPLUS ☐ DELEGATION OPTION

1. NAME AND ADDRESS OF EXPORTER

Serge J. Laignelot
2050 Newcomb Street
Denver 15, Colorado

2. NAME AND ADDRESS OF FOREIGN PURCHASER

Tahiti Tours
Papeete, Tahiti

3. COUNTRY OF DESTINATION

Tahiti

4. DESCRIPTION OF PRODUCT(S)

UNIT	MAKE AND MODEL	SERIAL NO.	IDENTIFICATION NO.	T. C. NO.	P. C. NO.
A. COMPLETE AIRCRAFT	Grumman G21A	1152	N606F	654	
B. EQUIPMENT		TYPE OF EQUIPMENT *(Such as float, ski, etc.)*	QUANTITY		

C. ENGINE(S)

	MANUFACTURER	MODEL	T. C. NO.	P. C. NO.	SERIAL NO.
(1)	Pratt & Whitney Aircraft	R985-14B	5E-1		201243
(2)	Pratt & Whitney Aircraft	R985-14B	5E-1		13460
(3)					
(4)					
(5)					
(6)					

D. PROPELLER(S)

	MANUFACTURER	MODEL	T. C. NO.	P. C. NO.	SERIAL NO.[3]
(1)	Hartzell	HC-B3W30-2E/ W10152-5½	914		
(2)	Hartzell		914		
(3)					
(4)					
(5)					
(6)					

[1] See CAR 1.1(4).
[2] Only complete type certificated aircraft, aircraft engines, propellers, wheels, floats, skis, position lights, and landing flares are eligible for a certificate of airworthiness for export.
[3] Serial numbers not required with respect to propellers installed in aircraft being exported.

5. FLIGHT TEST (AN AIRCRAFT SHALL BE FLIGHT-TESTED NOT EXCEEDING 60 DAYS PRIOR TO INSPECTION FOR EXPORT AND THE FOLLOWING ENTRIES WITH RESPECT THERETO SHALL BE MADE)

DATE OF FLIGHT TEST	DURING THIS TEST DID THE CONTROLS, POWER PLANT, AND INSTRUMENTS FUNCTION SATISFACTORILY
5/20/63	[X] YES [ ] NO (*Explain in "Remarks"*)

6. INDICATE BELOW, THE OPERATING HISTORY OF USED AIRCRAFT AND AIRCRAFT ENGINES BEING EXPORTED

UNITS AS LISTED IN ITEMS 4A AND C		DATE— MANUFACTURED	MODIFIED	OVERHAULED	OPERATING TIME (*Hours*) TOTAL	SINCE OVERHAUL
COMPLETE AIRCRAFT		October 1942		May 15, 1963	3873:25	00:00
ENGINES	a.					
	b.					
	c.					
	d.	Pratt & Whitney 13460		April 4, 1963		00:00
	e.	Pratt & Whitney 201243		March 27, 1963		00:00
	f.					

7. DOES THE UNIT(S) FOR WHICH A CERTIFICATE OF AIRWORTHINESS FOR EXPORT IS REQUESTED COMPLY WITH—

A. APPLICABLE CIVIL AIR REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER REQUIREMENTS OF THE CAA

[X] YES [ ] NO (*Explain in "Remarks"*)

B. APPLICABLE SPECIAL REQUIREMENTS OF THE COUNTRY OF DESTINATION

[X] YES [ ] NO (*Explain in "Remarks"*)

8. PARTS SUSCEPTIBLE TO RAPID CORROSION HAVE BEEN PROPERLY TREATED [ ] YES [ ] NO DATE _____

[X] TO BE TREATED, AS PER EXPLANATION UNDER "REMARKS"

9. REMARKS:

All AD notes have been checked thru 63-9 and have been previously complied with.

All service bulletins, letters and notes on specs for aircraft, engines and propellers have been complied with.

All known requirements complied with.

All parts susceptible to rapid corrosion will be treated with corrosion preventative compund when loaded aboard ship at point of embarkation.

The undersigned, on his own behalf or having been duly authorized by the exporter or purchaser described herein, certifies that the above statements are true and that the unit(s) described herein is (are) airworthy and in a condition for safe operation, except as noted under "Remarks" above.

5-14-63	Sergio J. Lagomelot By: [signature]	Owner
(DATE)	(SIGNATURE OF APPLICANT OR AUTHORIZED REPRESENTATIVE)	(TITLE)

APPROVAL

It has been determined that the data given in items 5, 7, 8, and 9 above, insofar as they relate to the airworthiness of the product(s) described herein, are true and correct, and that the product(s) is (are) in a state of airworthiness equivalent to that required for a similar product certificated as, or installed on, a civil aircraft of U. S. registry.

NAME AND ADDRESS OF THE APPROVING AGENCY	DATE
Federal Aviation Agency, P. O. Box 59-2014 AMF, Miami, Florida	5-20-63

TITLE AND SIGNATURE OF CAA AGENT OR AGENCY REPRESENTATIVE	DESIGNEE OR REPAIR STATION NO.
Charles M. Carrier General Maintenance Inspector	SO-GADO-5

FEDERAL AVIATION AGENCY--AIRCRAFT REGISTRATION BRANCH MAY 28 9 07 AM '63

RECORDED

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE: Grumman	MODEL: G 21A	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N606F
2. OWNER	NAME (*First, middle, last*): DEAN FRANKLIN AVIATION ENTERPRISES, INC.		ADDRESS (*Street and number, city, zone and State*): 3923 N.W. 24th St. MIAMI 42, FLORIDA	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)				
b. POWERPLANT	PRATT & WHITNEY	R985-AN14B	13460	x	
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*)*
	Superseded 5/20/63		

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O.Box 631 SEBRING, FLORIDA	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3610 POWER PLANT CLASS 1 & 2 LIMITED ACCESSORY

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

April 4, 1963 (Date repair and/or alteration completed) George W. Dumont (Signature of authorized individual) Chief Inspector

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

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

☒ APPROVED ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

April 4, 1963 (Date of approval or rejection) George W. Dumont (Signature of authorized individual; title or identification number) Chief Inspector

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/20/63 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

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

Form FAA-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 FAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

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

FAA A.D. Note 57-5-4 has been complied with, work accomplished prior to receiving here.
FAA A.D. Note 62-11-5 complied with.
P&W Service Bulletin 1693 (Drain Pipes- Cyl.Inter-Ear) complied with.

*If additional space is needed attach additional sheet bearing aircraft manufacturer's model and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE : 1960—O-538224

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

RECORDED

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARKS
	Grumman	G 21A	1152	N666F

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	DEAN FRANKLIN AVIATION ENTERPRISES, INC.	3923 N.W. 24th St. MIAMI 42, FLORIDA

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)				
b. POWERPLANT	PRATT & WHITNEY	R985-AN14B	201243	X	
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*)*

Superseded 5/20/63

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O.Box 631 SEBRING, FLORIDA	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3610 POWER PLANT CLASS 1 & 2 LIMITED ACCESSORY

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

March 27, 1963 (Date repair and/or alteration completed) George W. Dumont (Signature of authorized individual) Chief Inspector

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

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

☒ APPROVED ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☒ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (*Specify*)

March 27, 1963 (Date of approval or rejection) George W. Dumont (Signature of authorized individual; title or identification number) Chief Inspector

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/20/63 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

SO GADO 5 (FAA designation number)

Charles M Carney (Signature Flight Standards Inspector) SO GADO 5

Form FAA-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 FAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

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

FAA A.D. Note 57-5-4 has been complied with, prior to receiving here.
FAA A.D. Note 62-11-5 complied with.
P&W Service Bulletin 1693 (Drain Pipes- Cyl.Inter-Ear) complied with.

*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 : 1960—O-538224

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	GRUMMAN	G 21A	1152	N606F

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Serge J. Laignelot	2050 Newcomb Street Denver 15, Colorado

RECORDED

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				
b. POWERPLANT			The data/alteration identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in CAR Part 18, section 18.11(b).		
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER		5/20/63 Charles M Carney Date	Signature of FAA Inspector	

Note: ~~Date stamp applies to fuel (Aux) only.~~ CMC

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	6215	143.4 (22.3)	1785

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Joseph Adams 3923 N.W. 24th Street Miami, Florida	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	M15103

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 15, 1963 — (Date repair and/or alteration completed)

Joseph Adams — (Signature of authorized individual)

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

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

☒ APPROVED / ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (Specify) INSPECTION AUTHORIZATION

5/20/63 — (Date of approval or rejection)

Robert Clemo AE 125516 — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5/20/63 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

SO GADO 5 — (FAA designation number)

Charles M Carney — (Signature Flight Standards Inspector)

Form FAA-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 FAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Removed Hamilton Standard 22-D-30 Propellers, installed Hartzell HC-B3W30 propellers as per STC SA1-52.
Removed Goodyear Disc Brakes and Wheels.
Installed Original Equipment Hayes Wheel and Brakes.
Installed Auxiliary Fuel System in Floats as per ACA337 dated 6/12/51 Approved by FAA Engineering #1-567, 6/14/51 and the attached drawing.

		C.G.	Arm
Aircraft E.W.	6395	20.77	132824
Ham Stand Props	- 308	-52	16016
Pump & Motor	- 67	-38	2546
Hartzell Props	+ 238	-52	12376
Wheel & Brakes	- 58	9.7	563
Aux. Fuel System	+ 15	- 5.	75
New E.W.	6215	22.3	138372
		+121.1	inches to datum
		143.4	

*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. ☒

Superseded See 337 form dated 5/20/63

AIR INTERNATIONAL

AIRCRAFT WEIGHING FORM

Owner Dean Franklin Aviation **Date Weighed** June 4, 1962

Address 3923 N.W. 24 St. Miami, Florida **Place Weighed** Air International

Model G-21-A **Reg. No.** N 606F **Ser. No.** 1152

Weighing Point	Scale Reading	Tare or Correction	Net Weight	Arm (Inches)	Moment
Left Main Wheel Jack Point	3,015	-5	3,010		
Right Main Wheel Jack Point	3,095	-5	3,090		
Sub-Total (Both Main)	6,110	-10	6,100	130.6	796,660.0
Tail Hoist Point	405	-5	400	310.4	124,160.0
Total (As Weighed)	6,515	-15	6,500		920,820.0

WEIGHING RECORD

Description	Net Weight	Arm	Moment	Index
Total (As Weighed)	6,500		920,820.0	
Oil on Airplane Gals. 14 Gal #/Gal. 7.5	— 105	129.1	— 13,555.5	
Total of Items Weighed but not part of Basic Weight	—		—	
Total of Basic Items not in Airplane when Weighed	+		+	
Basic Airplane	6,395	141.87	907,264.5	

C.G. in Percent M.A.C. 16.49 **C.G. in Inches from Ref. Datum** 20.77

Remarks & Calculations A/C weighed in closed hangar Using Cox Electric Scales

Datum
Sta 0 to Wing L/E at Fuselage 121.1"
% MAC $\frac{5.7 - 20.77 \times 100}{97.4} = 16.49\%$
C/G Range (/20.5) (15.2 % MAC) to (/33.0) (28.0% MAC).

Weighed By _____ **Inspector** G.W. McCoy

G.W. McCoy Chief Inspector

[illegible]
[illegible] CLASS [illegible]
[illegible] CLASS 4

AIR
INTERNATIONAL

P. O. Box 48-003 INTERNATIONAL AIRPORT BRANCH • MIAMI, FLORIDA

[illegible]

[illegible]
[illegible]
[illegible]

[illegible] Goose Type [illegible]

[illegible]

EQUIPMENT LIST

	PROPELLERS AND PROPELLER ACCESSORIES [illegible]	WT.	ARM
	See ACA 337 Dated May 15, 1963		
~~2 ea.~~	~~Constant Speed Full Feathering Hydromatic~~ ~~Propeller Assemblies [illegible]~~ ~~Blade Dwg. 6513A-[illegible]~~		
~~2 ea.~~	~~Governor Assemblies with Adapter~~		
~~2 ea.~~	~~Propeller Feathering Pump [illegible]~~	~~[illegible]~~	~~[illegible]~~
2 ea.	HCB3W30 Hartzell Propellers	23[illegible]	([illegible])

	ENGINE AND ENGINE ACCESSORIES		
2 ea.	Engines R-985-AN-14-B		
2 ea.	Engine Ring Cowls	[illegible]	[illegible]
2 ea.	Oil Radiators [illegible]	[illegible]	[illegible]
2 ea.	Starters Eclipse	[illegible]	[illegible]
	Pressure Fire Extinguisher	[illegible]	[illegible]

	LANDING GEAR & FLOATS
	See ACA 337 Dated May 15, 1963
2 ea.	Main Landing Gear Shock Struts
~~2 ea.~~	~~Main Wheel & Brake Ass'y [illegible] Type [illegible]~~ ~~[illegible]~~ ~~[illegible]~~
2 ea.	Main Wheel Tires & Tubes [illegible] 10 Ply Firestone [illegible]
1 ea.	Tail Shock Strut
1 ea.	Tail Wheel B-13-13 Ass'y [illegible]
1 ea.	Tail Wheel Tire & Tube Goodyear [illegible] Stream Line [illegible]
2 ea.	Wing Floats [illegible]
2ea.	03-56A Wheel Assy's
2ea.	H2-102 Brake Assy's

EQUIPMENT (Cont'd)

ELECTRICAL AND RADIO EQUIPMENT		WGT.	ARM
2 ea.	Generators Eclipse 50 Amp.	14 Lbs.	(-23)
2 ea	Aircraft Batteries AN 3152	72 Lbs.	(- 7)
1 ea.	Landing Light Left Wing (Grimes)	9 Lbs.	(76.)
1 ea.	Set Navigation Lights		
1 ea.	Sailing Light Top Rudder		
1 ea.	ADF Control Head (Instrument Panel)		
2 ea.	VHF Control Heads (Instrument Panel)		
1 ea.	HF Control Head (Instrument Panel)		
1 ea.	VHF Receiver (Forward of Inst. Panel)		
1 ea.	Radio Dynamotor (Under Pilots Seat)		
1 ea.	ADF Receiver R-30A (Under Co-Pilots Seat)		
2 ea.	Microphone		
1 ea.	Headset		
1 ea.	VHF Antenna		
1 ea.	HF Antenna		
1 ea.	ADF Antenna		
1 ea.	Radio Rack Aft of Compartment		

COCKPIT

1 ea. Standard Flight Instrument Panel
1 ea. Engine Instrument & Control Panel (Overhead)
1 ea. Pilots Seat With Cushions & Seat Belts
1 ea. Co-Pilots Seat With Cushions & Seat Belts
1 ea. Fire Extinguisher (Kidde Model 2½ T2) (CO2)
1 ea. Spare Fuse & Bulb Box
1 ea. Flare Gun with 9 Shells

FORWARD COMPARTMENT

1 ea. Anchor With Rope - 100 Ft.
1 ea. Sea Anchor
1 ea. Engine CO2 Fire Extinguisher

CABIN

4 ea. Single Seats With Cushions & Seat Belts
1 ea. Lounge Type Seat & Place with Cushions & Seat Belts
12 ea. Window Curtains
1 ea. First Aid Kit
1 ea. Fire Extinguisher (Kidde Liquid Type)
1 ea. Portable Ladder (At Main Entrance Door)
1 ea. Escape Door (Right Side)
2 ea. Overhead Lights
1 ea. P.A. Loud Speaker

LAVATORY COMPARTMENT

1 ea. Overhead Light
1 ea. Radio Rack

EQUIPMENT LIST (Cont'd.)

AIRCRAFT EXTERIOR

1 ea.	Mooring Cleat
2 ea.	Tie Down Rings (1 ea. Wing)
1 set	Running Lights
1 ea.	Sailing Light Top Rudder
	Paint Covering Entire A/C
1 ea.	Pitot Tube R/H Wing

1 ea. Aux. Fuel System as per ACA 99V dated 6/14/82

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

1. TYPE OF APPLICATION (*Check which*)

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

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

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

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Grumman	G21A	1152.

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney	R-985-14B.

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
State of New York Conservation Department	Arcade Bldg., Albany 7, N.Y.	N- 606

acc 3-13-56

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 28, 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

Stephen A. Patka, Jr.
Stephen A. Patka, Jr.,
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

2/10/56 (DATE)
Agent. (TITLE)

16—60837-2

Form ACA-305 (11-51)

53 MS

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
b. ☒ AIRCRAFT LISTING PAGE NO. 98-99-100
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1956 (YEAR) THROUGH CARD NO. 56-3.
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 3759:05 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 225368 TOTAL HOURS 565:15.
SERIAL NO. 17751 TOTAL HOURS 565:15.
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED February 9, 1956. (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. A & E 1083266.
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE February 10, 1957. (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE January 20, 1956. (DATE)
BY Stephen A. Patka, Jr., (NAME OF ISSUING REPRESENTATIVE) 150. (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

☐ AIRWORTHY
☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE) _____

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Stephen A. Patka, Jr.	150	2/10/56	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☑ ACCEPTED
R. D. Deyell	NY-257-17	2-14-56	☐ REINSPECTED
			☐ SPOT CHECKED

☐ ATTACHMENT

Reg. 1 NY
ASDO 17

Form ACA 195[illegible]
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
(Rev. 10/55)

CANCELLATION RECORD

Registered Owner State of New York, Conservation Department Registration No. N 606

Date cancelled on office record 5-7-57

CANCELLED FOR REASON CHECKED BELOW:

- [x] Accident 1-8-57
- [ ] Exported. (Export certificate No. E-
- [ ] Sold--Purchaser failed to comply with Civil Air Regulations.
- [ ] Correspondence returned unclaimed.
- [ ] Permanently retired from service.
- [ ] Dismantled or salvaged.

6/22/62 N 606 F
ASSIGNED

he

5-16-

CAA COPY

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)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	GRUMMAN	G-21A	1152	N 606

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
2. OWNER	STATE OF NEW YORK CONSERVATION DEPARTMENT	ARCADE BUILDING ALBANY, NEW YORK

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				XXXXXX
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	6311.74	21.68"	1688.25

5. CONFORMITY STATEMENT (Complete and check)

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

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

9/7/56 (Date repair and/or alteration completed)

JOSEPH R. ETZEL Joseph R. Etzel (Signature of authorized individual)

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

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

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

9/7/56 (Date of approval or rejection)

JOSEPH R. ETZEL, CHIEF INSPECTOR Joseph R. Etzel (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 9-12-56 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Reg. 1 NY ASDO 11

agent NY1-11 (CAA designation number)

(Signature Aviation Safety Agent)

16—54010-4

SEP 12 1956

Form ACA-387 (4-52)

53

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

REMOVED AUXILIARY FUEL TANK FROM BILGE OF AIRCRAFT.
REMOVED THE FOLLOWING LOW FREQUENCY RADIO COMPONENTS:

ITEM	WEIGHT	ARM	MOMENT
PREVIOUS E.W. FROM 337, 5-1-55	6412.24	22.07	141513.56
REMOVED SR.LOADING COIL	- 1.80	+174.5	- 314.10
REMOVED ANTENNA MOTOR REEL	- 6.80	+148.0	-1006.40
REMOVED ADF RECTIFIER	- 5.60	+152.0	-851.20
REMOVED TRAILING ANTENNA MAST	- 1.80	+ 277.0	-493.60
REMOVED AUX. FUEL TANK	- 75.00	+ 27.0	-2050.00
REMOVED AUX. FUEL PUMP & VALVE	-9.50	-70.0	+ 66.50
NEW E.W. & C.G.	6311.74	21.68	136864.76

NEW USEFUL LOAD = 8000 - 6311.74 = 1688.26 LBS.

BASIC LOADING

LOADING DATUM IS CENTROID OF NOSE BAGGAGE COMPARTMENT 65" FORWARD OF CAA DATUM.

ITEM	WEIGHT	ARM	UNITS
EMPTY WEIGHT	6311.74	86/68	547.10
PILOT	170.00	60.00	10.20
OIL (15GALS)	113.00	73.00	8.25
N EW BASIC WEIGHT (UNITS 565.55)	6594.74		565.55

END.

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

Check block if additional sheets are attached. ☐

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

Mr. Birbeck has requested photostats of the following on N606:

Form ACA-305	dated	2/10/56	both	sides
Form ACA-337	"	9/7/56	"	"
"	"	5/1/55	"	"
"	"	4/2/54	"	"

Please phone Mr. Birbeck when these are ready.

Photostats delivered to Mr Burbeck. MR

MR

1/15/57

Received
R A Burbeck
N-287 1/18/57

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Grumman	G-21A	1152	N-606

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	State of New York Conservation Department	Arcade Bldg. Albany, N.Y.

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	6412.24	22.07	1588

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	*b.* KIND OF AGENCY	*c.* CERTIFICATE NO.
Airmar Radio Service, Inc. MacArthur Airport Ronkonkoma, N.Y.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3598

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

May 1, 1955
(Date repair and/or alteration completed)

Calvin W White
(Signature of authorized individual)

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

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

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

May 1, 1955
(Date of approval or rejection)

Calvin W White Chief Inspector
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5-25-55 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent
(CAA designation number)

R G Poole
(Signature Aviation Safety Agent)

Reg. 1 NY
ASDO 11

16—54010-4

MAY 5 REC'D 53

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. Relocated A.R.C. Type 15B Omni from bow compartment to aft baggage compartment.

	Weight	Arm	Moment
Previous	6412.24	21.68	139,017.36
Removed 15B	— 23.22	66.57	— 1,545.75
	6389.02		137,471.61
Added 15B	+ 23.22	174.3	+ 4,047.25
	6412.24	22.07	141,518.86

New empty weight 6412.24
New empty C.G. 22.07
Useful load 8000 - 6412 = 1588

*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. ☐

X

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	G21A	1152

d. ENGINE MAKE	e. ENGINE MODEL
Pratt & Whitney (2)	R-985-14B Right R-985-AN-1-14B Left

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
State of New York Conservation Department	Arcade Bldg., Albany 7, New York.	N- 606

ack 2-11-55

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 28, 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.

1-5

ATTACHMENTS (*Check which*)

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

Chief Aircraft Pilot
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

January 20, 1955 (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. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____

b. ☒ AIRCRAFT LISTING PAGE NO. 98-99-100

c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1954 (YEAR) THROUGH CARD NO. 55-1.

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

2. AIRCRAFT AND ENGINE OPERATING RECORDS — Recovered in 1953.

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY

b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED

c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 3453:45 HOURS

d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 17751 TOTAL HOURS 299:30

SERIAL NO. 225368 TOTAL HOURS 299:30.

SERIAL NO. _____ TOTAL HOURS _____

SERIAL NO. _____ TOTAL HOURS _____

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED January 20, 1955. (DATE)

☐ BY AIRCRAFT MANUFACTURER

☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____

☒ BY MECHANIC, CERTIFICATE NO. A & E 17931.

b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

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

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

c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT

d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT

e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS

f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE January 20, 1956. (DATE)

g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE April 2, 1955. (DATE)

BY Joseph R. Etzel (NAME OF ISSUING REPRESENTATIVE) Repair Station 115. (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

☐ AIRWORTHY

☐ UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
Stephen A. Patka, Jr.	150	Jan. 20, 1955.	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☑ ACCEPTED
R. D. Dyell	NY-257-17	1-31-55	☐ REINSPECTED
			☐ SPOT CHECKED

☐ ATTACHMENT

CAA.

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.

10-42

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- 21A	1152

d. ENGINE MAKE	e. ENGINE MODEL
PRATT & WHITNEY	R-985-AN 14 B

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
STATE OF NEW YORK CONSERVATION DEPT.	ARCADE BLDG. ALBANY, N.Y.	N- 606

aw 4-15-4 Eng Ch

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 Jan. 28, 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 _____

044

*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.

State of New York, Conservation Dept
by J. C. McLane, Chief Airport Pilot
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

4/2/54
(DATE) (TITLE)

ATTACHMENTS (*Check which*)

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

16—60837-2

APR 7 RECD

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. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
b. ☒ AIRCRAFT LISTING PAGE NO. 98
c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY 54 (YEAR) THROUGH CARD NO. 54-6
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 3185:35 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

R SERIAL NO. 225368 TOTAL HOURS '0' T.S.O. No previous History
L SERIAL NO. 17751 TOTAL HOURS " " " "
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 4-2-54 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☒ BY APPROVED REPAIR STATION, CERTIFICATE NO. 115
☐ BY MECHANIC, CERTIFICATE NO. _____
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE April 2, 1955 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE Jan. 15, 1954 (DATE)
BY Paul Nyholm (NAME OF ISSUING REPRESENTATIVE) ~~xxxxxxxx~~ DAMiI53 (DESIGNATION NO.)

RECEIVED APR 12 1 11 PM '54 ADMIN. & RECORDS BRANCH W-360

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

☒ AIRWORTHY
☐ UNAIRWORTHY

Joseph R. Etzel (REPAIR STATION AUTHORIZED SIGNATURE) 4/2/54 (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE R. H. Rocke	CAA DESIGNATION NO. Agent	DATE 4-8-54	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

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 -21 A	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N 606
2. OWNER	NAME (*First, middle, last*): State of New York Conservation Dept.		ADDRESS (*Street and number, city, zone and State*): Arcade Building Albany, New York	

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
STANDARD	6412	21.68 in.	1588

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.

4/2/54
(Date repair and/or alteration completed)

Joseph R. Etzel
(Signature of authorized individual)

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

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

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

4/2/54
(Date of approval or rejection)

Joseph R. Etzel (Chief Inspector)
(Signature of authorized individual; title or identification number)

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

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 4-9-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

agent
(CAA designation number)

(Signature Aviation Safety Agent)

APR 7 REC'D

16—54010-4

53

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.*

Annual inspection for relicense.
Removed old AN-14B Pratt & Whitney Engines, and installed overhauled AN-14B Engines.
Right - s/N 225368 Left - s/n 17751
Propellers overhauled by Pester Propeller Service and reinstalled.
Repaired crack in Left Firewall. Right and Left Engine Mounts Magnafluxed.
Removed, Repaired, magnafluxed and Cadmium plated right upper outboard Engine mount fitting.
Replaced leaky rivets in left and right fuel tanks.
Repaired leaks around handhole covers on bottom of L/R fuel tanks.
Replaced left brake lining.
Replaced rudder trim tab control cable.
Rebushed trim tab end of rudder tab actuating rod.
Replaced broken bondings as necessary.
Tightened leaky fuel system fittings in cockpit.
Touched up paint as necessary.

*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

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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-21 A	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N 606
2. OWNER	NAME (*First, middle, last*): State of New York Conservation Dept.		ADDRESS (*Street and number, city, zone and State*): Arcade Bldg., Albany, New York	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (*As described in item 1 above*) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				
b. POWERPLANT	Pratt & Whitney	R-985-AN-1-14B	17751	X	
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	6412	21.68	1588

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Spartan Aircraft Company Aviation Service Division Mercer County Airport West Trenton, New Jersey	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3530

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

March 22, 1954 (Date repair and/or alteration completed)

Ralf W. Cochran (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*)

MARCH 22, 1954 (Date of approval or rejection)

Ralf W. Cochran, Chief Inspector (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted 4-8-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Agent (CAA designation number)

R G Poole (Signature Aviation Safety Agent)

16—54010-4

APR 7 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.*

Engine given major overhaul in accordance with manufacturers specifications. All new rings, bearings and gaskets installed.

Engine run on test stand and functions according to specifications. See attached engine test log and parts list.

ATTACHED:
Engine Test Log
Engine Parts List

*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

SPARTAN SIRCRAFT COMPANY
Aviation Service Division
Mercer County Airport
West Trenton, New Jersey

March 22, 1954

The Following parts were used in the overhaul of Pratt and Whitney R-985-AN-1-14B engine, serial No-17751, engine shop work order 26103.

1 ea	3965	Gear Cam Reduction
6 ea	35937	Shaft Assy - Valve Rocker
1 ea	6233	Gear-Fuel Pump Drive
1 ea	34463	Flyweight-Outer 9X
1 ea	32835	Bearing-Rear Main
10 ea	45943	Tappet Assy - Valve
10 ea	39292	Cover Assy - Pushrod
1 ea	6515	Gear - Collector Intermediate
4 ea	9016	Bearing - Rocker Arm
2 ea	16047	Gear Assy Tachometer Drive

SPARTAN AIRCRAFT COMPANY
AVIATION SERVICE DIVISION
MERCER COUNTY AIRPORT
WEST TRENTON, NEW JERSEY

ENGINE TEST LOG

Owner ~~Spartan Aircraft~~ Engine Make ~~P. & W.~~ Reason for Test Run ~~Overhaul~~

Date ~~3/20/54~~ Series ~~985~~ Total Run-in Time ~~4:30 hrs.~~

Shop Order No. ~~6103~~ Mfg's. No. ~~17751~~

Time	R.P.M.	Man. Press.	Oil Press.	Oil in Temp.	Oil out Temp.	Fuel Press.	Fuel Flow	Oil Scale	Cylinder Head Temp. #5	#1	#9
~~10:30~~	~~800~~				Warm Up						
~~11:00~~	~~1000~~	~~21~~	~~75~~	~~104~~	~~104~~	~~4.0~~	~~50~~	~~70~~	~~212~~		
~~11:15~~	~~1000~~	~~21~~	~~75~~	~~104~~	~~104~~	~~4.0~~	~~50~~	~~70~~	~~212~~		
~~11:30~~	~~1200~~	~~22~~	~~75~~	~~104~~	~~113~~	~~4.0~~	~~55~~	~~70~~	~~257~~		
~~11:45~~	~~1200~~	~~22~~	~~75~~	~~104~~	~~113~~	~~4.0~~	~~55~~	~~70~~	~~257~~		
~~12:00~~	~~1500~~	~~23~~	~~82~~	~~104~~	~~122~~	~~4.0~~	~~80~~	~~69~~	~~311~~		
~~12:15~~	~~1500~~	~~23~~	~~82~~	~~104~~	~~122~~	~~4.0~~	~~80~~	~~69~~	~~311~~		
~~12:30~~	~~1600~~	~~25~~	~~85~~	~~104~~	~~122~~	~~4.0~~	~~100~~	~~69~~	~~338~~		
~~12:45~~	~~1600~~	~~25~~	~~85~~	~~104~~	~~122~~	~~4.0~~	~~100~~	~~69~~	~~338~~		
~~1:00~~	~~1600~~	~~25~~	~~85~~	~~104~~	~~122~~	~~4.0~~	~~100~~	~~69~~	~~338~~	Screen of	
~~1:15~~	~~1600~~	~~25~~	~~85~~	~~104~~	~~122~~	~~4.0~~	~~100~~	~~69~~	~~338~~	Check O.K	J.H
~~2:00~~	~~1850~~	~~28~~	~~87~~	~~122~~	~~140~~	~~4.0~~	~~125~~	~~64~~	~~365~~		
~~2:15~~	~~1850~~	~~28~~	~~87~~	~~122~~	~~140~~	~~4.0~~	~~130~~	~~64~~	~~365~~		
~~2:30~~	~~1850~~	~~28~~	~~87~~	~~122~~	~~140~~	~~4.0~~	~~130~~	~~64~~	~~365~~		
~~2:45~~	~~1850~~	~~28~~	~~87~~	~~122~~	~~140~~	~~4.0~~	~~130~~	~~64~~	~~365~~		
~~3:00~~	~~1950~~	~~30~~	~~89~~	~~131~~	~~149~~	~~4.0~~	~~180~~	~~63~~	~~365~~		
~~3:15~~	~~1950~~	~~30~~	~~89~~	~~131~~	~~149~~	~~4.0~~	~~180~~	~~63~~	~~365~~		
~~3:30~~	~~1950~~	~~30~~	~~89~~	~~131~~	~~149~~	~~4.0~~	~~180~~	~~63~~	~~365~~		
~~3:45~~	~~1950~~	~~30~~	~~89~~	~~131~~	~~149~~	~~4.0~~	~~180~~	~~63~~	~~365~~		
					Oil Screen Check						

Magneto drop at 30" H. G. ~~1925~~ R. Mag. ~~25~~ L. Mag. ~~20~~

Engine run in by ~~J. Harper~~ OK'D by ~~R. Smith~~ Final Check by

Prepared for storage by ~~Latini and Harper~~ ~~3-22-54~~

RIGHT

CAA

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Grumman	G-21 A	1152	N 606

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
2. OWNER	State of New York Conservation Dept.	Arcade Bldg., Albany, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (*As described in item 1 above*) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				
b. POWERPLANT	PRATT & WHITNEY	R-985-AN-1-14B	P-225368	X	
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	6412	21.68 in	1588

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
SPARTAN AIRCRAFT COMPANY AVIATION SERVICE DIVISION MERCER COUNTY AIRPORT WEST TRENTON, NEW JERSEY	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	3530

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

MARCH 15, 1954
(Date repair and/or alteration completed)

Ralf Cochran
Ralf Cochran (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*)

MARCH 15, 1954
(Date of approval or rejection)

Ralf Cochran
(Signature of authorized individual; title or identification number)
Ralf W. Cochran, Chief Inspector

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 4-8-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

agent
(CAA designation number)

RY Poole
(Signature Aviation Safety Agent)

APR. 7 REC'D

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.*

Engine given major overhaul in accordance with manufacturer's specifications. All new rings, bearings and gaskets installed.

Engine run on test stand and functions according to specifications. See attached Engine Test Log and Parts List.

Attached:
Engine Test Log
Engine Parts List.

*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

SPARTAN AIRCRAFT COMPANY
AVIATION SERVICE DIVISION
MERCER COUNTY AIRPORT
WEST TRENTON, NEW JERSEY

ENGINE TEST LOG

Owner Spartan Aircraft Company Engine Make P & W Reason for Test Run Overhaul

Date March 11, 1954 Series R-985-AN-1-14B Total Run-in Time 4:45 hours

Shop Order No. 33588 Mfg's. No. P-225368

Time	R.P.M.	Man. Press.	Oil Press.	Oil in Temp.	Oil out Temp.	Fuel Press.	Fuel Flow	Oil Scale	Cylinder Head Temp. #5	#1	#9
1:30	800			WARM UP							
2:00	1000	20	75	77	95	4.0	25	40	257		
2:15	1000	20	75	86	95	4.0	25	52	257		
2:30	1200	22	78	86	104	4.0	50	64	275		
2:45	1200	22	78	104	113	4.0	50	72	275		
3:00	1500	24	78	104	122	4.0	80	72	320		
3:15	1500	24	80	113	122	4.0	80	72	320		
3:30	1600	26	80	113	140	4.0	100	72	356		
3:45	1600	26	80	113	140	4.0	100	71	347		
4:00	1600	26	80	113	140	4.0	100	71	347		
			OIL	SCREEN	CHECK						
11:45	800			WARM UP							
12:15	1850	28	82	113	140	4.0	140	66	392		
12:30	1850	29	82	122	149	4.0	140	66	392		
12:45	1850	29	82	122	149	4.0	140	66	392		
1:00	1850	29	82	122	149	4.0	140	66	392		
1:15	1950	32	82	131	158	4.0	215	63	374		
1:30	1950	32	82	131	158	4.0	215	62	383		
1:45	1950	32	82	131	158	4.0	215	62	383		
2:00	1950	32	82	131	158	4.0	215	61	383		

Magneto drop at 30" H. G. 1850 R.P.M. R. Mag. 30 L. Mag. 25

Engine run in by Joseph Harper OK'D by Ralf Cochran Final Check by Ralf Cochr

Prepared for storage by

Oil consumption 3.0 lbs. Hrs. @ 1950 R.P.M. Oil Flow 35 lbs. Min. @ 1950 R.P.M.

[illegible] 5870578 [illegible] B-12962 [illegible] B-21924

SPARTAN AIRCRAFT COMPANY
AVIATION SERVICE DIVISION
MERCER COUNTY AIRPORT
WEST TRENTON, N. J.

March 15, 1954

The following parts were used in the overhaul of Pratt and Whitney R-985-AN-1-14B Engine, Serial No. P-225368, Engine Shop Work Order 26103:

QUANTITY	PART NO.	NOMENCLATURE
1 ea.	117	Thrust Bearing
1 ea.	3303	Cam Drive Gear
1 ea.	39292	Push Rod Tube
4 ea.	45943	Tappet
1 ea.	39980	Cylinder Head Baffle
1 ea.	16512	Vertical Drive Gear - Long
1 ea.	2715	Vertical Drive Gear - Short
1 ea.	109	Spacer
1 ea.	5999	Tappet Roller
6 ea.	10486	Circlet - Intake Valve
3 ea.	29410	Circlet - Exhaust Valve
1 ea.	47518	Cylinder.

LEFT

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)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	GRUMMAN	G-21 A	1152	N 606

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
2. OWNER	State of New York Conservation Dept.	Arcade Bldg., Albany, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)				
b. POWERPLANT					
c. PROPELLER	Hamilton Std	2D30-235 ~~6101A-18~~	103922 T32601 T32602	x	
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	6412	21.63 in.	1588

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	*b.* KIND OF AGENCY	*c.* CERTIFICATE NO.
Pester's Propeller Service 258 Herricks Road Mineola, New York	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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

3/29/54
(Date repair and/or alteration completed)

A. V. Rattenbury
(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*)

3/29/54
(Date of approval or rejection)

A. V. Rattenbury Pres.
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 4-6-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

agent
(CAA designation number)

R. G. Poole
(Signature Aviation Safety Agent)

APR 7 1954

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.*

Propeller was overhauled in accordance with manufacturers specifications and CAA regulations. All steel parts were magnetically inspected. Exterior steel parts were cadmium plated.

Range 26° Hi 26° Lo 11°

*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

RIGHT

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-21 A	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: N 606
2. OWNER	NAME (*First, middle, last*): State of New York Conservation Dept.		ADDRESS (*Street and number, city, zone and State*): Arcade Bldg., Albany, New York	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(*As described in item 1 above*)				
b. POWERPLANT					
c. PROPELLER	Hamilton Std	2D30-237 6101A-18	104031 T18119	X	
d. APPLIANCE	TYPE AND MANUFACTURER		T18120		

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	6412	21.68 in	1588

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Pester's Propeller Service 258 HerricksRoad Mineola, New York	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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

3/29/54
(Date repair and/or alteration completed)

A. V. Rollenbullen
(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*)

3/29/54
(Date of approval or rejection)

A. V. Rollenbullen Pres
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 4-8-54 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

agent
(CAA designation number)

R. G. Poole
(Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Propeller overhauled in accordance with manufacturers specifications and CAA regulations. All steel parts were magnetically inspected. Exterior steel parts were cadmium plated.

Range 26° Hi 26° Lo 11°

*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

Form ACA-337
(11-48)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.3.

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

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE: GRUMMAN	MODEL: G-21A	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: STANDARD N606
2. OWNER	NAME (*First, middle, last*): STATE OF NEW YORK CONSERVATION DEPT.	ADDRESS (*Street and number, city, zone, and State*): ARCADE BUILDING ALBANY NEW YORK		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)			XX	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

**AFTER the repairs and/or alterations described below were made.*	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	Computed 6412 lbs.	21.68 in.	1588 lbs

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

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

6. AGENCY	NAME: AERO TRADES, INC	ADDRESS (*Street and number, city, zone, and State*): MAC ARTHUR AIRPORT RONKONKOMA L. I.N.Y.	DATE WORK ACCOMPLISHED: MARCH 21, 1953

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 RECOVERED WINGS, AILERONS, ELEVATORS, AND RUDDER.
INSTALLED COMPLETELY OVERHAULED LANDING GEAR, TAIL WHEEL ASSY, AND ALL GEAR BOXES.
REMOVED ORIGINAL AIRCRAFT WIRING AND REINSTALLED NEW WIRING.
INSTALLED INSTRUMENT PANEL AND INSTRUMENTS ON CO-PILOTS SIDE.
1000 HR. INSPECTION ON AIRCRAFT
INSTALLED DUAL VACUUM SYSTEM.
INSTALLED OVERHAULED OIL IMMERSION HEATERS.

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

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

(CONT)

☐ FORWARDED FOR ENGINEERING APPROVAL

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

PAUL NYHOLM Paul Nyholm (Signature of supervising mechanic)	A&E 16576 (Certificate number and rating)	MARCH 21, 1953 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE: Paul Nyholm DAMI	NO. 153	DATE March 21, 1953
	CAA AGENT SIGNATURE: R. Johnson	☑ ACCEPTED ☐ REINSPECTED	DATE 4-6-53

APR 6 REC'D

16—5401 0-3

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

CHANGED OIL LEFT AND RIGHT ENGINES.
RE-INFORCED AFT CABIN FLOOR BULKHEADS.
INSTALLED READING LIGHT OVER LEFT FWD. CABIN SEAT.
INSTALLED STREAMLINE CUPS OVER FLOAT WIRE FITTINGS ON WINGS.
INSTALLED PLECIGLASS COVERS OVER WING NAVIGATION LIGHTS.
INSTALLED ONE INCH FILLER VENT ON AUX. FUEL TANK.
INSTALLED BONG TYPE EXHAUST MANIFOLD AND INTENSIFIER TUBE.
REPLACED LEFT AND RIGHT ENGINE SHUT-OFF VALVES.
ADJUSTED AUX. FUEL TANK GAUGE.
INSTALLED NEW AFT KEEL SECTION.
REPAIRED CORRODED MEMBER UNDER AUC. FUEL TANK.
REPLACED ELEVATOR AND RUDDER TAB ACTUATORS
REPAIRED ALL COWLING WHERE NECESSARY
REPLACED CABIN METAL FLOOR.
REPAINTED SECTIONS OF AIRCRAFT WHERE NECESSARY.
MURPHY CUB YELLOW NO. 13 DOPE, MURPHY STINSON GREEN DOPE
MURPHY AN INSIGNIA RED DOPE, MURPHY--DULUX YELLOW #93-373
DULUX GREEN NO. 93-046 DULUX SWIFT RED NO. 93-1863 R
REPAINTED COCKPIT ASPEN GREEN
DESLUDGED LEFT AND RIGHT PROPELLER DOMES.

C.A.A. C.G. RANGE 20.5 TO 33.0
DATUM - LEADING EDGE OF WING
AT FUSELAGE

GRUMMAN G21A N606
MARCH 21, 1953

ITEM	WT.	ARM	MOMENT
OLD COMPUTED TAKEN FROM 337 DATED 2/15/51	6380.24	21.72	138,588.33
ADDED NEW EXHAUST	32.	14.00	448.
	6412.24	21.68	139036.33

NEW EMPTY WEIGHT 6412 LBS.
EMPTY C.G. 21.68 IN.
USEFUL LOAD 8000 -6412 = 1588 LBS.

BASIC LOADING

EHART DATUM IS CENTROIL OF NOSE BAGGAGE COMPT. 65" FORWARD OF C.A. DATU

ITEM	WT.	ARM	UNITS
EMPTY WEIGHT	6412	86.68	555.79
PILOT	170	60.	10.2
OIL (15 GAL)	113	73.	8.25
	6695		574.24

NEW BASIC WEIGHT 6695 LBS.

UNITS 574.24

Paul Mykolu
A+E 16576
March 21, 1953

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

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-21A	SERIAL NO.: 1152	NATIONALITY AND REGISTRATION MARK: Standard N606
2. OWNER	NAME (First, middle, last): State of New York Conservation Dept.		ADDRESS (Street and number, city, zone and State): Arcade Building Albany, N.Y.	

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				
b. POWERPLANT					
c. PROPELLER	Hamilton	2D30-235	103922		
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)*
	6412 lbs	21.68 in.	1588 lbs.

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Pester's Propeller Service, Inc. 258 Herricks Road Mineola, New York	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	182

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

3-7-53 (Date repair and/or alteration completed)

L. D. McCormick A&E358616 (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)

3-9-53 (Date of approval or rejection)

L. D. McCormick A&E358616 (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 4-6-53 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

1-579M (CAA designation number)

O. T. Johnson (Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

This propeller was not overhauled. Replaced cylinder micartaliner and replaced spider ring and all seals. Propeller was lubricated and balanced.

Index: 26°, high 26°, low 11°.

*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

10-42

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G 21A	1152

d. ENGINE MAKE	e. ENGINE MODEL
PRATT & WHITNEY	R 985-AN -14B

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
STATE OF NEW YORK CONSERVATION DEPT	ARCADE BUILDING ALBANY 7 NY	N- 606

Rec'd 2-2-3

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 28, 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 _____

013

*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

State of New York, Conservation Dept.
by F. C. McFance
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

JAN 15, 1953 (DATE)
Chief Aircraft Pilot. (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. 654 THROUGH SHEET REVISION NO. -3
b. [X] AIRCRAFT LISTING PAGE NO. 98
c. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1952 (YEAR) THROUGH CARD NO. 53-1
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 2781:20 HOURS
d. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 8181 TOTAL HOURS 455:40
SERIAL NO. 201777 TOTAL HOURS 696:20
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED JAN 14, 1953 (DATE)
[ ] BY AIRCRAFT MANUFACTURER
[ ] BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
[X] BY MECHANIC, CERTIFICATE NO. A&E 565
b. [X] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
JAN 30 1 32 PM '53
ADMIN. & RECORDS BRANCH
W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. [ ] OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. [X] CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. [ ] 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 JAN 15, 1954 (DATE)
g. [X] PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE JANUARY 9, 1953 (DATE)
BY PAUL NYHOLM (NAME OF ISSUING REPRESENTATIVE) DAMI 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	
Paul Nyholm	DAMI #153	Jan. 15, 1953	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	[X] ACCEPTED
Otto H. Hofer	1-579M-1	1-27-53	[ ] 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.
- [XX] ANNUAL INSPECTION

CAA IDENTIFICATION
- [XX] NC
- [ ] NR
- [ ] OTHER *(Specify)*
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL		
Grumman	G -21A		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
N606	1152	Oct 1942	654

ENGINE

MAKE	MODEL
Pratt & Whitney	R985 -AN-6B

OWNER'S NAME: State of New York Conservation Dept.

PERMANENT ADDRESS *(Street and number, City, Zone and State)*: Arcade Building, Albany 7, New York

ATTACHMENTS *(Check which)*
- [XX] 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.

A J Lewis
~~OWNER OR~~ AUTHORIZED AGENT

DATE: Jan 9, 1952

TITLE: Agent

FORM ACA-305a (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**
(To be completed by a CAA inspector or a designated inspector or representative)

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [XX] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- Chap XVIII Pg.98 AD's thru 51-28
(SPECIFY)

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [XX] ANNUAL INSPECTION

(Check whether)
- [XX] OPERATION LIMITATIONS FORM ACA-309 ~~WAS ISSUED, OR~~ is available.
- [ ] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

- [XX] AIRWORTHY
- [ ] UNAIRWORTHY

DESIGNEE'S SIGNATURE AND NO.: Paul Nyholm Paul Nyholm DAM1 153

DATE: Jan 9, 1952

CAA INSPECTOR'S SIGNATURE: Jules H Crissman

- [✓] ACCEPTED
- [ ] REINSPECTED

DATE: 1-21-52

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

Aircraft based at Albany, Airport, Albany, New York
Weight and balance computations are current and correct.
Last known operation date Jan 7, 1952

2-21-2

21049

MEMORANDUM

Re. Data Filed in General Blue Print File

Aircraft Registration No.

Date of ACA 337	Discription of Material	Initials
7-10-53	[illegible]	

1-583

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	G21A	1152	N606

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	State of New York Conservation Department	Arcade Building Albany, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB	Hamilton Standard	2D30-235	104031		X
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

**AFTER the repairs and/or alterations described below were made.*	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	Previous 6380	21.72	1620

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3530 (*Specify*) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Spartan Aero Repair	7300 Kaighn Ave. Camden, N.J.	1-15-52

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

Propeller completely dissambled. 6167A-12 blades removed and 6101A-18 Blades installed. New blades ser. nos. 10119 & 18120. Blade torque adjusted, propeller balanced and greased. New Cwt. bearings installed.

Propeller indexed at 26 degrees, Low is 11.0 , high is 26.0

No weight change

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.

Thomas E. Hudson (Signature of supervising mechanic) 119283 Propeller Rating (Certificate number and rating) 1-15-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	Eugene M. Gracely EUGENE M. GRACELY	1735	1-15-52
☐ REJECTED	CAA AGENT SIGNATURE J. M. McClintock	☒ ACCEPTED ☐ REINSPECTED	DATE 1/18/52

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
(1-48)

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-21A	SERIAL NO. 1152	NATIONALITY AND REGISTRATION MARK N606
2. OWNER	NAME (*First, middle, last*) State of New York Conservation Department	ADDRESS (*Street and number, city, zone, and State*) Arcade Building Albany, New York		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB	Hamilton Standard	2D30-235	103922		X
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Previous 6380	21.72	1620

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3530 (*Specify*) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Spartan Aero Repair	7300 Kaighn Ave. Camden, N.J.	1-15-52

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

Propeller completely dissambled. 6167A-12 blades removed and 6101A-18 blades installed. New blade Ser Nos.T32601 & T32602. Blade torque adjusted, propeller balanced and greased. New Cwt. bearings installed.

Propeller indexed at 26 degrees, Low is 11.0, High is 26.0

No weight change

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.

Thomas E. Hudson (Signature of supervising mechanic) 1192831 Propeller Rating (Certificate number and rating) 1-15-52 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	DESIGNEE'S SIGNATURE Eugene M. Gracely EUGENE M. GRACELY	NO. 1735	DATE 1-15-52
☐ REJECTED	CAA AGENT SIGNATURE J. McClintock	☒ ACCEPTED ☐ REINSPECTED	DATE 1/18/52

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-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION *(Check whether)*
- [ ] ORIGINAL AIRWORTHINESS CERTIF.
- [x] ANNUAL INSPECTION

CAA IDENTIFICATION
- [x] NC
- [ ] NR
- [ ] OTHER *(Specify)*
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL		
Grumman	(JRF-6B) G-21-A		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC-606	1152	Oct. 1942	654

ENGINE

MAKE	MODEL
Pratt & Whitney	R-985-AN-6B

OWNER'S NAME	PERMANENT ADDRESS *(Street and number, City, Zone and State)*
State of New York Conservation Department	Arcade Building Albany 7, New York

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.

State of N.Y. Conservation Dept

[signature]
OWNER OR AUTHORIZED AGENT

2/14/51
DATE

Pilot.
TITLE

FORM **ACA-305a** (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**
(To be completed by a CAA inspector or a designated inspector or representative)

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S).: A- 654 ADS thru 51-6
(SPECIFY)

AUTHORITY FOR EXCEPTIONS *(If any)*

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

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

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.		DATE
[x] AIRWORTHY [ ] UNAIRWORTHY	[signature] #1588		2/14/51
	CAA INSPECTOR'S SIGNATURE [signature]	[ ] ACCEPTED [ ] REINSPECTED	DATE 2/16/51

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

Aircraft Last Flown December 19, 1950.

aw 2-6-2 NWX

aw 3-23-1 NWX

22665 SW.

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)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	GRUMMAN	G21A	1152	606

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	State of New York Conservation Dept.	Arcade Building Albany 7, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				✓
b. PROPELLER BLADE OR HUB					
c. ENGINE					
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*)*
	6380.24	21.72	1619.76

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	Lawrence J. Avenall	Atlantic Aviation Corp. Teterboro, New Jersey	2-15-51

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.)

The following radio equipment as listed on back was installed according to manufacturers specifications. Steel machine screws and stop nuts were used anchor equipment. Enclosed phot shows installation of radios and rack.

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.

Lawrence J. Avenall	A & E 179607	2/15/51
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	Robert Paul Scandler	#1588	2/15/51
☐ REJECTED	CAA AGENT SIGNATURE Robert D. Cochran	☒ ACCEPTED ☐ REINSPECTED	DATE 2/28/51

16—54010-2

SWJ.

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

Equipment Installed	Wt.	Arm	Moment
Aircraft Radio Corp. R-15 Receiver with mount	8.3	- 62	- 514.6
Aircraft Radio Corp. T-11A #1 Transmitter & Mount	3.4	- 62	- 210.8
Aircraft Radio Corp. T-11A #2 Transmitter & Mount	3.4	- 67	- 227.8
Aircraft Radio Corp. T-11A #3 Transmitter & Mount	3.4	- 72	- 244.8
Aircraft Radio Corp. E-13A Rack & Mount	3.37	- 65	219.05
Aircraft Radio Corp. R-13A Receiver & Dynamotor	8.25	- 66.5	- 548.63
Aircraft Radio Corp. B-10 Converter	6.25	- 62	- 387.5
Aircraft Radio Corp. F-10 Filter Amplifier Unit & Mount	5.35	- 73	- 390.55
Aircraft Radio Corp. To-From Meter	.56	- 32	- 17.92
Aircraft Radio Corp. Cross Point Meter	1.8	- 33	- 59.4
Aircraft Radio Corp. Course Selector	1.7	- 33	- 56.1
Aircraft Radio Corp. A-13 Antenna & Mount	6.1	- 17	- 103.7
Canfield Mfg. Co. AN-104B Antenna	2.5	-148	- 370.0
Aircraft Radio Corp. Mechanical Linkage	2.16	- 52	- 112.32
United Transformer Co. Range Filters NAF-68304	10.0	- 72	- 720.0
Electrical Cables	8.0	- 60	- 480.
Aircraft Radio Corp. C-20 Control VHF	.6	- 29	- 17.4
Aircraft Radio Corp. C-20 Control Omni	.6	- 29	- 17.4
Atlantic Aviation Corp. Transmitter Selector Box	.4	- 32	- 12.8
Atlantic Aviation Corp. Audio Selector Box (Pilot)	1.2	- 22	- 26.4
Atlantic Aviation Corp. Audio Selector Box (Co-Pilot)	1.2	- 22	- 26.4
Atlantic Aviation Corp. Junction Box	4.6	- 77	- 354.2
Atlantic Aviation Corp. Radio Rack	12.8	- 68	- 370.4
Aircraft Radio Corp. F-11 Isolation Amplifier & Mount	8.3	- 63	- 522.9
Equipment Removed			
Audio Selector Switches & Cables	.8	- 15	- 12.0
Pilot Jack Box	.6	- 5	- 3.0
Co-Pilot Jack Box	.6	- 5	- 3.0
Range Filter	2.0	- 8	- 16.0
Antenna	1.0	- 60	- 60.0

	Wt.	Arm	Moment
Total Wt. & Moment Added	[illegible].24		- 6,063.37
Old Empty Wt. & Moment	6,2[illegible].0		-144,651.70
New Empty Wt., C.G. and Moment	6,380.24	21.72	-138,588.33

C. G. Range -20.5 to 33.0
Datum Leading Edge of Wing at Fuselage

Chart Datum is Centroid of Nose Baggage Compartment
65" Forward of C.A.A. Datum

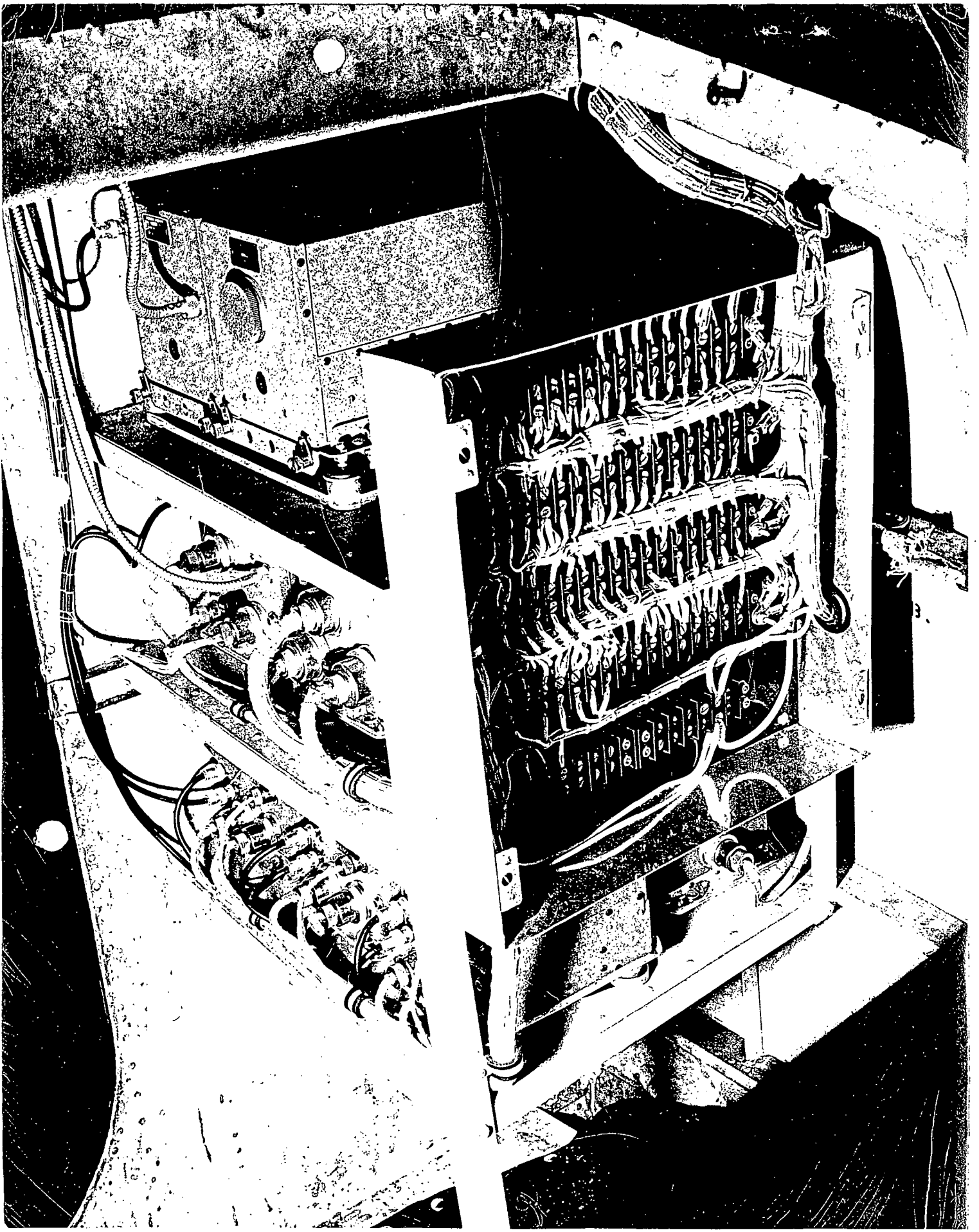
Basic Loading*

Item	Wt.	Arm	Units
Empty Wt.	6,380.24	86.72	553.29
Pilot	170.0	60.00	10.2
Oil 15Gal.	113.0	73.	8.25
Total Wt. & Units	6,663.24		571.74

*New Basic loading chart to be used with original loading schedule when loading aircraft.

Max. Gross	8,000.00
Empty Wt.	6,380.24
Useful Load	1,619.76

Robert Paul Scardale DAM 1 #1588



Form ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

INSTRUCTIONS.—This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(STANDARD)

(A) *For an Aircraft.*—Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft.*—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component.*—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above. (Standard)

1. AIRCRAFT	MAKE Grumman	MODEL G-21A	SERIAL NO. 1152	CAA IDENTIFICATION MARK N606
2. OWNER	NAME (*First, middle, last*) State of New York Conservation Department	ADDRESS (*Street and number, city, zone, and State*) Arcade Building Albany, New York		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

APPROVED, SUBJECT TO INSPECTION
ENGINEERING DIVISION (1-542)
BY Samuel Hayden DATE August 9, 1950

The following items are to be completed by repair or alteration agency. However, in the case of a **spare** component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (*Pounds*)* 6290	EMPTY CENTER OF GRAVITY (*Inches from datum*)* 23.03 in aft datum	USEFUL LOAD (*Pounds*)* 1710

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

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

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

6. AGENCY	NAME Aero Trades, Inc.	ADDRESS (*Street and number, city, zone, and State*) Roosevelt Field Mineola, New York	DATE WORK ACCOMPLISHED July 10, 1950

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

This form 337 is added to Form 337 dated May 10, 1950.
The shutoff valve was installed main fuel strainer located behind pilots head.
Unusable fuel 1.5 gals. (9 lbs.) at ∠ 27 = Moment 243.
Fuel gauge was calibrated in level flight altitude.
Fuel system was checked in flight.

9-14-50

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, N.Y.

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

Paul Nyholm Paul Nyholm (Signature of supervising mechanic)	A & E 16576 (Certificate number and rating)	July 10, 1950 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED	SIGNATURE OF DESIGNEE	NO.	DATE
☑ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR Julius A. Crescenzo	☐ ACCEPTED ☐ REINSPECTED	DATE 8-15-50

U. S. GOVERNMENT PRINTING OFFICE 16—54010-1

Aux. tank was run dry. engines cut, fuel valve was turned to main tank. Engine returned to normal power. Elapse time 12 seconds.

Vent line has downward slope as shown in picture No. 5 and terminates in fuel cap box to prevent spray and rain from entering line.

The following placard was installed adjacent to Aux. fuel valve:

Auxiliary Fuel 80 Gals.

Use only in level flight.
Take off, climb, decend and land on main tanks.
Aux. fuel valve must be off except when using.
All lines used in new installation 5/8" O. D. which is the same size as original fuel lines.

	Weight	Arm	Moment
Old Computed	6281.5	23.03	144651.7
Unusable fuel (1.5 gals.)	9	27.00	243
	6290.5	23.03	144894.7

Summary:

Empty Weight	6290 lbs.
Empty C. G.	23.03 in aft datum
Useful Load	1710 lbs.

Picture 4 shows top of gas tank below floor, filler line, vent line, door to reach hand in to drain gas

Picture 5 shows filler line, vent line, fume ~~xxxxxxxx~~ tight box

Picture 6 shows fuel cap, exhaust ventilator

Form CAA-337 (Rev. 1-48)

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-21 A	1152	N 606

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	State of New York Conservation Department	Arcade Building Albany 7, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
6281	28.03	1719

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

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

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	AERO TRADES, INC.	Roosevelt Field Mincola, New York	May 10, 1950

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.)

Manufactured 2 - 35½H .064" Alum. fuel tanks with baffels. All seams aluminum weld. Tanks tested at 3.5 lbs. air pressure. (Pieture 1)
Fuel tanks were installed in Grumman G-21 A NC 606 Serial 1152
Owned by State of N. Y. Conservation Dept. between Station 13 and Station 16, resting on sponge rubber, ¼" sheet plywood and bottom Z angles of hull. The two tanks were placed side by side with sponge rubber in between and straped down fore and aft and side to side. Total capacity of tanks were 31 + 56 = 87 Gals.
Fuel tank cap was placarded Max. 80 Gals. 91 Octane. Tanks were interconnected by 3/4" AN fittings and hose. A ½" stand pipe was welded to top of tank for outlet.

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

☑ FORWARDED FOR ENGINEERING APPROVAL

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, L.I., N.Y.

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

Paul Nyholm (Signature of supervising mechanic) — A & E 16576 (Certificate number and rating) — May 10, 1950 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☑ APPROVED			
☐ REJECTED	CAA AGENT SIGNATURE	☐ ACCEPTED ☐ REINSPECTED	DATE 8-15-50

16—54010-2

1-G-44 type electric f[illegible] gauge was installed in top of [illegible]nk. A 3/8" vent line was connected to the top of both tanks and vented overboard on side of hull 2 ft. above top of tanks clear of all exhaust, doors, etc. Hold down straps (4) were made from 2.5" .064" 24ST Dural with 3/16" turnbuckels for take-up. Side to side straps (2) were anchored to hull bottom "Z" angles with 4-AN3 bolts at each end. Fore and aft straps (2) were anchored to reinforced channels at front end with $\frac{1}{4}$" eyebolts (Picture 2) and anchored to aft end with 1" x 1" 24St angle which was bolted with AN3 bolts to hull "Z" angles. (Picture 3) Tanks are filled by a 2" alum. line running from tank (Flex. hose connection) to a vapor proof box $5\frac{1}{2}$" x $6\frac{1}{2}$" which was riveted to side of hull. Fuel is loaded from outside, any spillage will spill overboard. Standard Aircraft type filler cap used. Two clamshell type ventilators were riveted to sides of hull to ventilate fuel tank compartment. Fuel tanks are sealed off from passenger compartment by Bulkhead 13 and Bulkhead 16 which are solid, and by plywood floor and jump seats. Fuel is pumped from tanks by a Delco No. A4949 electric driven fuel pump which was mounted by 4 AN4 bolts to cockpit floor. A $\frac{1}{2}$" I.D. shut-off valve was installed in the line from the electric fuel pump to the main fuel system strainer. See attached sketch for fuel system. Outlet stand pipe in tank has approximately $\frac{1}{2}$" clearance from bottom of tank leaving approximately 1.5 gal of unusable fuel in bottom of tank for sump. A drain valve is located at the lowest point for draining sump. A single pole single throwswitch is used to turn the electric driven fuel pump on and off. The switch is connected to the pump with a #14 gauge wire and is fused at the ships original bus bar with a 15 Amp fuse.

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.

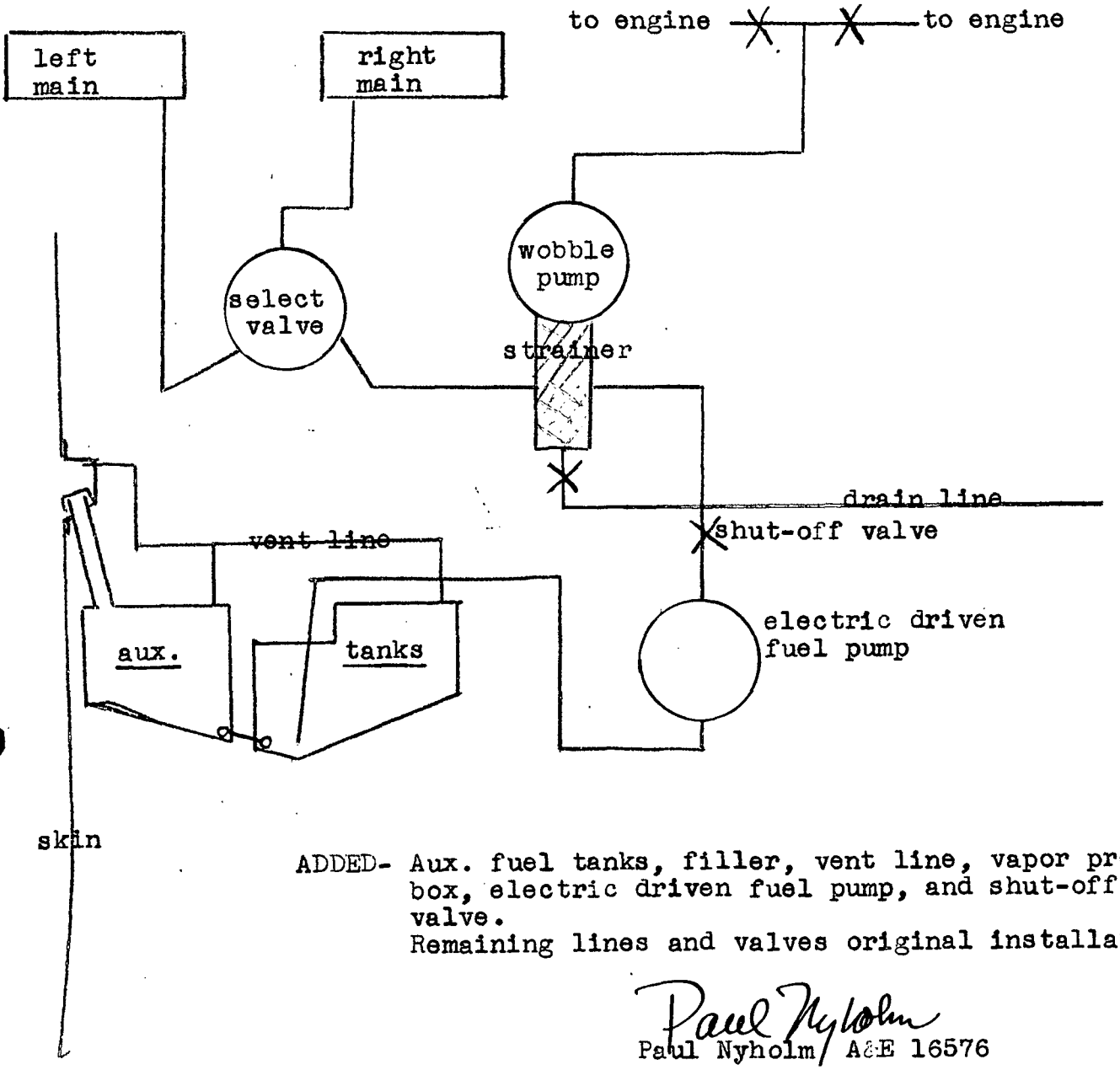
16—54010-2 U. S. GOVERNMENT PRINTING OFFICE

Picture 1 shows the two fuel tanks laying on their side, bottom facing camera. Drain fitting can be seen at lowest point of tanks. Interconnecting bosses can be seen at lowest point of small tank and next to drain fittings. Filling tube can be seen on right side.

Picture 2 shows hull bottom "Z" angles which support tank, forward reinforced strap anchors, and angle supports to prevent tank from sliding forward.

Picture 3 shows hull bottom "Z" angles which support tank and rear tank strap anchors.

Grumman G-21A N606 Serial No. 1152



ADDED- Aux. fuel tanks, filler, vent line, vapor proof box, electric driven fuel pump, and shut-off valve.
Remaining lines and valves original installation.

Paul Nyholm
Paul Nyholm/ A&E 16576

AERO TRADES
INC.
ROOSEVELT FIELD
MINEOLA, N.Y.

PAUL C. HALSTEAD
WEIGHT & BALANCE SERVICE
MERRICK, N. Y.

WEIGHT AND BALANCE

CAA IDENT. MARK
N606

SUPPLEMENT TO REPAIR AND ALTERATION FORM ACA 337
Dated 1-24-50

I A mistake had been made on Form 337 dated June 18, 1947 by Leo Cantor as follows:

	Weight	Weight Should Be	Arm	Moment	Moment Should Be
Motor Reel	1.2	6.8	148	177.6	1006.4
Motor Reel Head	6.8	1.2	-9	-61.2	- 10.8
				116.4	995.6

995.6 - 116.4 = 879.2 in. lbs. Moment correction to be applied to correct error.

This error was carried through on Weight and Balance report No. ATG3 by Aero Trades.

II Changes This Date:

	Weight	Arm	Moment
Previous E. W. Form 337 dated Nov. 19, 1948	6245	22.91	143,051
To correct error shown above I			879.2
Remove the following this date:			
Item No. 221 Work Platform	-9	189	-1,701
" " 207 Antenna Mast	-2	-10	20
" " 103 Starters (2)	-77	-12	924
Added this date:			
Starters (2) Eclipse E80	40	-12	- 480
Fuselage fuel tank	75	27	2,025
Pump, Delco A4949; valve & bracket	9.5	-7	- 66.5
Empty Weight	6281.5	23.03	144,651.7

Summary: Empty Weight 6281 lbs.
Empty C.G. 23.03 in.
Useful Load 1719 lbs. (8000 - 6281)

III Basic Loading Data for Use with Loading Chart in Report ATG3

Chart Datum is centroid of nose baggage compartment 65" forward of CAA datum

Basic Loading

Item	Weight	Arm	Units
Empty Weight	6281	88.03	552.92
Pilot	170	60	10.2
Oil (15 gal)	113	73	8.25
Basic Weight	6564		571.37

Jules H. Lyons ASA 1-26-50

Paul Nyholm DAMI #153 Jan 25, 1950

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	G21A	1152	N606

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	State of New York Conservation Department	Arcade Building, Albany 7, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
6281	88.03	1719

Taken from W & B dated January 24, 1950

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

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

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Aero Trades Inc.	Roosevelt Field, Mineola, N.Y.	Jan. 24, 1950

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.)

Removed the following equipment: Item No. 221 Work Platform
Item No. 207 Antenna mast
Item No. 103 Starter (2)

Installed the following equipment: 2 Eclipse starters, Model E80
1 Fuselage fuel tank
1 Delco Pump A4949, Valve and bracket

The latter two items, Fuselage tank, Delco Pump, Valve and bracket are installed in the aircraft but incomplete.

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

~~Please see attached sheet for Weight and Balance.~~

☐ FORWARDED FOR ENGINEERING APPROVAL

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

Paul Nyholm Paul Nyholm A & E 16576 Jan. 24, 1950
(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED	DESIGNEE'S SIGNATURE: Paul Nyholm DAMI	NO. 153	DATE Jan 25, 1950
☐ REJECTED	CAA AGENT SIGNATURE: [illegible]	☑ ACCEPTED ☐ REINSPECTED	DATE 1-26-50

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-305**
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION *(Check whether)*
- [ ] ORIGINAL AIRWORTHINESS CERTIF.
- [x] ANNUAL INSPECTION

CAA IDENTIFICATION
- [x] NC
- [ ] NR
- [ ] OTHER *(Specify)*
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL		
Grumman	G-21 A		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
606	1152	Oct. 1942	654

ENGINE

MAKE	MODEL
Pratt & Whitney	R985-AN-6B

OWNER'S NAME	PERMANENT ADDRESS *(Street and number, City, Zone and State)*
State of New York, Conservation Dept.	Arcade Bldg., Albany 7, N.Y.

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

State of New York
Conservation Dept.
By ~~OWNER OR AUTHORIZED AGENT~~

Jan. 20, 1950 — DATE

AGENT ~~Chief Pilot~~ — TITLE

FORM **ACA-305a** (FORMERLY ACA-307) **AIRCRAFT INSPECTION REPORT**
(To be completed by a CAA inspector or a designated inspector or representative)

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A-654-3 AD's thru 50-2 (SPECIFY)

AUTHORITY FOR EXCEPTIONS *(If any)*

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

(Check whether)
- [x] OPERATION LIMITATIONS FORM ACA-309 ~~WAS ISSUED, OR~~ is available
- [ ] APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.	DATE
[x] AIRWORTHY [ ] UNAIRWORTHY	Paul Nyholm DAMI #153 Paul Nyholm	Jan. 21, 1950
	CAA INSPECTOR'S SIGNATURE [ ] ACCEPTED [ ] REINSPECTED	DATE 1-26-50

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

Weight and balance computation are current and correct.

Last known operation date January 9, 1950.
Aircraft based at Albany Airport, Albany, N.Y.

2-16-50
W
Eng Dep

9-14-0
NW

22665

Form ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

INSTRUCTIONS.—This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) *For an Aircraft.*—Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft.*—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component.*—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE Grumman	MODEL G-21A	SERIAL NO. 1152	CAA IDENTIFICATION MARK NC 606
2. OWNER	NAME (*First, middle, last*) State of New York Conservation Dept.	ADDRESS (*Street and number, city, zone, and State*) Albany, New York		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (*As described in item 1 above*) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

APPROVED, SUBJECT TO INSPECTION
ENGINEERING DIVISION
BY G. J. Albert DATE 2/4/49

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
	6245	22.91	1755

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

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

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

6. AGENCY	NAME Aero Trades Inc.	ADDRESS (*Street and number, city, zone, and State*) Roosevelt Field, Mineola, N. Y.	DATE WORK ACCOMPLISHED Nov. 19, 1948

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

Installed electric driven landing gear retraction unit with motor mounted under co-pilot's seat and limit switches mounted on left landing gear. See Aero Trades Inc. Report No. A.T.C12for installation data. This installation is subject to final approval by C.A.A. engineering.

AERO TRADES INC.
ROOSEVELT FIELD
MINEOLA, N. Y.

Blue Prints in Blue Print Room - nyt

- see reverse side -

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

Paul Nyholm
(Signature of repairing mechanic) Paul Nyholm

A & E 16576
(Certificate number and rating)

Nov. 19, 1948
(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	SIGNATURE OF DESIGNEE	NO.	DATE
☑ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR William E. Burton	☐ ACCEPTED ☐ REINSPECTED	DATE 2-2-49

U. S. GOVERNMENT PRINTING OFFICE 16—54010-1

	WEIGHT	ARM	MOMENT
Old computed	6220	22.99	143026
Landing gear motor installation	25	1.00	25
New Computed	6245	22.91	143051

Nov. 22, 1948

The above installation was flight checked in gusty conditions. Limit switches and motor operated satisfactorily.

Raul Nykohn
A&E 16576

Form ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

INSTRUCTIONS.—This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) ***For an Aircraft.***—Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.

(B) ***For a Component Installed in an Aircraft.***—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) ***For a Spare Component.***—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE Grumman	MODEL G-21A	SERIAL NO. 1152	CAA IDENTIFICATION MARK N606
2. OWNER	NAME (*First, middle, last*) State of New York Conservation Dept.	ADDRESS (*Street and number, city, zone, and State*) Albany, New York		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	R-985-6B	8181	X	
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a **spare** component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable. Taken from W&B dated 1/24/50

4. AIRCRAFT	EMPTY WEIGHT (*Pounds*)* 6281	EMPTY CENTER OF GRAVITY (*Inches from datum*)* 23.03	USEFUL LOAD (*Pounds*)* 1719

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

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3530 (Specify) ☐ CERTIFIED MECHANIC

6. AGENCY	NAME Spartan Aero Repair	ADDRESS (*Street and number, city, zone, and State*) Central Airport, Camden, N. J.	DATE WORK ACCOMPLISHED 11/10/49

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

Engine major overhauled in accordance with manufacturer's specifications. Steel parts magnaflux inspected. Aluminum Alloy parts Zyglo inspected. Engine run on test stand and found to be satisfactory. See copy of Engine Test Log and list of parts used in the overhaul attached hereto.

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

William Hudson (Signature of supervising mechanic)	A & E 179894 (Certificate number and rating)	12/3/49 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE Paul Nyholm DAMI	NO. 153	DATE Jan 25, 1950
	SIGNATURE OF INSPECTOR Julius B. Crosson	☒ ACCEPTED ☐ REINSPECTED	DATE 1-26-50

U. S. GOVERNMENT-PRINTING OFFICE 16—54010-1

SPARTAN AERO REPAIR
CENTRAL AIRPORT
CAMDEN, N. J.

November 10, 1949

The following new parts were used in the overhaul of Pratt & Whitney Engine Model R-985 AN6B Serial No. 8181 our Work Order 1063.

QUANTITY	PART NUMBER	DESCRIPTION
1 ea	34463	Flyweight
1 ea	34464	Flyweight
1 ea	71166	Valve, Exhaust
5 ea	163-D015	Primer Nipple
1 ea	45535	Pipe, Oil Drain
1 ea	9035	Lock
1 ea	12788	Impeller
1 ea	8712	Cover
1 ea	12874	Cover
1 ea	104749	Washer
1 ea	28626	Housing, Generator
1 ea	117	Bearing
1 ea	1741	Nut, Spanner
1 ea	463	Bolt
1 ea	464	Bolt
1 ea	71139	Bearing
1 ea	3965	Gear
78 Ft	530E	Cable, Packard Ignition
18 ea	82308	Connector
1 ea	900-14	Gasket
1 ea	26508	Primer Tube
1 ea	26510	Primer Tube
2 ea	SP 5287	Spring Contact
2 ea	BK 5262	Stationery Contact
2 ea	CW 5268	Condenser
2 ea	PK 523	Oil Seals
1 ea	RT 52137	Distributor Rotor
4 ea	BB 1019	Bearing
1 ea	56210	Gasket Set
2 ea	2612	Gasket
2 ea	820	Gasket
2 ea	11468	Packing
12 ea	153	Rivets
79 ea	4614	Pin
1ea	8711	Spacer
8 ea	39785	Pin, Knuckle
9 ea	31795	Pin, Piston
1 ea	9035	Lock
1 ea	12769	Bearing
4 ea	12768	Bearing
1 ea	104	Bearing
1 ea	122	Bearing
2 ea	33455	Ring
18 ea	27057	Ring, Piston
18 ea	17079	Ring, Piston
9 ea	53616	Ring, Piston
9 ea	13681	Ring, Piston
9 ea		Cylinder Ass'y, Factory Rebarreled

[redacted]

[illegible] AIR [illegible]
CENTRAL AIRPORT
CAMDEN 11, NEW JERSEY

Sheet No. _____

ENGINE TEST LOG

Owner State of New York — Engine Make P & W — Reason for Test Run O'haul
Date 11/10/49 — Series R-985 AN 6B — Total Run-in Time _____
Shop Order No. 1063 — Mfg. No. 8181

Time	R.P.M.	MAN Pressure	Oil Pressure	Oil in Temp.	Oil Out Temp.	Fuel Pressure	Fuel Flow	Oil Scale	Cylinder Head Temp. of #4	#5	#9
11:30	800		80		START	WARM	UP				
11:46	1200	20.0	80	80	118	3.0	56	119.0	270	200	280
12:00	1200	20.0	78	82	126	3.0	54	120.0	270	305	280
12:15	1200	20.0	74	94	134	3.0	54	121.0	270	210	285
12[illegible]	1200	20.0	74	96	140	3.0	54	122.0	275	210	285
12:45	1200	20.0	74	100	144	3.0	52	123.0	270	215	280
12:47	1500	22.8	80	108	146	3.5	80	123.0	285	225	295
1:02	1500	22.8	80	128	154	3.5	84	123.0	295	230	320
1:17	1500	22.6	78	130	162	3.5	84	124.0	295	235	325
1:32	1500	22.8	78	136	164	3.5	80	123.0	290	235	315
1:47	1500	22.8	78	138	166	3.5	78	123.0	290	240	315
1:49	1600	24.0	80	138	166	3.5	92	123.0	300	240	330
2:04	1600	24.0	80	142	172	3.5	92	123.0	300	255	330
2:19	1600	24.0	79	144	172	3.5	92	123.0	300	255	330
2:34	1600	24.0	79	145	174	3.5	92	122.0	305	270	330
2:49	1600	24.0	79	146	174	3.5	90	122.0	305	275	330
2:51	1000		SHUT DOWN		CHECK MAIN OIL SCREEN --- O.K.						
3:00	1850	27.6	84	140	178	4.0	22 132	121.0	305	320	370
3:15	1850	27.6	84	144	180	4.0	22 132	120.5	330	325	370
3:30	1850	27.6	82	150	185	4.0	22 130	120.0	330	330	370
3:45	1850	27.6	82	158	188	4.0	22 130	119.0	330	335	375
4:00	1850	27.6	80	159	188	4.0	22 132	118.0	330	335	375
4:15	1850	27.6	80	160	188	4.0	22 130	117.0	330	335	375
			SHUT DOWN		END OF SHIFT						
9:00	1000		80	Warm	Up						
9:45	1950	28.4	80	144	178	4.0	24 148	118.0	325	330	370
10:00	1950	28.4	80	144	178	4.0	24 148	117.5	325	330	370
10:15	1950	28.4	80	146	180	4.0	24 148	118.0	325	330	370
10:30	1950	28.4	84	148	184	4.0	25 150	117.5	325	330	375
10:34	2050	30.6	84	158	190	4.0	30 180	117.0	325	330	370
10:49	2050	30.6	82	160	192	4.0	31 182	116.0	325	330	370
10:52	2100	32.6	84	160	192	4.0	40 240	116.0	350	375	375
11:05	2250	36.0	86	160	190	4.0	51 308	115.0	375	400	405
11:10	1200		80	CLEAR GAS - RUST BAD RUN				30 Minutes			

Magneto drop at 1000 R.P.M. 75 rpm drop _____ Mag. 75 rpm drop _____ Mag.
Engine Run In By E. Dowd — Checked By W. Hudson — Final Check by Hudson
Prepared For Storage Date 11/14/49 — By E. Dowd
Oil Consumption 2.0 lb./hrs. — 1950 R.P.M. — Oil Flow 40 — Air Flow 1950 R.P.M.
Serial No., Carburetor _____ Mag. _____ Mag. _____

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)

1. AIRCRAFT	MAKE Grumman	MODEL G-21A	SERIAL NO. 1152	NATIONALITY AND REGISTRATION MARK N 606
2. OWNER	NAME (*First, middle, last*) State of New York Conservation Dept. Albany	ADDRESS (*Street and number, city, zone, and State*)		

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 2D30-235 Blades 6167A-12	103922 276864	X	
c. ENGINE			276865		
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*)*
6281	23.03	1719

Taken from W+B dated Jan 24, 1950

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

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

6. AGENCY	NAME [illegible]	ADDRESS (*Street and number, city, zone, and State*) 258 Herricks Road	DATE WORK ACCOMPLISHED 1/10/50

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.)

Blades were etched and reconditioned. Hub Assembly was Magnaflux and Cadmium Plated. Propeller was assembled and balanced; angles and track were checked. Propeller was installed on Left Engine

Diameter is 8' 6", Index is 26°, High is 26°, Low is 11°.

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.

E. J. Steiner	A & E 16655	Jan 20, 1950
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE Paul Mykolu DAMI	NO. 153	DATE Jan 25, 1950
	CAA AGENT SIGNATURE Julius L. Pierson	☒ ACCEPTED ☐ REINSPECTED	DATE 1-26-50

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

Grumman G-21 Serial No. 1162 NC 606

On January 26, 1949, Mr. L. Horda of 1-301 called the undersigned for additional information on amperage loads on the electric undercarriage installed in Grumman G-21, NC 606 by Aero Trades Inc., Roosevelt Field, Mineola, L. I., New York.

The amperage loads are as follows:

Up 23 seconds. Down 20 seconds.

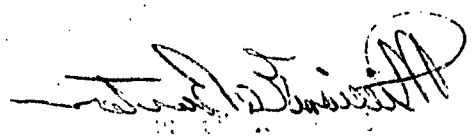
Up load	Surge	63 amps
Normal load		42 amps
Down load	Surge	40 amps
Normal load		26 amps

The undercarriage was loaded with 180 lb. man on each wheel for the up check.

Surge load up	63 amps
Dropped to	43 amps
Increased to	49 amps

The gear operated normally at all times.

William E. Burton



FORM ACA-305
(3-5-47)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 41-R041.3

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

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

APPLICATION *(Check whether)*
- [ ] ORIGINAL AIRWORTHINESS CERTIF.
- [x] ANNUAL INSPECTION

CAA IDENTIFICATION
- [x] NC
- [ ] NR
- [ ] OTHER *(Specify)*
- [ ] NX
- [ ] NL

AIRCRAFT

MAKE	MODEL		
Grumman	G-21A		
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED	TYPE CERTIFICATE NO.
NC 606	1152	October 1942	654

ENGINE

MAKE	MODEL
Pratt & Whitney	R985-AN-3 R985-AN-6B

OWNER'S NAME
State of New York
Conservation Department

PERMANENT ADDRESS *(Street and number, City, Zone and State)*
Arcade Building
Albany, New York

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.

N.Y. State Conservation Dept.
OWNER OR AUTHORIZED AGENT

Jan. 25, 1949
DATE

J. C. Yaun, Chief Pilot.
TITLE

FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT
(To be completed by a CAA inspector or a designated inspector or representative)

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

ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH [x] YES [ ] NO

(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A-654-3 AD's through 49-3
(SPECIFY)

AUTHORITY FOR EXCEPTIONS *(If any)*

FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED [ ] ORIGINAL [x] ANNUAL INSPECTION

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

FINDINGS

	DESIGNEE'S SIGNATURE AND NO.		DATE
[x] AIRWORTHY [ ] UNAIRWORTHY	Paul Nyholm	Paul Nyholm 153	Jan. 25, 1949
	CAA INSPECTOR'S SIGNATURE	[x] ACCEPTED [ ] REINSPECTED	DATE
	Jules De Crescenzo	Jules De Crescenzo	1-31-49

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

Approved Operation Limitations (Form 309) as required by CAR 04a is available in the aircraft.
Weight and Balance computations are current and correct.
Last known operation date, January 23, 1949
Aircraft based at Albany, New York

aw
2-16-49

Blue Print in Blue Print Space

22665

Form ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

INSTRUCTIONS.—This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) ***For an Aircraft.***—Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.

(B) ***For a Component Installed in an Aircraft.***—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) ***For a Spare Component.***—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman	G-21A	1152	NC 606

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	State of New York Conservation Department	Albany, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (*As described in item 1 above*) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				XX
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a **spare** component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
4. AIRCRAFT	6220	+22.99	1780

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

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

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

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	Aero Trades Inc.	Roosevelt Field, Mineola, N. Y.	Nov. 18, 1948

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

Installed engine overhauled by Spartan Aero Repair on right side. Engine R985-AN-6B, Manufacturer No. 6415.
Installed Cities Service Oil Co. oil tank immersion heaters in left and right oil tanks, 2 lbs. at +1.
Installed oil dilution solenoid valves on left and right engines, 2 lbs. at +2

— over —

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

Paul Nykolm	A & E 16576	Nov. 18, 1948
(Signature Paul Nykolm)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE: Paul Nykolm	NO. DAMI 153	DATE Nov. 19, 1948
	SIGNATURE OF INSPECTOR: William E. Burton	☑ ACCEPTED ☐ REINSPECTED	DATE 12-15-48

U. S. GOVERNMENT PRINTING OFFICE 16—54010-1

Engine removed R985-AN6B, manufacturer No. 8181.

	WEIGHT	ARM	MOMENT
Old computed weight	6216	23.01	143020
Added:			
Oil dilution	2	+2.00	4
Oil heaters	2	+1.00	2
	6220	22.99	143026

New empty weight 6220 lbs.
New empty C.G. +22.99
New useful load 1780 lbs.

Form ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Budget Bureau No. 41-R052.1.
Approval expires December 31, 1948.

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

INSTRUCTIONS.—This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

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(B) *For a Component Installed in an Aircraft.*—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component.*—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE Grumman	MODEL G-21	SERIAL NO. 1152	CAA IDENTIFICATION MARK NC-606
2. OWNER	NAME (*First, middle, last*) State Of New York Conservation Dept.	ADDRESS (*Street and number, city, zone, and State*) Albany, New York		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB	Hamilton	~~Hub 2D30-235~~ Blades-6167A-12	~~104031~~ 277221 and ~~277222~~	X	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (*Pounds*)* 6220	EMPTY CENTER OF GRAVITY (*Inches from datum*)* +22.99	USEFUL LOAD (*Pounds*)* 1780

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

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

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

6. AGENCY	NAME PESTER'S PROPELLER SERVICE Inc. MINEOLA, NEW YORK	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED 11/9/48

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)

Blades were etched and reconditioned. Hub Assembly was Magnafluxed and Cadmium Plated. Propeller was assembled and balanced; angles and track were checked. Propeller was installed on Right Engine.

Index is 26°, High is 26°, Low is 11°, Dia. is 8' 6". Wt. is 157-lbs.

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

E. J. Deine (Signature of supervising mechanic)	A & E 16655 (Certificate number and rating)	Nov 17, 1948 (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED	SIGNATURE OF DESIGNEE Paul Nykolm DAMI	NO. 153	DATE Nov. 19, 1948
☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR William E. Burton	☑ ACCEPTED ☐ REINSPECTED	DATE 12-15-48

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

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(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE Grumman	MODEL G-21A	SERIAL NO. 1152	CAA IDENTIFICATION MARK NC 606
2. OWNER	NAME (First, middle, last) State of New York Conservation Dept.	ADDRESS (Street and number, city, zone, and state) Albany N.Y.		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
PROPELLER b. BLADE OR HUB					
c. ENGINE	Pratt & Whitney	R-985-AN6B	6415	X	
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	6220	+22.99	1780

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

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3730 (SPECIFY) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
AGENCY	Spartan Aero Repair	7300 Raleigh Ave Camden N.J.	9-22-48

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

Engine overhauled in accordance with mfgs specifications. All steel parts Magnafluxed all aluminum parts Zyglo inspected. Replaced parts are listed on attached sheet. Run in log sheet attached.

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

Harry H. Betcher	A[illegible]	9-22-48
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE Paul Nykolm DAMI	NUMBER 153	DATE NOV. 19, 1948 Dec 13, 1948
	SIGNATURE OF INSPECTOR [illegible]	☒ ACCEPTED ☐ REINSPECTED	DATE 12-15-48

21372

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

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(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE: Grumman	MODEL: G-21-A	SERIAL NO.: 1152	CAA IDENTIFICATION MARK: NC 606
2. OWNER	NAME (*First, middle, last*): State of New York Conservation Dept.	ADDRESS (*Street and number, city, zone, and state*): Albany N.Y.		

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(*As described in item 1 above*)				
b. PROPELLER BLADE OR HUB	Hamilton Standard	2D30-235 Blades 6167A-12	Hub 103922 276364 276865	X	
c. ENGINE	Pratt & Whitney	R-985 AN-3	201777	X	
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (*Pounds*)* 6011(actual)	EMPTY CENTER OF GRAVITY (*Inches from datum*)* 20.10	USEFUL LOAD (*Pounds*)* 1989

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

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 3530 (SPECIFY) ☐ CERTIFIED MECHANIC

AGENCY	NAME: Spartan Aero Repair	ADDRESS (*Street and number, city, zone, and state*): 7300 Kaighn Ave. Camden N.J.	DATE WORK ACCOMPLISHED: July 24, 1948

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (*If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark*) Overhauled engine in accordance with Mfgs specifications. All steel parts magnafluxed all aluminum cases pistons etc. zyglo inspected. Replaced parts listed on attached sheet. Overhauled propeller in accordance with mfgs. specifications. Blades etched all steel parts magnafluxed. Installed all new seals and gaskets. Propeller was balanced. Overhauled propeller governer and bench tested before installation.

Engine run in log attached. Blades indexed at 26 deg.

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
Maury H. Betchen	AE 24786-40	July 24, 1948

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE: Maury H. Betchen	NUMBER: 1332	DATE: July 24, 1948
	SIGNATURE OF INSPECTOR:	☒ ACCEPTED ☐ REINSPECTED	DATE: 8/3/48

21372

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R082.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

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	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman	G-21A	1152	NC 606

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	State of New York Conservation Dept	Albany, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
PROPELLER b. BLADE OR HUB	Hamilton Constant Speed	Hub 2D30-235 Blades 6167A-12	103922 276864 + 276865	✓	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

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	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	6220 See Weight + Balance Report Attached	23.01	1784

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

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

☐ MANUFACTURER ☑ APPROVED REPAIR STATION NO. 182 (SPECIFY) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
AGENCY	PESTER'S PROPELLER SERVICE Inc. MINEOLA, NEW YORK		2/25/47

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

Blades were etched, reconditioned + anodized. Hub Assembly was Magnafluxed + Cadmium Plated. Propeller was installed on NC 606. Dia. is 8'6" + settings are as follows: Index 26°
High 26°
Low 11°

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

Edmund J. Weine	A+E-16655	March 4, 1947
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF DESIGNEE	NUMBER	DATE
☑ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	Paul Nyholm DAMI	153	Jan 17, 1948
	SIGNATURE OF INSPECTOR William E. Burton	☑ ACCEPTED ☐ REINSPECTED	DATE 2-9-48

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FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

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1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
	Grumman	G-21A	1152	NC 606

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
	State of New York Conservation Dept.	Arcade Building, Albany 7, N. Y.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)			XX	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

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4. AIRCRAFT	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	See Weight & Balance Report Attached		1784

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

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 115 (SPECIFY) Super P.N. ☐ CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
	Aero Trades Inc.	Roosevelt Field, Mineola, N. Y.	Jan. 16, 1948

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

RIGHT WING

Replaced ribs No. 12388, 12389, 12390, 12391, 12392, 12393, 12394 and wing tip assembly No. 12420.
Replaced aileron hinge spar.
Made up and installed new aileron push rod.
Reinforced rib No. 12387.
Recovered, doped and painted wing.

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, L.I., N.Y. C.A.A. COPY

- over -

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

Paul Nyholm	A & E 16576	Jan. 16, 1948
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☑ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE: Paul Nyholm DAMI	NUMBER: 153	DATE: Jan 17, 1948
	SIGNATURE OF INSPECTOR: William E. Burton	☑ ACCEPTED ☐ REINSPECTED	DATE: 2-9-48

21372

RIGHT AILERON

Spliced tube spar.
Made up and installed two new ribs.
Recovered, doped and painted aileron.

Water tested hull.
Installed rebuilt right pontoon.
Installed new front and rear right pontoon struts.
Installed new right pontoon rear attaching fitting.
Installed landing gear warning system connected to flap operating handle.

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R032.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

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	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Bucker	C-21A	115 2	NC 606

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	State of New York Conservation Dept	Albany, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	Hamilton Constant Speed	Hub 2D30-235 Blades 6167A-12	104031 277221 & 277222	✓	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	6216 See Weight + Balance Report Attached	23.01	1784

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

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

☐ MANUFACTURER ☑ APPROVED REPAIR STATION NO. 182 (SPECIFY) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
6. AGENCY	PESTER'S PROPELLER SERVICE Inc. MINEOLA, NEW YORK		2/25/47

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

Blades were etched, reconditioned + anodized. Hub assembly was Magnaflured + Cadmium Plated. Propeller was installed on NC 606. Dia is 8'6" + settings are as follows. Index is 26°
High is 26°
Low is 11°

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

Edmund J. Heine	A+E-16655	March 4, 1947
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF DESIGNEE	NUMBER	DATE
☑ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	Paul Nykolyn DAMI	153	Jan 17, 1948
	SIGNATURE OF INSPECTOR William E. Burton	☑ ACCEPTED ☐ REINSPECTED	DATE 2-9-48

1372

SPARTAN AERO REPAIR
Central Airport
Camden, N. J.

The following parts were used in the overhaul of P & W R-985 AN-3 Engine Serial Number 201777.

Quan.	Part No.	Description
1 ea	3965	Gear
1 ea	35081	Pin
1 ea	59189	Oil Screen
1 ea	2612	Gasket
1 ea	233	Gasket
1 ea	117	Bearing
18 ea	82307	Connector
4 ea	16028	Spacer
1 ea	27206	Primer tubing assy
1 ea	91341	Plug
1 ea	380194	Gasket Set
1 ea	3503	Gasket
2 ea	48159	Gasket
1 ea	9035	Lock
1 ea	12769	Bearing
4 ea	12768	Bearing
1 ea	104	Bearing
1 ea	122	Bearing
2 ea	33455	Ring
1 ea	30	Pin
1 ea	104749	Washer, Starter shaft
4 ea	45535	Pipe Assembly
2 ea	9016	Bearing
4 ea	78643	Plug, Elbows
90 ft		Packard Ignition Cable
2 ea	299	Screws
9 ea	53616	Piston Ring
18 ea	27057	Piston Ring
9 ea	13681	Piston Ring
18 ea	17097	Piston Ring
1 ea	56210	Gasket Set
2 ea	2612	Gasket
2 ea	820	Gasket
2 ea	11468	Packing
12 ea	153	Rivets
79 ea	4614	Pin
1 ea	8711-10	Spacer
8 ea	39785	Knuckle Pin
9 ea	31795	Piston Pin
1 ea	35081	Pin

SPARTAN AERO REPAIR
Central Airport
Camden, N. J.

Sheet No. 1

ENGINE TEST LOG

Owner SPARTAN
Date 5-10-48
Shop Order No. 532

Engine Make P&W
Series R985- AN3
Mfg. No. 201777

Reason for Test Run MAJOR
Total Run-in Time

	Time	R.P.M.	Man. Press.	Oil Press.	Oil In Temp.	Oil Out Temp.	Fuel Press.	Fuel Cons.	Oil Flow	Head Temp.	REMARKS
5/10	9:30	800	17	75	75°F	110°F	3	lb.HR		250	
	10:00	1000	18	78	75	125	3.5			275	
	10:30	1000	18	77	110	142	3.5			300	
	11:00	1000	17	80	87	135	3.5	38		300	
	11:45	1200	18	80	88	136	3.5	47		305	
	3:15	800	17.5	75	85	125	3.0	25		260	
	3:30	1200	17.5	80	85	140	3.5	43		310	
	4:00	1200	17.	82	93	145	3.5	44		315	
	4:30	1400	19.0	82	90	140	3.5	52		350	
	5:00	1400	19.5	80	90	145	3.5	53		350	
5/11	8:15	800	18	82	70	100	3.5	25		265	
	8:30	1600	23	82	92	150	4.0	75		365	
	9:00	1600	23	81	90	145	4.0	95		375	
	9:30	1800	26.5	82	90	158	4.0	106		390	
	10:00	1800	26.0	84	94	158	4.0	105		375	
	10:30	1900	28.0	90	95	160	4.0	112		425	
	11:00	1900	28.5	87	90	153	4.0	110		435	
	11:30	2000	29.5	87	90	160	4.0	142		450	
	12:00	2100	32.0	90	120	170	4.0	155		447	

RPM FULL THROTTLE 2250 - 38" HG. R. MAG. ✓ L. MAG. ✓

ENGINE RUN IN BY Singley O.K.'d BY W Hudson FINAL CHECK BY E.S.

PREPARED FOR STORAGE, DATE 5-10-48 BY Singley

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, L. I., N. Y.	WEIGHT & BALANCE	CAA. IDENT. MARK NC 606

Aircraft Weighing and Loading Schedule

Serial No. 1152

Type - Grumman Amphibian

Model G-21A

NC 606

Prepared by:

Aero Trades, Inc.
Roosevelt Field
Mineola, L.I., N. Y.

For:

State of New York
Conservation Department

PREPARED BY	DATE	APPROVED BY	DATE
J. R. Lunney CHIEF ENGINEER.	JAN. 14 1948.	Paul Nykolm DAMI #153	Jan 17, 48

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, L. I., N. Y.	WEIGHT & BALANCE	CAA. IDENT. MARK NC 606

References (a) Aircraft Specification A-654-3.

Aircraft was not re-weighed, and computed weight of 6216.2 lbs. recorded on Repair and Alteration form of August 8, 1947 accepted as a basis for following computations.

Rated Horsepower - 2 at 400 HP each

Therefore Min. fuel = $\frac{800}{12}$ = 66.6 gals.

Therefore Min.oil = $\frac{800}{75}$ = 10.7 gals.

C.G. Range - Forward (+20.5) (15.2% M.A.C)
Rearward (+33.0) (28.0% M.A.C)

Datum - L/E Wing at fuselage.

Summary:

Airplane Weight empty	6216 lbs.
Empty CG (% M.A.C.)	17.8 %
Useful Load	1784 lbs
Max. Baggage in Forward Compartment	276 lbs.
Max. Baggage in Rear Compartment	233 lbs.
Max Baggage at any time	509 lbs.

PREPARED BY	DATE	APPROVED BY	DATE
J.B. Lovell CHIEF ENGINEER.	JAN. 14 1948.	Paul Mykolay DAMI #153	Jan 17, 48

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, L. I., N. Y.	WEIGHT & BALANCE	CAA. IDENT. MARK NC 606

Actual Weight and C.G. Computations

Empty weight as recorded on Repair and Alteration form dated August 8, 1947 was accepted as correct.

All equipment listed on pages 8 and 9 of this report was in place.

	Wt.	Moment
Aircraft empty (computed)	6216	143020

C.A.A. Datum to empty (computed) C.G. = $\frac{143020}{6216}$ = 23.01

C.G. in % of M.A.C. = $\frac{(23.01 - 5.7)}{97.4}$ x 100 17.8%

Useful Load = 8000 - 6216 = 1784 lbs.

PREPARED BY	DATE	APPROVED BY	DATE
S. B. Wunker CHIEF ENGINEER.	JAN. 14 1948	Paul Nykolan DAM #153	Jan 17, 48

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, L. I., N. Y.	WEIGHT & BALANCE	CAA. IDENT. MARK NC 606

SAMPLE LOADING

	Wt.	Index Units
Basic Weight (inc.oil 15 gals.)	6499	562.52
Plus items of useful load.		
Fuel		
90 Gallons	540	51.0
Passengers (3)		
1 - Row 1	170	10.2
2 - Row 2	340	30.26
Baggage		
Rear - 200 lbs.	200	46.0
Fwd. - 100 lbs.	100	00.0
Take-off Gross	7849	699.98
Less Fuel	540	51.0
Landing Gross	7309	648.98

Referring to graph both values - Take-off and Landing are withthe C.G. Range and therefore satisfactory.

PREPARED BY	DATE	APPROVED BY	DATE
J. B. Lomakar. CHIEF ENGINEER	JAN 14-1948	Paul Nykolm DAMI #153	Jan 17, 48

AERO TRADES INC. ROOSEVELT FIELD MINEOLA, L. I., N. Y.	WEIGHT & BALANCE	CAA. IDENT. MARK NC 606

Extreme C.G. Limits

	Wt.	Arm	Moment/1000
Forward Limit:			
Computed empty weight	6216	23.01	143.02
Oil (15 gals.)	113	8.0	.904
Fuel (67 gals.)	402	30.0	12.06
Pilot	170	- 5	- .85
Co-Pilot	170	- 5	- .85
Baggage (Fwd. Compt.)	100	-65	- 6.5
	7171	20.61	147.784

Allowable forward limit = 20.50

Aft Limit:			
Computed empty weight	6216	23.01	143.02
Oil (15 gals.)	113	8.0	.904
Fuel (96 gals.)	576	30.0	17.28
Pilot	170	-5	-.85
2 Passengers (Row 3)	340	62.0	21.08
2 Passengers (Row 4)	340	102.0	34.68
Rear Baggage (Max.)	233	169	39.377
	7988	32.0	255.491

Allowable limit = 33.0

Placard Max. Baggage in Forward Compartment = 276 lbs.
Placard Max. Baggage in Rear Compartment = 233 lbs.
Max. Baggage at any time = 509 lbs.

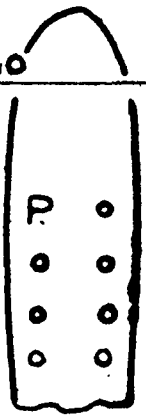
PREPARED BY	DATE	APPROVED BY	DATE
S. B. Bomka. CHIEF ENGINEER	JAN 14 1948	Paul Nykolm DAM #153	Jan 17, 48

LOADING CHART.

LOADING DATUM 65" FORD OF C.A.A. DATUM.

NOSE CARGO C.G.

Row	UNITS
1	–
2	15·13
3	21·59
4	28·39



Row	UNITS
1	10·2
2	15·13
3	21·59
4	28·39

INDEX UNITS PER PASSENGER AT 170 lbs.

CO-PILOT CONSIDERED AS A PASSENGER IN ROW 1

BASIC LOADING

THE FOLLOWING VALUES APPLY TO THIS AIRPLANE AS LICENCED.

ITEM	WEIGHT	ARM	UNITS
EMPTY WEIGHT	6216	88·01	547·07
PILOT	170	60·0	10·2
OIL (15 GALS)	113	73·0	8·25
TOTAL	6499		565·52

1. This airplane shall be [illegible] of the index unit of the empty weight [illegible] shall lie between the forward and passenger [illegible] limits, for the corresponding total weight as shown on graph on [illegible].

Index units of empty weight, pilot and oil [illegible] obtained [illegible] index [illegible] sketch. [illegible] and have been obtained from graph on preceding page.

. Two cases shall be [illegible]:
   (a) with zero fuel.
   (b) Actual fuel [illegible].

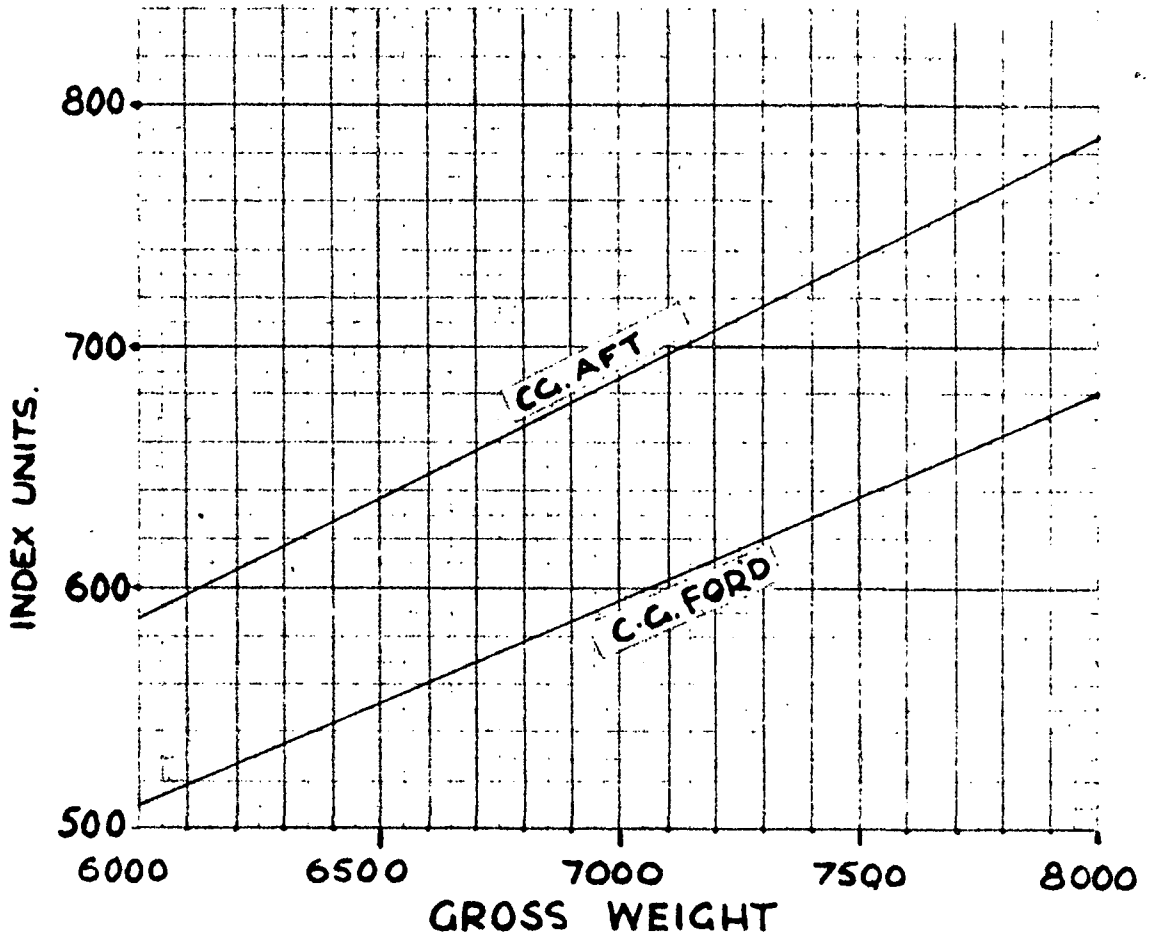
[illegible]

[illegible]
MISSOULA, MONTANA

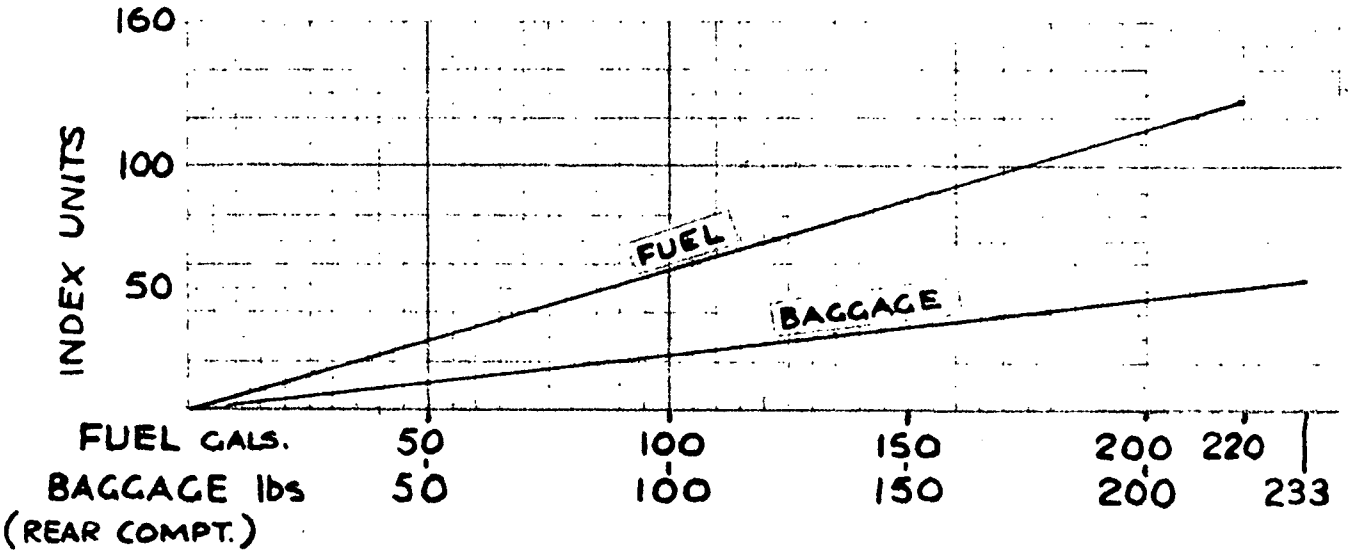
Index Units = [illegible] + [illegible]

PREPARED BY.	DATE	APPROVED BY	DATE.
S.R. [illegible] CHIEF ENGINEER	JAN 14·1948	Paul Nyholm DAMI #153	Jan 17, 48

LOADING CHART



FORD BAGGAGE ALWAYS
= ZERO UNITS.
CAPACITY 276 lbs. MAX.



AERO TRADES INC.
ROOSEVELT FIELD
MINEOLA, L. I., N. Y.

WEIGHT & BALANCE EQUIPMENT LIST

CAA. IDENT. MARK NC 606

SPECIFICATION No. A-654-3 OTHER REFERENCES G-21A

EQUIPMENT REF.			MISCELLANEOUS & SPECIAL EQUIPMENT			
No.	No.	No.	Qty.	ITEM (Description)	Weight	Arm.
		101	2	Engine Ring Cowlings	56	-36
		102	2	Oil Radiators	26	0
		103	2	Starters (Eclipse E-160)	77	-12
		104	2	Generators E5A (50 Amp)	52	-23
		105	2	Batteries	75	- 7
		106	2	30 x 7 Wheels & 32 x 8 Tires		
		305	1	12.50 S.C. Tail Wheel & 6 Ply H.D. Nylon Tire		
		108	1	Press. Fire Extinguisher (Lux A-1)	21	-33
		302	2	Controllable Metal Propellers	308	-52
		201	2	Propeller Controls	13	-23
		110	2	Wing Tip Floats	87	
			2	Generator J Boxes	2	0
			1	Generator Dual Control Box	2	- 9
		205A	-	Leather Chair Unholstery	40*	77
		~~207~~ P.M.	1	Antenna Mast (Mid Ship)	2	-10
		217A	1	Anchor & Line	19	-88
		217B	1	Boat Hook	3	-60
		221	1	Work Platform	9	189
		226	1	Enlarged R.H. Door	2*	118
			1	Portable Fire Extinguisher C-O Type B	13	146
			2	Propeller Spinners	12	-52
			1set	Bomb Release Controls and Cables	10	15
			1	Radio Compass Chassis	46.1	158.75
			1	Radio Compass Inverter	12.3	169
			1	Radio Compass Loop	10.37	187
			1	Radio Compass Rectifier	5.6	152
			1	Radio Compass Control Head	3.76	- 9
			1	U.T.-6 Transmitter	27	166.25
			1	U.T. Control Head	1.8	- 9
			1	Motor Reel	1.2	148
			1	Motor Reel Head	6.8	- 9
			1	Sr. Loading Coil	1.8	165
			1	Sr. Loading Coil	1.8	174.5
			1	Antenna Relay Box	1.2	168.5
			1	Junction Box	1.2	147
			1	RCBC Tuner	5	- 9
			1	RCBC Power Supply	18.8	152.5
			1	Radio Rack	11.0	162
			1	Radio Control Panel	2	- 9
			1	RCBC Loop	6.8	-63.5
			1	RCBC Loop Azimuth	1.5	-32
			1	Radio Compass Azimuth	1.19	-32

P.M.

*Increase above Standard

PREPARED BY	DATE	APPROVED BY	DATE
J. B. Bonnafer CHIEF ENGINEER	JAN 14 · 1948	Paul Nykolan DANI #153	Jan 17, 48

AERO TRADES INC.
ROOSEVELT FIELD
MINEOLA, L. I., N. Y.

WEIGHT & BALANCE EQUIPMENT LIST

CAA. IDENT. MARK NC 606

SPECIFICATION No. A-654-3 OTHER REFERENCES G-21A

EQUIPMENT REF.			MISCELLANEOUS & SPECIAL EQUIPMENT			
No.	No.	No.	Qty.	ITEM (Description)	Weight	Arm.
			1	Trailing Antenna Mast	1.8	+277
			2	Mike Head Phone Box	.8	- 9
			1	Marker Beacon Receiver	4.2	+174.5
			1	Range Filter Block	1.1	- 9
			1	Loop Dehyrotor	.17	+194
				P.M.		

PREPARED BY	DATE	APPROVED BY	DATE
J.B. Wottaker. CHIEF ENGINEER	JAN 14. 1948	Paul Nykolin DAMI #153	Jan 17, 48

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
- [x] ANNUAL INSPECTION

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

AIRCRAFT

MAKE	MODEL	
Grumman	G-21A	
REGISTRATION NO.	MANUFACTURER'S SERIAL NO.	DATE MANUFACTURED
606	1152	October 1942

ENGINE

MAKE	MODEL	RATED H.P.
Pratt & Whitney	R-985-AN-6B	400

(Check whether)
- [ ] NEW [x] USED [ ] OVERHAULED

IF OVERHAULED, STATE BY WHOM: _____

DATE OF OVERHAUL: _____

(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: State of New York Conservation Department

PERMANENT ADDRESS (Street and No., City, Zone, State): Arcade Building, Albany 7, N. Y.

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

State of New York, Conservation Dept
By: —
OWNER OR AUTHORIZED AGENT

Jan. 17, 1948
DATE

TITLE Airplane Pilot

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. A-654-3	EFFECTIVE NOTES complied with	NO. AD 654-1	EFFECTIVE NOTES 4

OTHER (Describe)

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

[x] FORM ACA-319 (Return to owner)	APPROVED BY Paul Nyholm	MECH. CERTIF. AND RATING NO. A & E 16576	DATED Jan. 16, 1948
[ ] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date)		

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

FINDINGS

[x] AIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Paul Nyholm Paul Nyholm DAMI 153		DATE Jan. 17, 1948
[ ] UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE William C. Burton	[x] ACCEPTED [ ] REINSPECTED	DATE 2-9-48

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

Approved Operation Limitations (Form 309) as required by C.A.R. 04a is available in the aircraft.
Weight and Balance computations are current and correct.
Aircraft is based at Albany, N. Y.

8-24-48

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman	G21A	1152	606

	NAME *(First, middle, last)*	ADDRESS *(Street and number, city, zone, and state)*
2. OWNER	State of New York Conservation Dept.	Arcade Building, Albany 7, New York

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK *(Check)* MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	*(As described in item 1 above)*				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT *(Pounds)**	EMPTY CENTER OF GRAVITY *(Inches from datum)**	USEFUL LOAD *(Pounds)**
4. AIRCRAFT	6216.2	23.03	1783.8

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

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

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

	NAME	ADDRESS *(Street and number, city, zone, and state)*	DATE WORK ACCOMPLISHED
6. AGENCY	Charles Groff	Ohio Aviation Company Box 214, Vandalia, Ohio	6-30-47

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

Installed Eclipse Type E5A 50-amp. generator and control box on left engine. Modified generator control box and wiring on right engine.

See attached sketch for wiring details. See reverse side for new weight and balance.

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

Charles T. Groff	A & E 413019	August 8, 1947
SIGNATURE OF SUPERVISING MECHANIC	CERTIFICATE NUMBER AND RATING	DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE Charles M. Borel Charles Martin Borel	NUMBER ~~[illegible]~~ 3403	DATE August 8, 1947
	SIGNATURE OF INSPECTOR Louis Linares	☒ ACCEPTED ☐ REINSPECTED	DATE August 14, 1947

21372

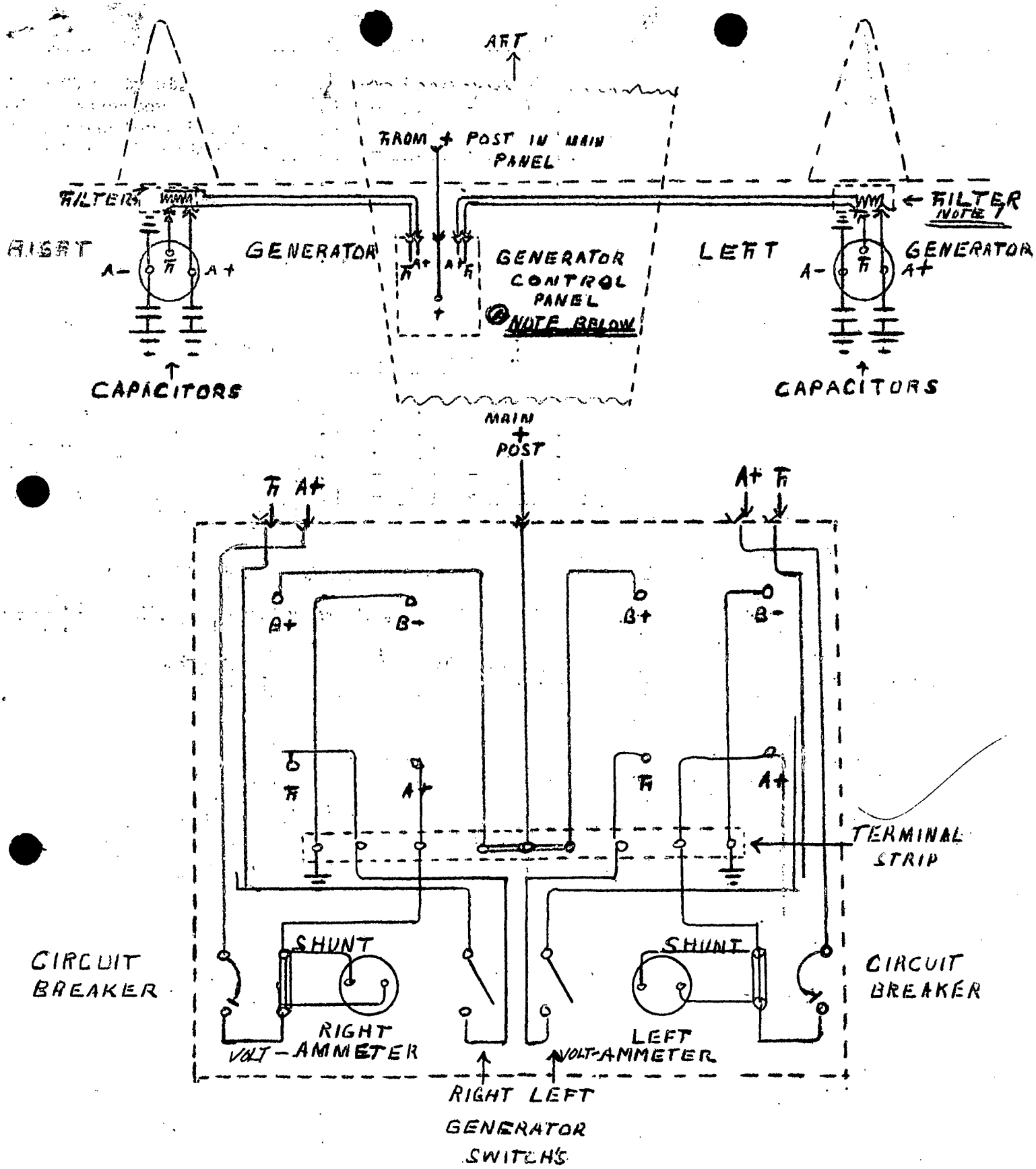
Item	Weight	Arm	Moment
Aircraft empty wt.	6186.2	23.20	143636.0
Add E5A generator	26.0	- 23.0	+ 598.0
Add 2 generator J boxes	2.0	0.0	00.0
Generator dual control box	2.0	- 9.0	+ 18.0
	6216.2		144252.0

$\frac{144252.0}{6216.2}$ = 23.03 = new empty C.G.

Forward Limit

Empty wt.	6216.2	23.03	144252.0
Oil - 15 gal.	113.0	+ 8.0	904.0
Fuel - 67 gal.	402.0	+30.0	12060.0
Pilot	170.0	- 5.0	- 850.0
Co-pilot	170.0	- 5.0	- 850.0
	7071.2		155516.0

$\frac{155516.0}{7071.2}$ = 21.9 = new forward C.G.



① FILTERS LOCATED IN JUNTION BOX ON LEFT AND RIGHT FIREWALLS.

② PANEL LOCATED OVER HEAD, RIGHT SIDE IN COCKPIT.

Ⓐ NO 6 WIRE USED FOR A- AND A+.

Ⓑ NO 16 WIRE USED FOR FELD WIRE AND AMMETER.

FORM ACA-337
(11-7-46)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

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

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

(A) *For an Aircraft* - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.

(B) *For a Component Installed in an Aircraft* - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.

(C) *For a Spare Component* - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

	MAKE	MODEL	SERIAL NO.	CAA IDENTIFICATION MARK
1. AIRCRAFT	Grumman	G-21a	1152	606

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone, and state)
2. OWNER	State of N.Y. Conservation Department	Arcade Building Albany 7, N.Y.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				✓
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a *spare* component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
4. AIRCRAFT	6106.21	23.20	1014

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

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

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

	NAME	ADDRESS (Street and number, city, zone, and state)	DATE WORK ACCOMPLISHED
6. AGENCY	Ico Cantor South. Ohio Avia. Co.	Dayton Municipal Airport Vandalia Ohio	June 18, 1947

7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. *(If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)*

Installed the following Radio Equipment.
(See on the reverse side)
W_tT and balance sheet attacted to this copy.

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
[illegible]		

TO BE COMPLETED BY CAA REPRESENTATIVES

	SIGNATURE OF DESIGNEE	NUMBER	DATE
☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	[illegible]	3294	June 18, 1947
	SIGNATURE OF INSPECTOR	☒ ACCEPTED ☐ REINSPECTED	DATE
	James F. [illegible]		June 23, 1947

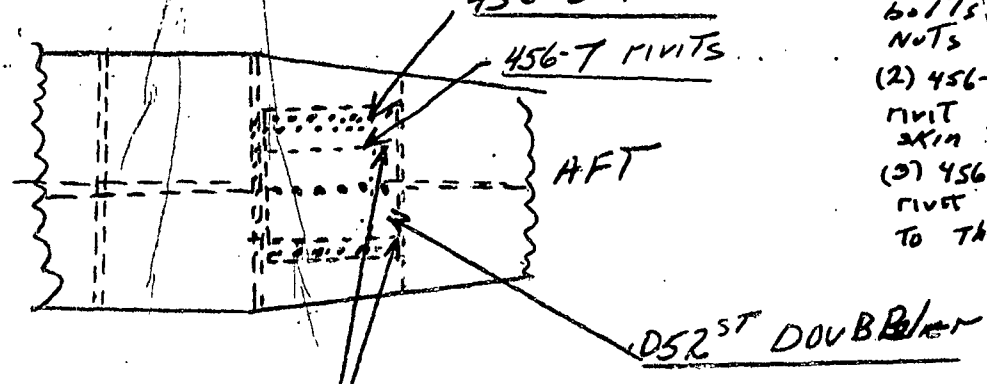
21372

Section (I) Special Equipment

Items	WT.	Arm	Moment
Ship Empty wt.	6011	20.10	120821
Radio Compa s Chassis	46.1	158.75	7318.375
" " Inverter	18.3	169	1955.7
" " Loop	10.37	187	1944.8
" " Rectifier	5.6	152	851.8
" " Control Head	3.76	-9	- 34.8
UT-6 Tranns.	27.	166.25	4488.75
" Control Head	1.8	-9	-16.2
Motor Reel	1.2	148	177.6
" " Head	6.8	-9	-61.2
One Sr. Loading Coil	1.8	165	197.0
" " " "	1.8	174.5	314.10
Antenna Relay Box	1.2	168.5	202.20
Juntion Box	1.2	147	161.7
RCBC Tuner	5	-9	-45.
RCBC Power Supply	18.8	152.5	2867.
Radio Rack	11	162	1782
Radio Control Panel	2	-9	-18
RCBC Loop	6.8	- 63.5	-431.80
" " Azimuith	1.5	-32	- 48.0
Radio Compass "	1.19	-32	-38.4
Trailing Ant. Mast	1.8	277	498.6
Mike Head Phone box	.8	-9	-72
Marker Beacon Rec.	4.2	174.5	732.90
Range Filter Block	1.1	-9	-9.9
Loop Dekyrotor	.17	194	32.98
	6186.26	23.20	143636.005

New E.C.G. 23.20

Reinforcement For Loop



(1.) This loop is mounted to the skin with bolts and fibre lock nuts

(2) 456-5 rivits used to rivit the doubbler to skin

(3) 456-7 rivits used to rivet the stiffener to the skin.

Th. Wd 5[redacted]ST Extrusion used as stiffener for Doubler

DISTRIBUTOR
FOR LEAR
RADIO

PRECIPITATION
STATIC
SERVICE STATION

Dayton AIRADIO Incorporated
AIRCRAFT RADIO SPECIALISTS

DAYTON
MUNICIPAL
AIRPORT

P. O. BOX 167
VANDALIA,
OHIO

Section (2)

Most Foward Limits

Items	WT.	ARM.	Moments
Empty WT	6186.21	23.20	143636.005
Oil (15 gls)	113	8	904.
Fuel(67)gls	402	30	12060.
Pilot	170	- 5	- 850.
Co-pilot	170	-5	- 850.
	7041.21	22.0	154900.005

Allowable Foward Limit 20.5

Section (3)

Most Rearward Limits

Items	WT.	ARm	Moments
Empty WT.	6186.21	23.20	143636.005
Oil (15gls)	113	8	904
Fuel (67gls)	402	30	12060
Pilot	170	- 5	- 850
2 Pass. front	340	62	34680
2 Pass. rear	340	102	21080
Baggage	374	169	63206
	7925.21	34.66	274716.005

Allowable rear Limits 33.00

Section (4)

Baggage Reduction

Ship wt	7925.2	34.6	274716.005
Baggage Comp.	-94 lbs	169.	-15886.
Ship wt.	7831.2		258830.01

$\frac{258830.01}{7831.2}$ 33.0 new Rearward Limit

Baggage Comp.	374lbs
reduction	-94 lbs
new Bag. Comp.	280 lbs

New allowable Daggage wt 280 lbs
Placard Baggage comp 280lbs.

C.G. Range 20.5 to 33.0
New Empty WT 6186 lbs
New Empty C.G. 23.20 Aft of Datum
New Useful Load 1814 lbs

SIAL

Form ACA-309—PAGE [illegible]-45)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

OPERATION LIMITATIONS

[illegible]A IDENT. MARK NC606

ENGINE MAKE	ENGINE MODEL	AIRCRAFT MAKE	AIRCRAFT MODEL	DATE MFRD.	SERIAL NO.	DESIGNATION	TYPE CERT.
P & W	R985-AN6B	Grumman	G21 A	OCT. 1942	1152	8PCL-Am-FbM	654

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	any	36.5	2300	450	87
*METO — SEA LEVEL	X	TO 5000	34.5	2200	400	87
*METO — ALTITUDE	FROM					

TRUE INDICATED AIR SPEED

	M. P. H. LAND	KNOTS SEA
CLIMB OR LEVEL FLIGHT	194	169
GLIDE OR DIVE (*Smooth Air Only*)	225	195
FLAPS EXTENDED	110	96

*METO—MAXIMUM EXCEPT TAKE-OFF

TAKE-OFF WEIGHT LAND	TAKE-OFF WEIGHT SEA	LANDING WEIGHT LAND	LANDING WEIGHT SEA
8000	8000	8000	8000

OPERATIONS AUTHORIZED

C. G. Range is +20.5 to +33.0.
Datum - Wing leading edge at fuselage.

See Weight and Balance Report
for Loading Information.

INSPECTOR'S SIGNATURE Harry M. Jones
Harry M. Jones
DATE 3/13/47

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

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT

(FOLD HERE)

16—45710-2

ADDITIONAL OPERATIONS AUTHORIZED

IF THIS FORM IS LOST OR DESTROYED, A DUPLICATE MAY BE OBTAINED FROM THE CERTIFICATION AND RECORDATION SECTION, AIRCRAFT AND COMPONENTS SERVICE, CIVIL AERONAUTICS ADMINISTRATION, WASHINGTON, D. C., FOR $2.00. (MONEY ORDER OR CHECK SHOULD BE MADE PAYABLE TO THE TREASURER OF THE UNITED STATES.)

16—45710-2

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	
G-21-A Grumman	G-21 -A	
REGISTRATION NO. NC 606	MANUFACTURER'S SERIAL NO. 1152	DATE MANUFACTURED October 1942

ENGINE

MAKE	MODEL	RATED H.P.
Pratt & Whitney	R 985 -AN6B	450

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

(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: State of New York, Conservation Department

PERMANENT ADDRESS (Street and No., City, Zone, State): Arcade Building, Albany 7, New York

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

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE

F. McLane
(OWNER OR AUTHORIZED AGENT)

3-7-12
DATE

Pilot
TITLE

FORM ACA-305a (FORMERLY ACA-307)

AIRCRAFT INSPECTION REPORT

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

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

LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
-	-	A-654-3	1, 5, 8a, 8d	AD654-1	four

OTHER (Describe):

EXCEPTIONS, IF ANY (If additional space is required, use reverse):

[X] FORM ACA-319 (Return to owner)	APPROVED BY William Kohler	MECH. CERTIF. AND RATING NO. A & E M10275	DATED 2/14/47
[X] FORM ACA-1362 ISSUED	CERTIFICATE VALID TO (Specify date)		

[ ] ~~AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED~~ (309 Pg.1)

FINDINGS

[X] AIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Fred R. Armstrong, CAA DMIR 1008		DATE 3/13/47
[ ] UNAIRWORTHY	CAA INSPECTOR'S SIGNATURE Harry M. Jones	[X] ACCEPTED [ ] REINSPECTED	DATE 3/13/47

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

AD mandatory note #4 has been complied with.

This ship has been converted from a JRF-6B to a G21-A.

Aircraft & Engine log books are all up to date and in airplane.

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 3-13-1947
Inspector Harry M. Jones

E. W. 6011 (Actual)
Useful Load 1989
E. C. G. 20.10" Aft of Datum

REPAIR AND ALTERATION FORM

AIRCRAFT—ENGINES—PROPELLERS—INSTRUMENTS

Aircraft Identification Mark No. NC 606

Owner's name State of New York Conservation Dept.
Owner's address Lake Placid, N. Y.
Aircraft manufacturer and model Grumman G21 A Serial No. 1152
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. 17 * Certificated mechanic

Agency's name Grumman Aircraft Eng. Corp.

Address Bethpage, N. Y. Date of repair or alteration 2/14/47

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]

Repairs made in accordance with Grumman Drawings and CAM 18 Manual.

Keel & Bottom repair.
Section of left and right bottom sheet part #12003-30 replace from main step to 43 inches fwd. and from Keel 8 inches outboard. Section of keel part # 12003-30 replaced from main step and spliced 99½ inches forward. One bottom stringer part #12001-8 between main step sta. 16 part #12056 and sta. 13 part # 12053 replaced with new part.
Section of cabin side skin part #12003-12 replaced between sta. 16 part #12056 and sta. 20 part #12061 in area of center cabin window.
Cabin flooring replaced with new material and lined with metal including cabin walls up to bottom of windows.

*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, 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 until it is installed and the aircraft identification and serial number is entered on this form which is to be forwarded in the same manner as set forth in condition (1).

16—8168-5

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

Vacuum system amended in accordance with Ser. Bulletin 19 at this overhaul. This airplane converted from a JRF6B to a Grumman G21 A by Grumman Aircraft Eng. Corp. (A654-1 Mandatory Note #4 complied with).

SUPERVISING MECHANIC'S CERTIFICATE

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

2.14.47
(Date)

William Kohler
(Mechanic's signature)

Mechanic's Certificate No. N1027 Rating A & E

16—8168-1

can file

WEIGHT AND BALANCE REPORT

GRUMMAN AIRCRAFT ENGINEERING CORPORATION

REPORT NO. W21-152

WEIGHTS AND BALANCE

OF

MODEL G-21A

SERIAL NO. 1152

LICENSE NO. NC606

(8 PLACE AMPHIBIAN)

References:-
Grumman Report No. 1276 (Prelim. Wt. & Bal. Report)
Grumman Report No. 1251A (Standard Equipment)
Grumman Report No. 1252A (Special Equipment)

Date: 3/12/47

Prepared By: Charles E. Lyman
Charles E. Lyman

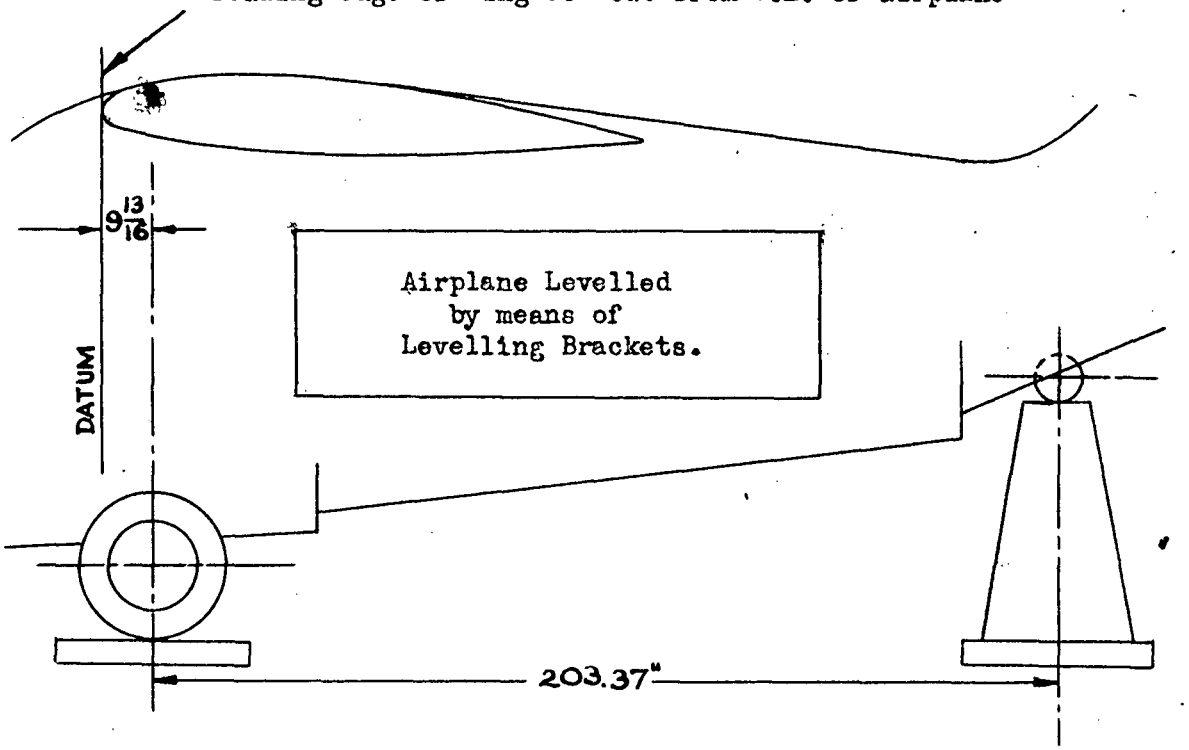
Checked By: Dorothy A. Bree
Dorothy A. Bree

Approved By: Robert J. Trimborn
Robert J. Trimborn

Aircraft Empty Weight.

(A) Empty weight as weighed (in level landing position)

leading edge of wing 30" out from C.L. of airplane



	Scale Reading	Tare	Net
Left Wheel	2739	-2	2737
Right Wheel	2970	0	2970
Tail Wheel	304	0	304
	6013		6011 - Actual

Weighing witnessed by - Fred Armstrong - - - Charles E. Lyman

Fred Armstrong CHA Dmi 6-8-08 Charles E. Lyman

(B) C.G. Location, weight empty as weighed.

C.G. as weighed = $\frac{304 \times 203.37}{6011}$ = 10.29 inches aft of C.L. of axle.

Datum to C.L. of axle = 9.81 inches

C.G. as weighed is aft of datum: 10.29 + 9.81 = 20.10 inches.

Datum to L.E.M.A.C. = 6.32 inches (Page 5, Report #1226B)

(C) Weight empty as weighed includes the following:-

STANDARD EQUIPMENT

	Item	Weight	Horizontal Arm	Horizontal Moment
101	2 - Engine Ring Cowls	56	-36	-2016
102	2 - Oil Radiators	26	0	0
103	2 - Starters (Eclipse E-160)	77	-12	-924
104	1 - Generator (25 amp.)	26	-23	-598
105	2 - Batteries	75	-7	-525
106	2 - 30x7 Wheels & 32x8 Tires			
305	12.50 S.C. Tail Wheel & 6 Ply H.D. Nylon Tire			
108	Pressure Fire Extinguisher (Lux A-1)	21	-33	-693
302	2 - Controllable Metal Propellers	308	-52	-16016
201	2 - Propeller Controls	13	-23	-299
110	2 - Wing Tip Floats	87		

(D) Weight empty as weighed includes the following:-

SPECIAL EQUIPMENT

	Item	Weight	Horizontal Arm	Horizontal Moment
205-A	Leather Chair Upholstery	+40*	+77	+3080
207	Antenna Mast (Mid Ship)	2	-10	-20
217(a)	Anchor & line	19	-88	-1672
(b)	Boat Hook	3	-60	-180
221	Work Platform	9	+189	+1701
	Portable Fire Extinguisher C-O Two Type B	13	+146	+1898
226	Enlarged R.H. Door	+2*	+118	+236
	Propeller Spinners	12	-52	-624
	Bomb Release Controls & Cables	10	+15	+150

* Increase over standard.

Most Forward C.G.

Item	Weight	Horizontal Arm	Horizontal Moment
Empty Weight as Equipped (see Page 1)	6011	+20.10	+120821
Oil (15 Gals.)	113	+ 8	+ 904
Fuel (67 Gals.)	402	+ 30	+12060
Pilot	170	- 5	- 850
Co-Pilot	170	- 5	- 850
Most Forward C.G.	6866	19.24	132085
Minimum Ballast in Rear Compartment	59	+169	9971
	6925	20.51	142056

Most Rearward C.G.

Empty Weight as Equipped (see Page 1)	6011	+20.10	+120821
Oil (15 Gals.)	113	+ 8	+ 904
Fuel (67 Gals.)	402	+ 30	+12060
Pilot	170	- 5	- 850
2 Passengers (Front)	340	+ 62	+21080
2 Passengers (Rear)	340	+102	+34680
~~Passengers Front Seats~~	~~270~~	~~+24~~	~~+6480~~
	7376	25.58	188695
Baggage in Rear Compartment (Maximum with none in front)	374	+169	63206
	7750	32.5	251901

BAGGAGE DISTRIBUTION CHART CHECK

Nose Heavy

Minimum ballast 59 lbs. (page 3).

Ratio $\frac{\text{Front baggage}}{\text{Added rear baggage}} = \frac{276}{378-59} = .865$, which is less than 1.735 (see Report #1276A, page 6), therefore OK for the maximum allowable total baggage of 654 lbs. As total baggage is reduced, this ratio diminishes to 0 so that chart is OK for all baggage loads in nose heavy condition.

Tail Heavy

Maximum rear baggage with none in front = 374 lbs.

Ratio $\frac{\text{Front baggage}}{\text{Added rear baggage}} = \frac{276}{378-374} = 69$, which is greater than 1.39 (see Report #1276A, page 6), therefore OK for maximum allowable total baggage of 654 lbs. As total baggage is reduced this ratio increases, therefore chart is OK for all baggage loads in tail heavy condition.

NOTE:

Maximum front baggage = 300 lbs. - 24# = 276#

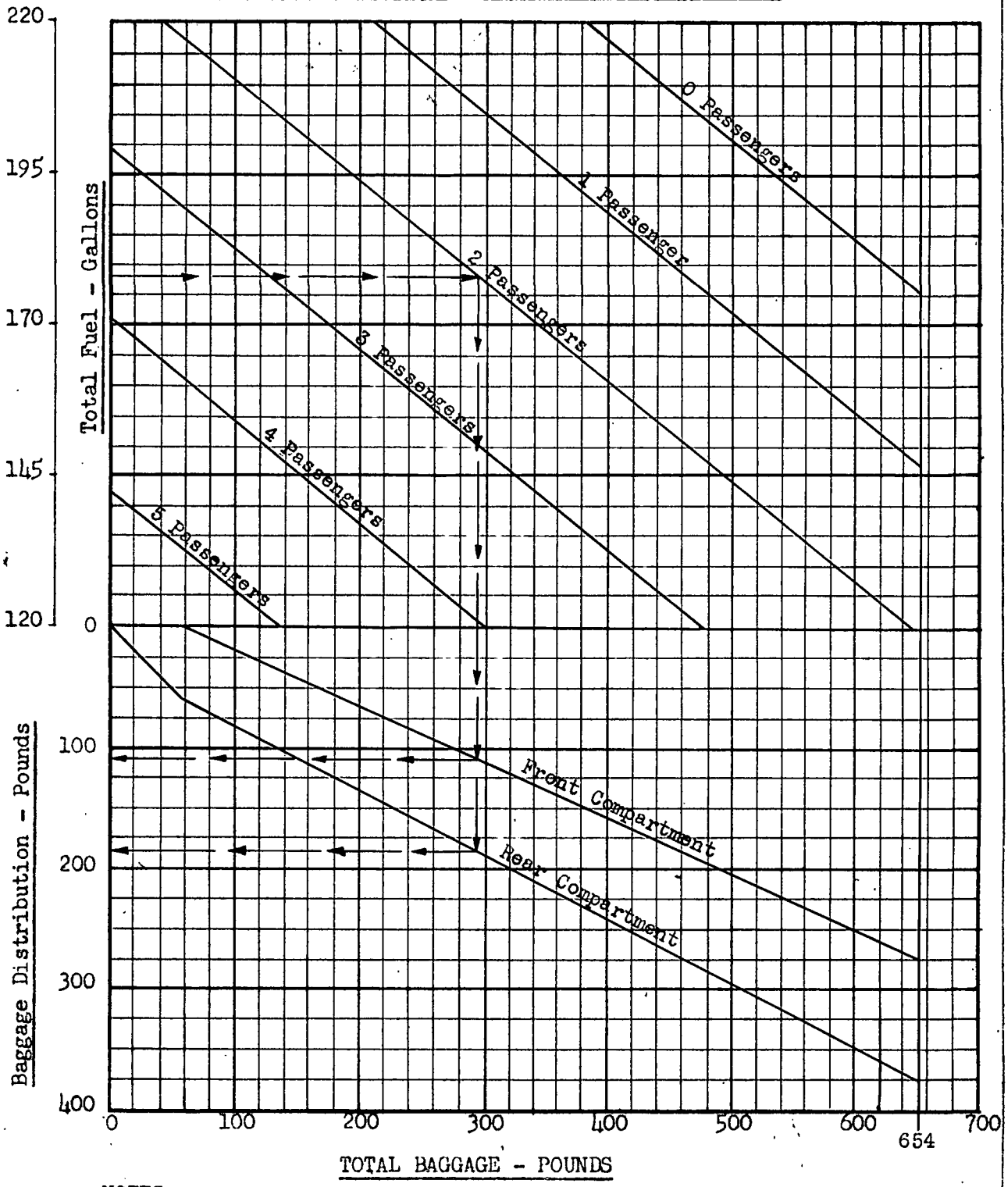
Maximum rear baggage = 400 lbs. - 22# = 378#

Fwd. Compt.		Rear Compt.	
Anchor & Line	19	Work Platform	9
Boat Hook	5	Fire Extinguisher	13
	24		22

LOADING SCHEDULE

GRUMMAN G-21A AMPHIBIAN SERIAL NO. 1152

EMPTY WEIGHT 6011 POUNDS GROSS WEIGHT 8000 POUNDS



NOTES:

1. Count Co-Pilot as one passenger.
2. Maximum total baggage at one time 654 pounds.
3. Carry 59 pounds Baggage or Ballast with one passenger.
4. Carry 11 pounds Baggage or Ballast with two passengers.
5. Carry 0 pounds Baggage or Ballast with three passengers.