U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

1. TYPE OF APPLICATION (*Check which*)

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

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

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

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-21A	B-131

d. ENGINE MAKE	e. ENGINE MODEL
PRATT & WHITNEY	R-985-AN4

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Alaska Coastal-Ellis Airlines	2 Marine Way Juneau, Alaska	N- 4772C

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 _____
b. ☒ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON 9/18/62 (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

(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

10/11/62 (DATE)

V.Pres.-Adm. & Finance (TITLE)

16—60837-2

Form ACA-305 (11-51)

17 FEB 04 1963

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 1962 (YEAR) THROUGH CARD NO. 62-22
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 7673.6 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 6213 TOTAL HOURS Unknown-TSO 766.4
SERIAL NO. 21028 TOTAL HOURS 5929.9
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

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

Inspection under continuous maintenance system in accordance with Operating Certificate Nos. AL-501 & 501F.

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☒ OPERATION LIMITATIONS. ~~FORM ACA-309, WAS ISSUED AS OPERATIONAL~~ *
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-1362A, ISSUED TO EXPIRE ** ~~AL-501 & 501F.~~ (DATE)
g. ☒ PREVIOUS FORM ACA-1362B WAS ISSUED ~~TO EXPIRE~~ 12-29-58 (DATE)
BY V. M. DENISON (NAME OF ISSUING REPRESENTATIVE) 5-732 (DESIGNATION NO.)

*Available in aircraft in compliance with CAM 43.10.

**When not maintained and operated in accordance with Operating Certificates Nos. AL-501 & 501F.

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	
AVIATION SAFETY AGENT'S SIGNATURE Stanley R. Ferber	CAA DESIGNATION NO. Ob FSDO-3 AL-3	DATE 10/15/62	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

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
N4772C	GRUMMAN G-21A	B131	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
11-19-65 EXCHANGE	Stanley R. Ferber STANLEY R. FERBER	AL-FSDO-3

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.

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS	2. MAKE AND MODEL OF AIRCRAFT	3. AIRCRAFT SERIAL NUMBER
N- 4772C	GRUMMAN G-21A	B-131

4. CATEGORIES

STANDARD

5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944, and the Federal Aviation Act of 1958, in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent Airplane Flight Manual.

10/15/62	Stanley R. Ferber	AL-3
DATE OF ISSUE	FAA REPRESENTATIVE	DESIGNATION NO.

6. This aircraft is being maintained under a continuous inspection system in accordance with the terms of Operating Certificate No. AL-501

GPO . 1959 OF—508680

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
N4772C	GRUMMAN G-21A	B131	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
11-19-65 EXCHANGE	Stanley R. Ferber STANLEY R. FERBER	AL-FSDO-3

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.

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N-4772C	Grumman G-21A	B-29	Standard

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
Replacement 10/15/62	Gerald G. Berry	FSDO/ASJU 7-5-6

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

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.: B-131	NATIONALITY AND REGISTRATION MARK: U.S. N4772C
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-ANI	42-122417	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Joseph 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
August 13,1975	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 ☐ 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
August 13,1975	1333009 AI	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 manufacturer's specifications and replaced where necessary. Overhaul magnetos and harness and installed in engine. Test cell run of engine as per manufacturer'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 complied with
FAA AD Note 56-6-2 " " .

Service bulletin 1658-B previously complied with.

ASO-FSDO-61/SJU
Rcvd 12-23-75
Chief
242 262
245 264
246 265
247 266
250 267
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
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.: B131	NATIONALITY AND REGISTRATION MARK: U.S.A. N4772C
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

ASO-FSDO-61/SJU 9/20/74 Rev'd Chief 242 245 246 247 250 260a 240a 250a 254 255 266 267 260a 200a

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles Freehling c/o Antilles Air Boats, Inc. St. Thomas, V. I. 00801	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
September 11, 1974	Charles Freehling

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
09/16/74	IA#496297	William J. Gerlt

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

"Established 1948"

Don Air Corporation

AIRCRAFT MODIFICATION - SALES AND SERVICE

APPROVED REPAIR STATION NO. 3823

504 245-1140 FAX-FCQ • P. O. BOX 26425 • NEW ORLEANS LAKEFRONT AIRPORT • NEW ORLEANS, LA. 70126

September 4, 1975

Antilles Air Boats, Inc.
Seaplane Base
Veterans Drive
St. Thomas
U.S. Virgin Islands 00801

Dear Sir:

Received your letter dated 8/27/75 and your two checks. Thanks for the prompt payment.

Enclosed is the necessary copy of STC and drawings for new STC to cover your 18ce. aircraft.

N5518A	N777[illegible]	N8777A
N2005	N17620	N8209
N79901	N5324	N723
N79214	N18550	N71[illegible]
N3285	N5521A	N17720
N28360	N71476	N1010V

This STC has to be released with a 337.

Appreciate doing business with you, and if we may be of any help in the future, please contact us.

Very truly yours,

E.F. Gatechair

E.F. Gatechair
Service Manager

Encl: enclosures

"Established 1948"

Dan-Air Corporation

AIRCRAFT MODIFICATION - SALES AND SERVICE

APPROVED REPAIR STATION NO. 3823

504 245-1140 FAX-FCO • P. O. BOX 26425 • NEW ORLEANS LAKEFRONT AIRPORT • NEW ORLEANS, LA. 70126

September 4,1975

Antilles Air Boats, Inc.
Seaplane Base
Veterans Drive
St. Thomas
U.S. Virgin Islands 00801

Dear Sir:

Received your letter dated 8/27/75 and your two checks. Thanks for the prompt payment.

Enclosed is the necessary copy of STC and drawings for the STC to cover your 18er. aircraft.

N5548A	N777Y	N8777A
N2005	N17620	N8220
N79901	N5284	N523
N79224	N48558	N71579
N5293	N5521A	N1772C
N28360	N71676	N1040V

This STC has to be released with a 337.

Appreciate doing business with you, and if we may be of any help in the future, please contact us.

Very truly yours,

E.F. Gatechair

E.F. Gatechair
Service Manager

Encl: enclosures

FEDERAL AVIATION AGENCY

FORM APPROVED, BUDGET BUREAU NO. 04-R0[illegible]

SUPPLEMENTAL TYPE CERTIFICATE

INSTRUCTIONS – SUBMIT IN TRIPLICATE TO LOCAL FAA FLIGHT STANDARDS INSPECTOR.
COPY WILL BE RETURNED TO APPLICANT UPON ISSUANCE

NAME AND ADDRESS OF APPLICANT

Pan Air Corporation
P.O. Box 26425
New Orleans, La. 70126

2. SUPPLEMENTAL TYPE CERTIFICATE APPLIED FOR:

[X] AIRCRAFT [ ] ENGINE [ ] PROPELLER

ORIGINAL MODEL DESIGNATION
Grumman G21A

NEW MODEL DESIGNATION (If desired)
none

DESCRIPTION OF CHANGE

Modify Beechcraft C-18 cowl to fit Grumman G21A per Pan Air Corporation Drawings EL-0104 dated 5/7/65, EL-0104-1 dated 6/15/65, EL-0104-2 dated June 15, 1965.

The following placard is required in full view of the pilot:

"With modified Beech cowling installed, sea level single engine climb performance at maximum gross weight is 30 ft./minute . rate of sink."

WILL DATA BE AVAILABLE FOR SALE OR RELEASE TO OTHER PERSONS? [X] YES [ ] NO

WILL PARTS BE MANUFACTURED FOR SALE (Ref. CAR 1.55)? [X] YES [ ] NO

SIGNATURE AND TITLE OF APPLICANT

E. Gatechair — E. Gatechair
SIGNATURE

5/7/65 — Chief Inspector
DATE OF APPLICATION — TITLE

6. To be Completed by FAA

ITEM AND LOCATION OF DATA

Data listed in Item 3 above and Flight Test Report No. A714SWS on file at SW-210.

Reference Project: A714SWS

Applicable regulations: Same as original certification.

ORIGINAL TYPE CERTIFICATE NO.
654

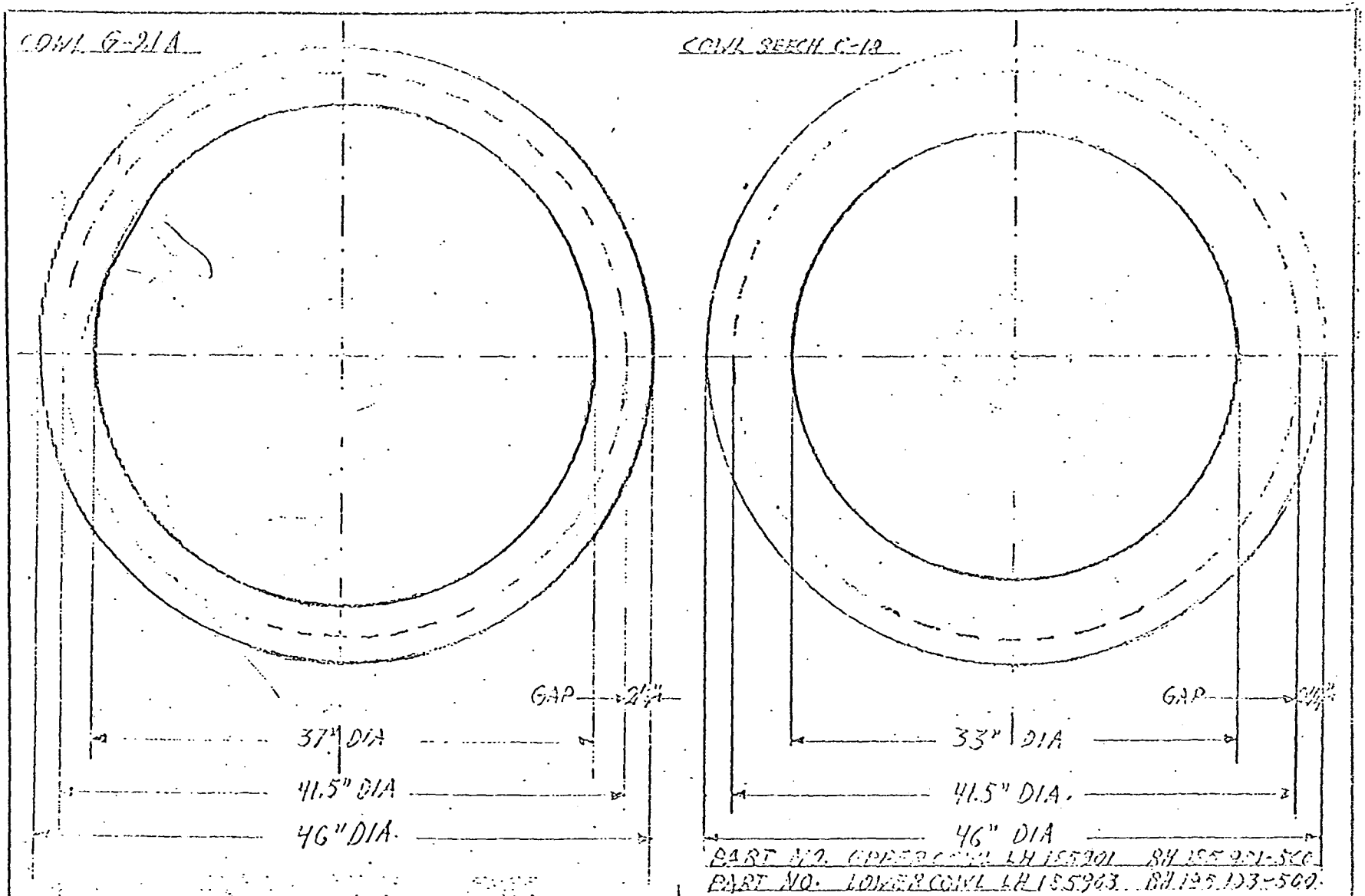
SUPPLEMENTAL TYPE CERTIFICATE NO.
SA551SW

DATE OF APPROVAL
8/31/65

FAA APPROVAL

SIGNATURE

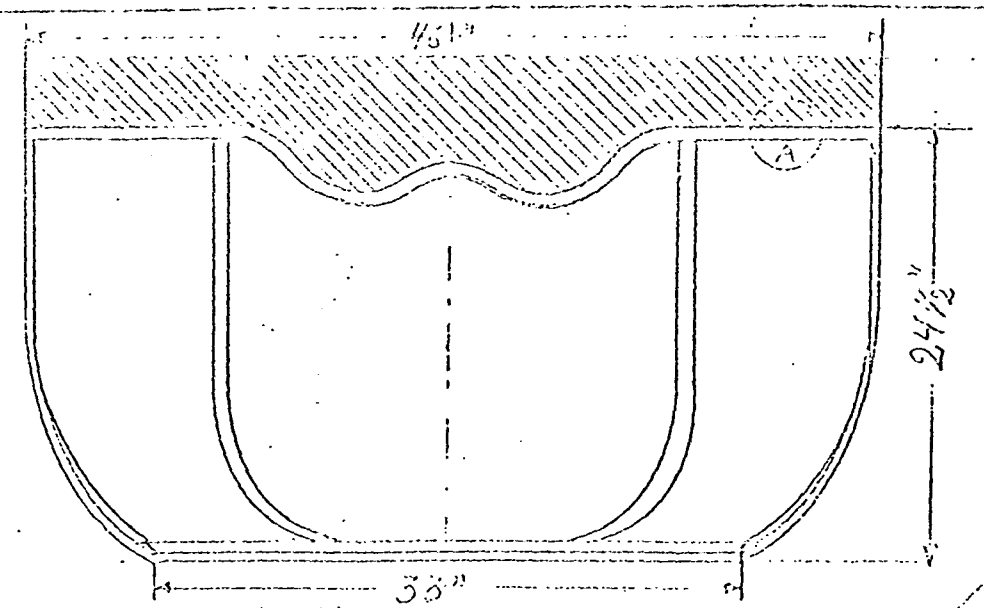
for H. H. Slaughter
Chief, Engineering and Manufacturing Branch
TITLE



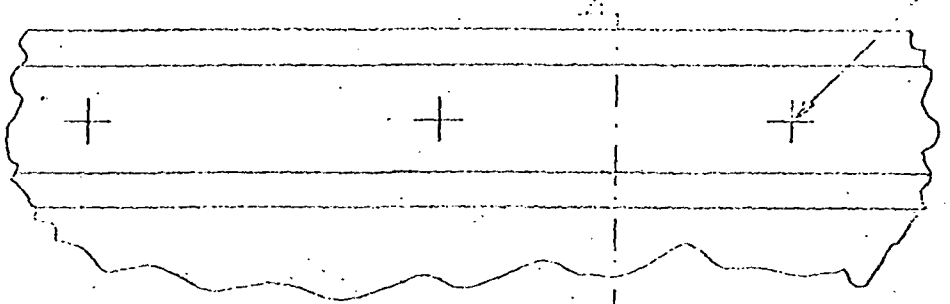
DISTANCE PROP TO COWL	UNFEATHERED	FEATHERED
G-21A	4½"	2¾"
BEECH C-18	2⅛"	⅞"

WT. OF COWL G-21A 26 lb BEECH C-18 33 lb

PAN-AIR CORPORATION			
Title BEECH COWLING CONVERTED FOR G-21A			
Aircraft G-21A			Scale 1:10
Date 6-15-65	Draft. By	Superv. By	Drw. No. FL-0104-1

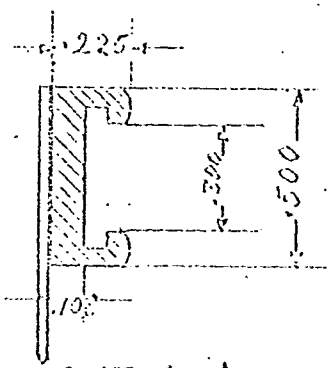


UPPER HALF OF COWL SCALE 1:10



DETAIL A SCALE 2:1

RIVETS AN 456-4-5
1 INCH CENTERS



CUT A-A

NOTE: LOWER COWLING CUT TO 24½" ONLY
AND EXTRUSION INSTALLED.
CURVE CUT TO CLEAR EXHAUST STACK
ON UPPER HALF ONLY.

PAN-AIR CORPORATION			
Title BEECH COWLING CONVERTED FOR G-21A			
Aircraft G-21A			Scale 1:10 2:1
Date 5.2.45	Draft. By	Superv. By	Drw. No. EL-0104

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.: B131	NATIONALITY AND REGISTRATION MARK: N-4772C
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIRBOATS, INC.	ADDRESS (As shown on registration certificate): SEA PLANE RAMP, VETERANS DR., ST. THOMAS VI

3. FOR FAA USE ONLY

ASO-FSDO-61/SJL 9/20/74 Revd Chief 262 264 265 266 267 260a 200a

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

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN14B	218299	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

242 245 246 247 250 250a

6. CONFORMITY STATEMENT

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

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 19, 1974	Harry F. Worwetz *Harry F. Worwetz*

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
August 19, 1974	3610	Harry F. Worwetz *Harry F. Worwetz*

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.)*

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 57-5-4 previously complied with.
FAA A.D. Note 66-14-4 previously complied with.
FAA A.D. Note 68-9-1 complied with.
FAA A.D. Note 56-6-2 complied with.
Service Bulletin 1658-B complied with.

SEPT 7/74 ACTT 16158.8 RT SIDE N 72C F rulling AOP16/7154.

☐ 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: 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.: B131	NATIONALITY AND REGISTRATION MARK: N-4772C
2. OWNER	NAME (As shown on registration certificate): ANTILLES AIR BOATS INC.	ADDRESS (As shown on registration certificate): SEA PLANE RAMP, VETERANS DR. ST. THOMAS VI

3. FOR FAA USE ONLY

ASO-FSDO-61/SSU 9/20/74 253 242 245 246 247 250 260a 260a

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

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Pratt & Whitney	R985-AN1	201671	X	
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Engine Support, inc. RT, 2 Box 513. Sebring; Air Terminal. Sebring; Florida. 33870	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3610 Power plant Class 1 & 2

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
July 5 1974	Harry F. Worwetz *Harry F. Worwetz*

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
July 5 1974	3610	Harry F. Worwetz *Harry F. Worwetz*

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.)*

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

Parts listings on file this station under W.O. #2782.

FAA A.D. Note57-5-4 has been previously complied with.(Crank shaft)
FAA A.D. Note 66-14-4 previously complied with (Cam reduction gear)
Service bulletin 1658-B has been previously complied with.
FAA A.D. Note 68-9-1 complied with (Fly weights & Liners)
FAA A.D. Note 56-6-2 complied with (Cylinder inspection)
SEP 17/74 A/C T.T. 16158.8 INSTALLED LT SIDE N 72C Fuller 1917154.

☐ 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.: B-151	NATIONALITY AND REGISTRATION MARK: N47720
2. OWNER	NAME (*As shown on registration certificate*): Antilles Air Boats	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 E. Bartholomew % Antilles Air Boats St. Thomas U.S. Virgin Islands	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AMP1914610

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
27 April, 1973	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 ☒ 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
27 APRIL 1973	IA1496292	W.J. Everett

NOTICE

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

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

1. Removed all existing seats and flooring.
2. Installed 2 each lounges manufactured by Carrier Aircraft, Inc. to TSO standards under TSO-C39. See attached drawings (2 sheets) G21(1001).
3. Installed 4 each seats manufactured by Carrier Aircraft, Inc. to TSO standards under TSO-C39. See attached drawings (2 sheets) G21(1001).
4. The above 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.
5. The aircraft equipment list, loading schedule and weight and balance data were modified as necessary to reflect these changes.
6. All above mentioned work done in accordance with AC43-13-1, chapter 2, section 2, paragraph 44-48, section 3, paragraph 60-67, and AC43-13-2 chapter 1, paragraph 1-12, chapter 9, paragraph 130-136.

NOTHING FOLLOWS

ASO-FSDO-61/SJU
Rcvd 5/1/73
Chief

242	262
243	264
245	265
247	266
250	267
240a	260a
250a	260a

☒ ADDITIONAL SHEETS ARE ATTACHED

CAL-VOLAIR INC
2870 E WARDLOW RD
LONG BEACH CALIF 90807

REV 1
10 JUNE 1969

STRUCTURAL SUBSTANTIATION
INSTALLATION OF FLOOR, SEATS
& 3 PLACE COUCH IN GRUMMAN
MODEL G-21 AIRCRAFT.

FOR CARRIER AIRCRAFT INC.
LONG BEACH AIRPORT
L.B. CALIF. 90807

Nº OF PAGES 3

REF. DWGS: G21-1001, 2 SHTS

APPROVED: Thomas Cox DER LA-321
APPVD: A J McClaren CAL-VOLAIR

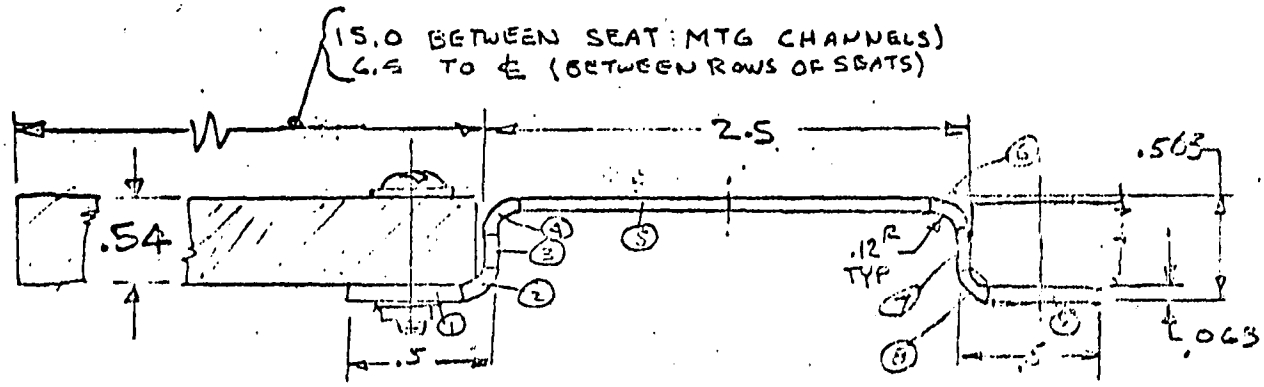
FLOOR BEAM ANALYSIS:

THE MOST CRITICAL LOAD IS FROM FWD CONDITION (1656# @ SEAT BELT) REACTED NEAR THE CENTER OF ONE OF THE 10.0 BAYS

$$\text{LOAD} = \frac{1656\,(21.5)}{13.5} = 2640 \text{ LBS}$$

$$M_{MAX} = \frac{Pab}{a+b} = M_{MAX} = \frac{2640(5.25)(4.75)}{10} = 6580 \text{ IN-LBS}$$ (TOTAL LOAD ON 2 BEAMS)

SECTION PROPERTIES: (REF DWG G21-1001 SHT1)



FOR CHANNEL ONLY: MATL = 2024-T3 ALUM

		A	Y	AY	AY^2	I_o
.22x.063	1	.0202	.031	.00062	.000019	—
.22x.063	2	.0158	.086	.00136	.000117	.00004
.188x.063	3	.0118	.281	.00331	.000932	—
[illegible]	4	.0158	.398	.00630	.002510	.00004
[illegible]	5	.1338	.532	.07200	.038650	.00004
[illegible]	6	.0158	.398	.00630	.002510	.00004
[illegible]	7	.0118	.281	.00331	.000932	—
[illegible]	8	.0158	.086	.00136	.000117	.00004
.22x.063	9	.0202	.031	.00062	.000019	—
	Σ	.2610	$\bar{Y}$ = .368	.09618	.0458 06	.00016

+ .000163
.0459 66
− .0359

$$I_{NA} = .0105\,66 \text{ IN}^4$$

$F_b = 61000$ PSI (MIL HDBK-5)

$M = \frac{61000(.0106)(2)}{.368}$ 3510 IN-LBS ALLOW

6540 - MAX MOMENT
-3510 ALLOW IN CHANNELS
3030 APPLIED TO FLOOR

ALLOW FLOOR LOAD = 149.21 (21.5) = 3210 IN-LBS
(USING .460 THICK DOUGLAS FIR PLYWOOD — ANC-18)
(CONSERVATIVE AS .540 THK PLYWOOD IS ACTUALLY INSTALLED PER DWG G-21-1001)

$MS = \frac{3210}{3030} - 1 = .058$

THE FLOOR SOCKETS TO HOLD SEATS ON THE CHANNEL ARE ATTACHED WITH (4) AN3 BOLTS: $P_s = 2126$ LBS

ASSUME (SHEAR CARRIED BY FRONT LEGS ONLY) - FWD LOAD PER LEG = $\frac{1656}{2}(1.33) = 1035$ LBS MS = HIGH

BEARING OF BOLTS IN CHANNEL:

$.190(.063)(92000) = 1100$ LBS

$MS = \frac{1100(4)}{1035} - 1 = 3.25$

BEARING IN STEEL PLATE O.K. BY COMPARISON

TENSION LOAD PER BOLT =

$\frac{1656(21.5)1.33}{2(13.5)} = 1750$ LBS/LEG OR 438#/BOLT

$P_t = 2259$ LBS (MIL HDBK-5)

MS = [illegible]

FOR CONNECTION BETWEEN LEG & SOCKET: AN3 BOLT
VERT LOAD = 1750 LBS

DOUBLE SHEAR ON BOLT: ALLOW = 2126(2) = 4252 LBS

BEARING IN .058 TUBE: .190(.058)(2)(90000) = 1985 LBS

$MS = \frac{1985}{1750} - 1 = .1$

THE CHANNELS ARE RIVETED TO EACH TRANSVERSE BEAM WITH 2 AN470AD4 RIVET - ALLOW = 388 LBS SHEAR EACH
(MIL-HDBK-5)

388 (2) = 776 #/CHANNEL

APPLIED LOAD = $\frac{1656(1.33)}{4}$ = 551 LBS (FROM FWD LOAD)

MS = $\frac{776}{551} - 1 = .41$

CARRIER
AIRCRAFT, INC. LONG BEACH AIRPORT • PHONE 427-0760 • LONG BEACH, CALIFORNIA

MAILING ADDRESS:
P. O. BOX D
LAKEWOOD, CALIFORNIA 90714

December 1, 1971

Antilles Air Boats
39 Strand St.,
Christiansted
St. Croix
U.S. Virgin Islands

Attention: Captian Gillies

The Carrier Aircraft type passenger seats and lounges installed in your Grumman G 21A Aircraft are approved by FAA, and manufactured under TSO-C39.

Reference FAA letter WE-130/8150, dated Sept. 15th, 1969.

Sincerely,

Robert Carrier

RC/ibp

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WESTERN REGION
P.O. BOX 92007, WORLDWAY POSTAL CENTER
LOS ANGELES, CALIFORNIA 90009

15 SEP 1969

IN REPLY
REFER TO: WE-130/8150

Carrier Aircraft, Inc.
2750 East Wardlow Road
Long Beach, California

Attention: Mr. William C. Waddell
President

Subject : Carrier Aircraft, Inc., Seat Models 101 Forward Facing, and 102 Side Facing, Technical Standard Order C39

Gentlemen:

Your 24 June 1969 applications for authorization to use the technical standard order procedures, received in this office on 31 July 1969, have been reviewed. The certifications of conformance with the requirements of Subpart A of Part 37 and TSO-C39 are acceptable. The quality control data in Carrier Aircraft, Inc. Quality Control Manual, dated 1 July 1969 are adequate. A copy is on file in Aircraft Engineering District Office Number 48, Long Beach, California.

Effective this date, you are authorized to use the technical standard order procedures as prescribed by Part 37 of the Federal Aviation Regulations, and to identify the subject seats with the applicable TSO marking, as required by TSO-C39.

This authorization pertains only to manufacturing operations at the above address, and this office must be notified in advance of any proposed relocation.

Sincerely,

ROBERT H. STANTON
Chief, Aircraft Engineering Division

CARRIER

AIRCRAFT, INC. LONG BEACH AIRPORT LONG BEACH, CALIFORNIA

MAILING ADDRESS
P.O. BOX [illegible]
LONG BEACH, CALIFORNIA [illegible]0714

June 21, 19[illegible]

Chief, Aircraft Engineering Division
Federal Aviation Administration
Post Office Box 92007, Worldway Postal Center
Los Angeles, California 90009

[illegible]ation is hereby made for [illegible]tion to use the [illegible] standard order procedures.

The undersigned hereby certifies that the article listed below by model number, which has been tested and meets the performance standards of Technical Standard Order C39. In addition, all other applicable provisions of Part 37 of the Federal Aviation Regulations have been met.

[illegible] Technical data required [illegible] TSO [illegible] identity [illegible] are transmitted he[illegible]

[illegible] required quality con[illegible] [illegible]smitted under separate cover.

Authorization to use TSO identification on this article is requested.

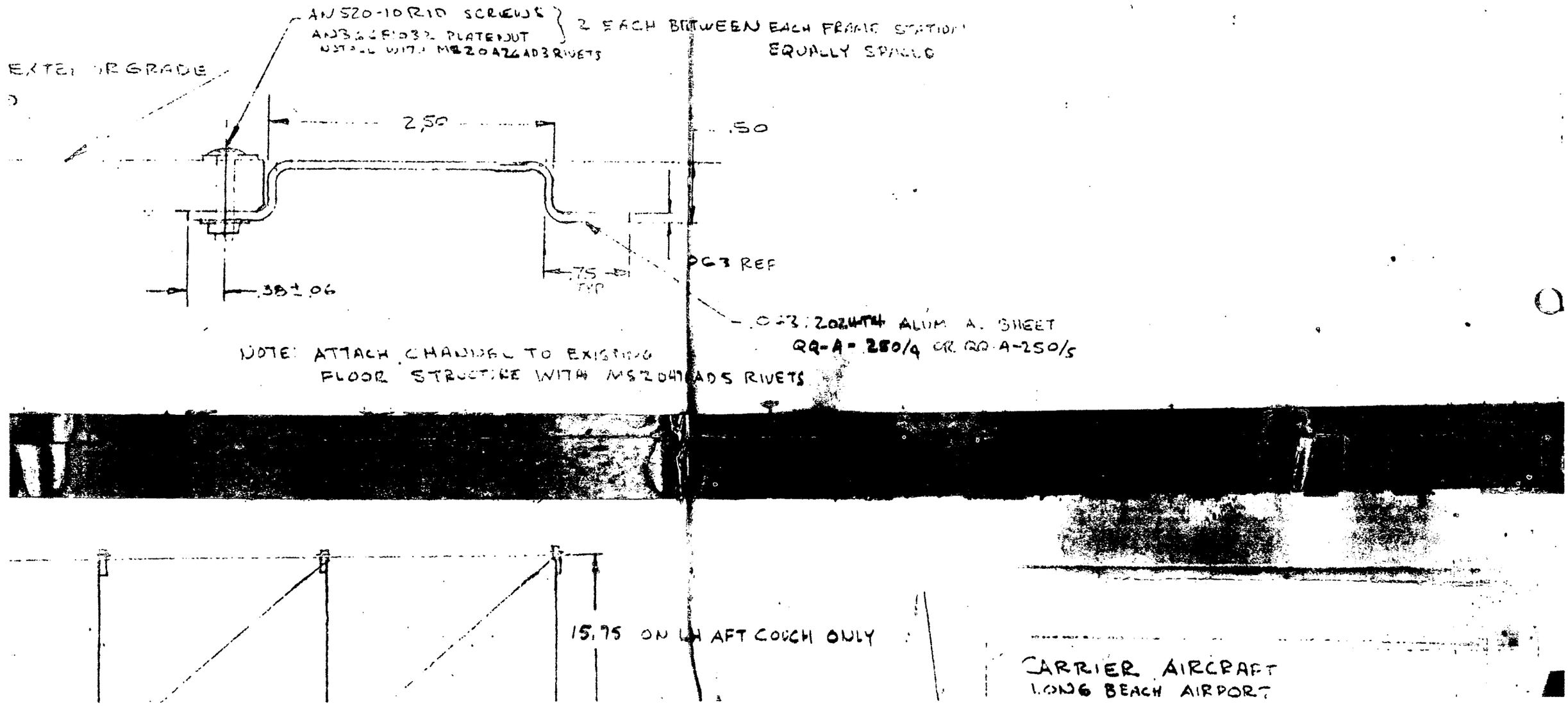
Seat forward facing single - Model 101

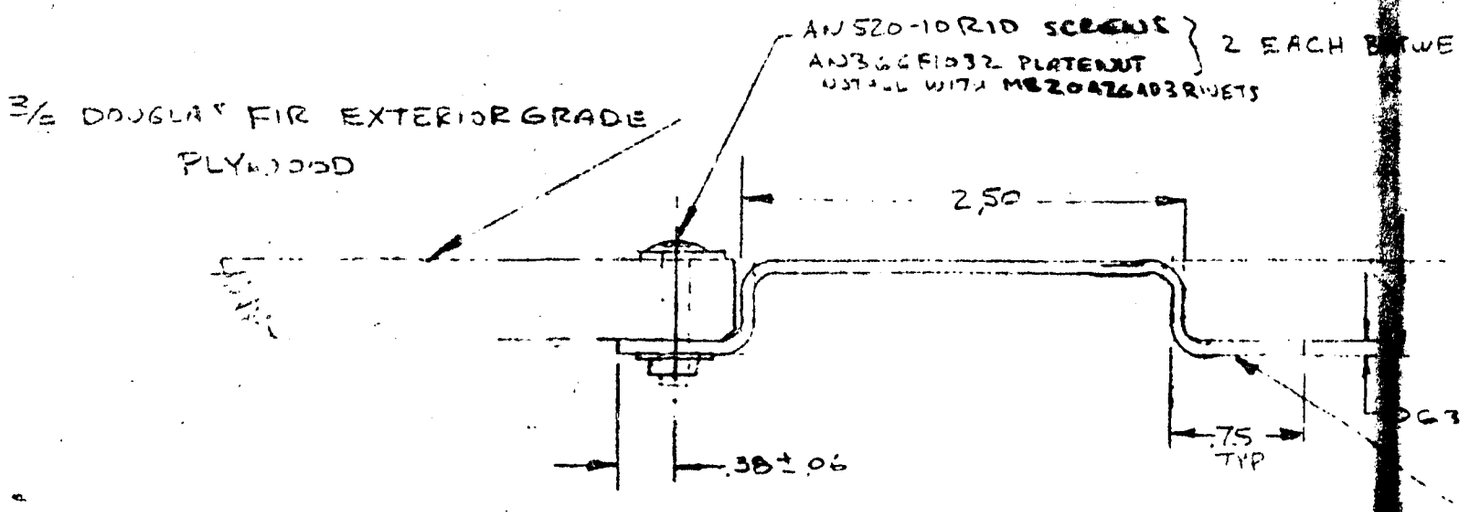
CARRIER AIRCRAFT, INC.

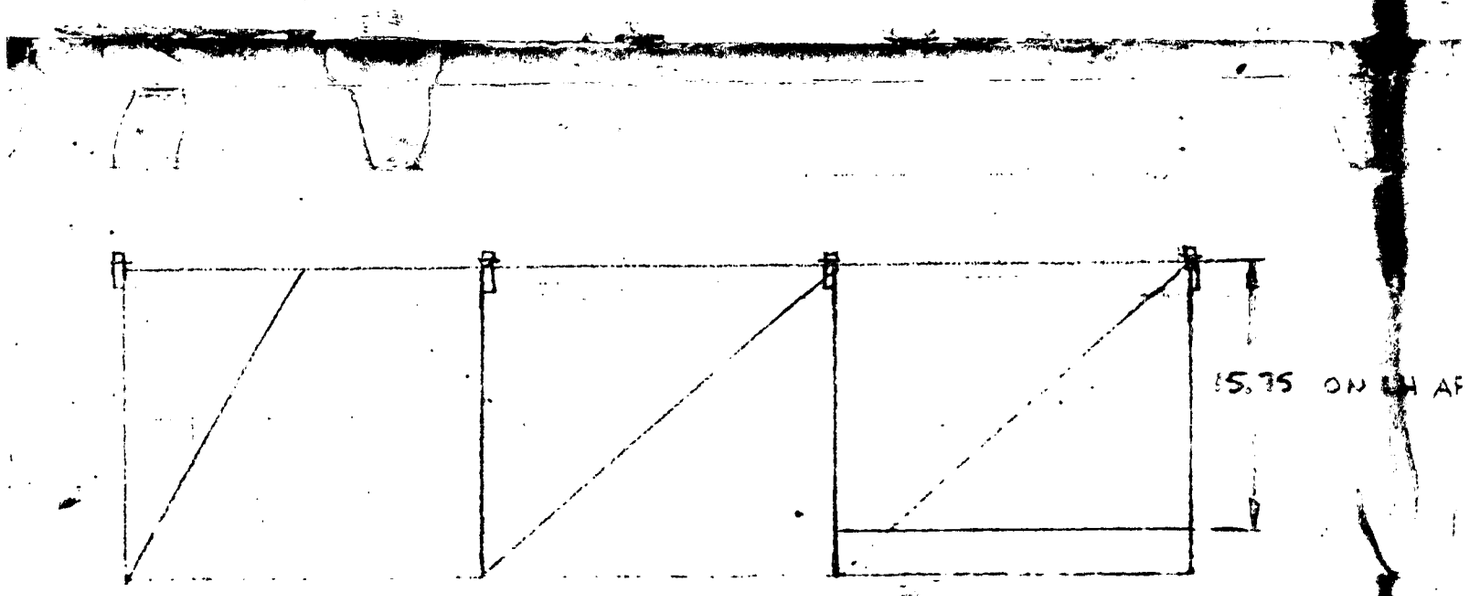
[illegible]

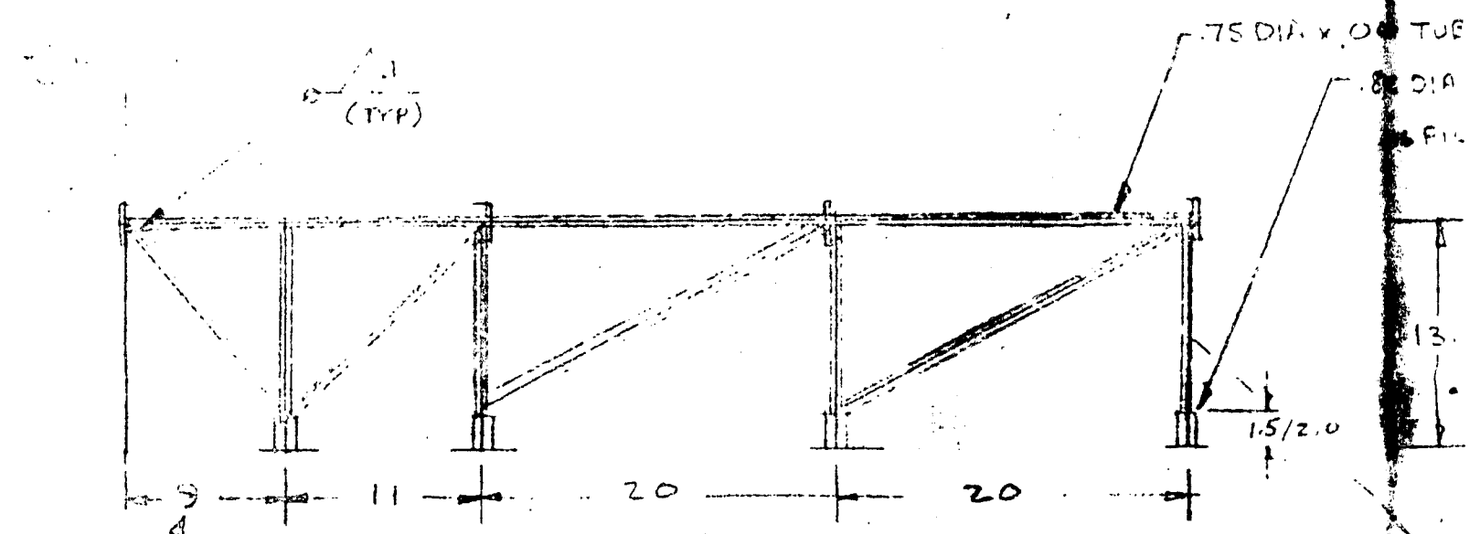
William C. Waddell,
President

[illegible]


AN520-10R10 SCREWS
AN365-1032 PLATENUT
INSTALL WITH MS20426AD3 RIVETS
2 EACH BETWEEN EACH FRAME STATION
EQUALLY SPACED
EXTERIOR GRADE
2.50
.50
PG3 REF
.75 TYP
.38±.06
.063 2024T4 ALUM A. SHEET
QQ-A-250/4 OR QQ-A-250/5
NOTE: ATTACH CHANNEL TO EXISTING
FLOOR STRUCTURE WITH MS20470AD5 RIVETS
15.75 ON LH AFT COUCH ONLY
CARRIER AIRCRAFT
LONG BEACH AIRPORT







LOCATION FOR RH FWD COUCH ONLY
LH AFT COUCH HAS 20 IN SPACING

3 PLACE COUCH

ON LH AFT COUCH ONLY

CARRIER AIRCRAFT
LONG BEACH AIRPORT
LONG BEACH CALIF. 90807

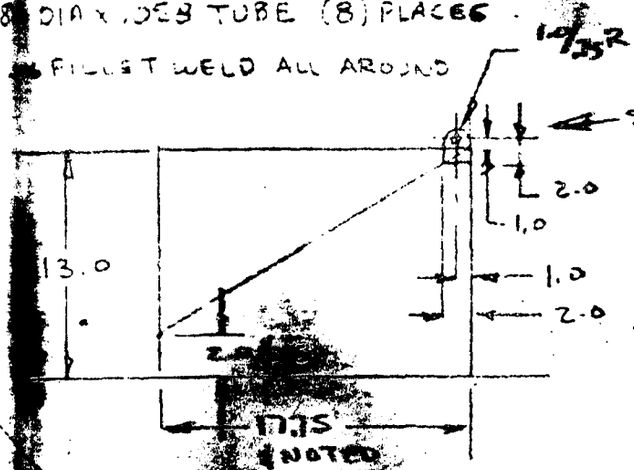
GOOSE INTERIOR
LAYOUT & DETAILS

G21-1001
SHT 1 OF 2

.00 TUBE ; ALL MEMBERS

.8 DIA x .063 TUBE (8) PLACES

FILLET WELD ALL AROUND



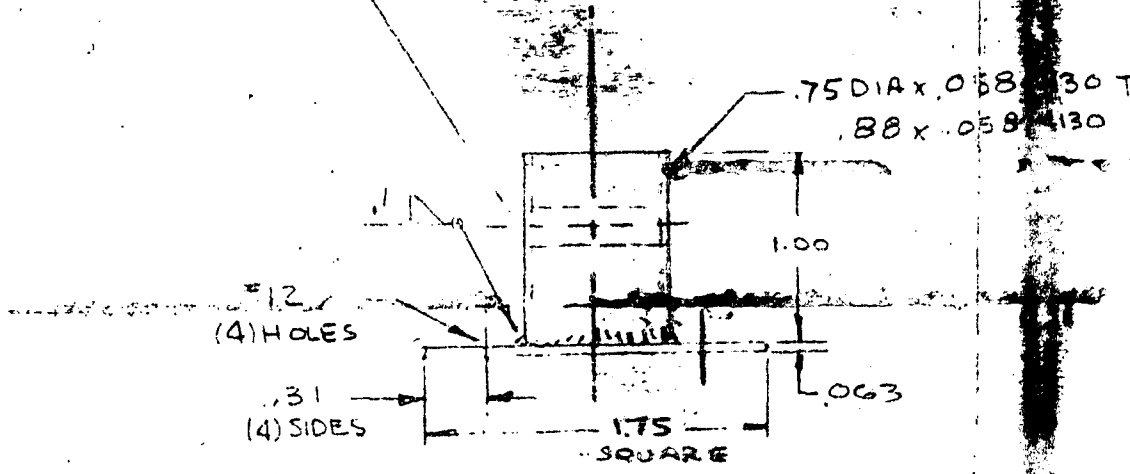
SEAT BELT TIE .063 4130 STL SHEET

ONE THICKNESS AT EACH END

TWO THICKNESSES AT BOTH INTERMEDIATE TIES

THIS LEG ON LH COUCH 2.5 SHORT TO MATCH FLOOR CONTOUR AT AFT END OF CABIN

DRILL #2
INSTALL AN3-10A BOLT
AN365 NUT EACH LEG

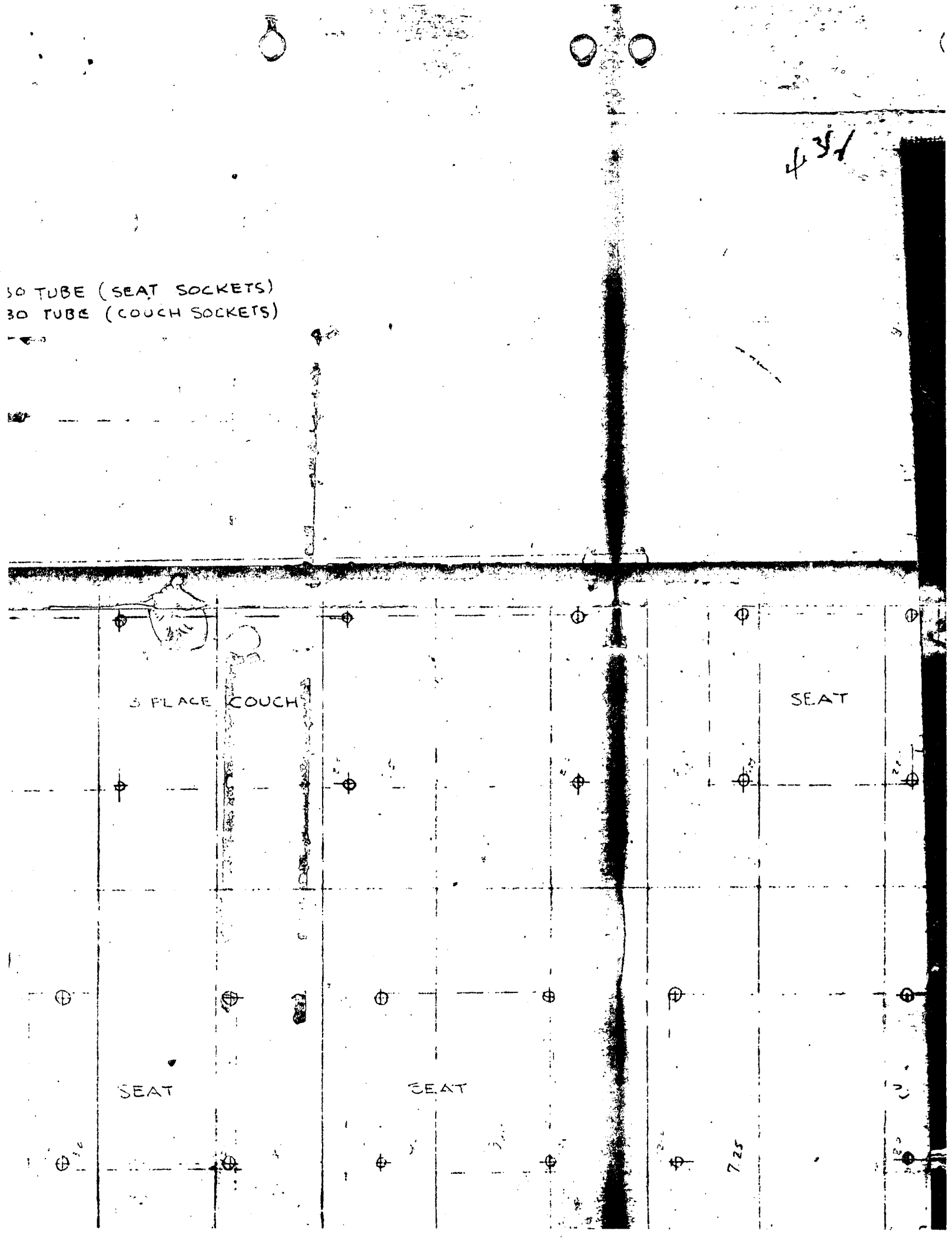


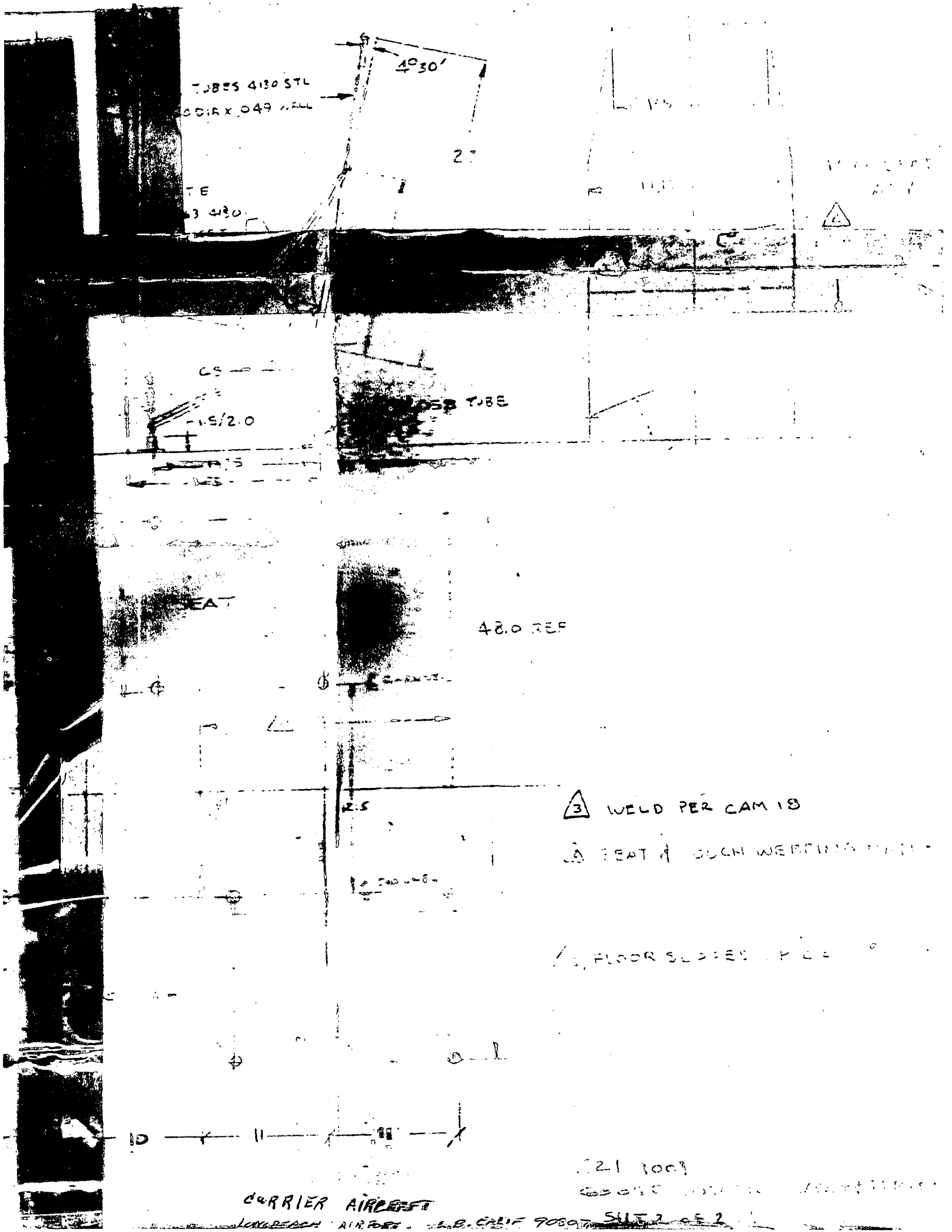
3 PLACE COUCH

19.5

55.0 REF

SEAT


4 31
30 TUBE (SEAT SOCKETS)
30 TUBE (COUCH SOCKETS)
3 PLACE COUCH
SEAT
SEAT
SEAT
7.25


TUBES 4130 STL
.049 WALL
4°30'
CS
TUBE
1.5/2.0
48.0 REF
2.5
WELD PER CAM 18
FLOOR SLOPES
CARRIER AIRCRAFT
LONG BEACH AIRPORT - L.B. CALIF 90807
SHT 2 OF 2

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
FSDO
~~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.: B-131	NATIONALITY AND REGISTRATION MARK: N4772C
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	X	INSPECTION AUTHORIZATION
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT

OTHER (Specify)

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
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~~ light 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

Rev'd 6/7/73

Chief

242		262	
245		264	
246		265	
247		266	
250		267	
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
SJU FSDO
7-5-81

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.: B 131	NATIONALITY AND REGISTRATION MARK: N47720
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	Radio Installation (As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: DEO/MA MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
DALE E. BARTHOLOMEW % ANTILLES AIR BOATS ST. THOMAS U.S. VIRGIN ISLANDS	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	SIGNATURE OF AUTHORIZED INDIVIDUAL
24 April, 1973	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 ☒ 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
	IA 1496292	W.J. Everett

NOTICE

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

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

1. Removed dadio equipment on instrument panel and associated equipment under instrument panel
2. Installed ywo (2) each Genave NAV/COM transceivers model Alpha 200 at station #9 on rack fastened to cockpit overhead to existing structure. Per General Aviation Electronics, Inc., Installation manual and AC43-13-2, Chapter 2, Section 25-27 and AC43-13-1, Chapter 15, sections 1 and 2.

See weight and balance records and equipment list and electrical load analysis

NOTHING FOLLOWS

ASO-FSDO-61/SJU

Rcvd 5/1/83

Chief

242	262
245	264
246	265
247	[illegible]
250	267
240a	260a
250a	200a

☐ ADDITIONAL SHEETS ARE ATTACHED

ELECTRICAL LOAD COMPUTATION

Make of A/C. Grumman
Model. G-21A
Current Rating GEN. 50AMP
No. of Engines 2EA

Registration. N4772C
System Voltage. 24Volts
Number of Gen. 1EA
Total Current. 50Amp

Electrical Load Item	LOAD	Intermittent	Continuous	Continous & Intermittents
Nav Lights.	.58A		.58A	.58A
Landing Lights	8.75A	8.75A	8.75A	8.75A
Interior Lights	.75A		.75A	.75A
Inst Lights	.75A		.75A	.75A
Oil Temp Ind.	.06A		.06A	.06A
Carb Temp Ind.	.07A		.07A	.07A
Magnesyn Compass.	.50A		.50A	.50A
Transceiver Alpha/200				
A) Transmit	2.20A	2.20A		2.20A
B) Receive	1.70A		1.70A	1.70A
		10.95A	13.16A	15.36

Total Intermittent Load 10.95Amps

Total Continuous Load 13.16Amps

Total Possible Load Continuous and intermittent 15.36 Amps.

Total Continuous Load is 26.32% of total gen capacity.

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: G21A
	SERIAL NO.: B-131	NATIONALITY AND REGISTRATION MARK: N-4772C
2. OWNER	NAME (*As shown on registration certificate*): ANTILLES AIR BOATS, INC	ADDRESS (*As shown on registration certificate*): Seaplane Ramp, Veterans Drive St. Thomas, USVI 00801

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	Propeller Installation (*As described in item 1 above*)				X
POWERPLANT					
PROPELLER	[illegible]	[illegible]			X
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 St. Thomas, USVI 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	SIGNATURE OF AUTHORIZED INDIVIDUAL
4/24/73	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 ☒ 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
4/24/73	IA1496292	W. J. Everett, Jr.

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.)*

One eachHartzell Propeller hub, Model #HC-B3R30-2E, Blade #P10152-5 1/2 installed on right side of this aircraft in accordance with Hartzell Propeller, Inc., STC SAI-52, Drawing #[redacted]1860.

Flight Manuel modified for this installation. See weight and balance report and equipment list.

Functional check OK.

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

ASO-FSDO-61/SJU

Rcvd 5/10/73

Chief

242	262
245	264
246	265
247	266
250	267
250a	250a
250a	250a

☐ 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
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.: B-131	NATIONALITY AND REGISTRATION MARK: N-4772C
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, USVI 00801

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	Propeller Installation (As described in item 1 above)				X
POWERPLANT					
PROPELLER	883/M Hartzell Propeller	KD Model [illegible] Dado Model D10352-5			
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, USVI, 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	SIGNATURE OF AUTHORIZED INDIVIDUAL
4/24/73	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 ☒ 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
4/24/73	IA1496292	W. J. Everett, Jr.

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.)*

One each Hartzell Propeller hub, Model #HC- B3R30-2E, Blade #P10152-5 1/2 installed on left side of this aircraft in accordance with Hartzell Propeller, Inc., STC SAI-52, Drawing #D1860.

Flight Manual modified for this installation. see weight and balance report and equipment list.
Funtional check OK.

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

ASO-FSDO-61/SJU
Rcvd 5/1/73
Chief

242	262
245	264
246	265
247	266
250	267
240a	260a
250a	200a

☐ ADDITIONAL SHEETS ARE ATTACHED

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-R041.4

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

dw 9-6-5

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
GRUMMAN	G-21A	B-131

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

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
ALASKA COASTAL AIRLINES	2 MARINE WAY, JUNEAU, ALASKA	N- 4772C

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 11/9/54
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

O. F. BENROTH
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

1/18/55 (DATE)

Co-Manager (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

c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1954 (YEAR) THROUGH CARD NO. 54-26

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 748.1 HOURS

d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 6206 TOTAL HOURS 2194.2
SERIAL NO. 7352 TOTAL HOURS 3318.1
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

RECEIVED
JUL 29 2 09 PM '55
ADMIN. & RECORDS BRANCH
W-300

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

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 1/18/55 (DATE)

☐ BY AIRCRAFT MANUFACTURER

☒ BY APPROVED REPAIR STATION, CERTIFICATE NO. 1355

☐ 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, ~~[illegible]~~ CAM 43.10-1 complied with.

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 upon removal of the aircraft from Operating Certificate No. 804. (DATE)

g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)

BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ 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	
Gordon Graham GORDON GRAHAM	8801	1/18/55	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☑ ACCEPTED
J. E. McCarthy	3-ASDO-3	5-15-55	☐ REINSPECTED
			☐ SPOT CHECKED

☐ ATTACHMENT

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	G-21A	B-131	N 47720

	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone, and State*)
2. OWNER	ALASKA COASTAL AIRLINES	2 MARINE WAY, JUNEAU, ALASKA

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	P & W	R-985AN6B	6206 & 7352		X
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

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

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

EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
6280	+ 24.055	1720

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

☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 1355 (*Specify*) ☐ CERTIFIED MECHANIC

	NAME	ADDRESS (*Street and number, city, zone, and State*)	DATE WORK ACCOMPLISHED
6. AGENCY	ALASKA COASTAL AIRLINES	2 MARINE WAY, JUNEAU, ALASKA	1/18/55

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.)

SEE ATTACHED SHEETS.

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.

JOHN S. BRACKLEN	Chief Inspector	1/18/55
(Signature of supervising mechanic)	(Certificate number and rating)	(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

	DESIGNEE'S SIGNATURE	NO.	DATE
☒ APPROVED	Gordon Graham GORDON GRAHAM	8801	1/18/55
☐ REJECTED	CAA AGENT SIGNATURE J. McCarthy	☒ ACCEPTED ☐ REINSPECTED	DATE 5-15-55

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

ATTACHMENT TO FORM ACA 337 FOR GRUMMAN G-21A,
SERIAL NO. B-131, REGISTRATION NO. N 4772C,
DATED JANUARY 18, 1955.

DESCRIPTION OF WORK ACCOMPLISHED

A. All military equipment installations, including automatic pilot, were removed. The hull was inspected and tested for leakage. All defects were satisfactorily repaired. Note 8 of the Aircraft Specification was complied with in its entirety, as applicable to this aircraft.

B. Wing center section overhauled to incorporate riveted baffles in integral fuel tanks in compliance with AD 49-16-1. Spot welds were replaced with AN456AD4 rivets as specified by the manufacturer. Access for riveting was obtained by installation of four (4) additional openings in the bottom of each fuel tank. New access holes were reinforced with Grumman P/N 12350 Hole Flanges, in accordance with the manufacturer's instructions.

C. Outer wing panels overhauled. All minor structural repairs found necessary were accomplished in accordance with the manufacturer's recommendations. Fabric covering replaced with "Grade A" fabric and finished with six (6) coats of clear C.A.B. dope, two (2) coats aluminaum C.A.B. dope and three (3) coats pigmented C.A.B. dope.

D. Ailerons, wing flaps, elevators, horizontal stabilizers, and rudder repaired as necessary. All defective hinge fittings and control horns replaced. Minor repairs to structure satisfactorily accomplished. Fabric covering replaced and refinished as described in paragraph "C", above. Upper stabilizer strut terminals, P/N 12561-1, are steel parts, in accordance with AD 48-18-1. AD 53-21-2 complied with by magnetic particle inspection of stabilizer strut adjustable ends, P/N 12561-3, which were found satisfactory. Total time on these parts 748.1 hours as of this date. Stabilizer forward attachment fittings inspected in accordance with AD 53-24-1.

E. Landing gear inspected and found to be in very good condition throughout. Retraction test conducted with aircraft hoisted.

F. Control system inspected. All defects corrected. AD 50-15-1 complied with.

G. New instrument panels installed. All instruments installed were overhauled in accordance with the manufacturer's recommendations in ACA Instrument and Accessory Overhaul Shop.

H. All unnecessary fluid and air lines were removed. Remaining systems were completely overhauled. Defective lines were replaced and all valves were replaced with new or overhauled valves.

I. Electrical system completely overhauled. All unnecessary wiring and conduit removed.. All defective parts and wires replaced. New wiring installed where necessary. Carbon pile voltage regulator and relay switch installed in cockpit.

ATTACHMENT TO FORM ACA 337 FOR GRUMMAN G-21A,
SERIAL NO. B-131, REGISTRATION NO. N 4772C,
DATED JANUARY 18, 1955.

DESCRIPTION OF WORK ACCOMPLISHED (Continued)

J. Six Flight Equipment and Engineering Corporation Model A-12 "Payloader" seats were installed in the cabin in accordance with ACA Dwgs. Nos. S 0200A, S 0200-3A, S 0200-4, S 0200-5 and S0201A, identical to installation previously approved on Form ACA 337 for Ellis Air Lines' Grumman G-21A, Serial No. 1157, Registration No. N 88821, dated February 14, 1953.

Rear seat on right side of cabin fabricated by ACA per Ellis Air Lines Dwg. No. E-11-11 with the following modifications:

(1) Diagonal brace to resist side loads installed between bottom member of right leg structure and left leg assembly hinge tube.

(2) Seat belt attachment bushings welded into aft seat frame tube. Seat belts attached to seat with AN4 bolts thru Air Associates No. M 3318 end fittings.

(3) Seat attached to floor structure by means of four (4) Wedjit studs engaged in P/N 295301 Wedjit assemblies installed in channel on floor as shown in ACA Dwg. No. S 0200A, View "C", with additional doubler channel of .064 in. 24ST as shown in View "B".

Rear seat installation tested in accordance with TSO C25-1 requirements for Type I (Transport Category) seats. The installation sustained the required loads for the specified time without failure.

K. Stewart-Warner Model 979-B1 cabin heater installed in accordance with ACA Dwgs. Nos. H-01A, H-02A, H-02-1A, H-02-2, H-03-2, H-03A, H-03-3, H-04A, H-06, H-06-1, H-07, H-09, H-09-1, H-10, H-11B, H-12 and H-13A. Hand operated carbon dioxide fire extinguisher installed in cockpit.

Engineering Approval Reference: Memorandum from Acting Chief, Aircraft Division, Seventh Region. Subject: Project 1A96-8, Installation of Stewart-Warner 979-B1 Heater in Grumman G-21A by Alaska Coastal Airlines.

L. Water rudder assembly installed in accordance with Ellis Air Lines Dwg. No. B-9-8, formerly No. E-47-1001-900.

M. Cabin interior below top of windows reupholstered with flame resistant material. New floorboards of .012 24ST-balsa sandwich material covered with # RT11 and # RT13 B. F. Goodrich Avtrim Flight Rug were installed.

N. The exterior of the hull and wing center section assembly were completely stripped of all finish, thoroughly cleaned, Alodized and refinished with zinc chromate primer and enamel.

O. Lear RCB-B receiver, T30-AB transmitter and G-30-AB power supply, overhauled in Alaska Coastal Airlines Radio Shop, were installed in the cockpit. Fixed and trailing antennas installed.

ATTACHMENT TO FORM ACA 337 FOR GRUMMAN G-21A,
SERIAL NO. B-131, REGISTRATION NO. N 4772C,
DATED JANUARY 18, 1955.

DESCRIPTION OF WORK ACCOMPLISHED (Continued)

P. Pratt & Whitney R-985 engines, completely overhauled in accordance with the manufacturer's recommendations and tolerances, were installed. Engine overhaul included magnaflux inspection of all steel parts, Dy-Chek inspection of pistons, chromic acid treatment of magnesium cases, and replacement of all parts found worn beyond limits or otherwise defective. All currently effective service bulletins complied with. AD 54-22-2 complied with.

Q. Hamilton Standard 2D30 propellers with 6101A-24 blades were completely overhauled in accordance with the recommendations of the manufacturer.

R. All engine accessories were overhauled in accordance with the recommendations of their respective manufacturers prior to installation. Powerplants were built up, run in for six (6) hours, tested and installed in aircraft. AD 46-28-1 complied with.

S. Fuel tanks and system filled, flow checked and checked for leaks.

T. All controls rigged for proper travel and cable tension.

U. The aircraft was weighed and its center of gravity determined as shown in the attached weight and balance data.

All parts and materials used in the assembly of this aircraft comply with the recommendations of the manufacturer as contained in the reference manuals, and/or with standards prescribed in CAM 18.

REFERENCES:

1. NavAer 01-85V-3, Handbook of Instructions, Structural Repair for Models JRF-k, 2, 3, 4, 5 and 6B.

2. Service Manual for Grumman Goose Model G-21A (JRF).

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

January 18, 1955.

JOHN S. BRACELEN
689213 A & E

ALASKA COASTAL AIRLINES

E-Q-U-I-P-M-E-N-T C-H-A-N-G-E

DATE: January 18, 1955.

AIRCRAFT AFFECTED:

Make	Model	Serial No.	Registration No.
GRUMMAN	G-21A	B-131	N 4772C

DESCRIPTION OF CHANGE:

(1) Stewart Warner Model 979E1 Cabin Heater installed.

(2) First Aid kit installed.

NET WEIGHT CHANGE:

(1) + 40 at - 31.5
(2) + 2 at + 169.0

WEIGHT & BALANCE AMENDMENTS:

Empty weight (as weighed 1/13/55)	6238	+ 24.364	+ 151985
(1) Heater installed	+ 40	- 31.5	- 1260
(2) First Aid kit installed	+ 2	+169.0	+ 338
	6280		+ 151063

NEW E.W. 6280 POUNDS
NEW E.C.G. + 24.055

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

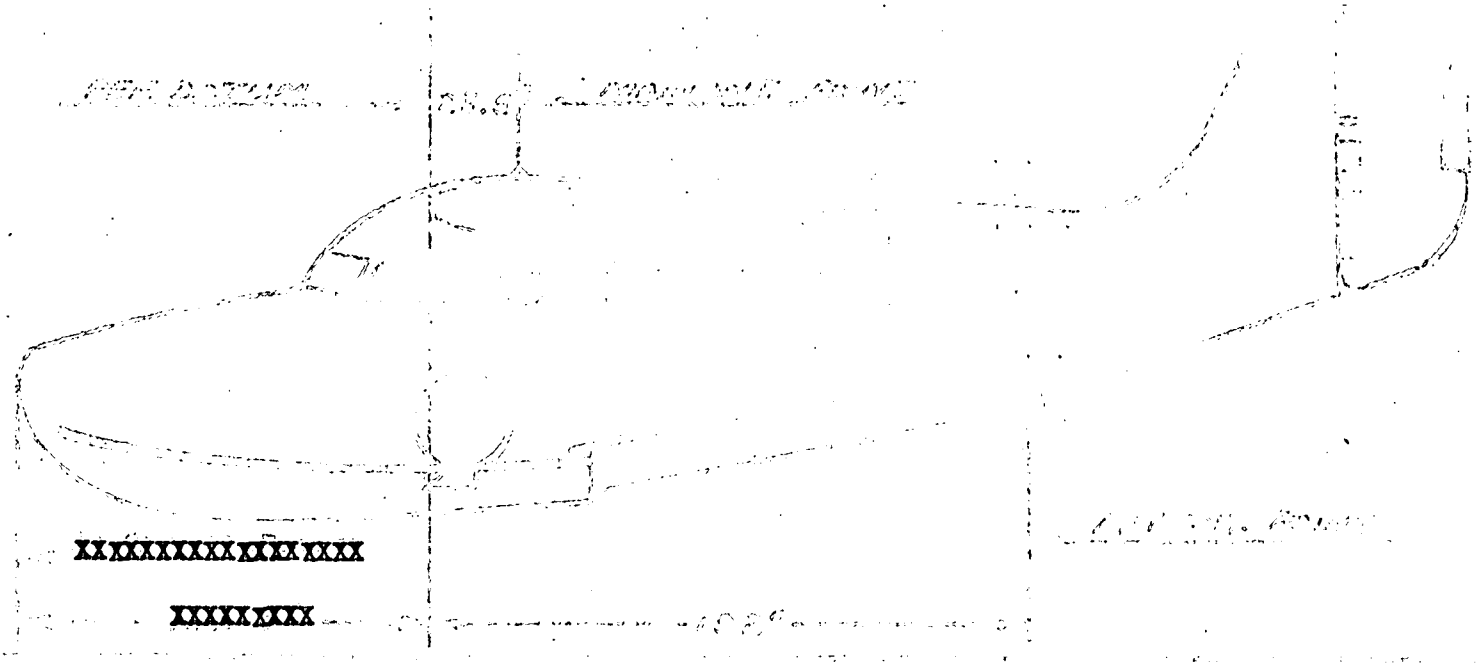
JOHN S. BRASELEN
Chief Inspector.

APPROVED

DATE: 1/18/55

By: Gordon Graham
GORDON GRAHAM, DAMI # 8801

WEIGHT AND BALANCE



MODEL N G-21A SERIAL NO. B-131 [illegible] 47720

REFERENCE DATUM – wing leading edge at fuselage, 30 inches out from centerline of airplane.

LEVELING MEANS – Leveling brackets in cockpit.

Distance from reference datum to main weight point is 23.5 inches.
Distance from reference datum to xxx/aft weight point is xxxxxxx / 192 inches.

SCALES USED – xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx HOWE Crane Scales (Beam Type) & Fairbanks Platform (Beam Type).

	Scale Reading	Tare Weight	Net Weight
Main Weight Point	6268.0	62.0	6206.0
xxx/Aft Weight Point	69.0	37.0	32.0

	Net Weight	Arm	Moment
Main Weight Point	6206	+ 23.5	145841.0
xxx/Aft Weight Point	32	+ 192.0	6144.0
xxxxxxxxxxxxxxxxxxxx	xxxxx	xxxxxxxxx	xxxxxxxxxx
TOTAL NET WEIGHT	6238	TOTAL MOMENT	+ 151985.0

C.G. = Total Net Moment / Total Net Weight = 151985 / 6238 = 24.364 inches aft of the [illegible] DATUM.

FUEL DRAINED AT SYSTEM DRAINS.

OIL DRAINED AT SYSTEM DRAINS.

[illegible]

Date January 13, 1955.

Weighed and Computed by: JOHN S. BRACELEN

Witnessed by: Gordon Graham

GORDON GRAHAM, DAMI # 8801

E-Q-U-I-P-M-E-N-T L-I-S-T

GRUMMAN G-21A SERIAL NO. B-131 REGISTRATION NO. N 4772C

DATE: January 13, 1955, at time of weighing.

The following equipment was installed in the subject aircraft this date:

Equipment items of the Aircraft Specification for Grumman G-21A on page 98 of the Aircraft Listing, indicated below:

[X] 101	[X] 111(e)	[X] 225
[X] 106(b)	[X] 201	[X] 301
[X] 107	[ ] 210	[ ] 302
[X] 108	[X] 217(a)	

The following items of Special Equipment:

Item	Weight	Location
[X] Two starters (Eclipse E-80)	38	- 12
[ ] One generator (Eclipse Type 790)	22.5	- 23
[X] One generator (Eclipse Type 310)	32	- 23
[X] Two fuel pumps	5	- 18
[X] One vacuum pump	5.5	- 18
[X] Two batteries (AN 3152)	80	- 18
[X] Two oil coolers (AN 4080-7)	36	(0)
[X] Two tachometer generators (AN 5531-2)	5	- 18
[X] One Lear RCB-B receiver One Lear T-30-AB transmitter	3.5) 3.5)	- 13
[X] One Lear G-30-AB power supply	15.5	- 13
[**] Stewart-Warner 979-B1 cabin heater installation	40	- 31.5
[X] Two Hamilton Standard controllable propellers, Model 2D30 with 6101A-24 blades	(No wt. change)	
[X] Water rudder assembly (EAL B-9-8)	- -	- - - -
[ ] Water rudder assembly (ACA)	- -	- - - -

(Continued on next page)

E-Q-U-I-P-M-E-N-T L-I-S-T (Continued)

GRUMMAN G-21A
SERIAL NO. B-131
REG. NO. N 47720
DATE: 1/13/55

	Item	Weight	Location
[x]	Chine spray shields	--	----
[x]	One fire extinguisher (2½ lb. CO_2)	9	- 14
[x]	One fire extinguisher (~~XXXXXXXXXXX~~ (2½ lb. CO_2)	9	~~#~~ ~~XX~~ 134
[**]	One first aid kit	2	~~#~~ 169
[x]	Nine life preservers (MV-104)	10.5	~~#~~ 169
[ ]	Nine life preservers (AF type B-4)	27	~~#~~ 169
[x]	Two containers emergency rations	55	~~#~~ 169
[x]	Arctic Survival Equipment (1 pr. snowshoes, 1 sleeping bag, 5 blankets)	20	~~#~~ 169
[x]	Two passenger chairs (Flight Equip. & Engr. Co. A-12)	44	~~#~~ 34.75
[x]	Two passenger chairs " " " " " "	44	~~#~~ 67.875
[x]	Two passenger chairs " " " " " "	44	~~#~~ 100
[x]	One passenger chair	--	~~#~~ 131.5
[x]	Special cabin floor (See description below)	--	~~#~~ 91.5
[ ]			
[ ]			
[ ]			

REMARKS:

SPECIAL CABIN FLOOR - 3/8 inch balsa-dural (.012 24ST) sandwich floor panels covered with B.F. Goodrich Avtrim # RL-11 & RL-13 Flight Rug.

NOTE * Cockpit door at Sta. 13 removed.

** Installed 1/18/55, subsequent to weighing.

Date: January 13, 1955. By: JOHN S. BRACELEN