

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-11	NATIONALITY AND REGISTRATION MARK N 611SS
2. OWNER	NAME (As shown on registration certificate) Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate) Seaplane Ramp, Christiansted St. Croix, USVI 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) *****			XXX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Gerard Boyce c/o Seaplane Shuttle, Seaplane Ramp Christiansted, St. Croix, USVI 00820	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 580078958
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE February 20, 1987	SIGNATURE OF AUTHORIZED INDIVIDUAL Gerard Boyce <i>Gerard D Boyce</i>
---------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION February 20, 1987	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R Freehling</i>
--	---	---

NOTICE

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

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

Removed corroded rear vertical channel, left side Station 250.

Installed new channel P/N 107303-2L, Left side wheel well Station 250 from bottom of wheel well vertically 22", reinforcing plate made similar to Figure 2.33 Center Example 43.13-1A.

All work performed in accordance with 43.13-1A, Chapter 2, Section 3 and Grumman Service Manual, Section 4.

-----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

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-11	NATIONALITY AND REGISTRATION MARK N611SS
2. OWNER	NAME (As shown on registration certificate) Virgin Islands Seaplane Shuttle, Inc.	ADDRESS (As shown on registration certificate) Seaplane Ramp, Christiansted St. Croix, USVI 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) *****			XXX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Gerard Boyce c/o Seaplane Shuttle, Seaplane Ramp Christiansted, St. Croix, USVI 00820	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 580078958
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE February 20, 1987	SIGNATURE OF AUTHORIZED INDIVIDUAL Gerard Boyce <i>Gerard D. Boyce</i>
---------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION February 20, 1987		CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>	

NOTICE

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

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

Removed cracked vertical front gear channel Left side, Station 222-11/16.

Installed new P/N 107303-1L, front side Left wheel well Station 222-11/16, from bottom of wheel well vertically 20", reinforcing plate made similar to Figure 2.33 Center Example 43.13-1A.

All work performed in accordance with 43.13-1A, Chapter 2, Section 3 and Grumman Service Manual, Section 4.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE	MODEL
	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
2. OWNER	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)
		Seaplane Ramp, Christiansted, St. Croix, USVI 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) *****			XXX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Gerard Boyce c/o Seaplane Shuttle, Seaplane Ramp Christiansted, St. Croix, USVI 00820	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 580078958
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
February 25, 1987	Gerard Boyce <i>Gerard D. Boyce</i>

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION February 25, 1987	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</i>
--	---	--

NOTICE

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

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

ELEVATOR CHALKS S/N 003

Repaired leading edge Elevator Station 52-7/8 to Station 62 due to corrosion. Removed balance weights. Reinstalled balance weights in new leading edge using same hardware. Reinstalled new leading edge splice at Station 62. Splice similar to Figure 2.31 and Center Example 2.33 in 43.13-1A. Installed fabric patch from Station 52-7/8 to Station 78. Balance of control not affected.

All work performed in accordance with 43.13-1A, Chapter 2, Section 3 and Chapter 3, Section 1, 2 and 3. Grumman G-73 Service Manual, Section 4, Paragraph (A), Section 4, Paragraph (C).

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