

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N 2442H
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) Watson Island - MacArthur Causeway Miami, Florida 33132

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Claude Austin P.O. Box 2237 Frederiksted, St. Croix, USVI 00840	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 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 December 24, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL Claude Austin <i>Claude Austin</i>
----------------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION December 24, 1979	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles Freehling <i>Charles 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.)

1. Removed from each engine Pesco Hydraulic which is obsolete
2. Installed on each engine to improve the reliability of the hydraulic system, Vickers Hydraulic Pump P/N PF9-2713-10-ME with adapter and drive in accordance with 337 approved for duplication dated September 24, 1979 on G-73 S/N J-28, N 2970
All work done in accordance with AC43.13-19, Chapter 10 and Chapter 14.

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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N 2442H
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) Watson Island - MacArthur Causeway Miami, Florida 33132

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, USVI 00840	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 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 November 30, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</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 November 30, 1979	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.)

1. Reduction of maximum certificated take-off weight from 12,750 lbs. to 12,500 lbs in accordance with STC SA63530.

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

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N 2442H
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) Watson Island, MacArthur Causeway Miami, Florida 33132

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin P.O. Box 2237 Frederiksted, St. Croix, USVI 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	2227109
	<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 November 16, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL Claude Austin <i>Claude Austin</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 November 16, 1979	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles Froehling		

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.)

Repair of Keel and Hull Skin

1. Removed Damaged Keel from station 375 to 428 and hull skin from station 384 to 428.
2. Installed new skin from station 384 to 428 from keel to chin Left and Right, new skin 2024 T3 .040 anodized in accordance with Grumman service manual section IV Figure 135 Skin #33. Splice at station 384 is .063 with edges up and 3 rows of 5/32 rivets each side.
3. Installed new keel from station 375 to 428, keel repair at station 428 same as figure 67 Nav. Aer. 01-85V-3, repair plate inside splice .090, 2024 T3 anodized.
4. Repaired bulkhead station 428 in accordance with figure 75 Nav. Aer. 01-85V-3 repair extends from keel to about 8' up on the bulkhead.
5. Repaired bottom skin Left and Right of anti-squat strut station 428 to station 431, in accordance with AC 43.13-1A Chapter 2, Section 3.
6. All work done in accordance with Grumman structure and repair manual Nav. Aer. 01-85V-3 and AC 43.13-1A Chapter 2, Section 3.

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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N 2442H
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline, Inc.	ADDRESS (As shown on registration certificate) Watson Island, MacArthur Causeway Miami, Florida 33132

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 Everett Alexander Soars, Jr. 645 Greenwood St. Summit Hills, P.R. 00920	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. Pending
--	--	--------------------------------------

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 November 16, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Everett A. Soars</i> Everett A. Soars
----------------------------------	--

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 <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION November 16, 1979	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles Freehling <i>Charles 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.)

Repair of Keel and Hull Skin

1. Removed damaged keel from station 93 to 170.
2. Installed new keel 93 to 170. Keel repair at station 170 same as figure 67 Nav. Aer. 01-85V-3, repair plate inside splice .125, 2024 T3 Anodized.
3. Hull bottom repair - flush type station 130 to 160 same as figure 64 Nav. Aer. 01-85V-3, splice plates on inside .063 with two rows rivets each side insertion skin plate .063, 2024 T3 Anodize, 9" up from center each side of keel.
4. All work done in accordance with Grumman structure and repair manual Nav. Aer. 01-85V-3 and AC 43.13-1A Chapter 2, Section 3.

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

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

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N2442H
2. OWNER	NAME (As shown on registration certificate) Chalk's Intl. Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

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 Austin P.O. Box 2237 F'sted, St. Croix 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	2227109
	<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 March 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL Claude Austin <i>Claude Austin</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 March 26, 1980	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.)

N244ZH

1. In order to facilitate inspection of forward main wheel drag link attachment to hull an inspection access door has been provided as follows:
 - a. One hole made on each side of the hull between hull stations 220. and 234 and 2 inches above the chine.
 - b. One doubler of 2024T3 x .050 riveted on the inside of the hole, 7x6 inches, to restore skin strength at the location of the access hole. Double row of rivets used to hold doubler to skin.
 - c. Gang-nut channel provides the attachment of water tight cover constructed in the same manner as water tight doors on floats and I/A/W figure 109-skin patch repair-square flush G-21A cover installed on sealant.
 - d. All work done in accordance with Grumman structure and repair manual NAV.ABR 01-85V-3, page 196, Figure 110 & AC 43.13.1, Chapter 2, Section 3.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N2442H
2. OWNER	NAME (As shown on registration certificate) Chalks International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

Satisfactory installation of Parker Hannifin Conversion Kit 199-81, consisting of main wheels P/N 40-137; brake assy. P/N 30-103; and mounting bolts, nuts and washers.

William Z. Black
William Z. Black MIA-EMDO-43

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix 00840	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC -	A&P 1617154
	<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 May 28, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</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 May 28, 1980	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.)

1. Removed Good Year brake assembly No. 9540148 left and right.
2. Modified P/N 69822 axle flange, using mounting template per installation Parker Drawing 50-55.
3. Installed Parker Hannifin Conversion Kit 199-81 consisting of main wheels P/N 40-137; Brake assy. P/N 30-103; and mounting bolts, nuts and washers (AN-Hardware).
4. All work done in accordance with Grumman G-73 service manual and T.C. No. 783.

----- Nothing Follows.

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N2442H
2. OWNER	NAME (As shown on registration certificate) Chalks International Airline, Inc.	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

Satisfactory installation of Parker Hannifin Conversion Kit 199-81 consisting of main wheels P/N 40-137; brake assy. P/N 30-103; and mounting bolts, nuts and washers.

William Z. Black
William Z. Black MIA-EMDO-43

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix 00840	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 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 May 28, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Freehling <i>Charles R. Freehling</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 May 28, 1980	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.)

1. Removed Good Year brake assembly No. 9540148 left and right.
2. Modified P/N 69822 axle flange, using mounting template per installation Parker Drawing 50-55.
3. Installed Parker Hannifin Conversion Kit 199-81 consisting of main wheels P/N 40-137; Brake assy. P/N 30-103; and mounting bolts, nuts and washers (AN-Hardware).
4. All work done in accordance with Grumman G-73 service manual and T.C. No. 783.

----- Nothing Follows.

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-13	NATIONALITY AND REGISTRATION MARK N2442H
2. OWNER	NAME (As shown on registration certificate) Chalk's International Airline	ADDRESS (As shown on registration certificate) 837 City National Bank Miami, Florida 33130

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Darryl Long Antilles Air Boats Christiansted, St. Croix	B. KIND OF AGENCY		C. CERTIFICATE NO. 530361413
	<input checked="" type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<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 November 13, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Darryl Long</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 11-13-80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Frulling</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.)

REINSTALL GOODYEAR BRAKES

1. To superceded 337 dated May 28, 1980, installation of Parker-Hannifin Conversion Kit 199-81 consisting of main wheels P/N 40-137; brake assembly P/N 30-103, thus kit installed i/a/w T. C. No. 783.
2. Removed Parker-Hannifin Kit #199-81.
3. Installed Goodyear brake assembly No. 9540148 left and right, normal G-73 wheel and brake.
4. All work done in accordance with Grumman G-73 Service Manual.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED