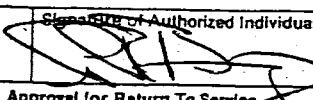
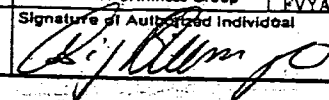


MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
US Department of Transportation Federal Aviation Administration				For FAA Use Only	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).				Office Identification 380 7-11	
1. Aircraft	Make Frakes	Model G-73T	Serial No. J-44	Nationality and Registration Mark N-1208	
2. Owner	Name (As shown on registration certificate) Flying Boats, Inc.		Address (As shown on registration certificate) 1100 Lee Wagener Blvd. Ft. Lauderdale, FL 33315		
3. For FAA Use Only					
4. Unit Identification					
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.	
Peter R. Barry 11411 N.W. 37th Pl. Sunrise, FL 33323		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		159466522 A&P	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date March 11, 1993		Signature of Authorized Individual  ATP 159466522			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designated	Repair Station	Person Approved by Transport Canada Airworthiness Group	135 operation Chalk's International Airline FVYA 015T	
Date of Approval or Rejection March 11, 1993		Certificate or Designation No. FVYA 015T	Signature of Authorized Individual 		

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.

B. Description of Work Accomplished

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

Installed bilge pump system as follows:

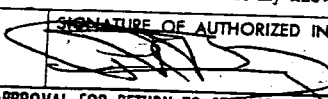
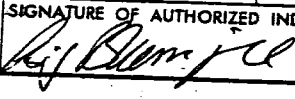
- 1) Fabricate control panel IAW CIA drawing #002 and mounted on first officers sidewall sta. 105.
- 2) Fabricated three pump retaining straps IAW CIA drawing #004 (sheet 3)
- 3) Fabricated pump retaining shelves IAW CIA drawing #004 (sheet 1 and sheet 2)
- 4) Installed RULE 3700 "ignition protected" pumps and RULE "super switch" IAW CIA drawing #004 series.

Manufacturer of pump and switch:
RULE Industries, Inc.
Cape ANN Industrial Park
Gloucester, MA 01930

- 5) Wired system IAW CIA drawing #003 (sheet 1 and 2) following existing wire bundles.
- 6) Installed placarding IAW drawing #005.
- 7) Flight manual supplement dated 6-12-92 has been installed in airframe flight manual.
- 8) Approved check list revision dated 6-15-92 implemented.
- 9) Performed weight and balance revision to reflect added equipment.
- 10) Performed operational check.
- 11) All work done IAW CIA drawing sequence 001 thru 008 and accepted maintenance practices CIA work order #0131.

END

☐ 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	
INSTRUCTIONS: Print or type all entries. See F.A.R. 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 801710	
1. AIRCRAFT	MAKE Grimman		MODEL G-73T		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate) Flying Boat, Inc.		ADDRESS (As shown on registration certificate) 1100 Lee Wagner Blvd. Ft. Lauderdale, FL 33315		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Peter Barry 11411 NW 37 Place Sunrise, FL 33323			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		A&P 159-46-6523
			<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 December 07, 1992		SIGNATURE OF AUTHORIZED INDIVIDUAL  Director of Maintenance			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		135 Air Carrier FVYA 015T
DATE OF APPROVAL OR REJECTION December 07, 1992		CERTIFICATE OR DESIGNATION NO. 146-52-1392		SIGNATURE OF AUTHORIZED INDIVIDUAL  Chief Inspector	


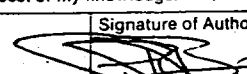
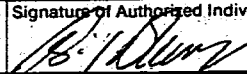
NOTICE

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

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

Incorporated STC SA323450 installation of Lexan replacement windshield and cockpit windows in accordance with Jetaire Service, Inc. drawing number JSD-D-085, no revision, dated July 25, 1992 or later FAA approved revision. Negligible change to weight and balance.

☐ ADDITIONAL SHEETS ARE ATTACHED

 U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification <u>50 17</u>	
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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make Grumman	Model G-73T		Nationality and Registration Mark N1208	
	Serial No. J-44				
2. Owner	Name (As shown on registration certificate) Flying Boat, Inc.		Address (As shown on registration certificate) 1100 Lee Wagner Blvd. Ft. Lauderdale, FL 33315		
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.	
Peter Barry 11411 NW 37 Place Sunrise, FL 33323		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		A&P 159-46-6523	
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 07, 1992		Signature of Authorized Individual  Director of Maintenance			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	135 Air Carrier FVYA 015T	
Date of Approval or Rejection December 7, 1992		Certificate or Designation No. 146-52-1392	Signature of Authorized Individual  Chief Inspector		

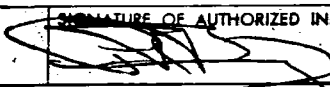
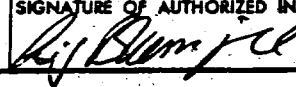
NOTICE

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

B. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Incorporated STC SA 332350 deactivation of the windshield wiper in accordance with Jetaire Service, EO JS-2891 from aircraft N-1208 / J-44. Deactivation of the system was done in accordance with page 3 of EO/2891. Weight and balance and the equipment list was revised.

☐ 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 801710	
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 Grimmer		MODEL G-73T		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate) Flying Boat, Inc.		ADDRESS (As shown on registration certificate) 1100 Lee Wagner Blvd. Ft. Lauderdale, FL 33315		
	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.	
Peter Barry 11411 NW 37 Place Sunrise, FL 33323		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		ASP 159-46-6523	
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 Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE December 07, 1992		SIGNATURE OF AUTHORIZED INDIVIDUAL  of Maintenance			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	135 Air Carrier FVYA 015T	
DATE OF APPROVAL OR REJECTION December 07, 1992		CERTIFICATE OR DESIGNATION NO. 146-52-1392		SIGNATURE OF AUTHORIZED INDIVIDUAL  Chief Inspector	

NOTICE

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

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


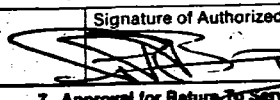
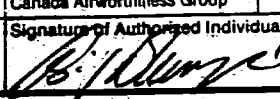
2. Incorporated STC SA323450 installation of Lexan replacement windshield and cockpit windows in accordance with Jetaire Service, Inc. drawing number D-D-085, no revision, dated July 25, 1992 or later FAA approved revision. Negligible change to weight and balance.

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PERSONAL NOTES ARE ATTACHED

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
				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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	Grumman		Model	G-73T
	Serial No.	J-44		Nationality and Registration Mark	N1208
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Flying Boat, Inc.			1100 Lee Wagner Blvd. Ft. Lauderdale, FL 33315	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		
Peter Barry 11411 NW 37 Place Sunrise, FL 33323			<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		
			Certificate No. A&P 9-46-6523		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on reverse attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and the information furnished herein is true and correct to the best of my knowledge.					
Date			Signature of Authorized Individual		
December 07, 1992			 Director of Maintenance		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA/FIT Standards Inspector	Manufacturer	Inspection Authorization		
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group 135 Air Carrier FVYA 015T		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
December 7, 1992		146-52-1392	 Chief Inspector		

NOTICE

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

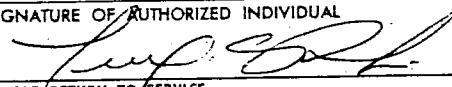
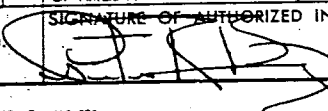
8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Incorporated STC SA 332350 deactivation of the ... field ... in accordance with Jetaire Service, EO JS-2891 from ... of the system was done in accordance with ... of EO ... and the equipment list was revised.

V
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☒ Additional Sheets Are Attached

U.S.GPO: 1990-0-288-012/40004

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 ASD-7 AKO	
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-73T	
	SERIAL NO. J-44			NATIONALITY AND REGISTRATION MARK N1208	
2. OWNER	NAME (As shown on registration certificate) Flying Boat, Inc.			ADDRESS (As shown on registration certificate) 1100 Lee Wagener Blvd. Ft. Lauderdale, FL 33315	
	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					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Tracy Perkins 19448 N.W. 20th Pl. Miami, FL 33056			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 267575213	
			<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 10-9-91			SIGNATURE OF AUTHORIZED INDIVIDUAL 		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify) 135 Air Carrier #FVYA015T
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 10-9-91		CERTIFICATE OR DESIGNATION NO. 159466523		SIGNATURE OF AUTHORIZED INDIVIDUAL  Director of Maintenance	

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.

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

Incorporated STC SA3007SO "Pulsed landing light system" on aircraft N1208 J-44. Installation done IAW AEM drawings 9112021-00, Revision A dated July 25th, 1991. Flight manual supplement incorporated. See attached STC and drawings for installation data. Negligible change to weight and balance.

-----END-----

☐ 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 7500-17 <i>SW</i>	
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 <i>Grumman</i>		MODEL <i>G-73T</i>		
	SERIAL NO. <i>T-44</i>		NATIONALITY AND REGISTRATION MARK <i>N1208</i>		
2. OWNER	NAME (As shown on registration certificate) <i>Flying Boat, Inc.</i>		ADDRESS (As shown on registration certificate) <i>1100 Lee Wagener Blvd. Ft. Lauderdale, FL 33315</i>		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTER- ATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
<i>Tracy Perkins 19448 N.W. 20th Pl. Miami, FL 33056</i>			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		<i>A&P 267575213</i>
			<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 <i>10-9-91</i>			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA P.T. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		<i>135 Air Carrier #FVYA015T</i>
DATE OF APPROVAL OR REJECTION <i>10-9-91</i>		CERTIFICATE OR DESIGNATION NO. <i>159466523</i>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i> Director of Maintenance	

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.)

Incorporated STC SA313150 Fairchild Cockpit Voice Recorder in accordance with AEM Service drawing number 9113422-00. Initial release dated August 2, 1991 on aircraft N1208, J-44. Flight manual supplement incorporated. Aircraft weight and balance revised, equipment list revised and were entered into aircraft records. See below for weight and balance change.

ITEM	WEIGHT	ARM	MOMENT
A/C as weighed Oct. 31, 1989	8654	227.92	1972419.6
ADD Cockpit Voice Recorder & Bracket	27	428	11556.0
ADD Impact Switch	1.0	250	250.0
ADD Area Microphone	.2	108	21.6
ADD Amp	.7	53	37.1
ADD Control Head C.V.R.	.5	108	54.0
Totals	8683.4	228.52	1984338.3
-----END-----			

☐ 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	
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.				OFFICE IDENTIFICATION ASO-15450 62 <i>ML</i>	
1. AIRCRAFT	MAKE	GRUMMAN	MODEL	G-73 MALLARD (TURBO)	
	SERIAL NO.	J-44	NATIONALITY AND REGISTRATION MARK	N-1208	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	CHALK'S INTERNATIONAL AIRLINE, INC.		1550 S.W. 43rd STREET FT. LAUDERDALE, FLORIDA 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT				XXX	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
CHALK'S INTERNATIONAL AIRLINE, INC. 1550 S.W. 43rd STREET FT. LAUDERDALE, FLORIDA 33315			U.S. CERTIFICATED MECHANIC		705-135
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
SEPTEMBER 29, 1987			<i>[Signature]</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
		705-135		<i>[Signature]</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.)

On September 29, 1987, the following alteration was completed on N1208 S/N J-44 Grumman G-73 Mallard, in accordance with Chalk's International Airline's Avionic Change Document Number 7300, and A.C. 43.13-1a, Chpt. 15, and A.C. 43.13-2a Chpt. 2 & 11, and RCA IB8023100 Installation Manual.

- 1) Installed RCA/Sperry "Weather Scout" Digital Radar System (TSO C63b).
- 2) A Chalk's International Airline, Inc. Annual Radar Inspection was performed.


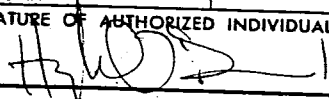
- 3) The aircraft's weight and balance was revised as follows:

	OLD	CHANGE	NEW
Weight	8401.5	+12.8	8414.3
Arm	224.26	-.34	223.92

- 4) The aircraft's equipment was revised to reflect this change.
- 5) The alteration was previously accomplished on aircraft Grumman Mallard S/N J-27 N-2969 and approved on Form 337 dated 26 February 1987.

-----END-----

☐ 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	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof)				OFFICE IDENTIFICATION SO FSA-0 RWR	
1. AIRCRAFT	MAKE	GRUMMAN		MODEL	G-73 MALLARD (TURBO)
	SERIAL NO.	J-44		NATIONALITY AND REGISTRATION MARK	N-1208
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	CHALK'S INTERNATIONAL AIRLINES INC.			837 CITY NATIONAL BUILDING 25 W. FLAGLER ST. MIAMI, FLORIDA 33130	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME(As described in item 1 above).....			REPAIR	ALTERATION
POWERPLANT					XXX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
PETER BARRY 4301 N.W. 18th ST. Apt. 0114 LAUDERHILL, FLORIDA 33313			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		159466523 A&P
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
JANUARY 24, 1985					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 24 JAN. 1985		CERTIFICATE OR DESIGNATION NO. 705-135	SIGNATURE OF AUTHORIZED INDIVIDUAL		
					

NOTICE

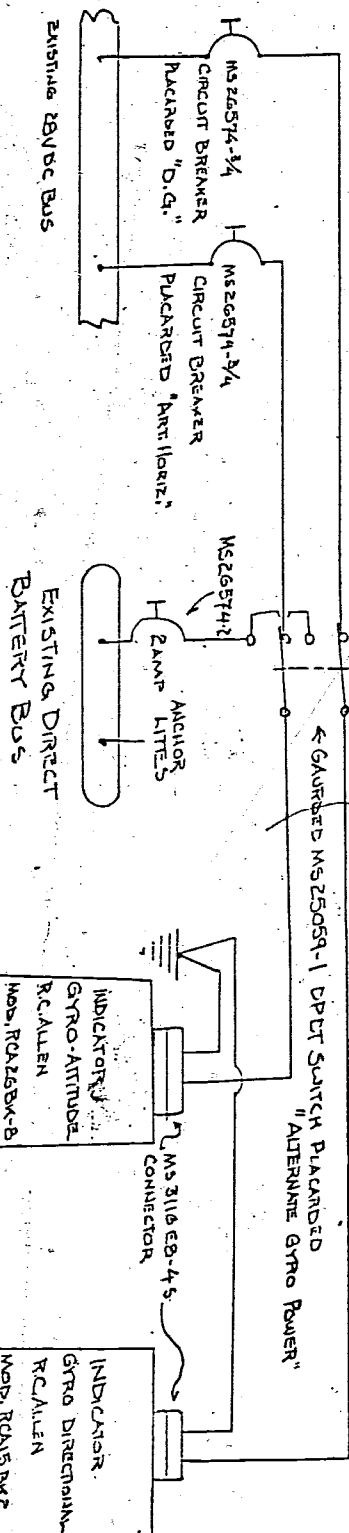
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 existing; Vacuum Gyro Horizon, Vacuum Directional Gyro, Suction Gauge and associated plumbing from (and capped off) Suction Regulator.
2. Fabricated and installed wiring harness in accordance with Chalk's drawing # 731184.
3. Installed and connected; TSO C4c Electric Artificial Horizon and TSO C5c Electric Directional Gyro in their respective positions.
4. Installed, connected, and placarded one, guarded, "ALTERNATE GYRO POWER SWITCH" on pilot's lower switch panel.
5. Installed, connected, and placarded two MS26574-3/1, "DG" and "ART. HORIZ." circuit breakers on pilot's distribution panel.
6. Removed SERVICE-AIR lines from engines to firewall shut-off valves and capped all connections. Placarded "inop" and wired shut, guarded "BLEED AIR SHUT-OFF" switches. Remaining airframe vacuum system to be retained for trial period. Removed the words "BLEED AIR" from the "HYD. BOOST/BLEED AIR" circuit breaker placard.
7. Functionally tested installed electric systems.
8. No appreciable change to aircraft Weight and Balance or Electrical Load Analysis with this change. All work performed in accordance with attached drawing No. 731184 and AC 43.13-1A and 2A using sound aeronautical practices.
9. This alteration accomplished JANUARY 24, 1985 on Grumman G-73 Mallard S/N J-44 N-1208
10. FAA approved AFM supplement dated 28 DEC.1984 is required with this installation.

END

☒ ADDITIONAL SHEETS ARE ATTACHED



NOTE: MAXIMUM POWER CONSUMPTION OF COMBINED
INSTALLATION: 34 VA (1.2 AMPS), NO APPRECIABLE
CHANGE TO AIRCRAFT LOAD ANALYSIS WITH THIS CHANGE

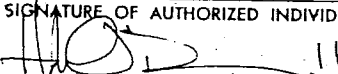
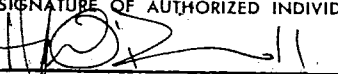
EXISTING POSITIONS

CHALKS INTERNATIONAL AIRLINE
FAA APPROVED REPAIR STATION 705-195

ELECTRIC GYRO INSTALLATION
DWG. 731184

Nov 1984



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 1150-62 JAC	
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 MALLARD G-73		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N-1208		
2. OWNER	NAME (As shown on registration certificate) CHALK'S INTERNATIONAL AIRLINE		ADDRESS (As shown on registration certificate) 1550 S.W. 43rd STREET FT. LAUDERDALE, FLORIDA 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTER- ATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
CHALK'S INTERNATIONAL AIRLINE 1550 S.W. 43rd STREET FT. LAUDERDALE, FLORIDA 33315			U.S. CERTIFICATED MECHANIC		705-135
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 06 October, 1986			SIGNATURE OF AUTHORIZED INDIVIDUAL 		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE <input checked="" type="checkbox"/>	REPAIR STATION <input checked="" type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 06 October, 1986		CERTIFICATE OR DESIGNATION NO. 705-135		SIGNATURE OF AUTHORIZED INDIVIDUAL 	

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.

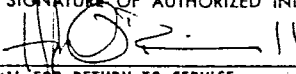

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

On 06 October, 1986 the following alteration was completed on Grumman G-73 Mallard N-1208 s/n J-44 in accordance with Chalk's International Airline's Avionics Change Document Number 7300, and A.C. 43.13-1a, Chpt. 11 sects. 2 thru 8 and A.C. 43.13-2a, Chpts. 2, 3, & 11.

- 1.) The existing Bendix avionics (Nav/Comm) components were removed with all associated wiring and bracketry.
- 2.) Dual, IFR capable, Collins "Pro-Line" avionics were installed, with Collins ALT-50 Radio Altimeter. RCA Weather Scout Radar harness only, was installed.
- 3.) All wiring harnesses were fabricated from MIL-C-27500 Type M or MIL-W-16878 Type E wire.
- 4.) Instrument panels were fabricated and engraved with all required TCDS and STC placards, from material meeting FAR 25.853 a., appendix F and in accordance with FAR 25.1321.
- 5.) The original configuration of dual flight instruments were re-installed during this change.
- 6.) A complete Nav/Comm test including compliance with FAR 91.171 a.2 and 91.172 was done per Chalk's International Airline's inspection program.
- 7.) The aircraft was weighed and new empty weight/Cg with revised equipment lists were entered into the aircraft records.
- 8.) The above alteration previously performed on aircraft N-2969 s/n J-27 and approved on form 337 dated 29 August, 1986. (Attached)

END

☒ 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 GRUMMAN		MODEL MALLARD G-73		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N-1208		
2. OWNER	NAME (As shown on registration certificate) CHALK'S INTERNATIONAL AIRLINE		ADDRESS (As shown on registration certificate) 1550 S.W. 43rd STREET FT. LAUDERDALE, FLORIDA 33315		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XXXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
CHALK'S INTERNATIONAL AIRLINE 1550 S.W. 43rd STREET FT. LAUDERDALE, FLORIDA 33315			U.S. CERTIFICATED MECHANIC		705-135
			FOREIGN CERTIFICATED MECHANIC		
			XX CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 06 October, 1986			SIGNATURE OF AUTHORIZED INDIVIDUAL 		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	XX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 06 October, 1986		CERTIFICATE OR DESIGNATION NO. 705-135		SIGNATURE OF AUTHORIZED INDIVIDUAL 	

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.)

On 06 October, 1986 the following alteration was completed on Grumman G-73 Mallard N-1208 s/n J-44 in accordance with Chalk's International Airline's Avionics Change Document Number 7300, and A.C. 43.13-1a, Chpt. 11 sects. 2 thru 8 and A.C. 43.13-2a, Chpts. 2, 3, & 11.

- 1.) The existing Bendix avionics (Nav/Comm) components were removed with all associated wiring and bracketry.
- 2.) Dual, IFR capable, Collins "Pro-Line" avionics were installed, with Collins ALT-50 Radio Altimeter. RCA Weather Scout Radar harness only, was installed.
- 3.) All wiring harnesses were fabricated from MIL-C-27500 Type M or MIL-W-16878 Type E wire.
- 4.) Instrument panels were fabricated and engraved with all required TCDS and STC placards, from material meeting FAR 25.853 a., appendix F and in accordance with FAR 25.1321.
- 5.) The original configuration of dual flight instruments were re-installed during this change.
- 6.) A complete Nav/Comm test including compliance with FAR 91.171 a.2 and 91.172 was done per Chalk's International Airline's inspection program.
- *7.) The aircraft was weighed and new empty weight/Cg with revised equipment lists were entered into the aircraft records.
- 8.) The above alteration previously performed on aircraft N-2969 s/n J-27 and approved on form 337 dated 29 August, 1986. (Attached)

-----END-----

☒ 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-R066.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 50-6400-5		
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-73T				
	SERIAL NO. J-44					
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			B. KIND OF AGENCY		C. CERTIFICATE NO.	
CHALK'S INTERNATIONAL AIRLINE, INC. Watson Island, MacArthur Causeway Miami, Florida 33132			U.S. CERTIFICATED MECHANIC		705-136	
			FOREIGN CERTIFICATED MECHANIC			
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION			
			MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
DATE June 8, 1982			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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 <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA RT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)	
	TAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT			
DATE OF APPROVAL OR REJECTION June 8, 1982		CERTIFICATE OR DESIGNATION NO. 705-136		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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.)

Installed Pitot Heat Warning System in accordance with Report CIA 1-82 4 pages dated April 27, 1982. The data was evaluated by Anthony G. Grodson DER SO-369 and FAA Form 8110 issued approving these data.....
Installation was accomplished in accordance with methods and techniques approved by Chalk's International Airline Approved Repair Station.....

-END-

☐ ADDITIONAL SHEETS ARE ATTACHED

<small>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</small> STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			<small>DATE</small> May 27, 1982
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
<small>MAKE</small> GRUMMAN	<small>MODEL NO.</small> G-73	<small>TYPE (Airplane, Rotor, Helicopter, etc.)</small> Airplane	<small>NAME OF APPLICANT</small> Chalks Intl. Airlines, Inc. (Consultant)
LIST OF DATA			
<small>IDENTIFICATION</small>	<small>TITLE</small>		
Report CIA 1-82 4 pages Dtd April 27, 1982	Chalks International Airlines Data Pitot Heat Warning System for G-73 Turbo		
<p>NOTE Compliance inspection including demonstration of simulated pitot heat failure & physical structural evaluation satisfactorily completed 5/26/82. Determined AFM supplement not necessary. Further processing via Form 332. <i>P.H. Grodson</i></p>			
<div style="border-top: 1px dashed black; border-bottom: 1px dashed black; height: 100%;"></div>			
<small>PURPOSE OF DATA</small> To describe and substantiate installation of a pitot heat monitoring system. Reference FAR 135.158.			
<small>APPLICABLE REQUIREMENTS (List specific sections)</small> FAR 25.1326; (FAR 25 through Amendment 25-4); Far 25.301; 305; 307; 601; 603; 607; 609; 611; 789; 1301; 1309(a)(b)(c)(e); 1322(b); 1353; 1357; 1359; 1431(c) & 1541. Note: Similar system including major parts previously approved under STC SA2796SW.			
<small>CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>none</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.</small> <small>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data</small>			
<small>SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)</small>		<small>DESIGNATION NUMBER(S)</small>	<small>CLASSIFICATION(S)</small>
<i>Anthony G. Grodson</i> Anthony G. Grodson		S0-369	Systems & Equip. Structures



REPORT NUMBER
CIA 1-82

PAGE 1 OF 4

DATE April 27, 1982

REVISION

PITOT HEAT WARNING SYSTEM FOR G-73 TURBO

INTRODUCTION

The following information pertains to the pitot heat warning system to be installed on Chalk's International G-73 Turbo Aircraft. Two separate systems provide warning indication to the pilot and co-pilot for their respective pitot systems. An amber warning light illuminates whenever the pitot heater is not turned on or the heater element has failed.

All work is in accordance with AC 43.13-1A, Chapter 11.

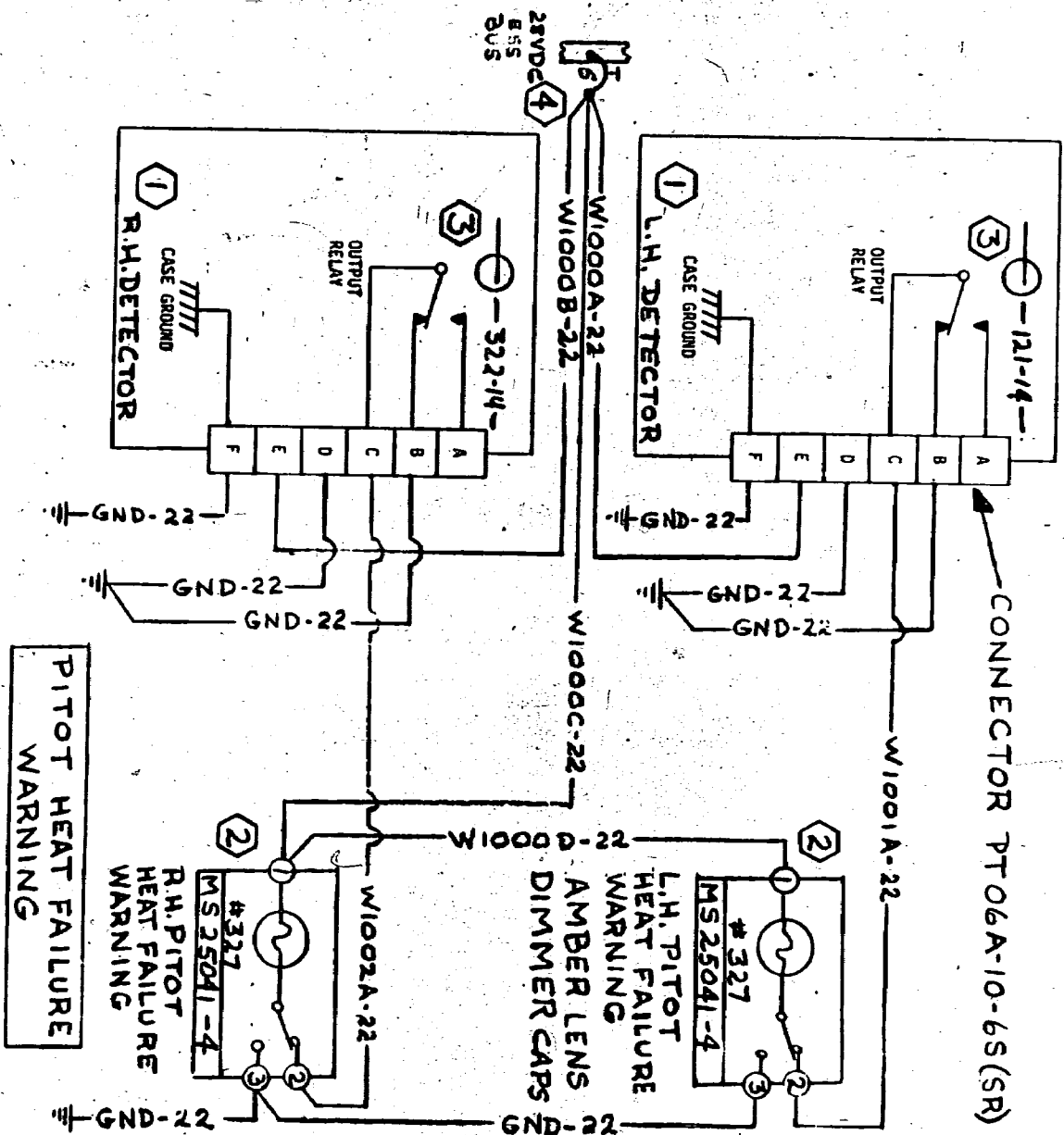
All detectors and lights draw less than one amp which is considered negligible.

DESCRIPTION OF OPERATION

The detectors are non-contact magnetic sensing units with an integral relay for operating a lamp. The pitot heater feed wire is looped through a hole in the body of the detector. The detector activates the relay above one amp of heater current turning off the amber warning light. The relay applies a ground signal to the amber warning light whenever the pitot heater is not turned on or burned out, i.e., not drawing any current.

The detector units are certified to DO-160.

These units are mounted in the main junction box in the cabin.

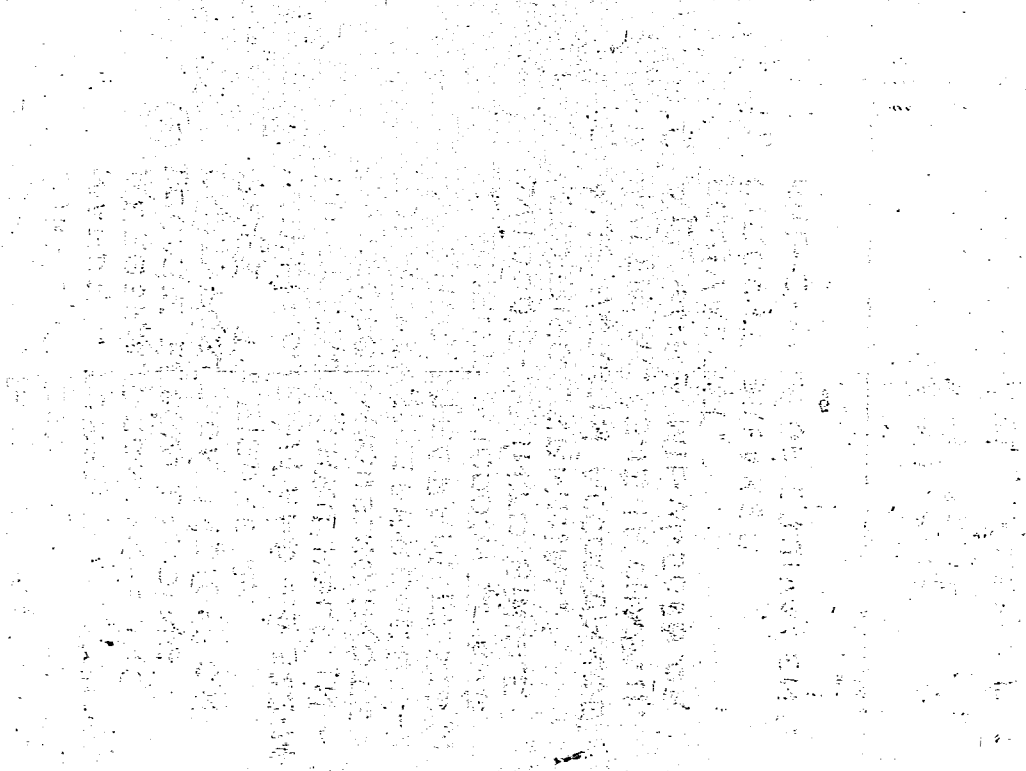
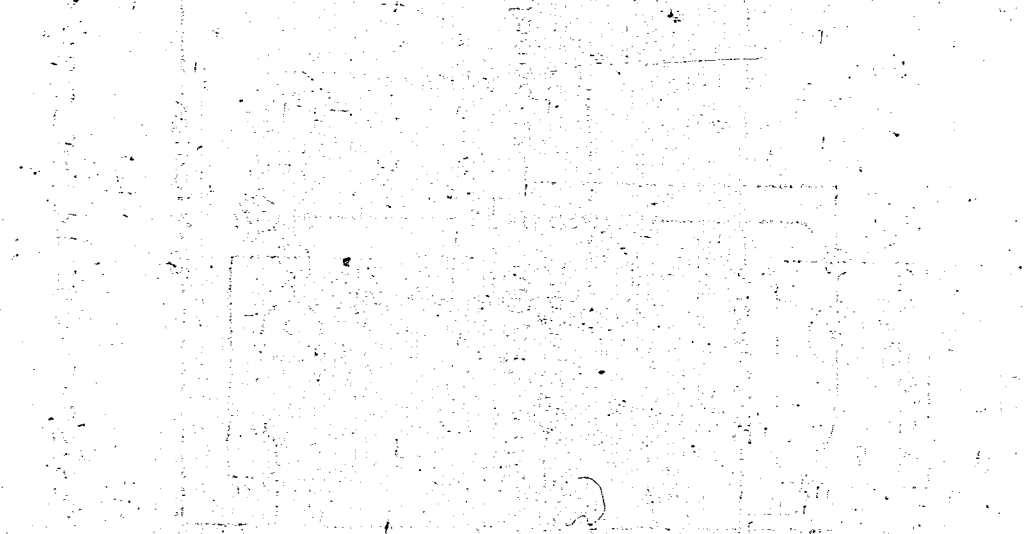
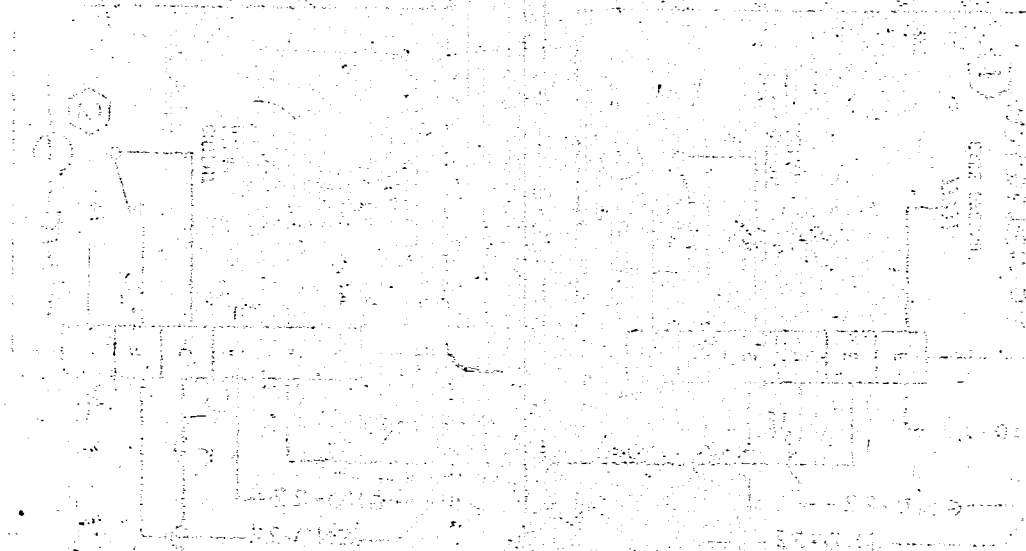


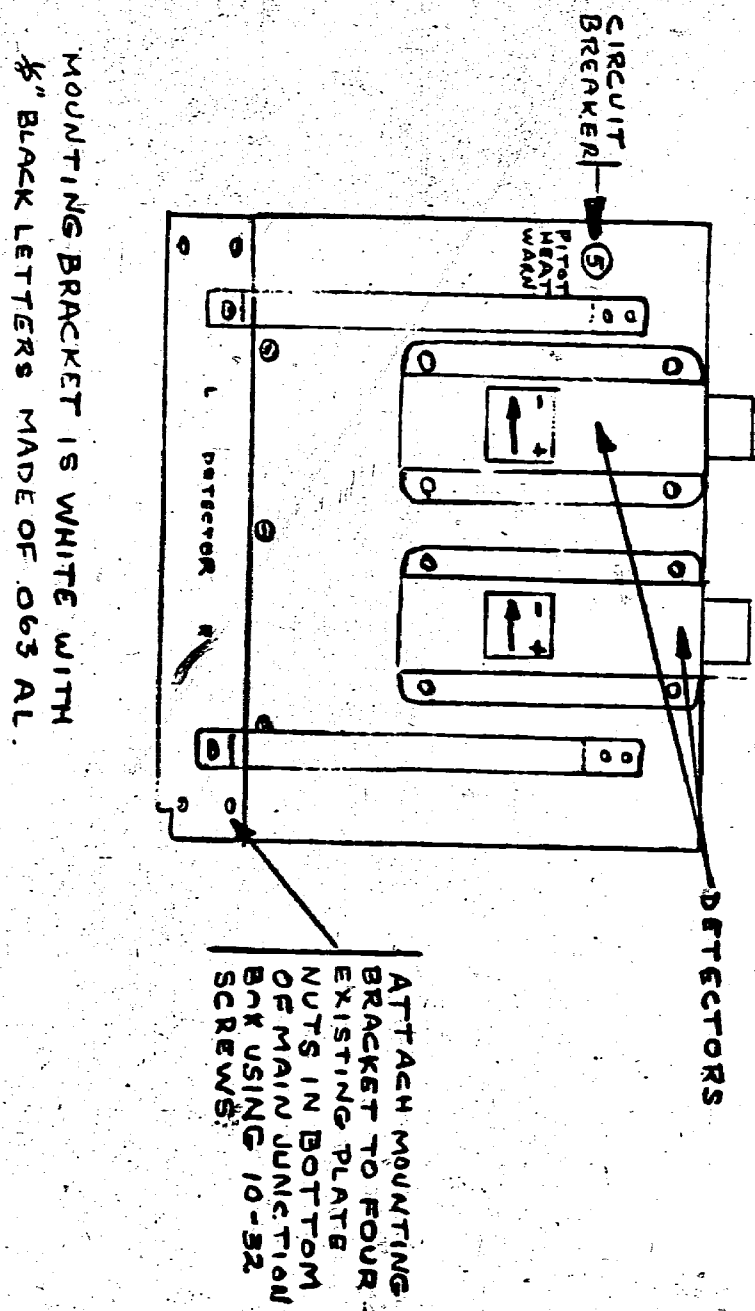
- REPORT NUMBER CIA 1-82
PAGE 2 OF 4
DATE April 27, 1982
- ① LOCATE IN MAIN JUNCTION BOX. REFER TO FIGURE 1. CURRENT DETECTOR S201-800 MANUFACTURED BY AMERICAN AEROSPACE CONTROLS INC.
 - ② LOCATE BELOW LANDING GEAR POSITION INDICATOR. REFER TO FIGURE 2.
 - ③ WIRE NO.121-14 AND NO.322-14 MUST PASS THRU HOLE IN DETECTOR HOUSING. NOTE POLARITY. REFERENCE WIRING DIAGRAM FA5126. CONNECT W1000A-22 AND W1000B-22 INTO SINGLE RED RING TERMINAL.
 5. ALL WORK IN ACCORDANCE WITH AC.43.13-1A CHAP.11.
 6. ALL WIRE MIL-W-5086 OR EQUIVALENT.
 7. CIRCUIT BREAKER MIL-C-5089 OR EQUIVALENT.

CHALK'S

INTERNATIONAL AIRLINE, INC.
DRAWN W. J. [Signature] DATE 4/27/62
CHECKED [Signature] DATE 4/27/62

DATE





MOUNTING BRACKET IS WHITE WITH
* " BLACK LETTERS MADE OF .063 AL.

FIGURE I

FAA AIRCRAFT REGISTRY
CAMERA NO. 34 DATE: 5-8-85

REPORT NUMBER CIA 1-82
PAGE 4 OF 4
DATE April 27, 1982

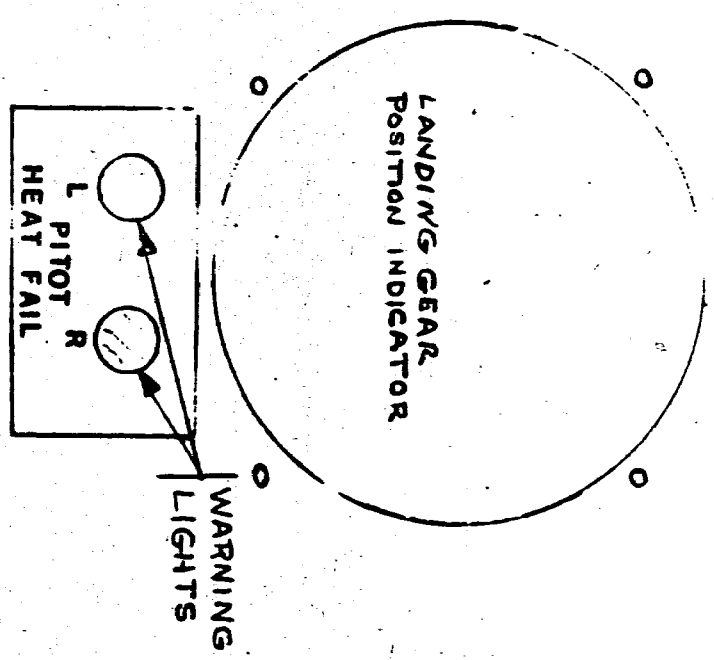
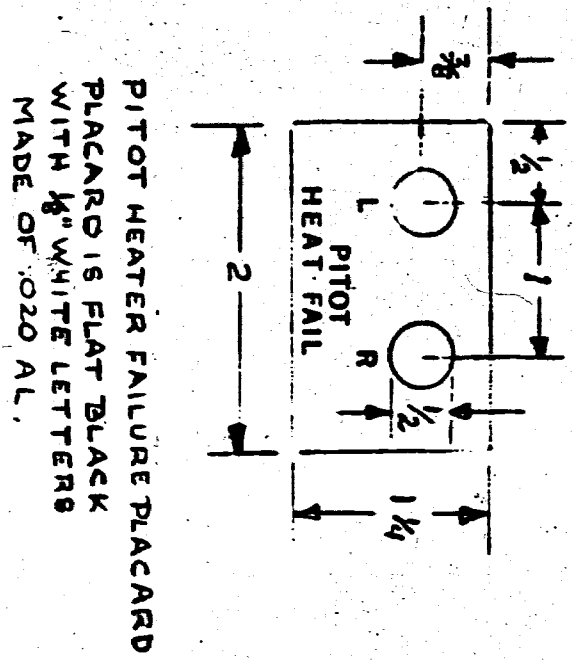


FIGURE II

LOCATE LIGHTS BELOW LANDING
GEAR POSITION INDICATOR
USING THE PLACARD TO LOCATE
THE HOLES FOR THE LIGHTS.
LIGHT ASSEMBLIES SECURE PLACARD.

FAA AIRCRAFT REGISTRY
CAMERA NO. 34 DATE: 5-8-85

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 2-0-04	
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. J44		NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate) Antl. Inc. C.O. Chalk's Intl Airline		ADDRESS (As shown on registration certificate) Watson Island - McArthur Causeway Miami, FL 33132		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	<div style="border: 1px solid black; padding: 2px;"> (As described in item 1 above) </div>			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
KENNETH R. FRITZ ROUTE 4 BOX 2282 CLEBURNE, TEXAS 76031			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		A&P 1943879
			<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 5-12-82			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth R. Fritz</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA RT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	OTHER (Specify)	
	FAA DESIGNER	REPAIR STATION	<input type="checkbox"/>		
DATE OF APPROVAL OR REJECTION 5-12-82		CERTIFICATE OR DESIGNATION NO. TA1943879		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth R. Fritz</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.)

Installed Frakes Aviation Turbo Mallard conversion including Pratt & Whitney PT6A-34 engines. Hartzell HCB 3TN-3D propellers, cowlings, related systems and installed wing float fuel tanks all in accordance with STC SA2323WE. Reference Frakes Aviation master drawing list FA5000, Revision I. Installed Frakes Aviation nose wheel in accordance with S.T.C. SA1867 SW. Installed modified nose baggage door in accordance with STC SA4555 S.W. Installed stainless steel hydraulic plumbing in accordance with Grumman drawing #109500 Revision E. Installed 17 passenger configuration interior, emergency exits, and seat tracks in accordance with STC SA4410 SW and installed Frakes Aviation seats and belts in accordance with STC SA 4346SW reference Frakes Aviation master drawing list FA5000 A dated 7-7-81. Refurbished interior carpets side panels headliners and bulkheads. All materials meet F.A.R. 25.853 B. Installed Bendix Bx 2000 dual Nav. Comm. and A.D.F., transponder, D.M.E., related antennas and wiring in accordance with manufacturers instructions and AC43:13-2A chapters 1,2, & 3. Aircraft weight and balance revised.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R-600,1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
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.				OFFICE IDENTIFICATION 256	
1. AIRCRAFT	MAKE Grumman	MODEL G-73	NATIONALITY AND REGISTRATION MARK N1208		
	SERIAL NO. J-44				
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.		ADDRESS (As shown on registration certificate) Watson Island, MacArthur C'way Miami, Florida		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
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.
Angel Ibarraza Antilles Air Boats Christiansted, St. Croix			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		581900462
			<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 June 19, 1981			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA RT STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION		OTHER (See 4)
	FAA DESIGNEE	REPAIR STATION			
DATE OF APPROVAL OR REJECTION 6/19/81		CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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 keel from Station 93 to 250.
2. Removed original cracked hull bottom skin 24 1/2" wide left and right of keel from Station 160 to 250. Replaced removed hull skin with 2024 T3 anodize aluminum of same dimension and rivet spacing.
3. Installed new keel from Station 93 to 250.
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

☐ 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 7-561	
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-44	NATIONALITY AND REGISTRATION MARK N1208			
2. OWNER	NAME (As shown on registration certificate) ANTIL., INC.		ADDRESS (As shown on registration certificate) Watson Island, MacArthur C'way Miami, Florida		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
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.
Lawrence Johansen Antilles Air Boats Christiansted, St. Croix			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1897629
			<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 June 3, 1981			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lawrence E. Johansen</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 6/3/81		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles M. Welby</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. Installed one (1) Narco Escort Nav/Comm Transceiver Model 110 Station 94, Right side instrument panel, and one (1) Narco MP-16 Voltage Converter Station 50 per Narco Installation Manual

Installation per AC 43-13-2, Chapter 2, Section 27.

See Weight and Balance records and equipment list.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R1661	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Grumman	MODEL G-73		NATIONALITY AND REGISTRATION MARK N1208	
	SERIAL NO. J-44				
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.		ADDRESS (As shown on registration certificate) Watson Island, McArthur C'seway Miami, Florida		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Charles R. Freehling P. O. Box 731 Fredericksted, St. Croix		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		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 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 16, 1981		SIGNATURE OF AUTHORIZED INDIVIDUAL <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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 3-16-81		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <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.)

INCREASE GROSS WEIGHT TO NORMAL 12,750 POUNDS

1. To supercede Form 337 dated November-30, 1979, reduction of maximum take-off weight from 12,750 to 12,500 pounds in accordance with STC SA635S0.
2. Installed Bendix Fuel Flow which is an engine inline fuel metering system as per FAR 121.307(b).
3. Installed Low Fuel Pressure Warning Device as per FAR 121.307 (b).

Normal Gross, Model Grumman G-73, 12,750 pounds.

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	
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.				OFFICE IDENTIFICATION 7-5-61	
1. AIRCRAFT	MAKE	Grumman	MODEL	G-73	
	SERIAL NO.	J-42	NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	ANTL., INC.		Watson Island, MacArthur C'sway Miami, Fla.		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Lawrence Johansen Antilles Air Boats Christiansted, St. Croix			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1897629
			<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
			<input type="checkbox"/> CERTIFICATED REPAIR STATION		
			<input type="checkbox"/> MANUFACTURER		
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 12, 1981			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lawrence E. Johansen</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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
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 ACTION 3-12-81		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Smith</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 applicable airworthiness requirements.

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

INSTALLATION FUEL FLOW

1. Removed existing fuel line from the engine pump to the carburetor, left and right engines.
2. Installed Fuel Flow Transmitters Model 9100-5A-B1A, shockmount panel on the lower right leg, left and right engine mounts.
3. Installed new fire sleeve, fuel lines to and from the flow transmitter.
4. Installed Fuel Flow Indicator Model 6300-B5A-A in engine instrument panel, range lb/hr 100-1000.
5. Installed Inverter PN 442A-A right cabin "J" box Station 230 with terminal board.
6. All work done in accordance with Pioneer-Central Division of Bendix Aviation Corporation Publication 56-86, installation aids Fuel Flow Transmitter type 9100 and AC 43.13-1A, Chapter 11, Section 2 and Sections 3, 5, and 6.

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	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof)				OFFICE IDENTIFICATION	
7-5-61					
1. AIRCRAFT	MAKE	Grumman	MODEL	G-73	
	SERIAL NO.	J-44	NATIONALITY AND REGISTRATION MARK		
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	ANTL., INC.		Watson Island, MacArthur C'way Miami, Fla.		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
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 Fredericksted, St. Croix			<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		
<p>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.</p>					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
March 12, 1981			<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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNER	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
3-12-81		1617154	<i>Charles F. Mullis</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 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. Installed 3-place divan Station 339 to Station 373, divan manufactured by Dean Franklin Aviation Enterprises, Inc. as per Aeronautical Engineers Incorporated, Drawing #AE2233 "Three Place Coach Seat Installation in Grumman Mallard G-73" dated 10 December, 1972, and Aeronautical Engineers Incorporated Report #R-350 "Substantiation Three-Place Coach Seat Installation in Grumman Mallard G-73 Aircraft" dated December 1972. The floor track installed as per Note #6 Drawing #AE2233 and improved using channel under floor as per Aeronautical Engineers Incorporated Drawing FA-3016 Seat Installation Grumman Mallard G-73 Note 9 and Note (AA) Channel. Minor changes to this installation which improve the structural integrity of the installation, are as follows:

A. Bolting the Coach Seat to existing bulkhead Station 384 with angle on rear side.

B. Installation of channel under floor track attachments.

Statement of Compliance of Aircraft or Aircraft Components with the Federal Aviation Regulations dated 11 December 1972 Designation #SO-195.

2. The seat belt attachment is separate from the above coach seat and is made up from 1/8" aluminum plate backed with two 1 1/2 X 1 1/8" angle riveted together and bolted with 10/32 AN bolts to aircraft structure at Station 340, 351, 362, 373, and 384. Total length is 45-3/8" long.

A. The test carried out for the seat belt attachment installation to the aircraft structure as per AC 43.13-2, Chapter 1, Structural Data, Static Test, Figure 1.1 and Part 23.561 General. A load of 1644 pounds was demonstrated on each belt installation.

3. Item #1 and #2 same installation as N26DF.

4. All work done in accordance with approved Aeronautical Engineers Report R-350, Statement of Compliance #SO-193 AC 43.13-1A, Chapter 2, Section 3 and AC 43.13-2, Chapter 1.

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-R066.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 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-73
	SERIAL NO.	J-44		NATIONALITY AND REGISTRATION MARK	N1208
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	ANTL., INC.			Watson Island, MacArthur C'way Miami, Florida	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR <input type="checkbox"/> MAJOR <input type="checkbox"/> X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE _____ MANUFACTURER _____				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Lawrence Johansen Antilles Air Boats Christiansted, St. Croix			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1897629
			<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		
January 14, 1981			<i>Lawrence E. Johansen</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	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	
1/14/81		1617154		<i>Charles Stull</i>	

NOTICE

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

B. 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 Goodyear brake assemblies P/N 9540148 from left and right main gear axles.
2. Modified P/N 69822 (Grumman) axle flange, using mounting template per Parker-Hannifin installation drawing #50-55.
3. Installed Parker-Hannifin conversion kit P/N 199-81, consisting of Cleveland main wheels P/N 40-137, Cleveland brake assemblies P/N 30-103 and mounting bolts, nuts and washers (and hardware).
4. All work done in accordance with Grumman G-75 Service Manual and Parker-Hannifin S.T.C. #SA412GL dated May 29, 1980.
5. For weight and balance change see equipment list.

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 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-73			
	SERIAL NO. J-44				
2. OWNER	NAME (As shown on registration certificate) ANTL., Inc.		ADDRESS (As shown on registration certificate) Watson Island, MacArthur C'way Miami, Florida		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Lawrence Johansen Antilles Air Boats, Inc. Christiansted, St. Croix			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1897629
			<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
			<input type="checkbox"/> CERTIFICATED REPAIR STATION		
			<input type="checkbox"/> MANUFACTURER		
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 January 14, 1981			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lawrence E. Johansen</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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION			
DATE OF APPROVAL OR REJECTION 1/14/81		CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Mulling</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.)

LOW FUEL PRESSURE WARNING INSTALLATION

1. Installed AN tee fittings in fuel gauge pressure lines in leading edges of left and right wings of Grumman G-73, N1208 at Station 50.5.
2. Attached low fuel pressure sensor switches P/N 3135 (Barfield) to nose ribs (left & right) at Station 50.5, as per optional original equipment installations to G-73 aircraft.
3. Connected sensor to tee fitting with standard AN plumbing and fittings per manufacturer's recommendations.
4. Routed new AWG #16 mil. spec. wires in existing bundles from cockpit to wing leading edges.
5. Installed MS25041-6 "press to test" warning lights in instrument panel, wired entire installation according to Grumman G-73 Service Manual Wiring Schematic Sec. 111, Pg. 217, Fig. 152, and in accordance with AC 43-13-1A, Chapter 11, Section 2.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form 337 Revised 10-1-80	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Grumman	MODEL	G-73	
	SERIAL NO.	J-44	NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	ANTL, INC.		ANTL, INC., Chalk's Intl., Watson Island, MacArthur Cswy, Miami, Fla.		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Larry Johansen Antilles Air Boats, Inc. C'sted, St. Croix 00820			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1897629
			<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		
October 15, 1980			<i>Laurence E. Johansen</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION			
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
10/15/80		1617154	<i>Charles F. Mulling</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.)

INSTALLATION STARTER ENERGIZED LIGHTS

1. Installed left and right #16 mil spec wires on cold side of starter solenoid. Routed from engine "J" box three existing wire bundles to instrument panel.
2. Installed left and right yellow caution lights in full view of the pilot. Light type MS 25041-4.
3. All work done in accordance with AC 43.13-1A, Chapter 11, Section 2 and 3 and c/w AD 80-13-02 para. (b).

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 01-70-001	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Grumman		MODEL G-73		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate) ANTL, INC.		ADDRESS (As shown on registration certificate) ANTL, INC. Chalk's Intl., Watson Island, MacArthur Cswy, Miami, Fla.		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	As described in item 1 above			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Larry Johansen Antilles Air Boats, Inc. C'sted, St. Croix 00820			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1897629
			<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 October 15, 1980			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lawrence E. Johansen</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 10/15/80		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Fiedling</i>	

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

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

INSTALLATION FIRE DETECTION SYSTEM

1. Installed mil spec 16 AWG wires from cockpit to left and right hand nacelle engine junction box in existing bundles.
2. Installed 14 Fenwall spot detectors left and right engines in locations detailed on attached drawing three of which (P/N17343-16) are 750 F activated in high temperature areas, all other (P/N 17343-62) are 450 F activated.
3. Wired spot detectors in series one end of circuit connected to power source, through fire warning light installed in instrument panel in compliance with AD 80-13-02, para. (b) and the other lead to ground. The test circuit utilizes all existing system wiring for positive test.
4. All work done in accordance with G-73 Maintenance Manual AC 43.13-1A, Chapter 11, Section 2 and 3 and with letter of acceptable equivalent method AD 80-13-02 para. (f), Keith Blythe, FAA Southern Region.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Item 15-00000-0000	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Grumman		MODEL G-73		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate) Antl, Inc.		ADDRESS (As shown on registration certificate) Antl, Inc., Chalk's Intl. Watson Is. McArthur Cswy.		
	3. FOR FAA USE ONLY Miami, Florida 33132				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Charles Freehling P. O. Box 731 Fredericksted, St. Croix 00840		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		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 October 14, 1980		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles 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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 10-14-80		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i>	

Weight and balance or operating limitation changes must be entered in the 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) Rudder S/N 183 found installed on Aircraft N1208, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Category 04-0000 FAR 43.9-1, 43.9-2, 43.9-3 OFFICE IDENTIFICATION 7-5-61	
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-44			NATIONALITY AND REGISTRATION MARK N1208	
2. OWNER	NAME (As shown on registration certificate) ANTL, INC.			ADDRESS (As shown on registration certificate) ANTL, INC., Chalk's Intl., Watson Island, MacArthur Cswy, Miami, Fla.	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Charles Freehling P.O. Box 731 F'sted, St. Croix 00840			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		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 October 14, 1980			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 10-14-80		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i>	

NOTICE

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

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

(1) Right aileron, S/N 182, found installed on Aircraft N1208, inspected and found to be covered in accordance with AC 43.13-11, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 23-P-5551	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-5-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Grumman		MODEL	G-73
	SERIAL NO.	J-44		NATIONALITY AND REGISTRATION MARK	N1208
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	ANTL, INC.			ANTL, INC., Chaik's Intl., Watson Island, MacArthur Cswy, Miami, Fla.	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Charles Freehling		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1617154	
P.O. Box 731		<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC			
P'tsted, St. Croix 00840		<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			
October 14, 1980		<i>Charles 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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
10-14-80		1617154		<i>Charles Freehling</i>	

Weight and balance or operating limitations changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with 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) Left aileron, S/N 181, found installed on Aircraft M1208, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1 and tested fabric per Section 4. Passed maule test.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

1-3-21

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R066:1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof)				OFFICE IDENTIFICATION 7-5-61	
1. AIRCRAFT	MAKE Grumman	MODEL G-73	NATIONALITY AND REGISTRATION MARK N1208		
	SERIAL NO. J-44				
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.		ADDRESS (As shown on registration certificate) Watson Island, MacArthur C'way Miami, Florida		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR XX	ALTER- ATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS P. J. Landre P.O. Box 2403 Hialeah, Fla., 33012			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. AB 1313890
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 Oct. 7, 1986			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 10/7/86		CERTIFICATE OR DESIGNATION NO. 131313890	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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.)

Grumman G-73 Helicopter S/N 511448. This helicopter was stripped, cleaned, inspected & recovered with Ceeconite in accordance with Ceeconite Inc. STC SA135148 & ASH3.13-1A, CM. 3, Sec. 1 & 2. Nitrate dope was applied as follows,
6 coats brush clear,
4 coats spray clear,
4 coat spray silver pigment.
Trim tab & inspection cover not installed.

----- R E D -----

☐ 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 A-50-FS00-61	
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-73	
	SERIAL NO. J-44			NATIONALITY AND REGISTRATION MARK N120B	
2. OWNER	NAME (As shown on registration certificate) ANTH. INC.			ADDRESS (As shown on registration certificate) 915 N.E. 125TH ST. N. MIAMI FLA. 33161	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTER- ATION
POWERPLANT	PRATT & WHITNEY	R1340-S1H1	14640	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, FLA. 33870			U.S. CERTIFICATED MECHANIC		3610 POWER PLANT CLASS 1 & 2
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE June 16, 1980			SIGNATURE OF AUTHORIZED INDIVIDUAL JAMES W. TURNER <i>James W. Turner</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION June 16, 1980		CERTIFICATE OR DESIGNATION NO. 3610		SIGNATURE OF AUTHORIZED INDIVIDUAL JAMES W. TURNER <i>James W. Turner</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.)

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

FAA A.D. Note 56-6-2 complied with (cylinder & stud inspection).

Service Bulletin 1758-B complied with (flyweights and flyweight liners).

Service Bulletin 1658-B previously complied with (converted from ball-plain blower Parts listings on file this station under WO#7423)

☐ 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 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-73			
	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 1208			
2. OWNER	NAME (As shown on registration certificate) ANTL, INC		ADDRESS (As shown on registration certificate) ET 915 N.E. 125TH STREET NORTH MIAMI, FLA 33161		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRAATT & WHITNEY	R-1340-S1H1	P327935	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, FLA. 33870			U.S. CERTIFICATED MECHANIC		3610 POWER PLANT CLASS 1 & 2
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE May 1, 1980			SIGNATURE OF AUTHORIZED INDIVIDUAL JAMES W. TURNER <i>James W. Turner</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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION May 1, 1980		CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL JAMES W. TURNER <i>James W. Turner</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.)

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

FAA A.D. Note 56-6-2 complied with (Cylinder & Stud Inspection).
Service Bulletin 1758-B complied with (Fly weights & fly weight liners).
Service Bulletin 1658-B previously complied with (converted from ball-plain blower).

Parts listings on file this station under WO#7347

☐ 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. 7-5-64					
1. AIRCRAFT	MAKE Gruman	MODEL G-73			
	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK U.S. N1208			
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats, Inc.		ADDRESS (As shown on registration certificate) West Seaplane Ramp, C'sted, STX		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R-1340-S1H1	P-328080	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, FLA. 33870			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> 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 February 5, 1980			SIGNATURE OF AUTHORIZED INDIVIDUAL JAMES W. TURNER <i>James W. Turner</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION February 5, 1980		CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL JAMES W. TURNER <i>James W. Turner</i>		

FAA Form 337 (7-67)

U.S. Government Printing Office 1977-772-646/141

(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.)

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

FAA A.D. Note 56-6-2 complied with (Cylinder & Stud Inspection).
Service Bulletin 1758-B complied with (Fly weights & fly weight liners).
Service Bulletin 1658-B previously complied with (converted from ball-plain blower).

Parts listings on file this station under WO#7126

☐ 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 7-551	
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-44		NATIONALITY AND REGISTRATION MARK N 1208		
2. OWNER	NAME (As shown on registration certificate) ANIL, INC.		ADDRESS (As shown on registration certificate) 915 N.E., 125th Street North Miami, Florida 33161		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. AGENCY STATEMENT					
A. AGENCY'S NAME AND ADDRESS Hugh O'Donnell 11 Estate Temporary Christiansted, St. Croix, USVI 00820			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 78423537
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 January 6, 1980			SIGNATURE OF AUTHORIZED INDIVIDUAL Hugh O'Donnell <i>Hugh O'Donnell</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 January 6, 1980		CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL Charles R. Fiedling <i>Charles R. Fiedling</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. The right and left windshields of Grumman G-73 S/N J-44, N 1208, was replaced with HEN - HAAS "Tuffak", polycarbonate material, U.S. Government Specification 593A. The windshield was fabricated in accordance with Chalks' International Airlines Drawing #1-7306-56. The Manufacturer's Specifications of the polycarbonate windshields will meet strength requirements of C.A.R. 04A.505 as amended. The impact strength of the "TUFFAK" windshields is 12.0-18.0 foot pounds, reference ASDM Test Method # D256.
2. All work above done in accordance with approved data, FAA Form 337 Grumman G-73, N 7306, S/N J-6, date November 27, 1978 and AC 43-13-A Chapter 9, para. 377.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

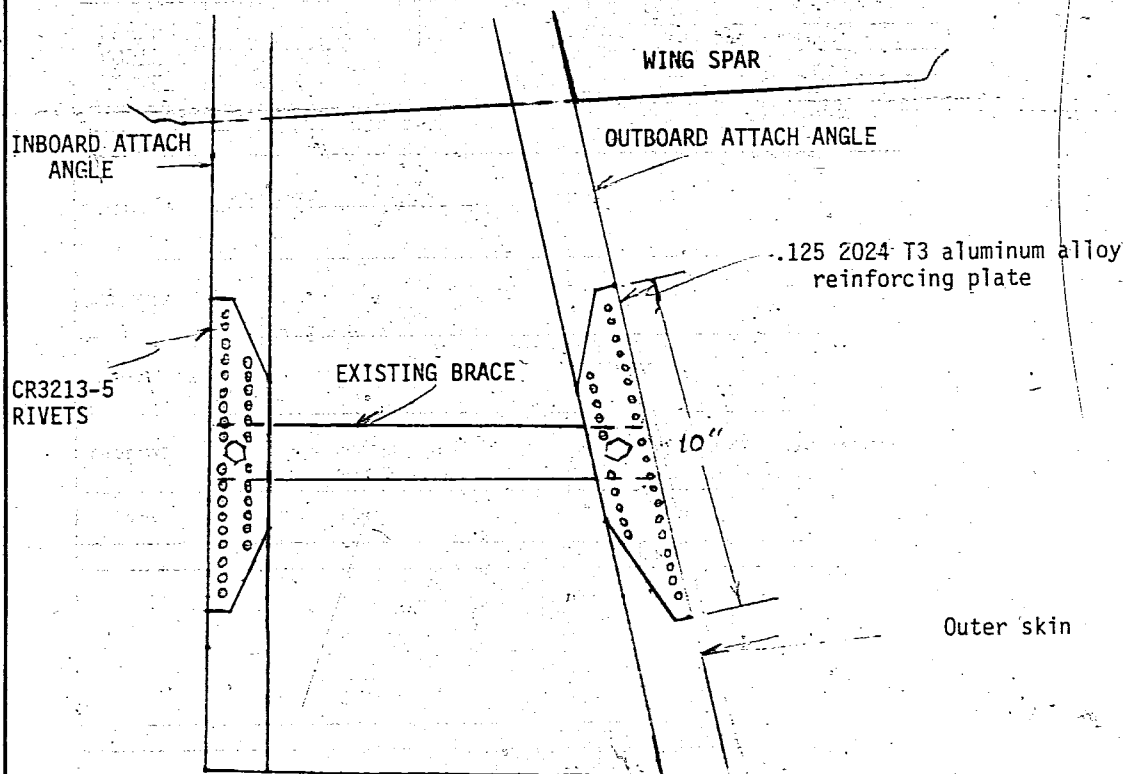
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 2-0-04	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix 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. J44		NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate) Antl. Inc. C.O. Chalk's Intnl. Airline		ADDRESS (As shown on registration certificate) Watson Island - McArthur Causeway Miami, FL 33132		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTER- ATION
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.
KENNETH R. FRITZ ROUTE 4, BOX 2282 CLEBURNE, TEXAS 76031			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1943879	
			<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 5-12-82			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth R. Fritz</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 5/12/82		CERTIFICATE OR DESIGNATION NO. 1943879		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth R. Fritz</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.)

Reinforced corroded bolt holes in inner and outer wing attach angles, right wheel well as shown below. Work performed in accordance with A.C. 43:13-1A section 3, chapters 97, 99 & 100. -END-



☐ 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	
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.				OFFICE IDENTIFICATION 2-5-61	
1. AIRCRAFT	MAKE Grumman	MODEL G-73		NATIONALITY AND REGISTRATION MARK N1208	
	SERIAL NO. J-44				
2. OWNER	NAME (As shown on registration certificate) ANTL, INC.		ADDRESS (As shown on registration certificate) Watson Island, McArthur Causeway, Miami, Florida		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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.
Hugh O'Donnell Antilles Air Boats Christiansted, St. Croix			X		78423537
			U.S. CERTIFICATED MECHANIC		
			FOREIGN CERTIFICATED MECHANIC		
			CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE July 3, 1981			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Hugh O'Donnell</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION			
			INSPECTION AUTHORIZATION		
			CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 7-3-81		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles M. Finkling</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. Installed right aileron s/n 493 on Aircraft N1208, inspected and found to be covered in accordance with AC 43.13-1A, Chapter 3, Section 1, and tested fabric per Section 4. Passed maule test.

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	
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.				OFFICE IDENTIFICATION 7-5-61	
1. AIRCRAFT	MAKE Grueman	MODEL G-73		NATIONALITY AND REGISTRATION MARK N1208	
	SERIAL NO. J-44				
2. OWNER	NAME (As shown on registration certificate) Antl., Inc.		ADDRESS (As shown on registration certificate) Chalk's Intl., Watson Island Macarthur Cswy, Miami, Florida 33132		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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 F'sted, St. Croix 00840			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		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 6, 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 6, 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.)

N1208

CURRENT LIMITED INSTALLATION

1. Installed in bottom left and right Macell Junction Box Wing, Station 92, an 100 amper currant limited (Bussman Mfg. Co., P/N ANL-100) between the battery and the starter relay using original starter wire and a jumper of the same size as the starter wire.
2. All of the above work is in accordance with Advisory Circular 43.13 - 1A Chapter 11 Section 1,2,3,5,6,7.
3. This installation similar to approved Form 337 Dated April 14, 1980 N51151.

-----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 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	GRIMMAN		MODEL	G-73
	SERIAL NO.	J-44		NATIONALITY AND REGISTRATION MARK	N 1208
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	ANIL, INC		915 N.E. 125th Street North Miami, Fla. 33161		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
5. 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, USVI 00840			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		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		
November 30, 1979			Charles R. Freehling <i>Charles R. Freehling</i>		
7. APPROVAL FOR RETURN TO SERVICE					
I, 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
November 30, 1979		1617154	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 S111AL.

-----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 SO-FSDO-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE GRUMMAN		MODEL G-73		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N 1208		
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats, Inc.		ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Florida 33161		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Tomas O'Neil Ramos Cond La Rush Bld A-2 Apt. 5 Rio Piedras, P.R.			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1690355
			<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 19, 1979			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tomas O'Neil Ramos</i> Tomas O'Neil Ramos		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>		
DATE OF APPROVAL OR REJECTION November 19, 1979		CERTIFICATE OR DESIGNATION NO. 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i> Charles Freehling	

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 upper Left wind nacelle one Vickers Accumulator Ball type accumulator of 54.7 cubic inch displacement which is obsolete.
2. Installed two Bendix accumulators P/N 548650-1 piston type of 50.0 cubic in displacement each. Installed accumulators in lower left nacelle behind wing spar bulkhead utilizing existing angles and "U" bolts of $\frac{1}{4}$ ". Installed in system 1. parallel.
3. Installation installed as per 337 dated September 24, 1979 N 2970 approved for duplication.
4. All work done in accordance with AC 43.13-1A Chapter 2, Section 3 and Chapter 10, section 1.

-----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 SO-FSDO-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE GERMAN	MODEL G-73			
	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 1208			
2. OWNER	NAME (As shown on registration certificate) Antilles Air Bots, Inc.		ADDRESS (As shown on registration certificate) 915 N. E. 125th Street North Miami, Florida 33161		
	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 Frederiksted, St. Croix, USVI 00840			X		2227109
			U.S. CERTIFICATED MECHANIC		
			FOREIGN CERTIFICATED MECHANIC		
			CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE November 19, 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION November 19, 1979		CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL CHARLES FRIEDLING <i>Charles Friedling</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) 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, 7 x 6 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 chimeal 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.AER 01-85V-3, page 196, Figure 110 and AC 43.13-1, Chapter 2, Section 3.

-----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 SO-FSDO-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE GRUMMAN		MODEL G-73		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK N 1208		
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats, Inc.		ADDRESS (As shown on registration certificate) 915 N. W. 125th Street North Miami, Florida 33161		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
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 <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		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 November 19, 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 19, 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 existing bench seats left and right from station 150 to station 220 installed in accordance with STC SALL3AL. Removed plywood floor station 180 to 255.
2. Installed on transverse floor beam station 202 and station 222 on forward side an 1" x 1" .060 2024T3 angle.
3. In place of the plywood floor, .250 Gillfloor 5007A was substituted, Gillfloor is used in N 74588 and 1048V.
4. Installed Gillfloor and seat track (Browline) in accordance with Aeronautical Engineers Incorporated Drawing N. GA-3016 dated February 1974. One single and one double station 177, one single and one double station 210, and one single station 238.5. Installation approved under STC No. SA310EA. Minor changes to this installation which do not affect the structural integrity of the installation but improve it are on each transverse floor beam the Browline which normally is attached by one AN 507-10R is now attached by two AN 507-10R the second one through angles as described in Item (2). Seats are Associated Aircraft Equipment, Inc. TSO C39A.
5. All work in accordance with AC 43.13-1A, Chapter 2, Section 3.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPT. 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 50-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-73			
	SERIAL NO. J-44				
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats, Inc.		ADDRESS (As shown on registration certificate) 915 N. E. 125th Street North Miami, Florida 33161		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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, USVI 00840			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		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 October 4, 1979			SIGNATURE OF AUTHORIZED INDIVIDUAL <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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/> OTHER (Specify)		
	FAA DESIGNEE	REPAIR STATION			
DATE OF APPROVAL OR REJECTION October 4, 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) 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 AC48.13-19 Chapter 10 and Chapter 14.

-----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 50-FS00-61	
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-73			
	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N1208			
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.		ADDRESS (As shown on registration certificate) 915 N. E. 125th Street North Miami, Florida 33161		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE 111020 (Chair)				
	MANUFACTURER GRUMMAN				X
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, VI 00840			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		A & P 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 of 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 June 4, 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION			
				CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION June 4, 1979		CERTIFICATE OR DESIGNATION NO. IA 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) Received two modified cockpit chairs, Assemble P/N 111020 from Chalk's International Airline, installed with TSO shoulder harness in compliance with FAR 135.171. This installation previously approved on Form 337, May 5, 1979 on Aircraft N7306 for duplication. Modification Drawing AE 3580, Load Test Report and statement of compliance Form 8110 approved by DER Mr. J. Patterson, SO-211, attached.

----- 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 50-P800-61	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.7-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE GRUMMAN		MODEL G-73		
	SERIAL NO. J-44		NATIONALITY AND REGISTRATION MARK US N-1208		
2. OWNER	NAME (As shown on registration certificate) AVIL INC.		ADDRESS (As shown on registration certificate) 915 N.E. 125th Street, North Miami, Florida, 33161		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
CLAUDE AUSTIN c/o AVILLES AIR BOATS, INC CHRISTIANSTED, ST CROIX, U.S.V.I.			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		A & P 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 DECEMBER 12, 1978			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Claude Austin</i> CLAUDE AUSTIN		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 DECEMBER 12, 1978		CERTIFICATE OR DESIGNATION NO. LA 1617154		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Walling</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 equipment including complete cabin heater installation at Station 439, and cabin rug, patch over heater exhaust and over heater air intake.
- (2) All work done in accordance with AC 43-13-1A, Chapter 2, Section 3 and Chapter 13, Par. 622 D(1).

----- 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 FLA GADD 7-3-05	
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 G73		
	SERIAL NO. 123 144		NATIONALITY AND REGISTRATION MARK N1208		
2. OWNER	NAME (As shown on registration certificate) ANTL ANTL, INC.		ADDRESS (As shown on registration certificate) WATSON ISL. MAC ARTHUR MIAMI, FLA. 33132		
	3. FOR FAA USE ONLY The information identified herein complies with the applicable airworthiness requirements, and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7. <div style="display: flex; justify-content: space-between; align-items: center;"> 12-7-78 Date <i>Ric J. Janca</i> Signature of FAA Inspector </div>				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTER- ATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		L. KIND OF AGENCY		C. CERTIFICATE NO.	
Chalk's Int'l. Airline, Inc. Watson Island MacArthur Causeway, Miami, Fla. 33132		U.S. CERTIFICATED MECHANIC		705-135	
		FOREIGN CERTIFICATED MECHANIC			
		CERTIFICATED REPAIR STATION			
		MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 5 December 1978		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Harold M. Wells</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 5 December 1978		CERTIFICATE OR DESIGNATION NO. 705-135		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William R. Smith</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.)

N1208. Installed on 5 December 1978 Emergency breakaway door in wheelwell to allow access of emergency extension rod from inside of cabin at sta 240 on both sides of fuselage. Installed an emergency main landing gear up lock release by method of "T" handle and cable thru wheel well bulkhead on both sides utilizing one eights stainless cable and necopress cable eye. End.

☐ 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	
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.				OFFICE IDENTIFICATION 7-5-05	
1. AIRCRAFT	MAKE	Grumman		MODEL	G73
	SERIAL NO.	1-44		NATIONALITY AND REGISTRATION MARK	N1208
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	ANTL, Inc.			Watson Isl., MacArthur Causeway Miami, Fla. 33132	
3. FOR FAA USE ONLY					
<p>The data/alteration identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7.</p> <p style="text-align: right;">12-7-78 <i>Bill J. Jara</i> Date Signature of EAA Inspector</p>					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					XX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Chalk's Int'l Airline, Inc. Watson Isl., MacArthur Causeway Miami, Fla. 33132			U.S. CERTIFICATED MECHANIC		705-135
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 5 December 1978			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth M. Willis</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO. 705-135		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William H. Smith</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.)

N1208 Installed (2) double seats Sta 283 & 320 marked TSO C-39, (3) single seats Sta 238 1/2, 283 and 320 all marked TSO C-39.

Seats all installed on Brownline Seat Tracks which has FAA approval. Seat and interior installation was made in accordance with Chalk's International Airline drawing 100, dated May 12, 1975. End.

☐ 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 WH-TS00-61	
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-73
	SERIAL NO.	J-44		NATIONALITY AND REGISTRATION MARK	U.S.A. N-1208
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Wien Air Alaska			4100 International Airport Rd Anchorage, Alaska 99502	
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.
Aircraft Industries 7203 Boeing Field Seattle, Washington 98108			U.S. CERTIFICATED MECHANIC		SO 4 - 19
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 23 May 1975			SIGNATURE OF AUTHORIZED INDIVIDUAL O. W. Tsch		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 23 May 1975		CERTIFICATE OR DESIGNATION NO. SO 4 - 19		SIGNATURE OF AUTHORIZED INDIVIDUAL O. W. Tsch	

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.)

On 23 May 1975 STC no. SA1862SW was incorporated on N-1208 of U.S. registration. This consists of replacement of nose wheel assy. per STC SA1862SW issued to Frakes Aviation. Copy Attached.-----END.

☐ ADDITIONAL SHEETS ARE ATTACHED

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA1862SW

This certificate, issued to Frakes Aviation
Rt. 3 - Cleburne Municipal Airport
Cleburne, Texas 76031

certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified hereon meets the airworthiness requirements of Part 4b of the Civil Air
Regulations.

Original Product — Type Certificate Number: 783
Make: Grumman
Model: G-73

Description of Type Design Change: Installation of alternate nose wheel according
to Frakes Aviation Drawing FA5096, Revision D, dated 6/21/74.

Limitations and Conditions:

This certificate and the supporting data which is the basis for approval shall remain in effect until sur-
rendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.

Date of application: March 27, 1974

Date issued: August 14, 1974

Date of issuance: March 27, 1974

Date amended: Revision 1



By direction of the Administrator
Don P. Watson
(Signature)

Don P. Watson
Acting Chief, Engineering and Manufacturing Branch
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

[Faint, mostly illegible text and markings within a large rectangular frame, possibly a photograph or a form with bleed-through.]

817 177

3A

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE			FORM APPROVED BUDGET BUREAU NO. 04-R058.1
INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.			
PART I AIRCRAFT DESCRIPTION	1. AIRCRAFT IDENTIFICATION NO. N 1208	2. AIRCRAFT MAKE Grumman	3. AIRCRAFT MODEL G-73
	4. AIRCRAFT SERIAL NUMBER J-44	5. ENGINE MAKE Pratt & Whitney	6. ENGINE MODEL S 3 H1
	7. NUMBER OF ENGINES Two	8. PROPELLER MAKE Hamilton Standard	9. PROPELLER MODEL 23D40-51-6533A-18
PART II CERTIFICATION REQUESTED	1. APPLICATION IS HEREBY MADE FOR: A. <input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT <input type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT) (CAR 1) B. <input checked="" type="checkbox"/> AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62) C. <input type="checkbox"/> MULTIPLE CERTIFICATE (REF. CAR 1 AND 8) D. <input type="checkbox"/> OTHER _____ (Specify)		
	2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s): A. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1) B. <input type="checkbox"/> LIMITED (REF. CAR 9) C. <input type="checkbox"/> RESTRICTED (REF. CAR 8) (Check operation(s) to be conducted) (1) <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL (4) <input type="checkbox"/> PATROLLING (2) <input type="checkbox"/> AERIAL ADVERTISING (5) <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION (3) <input type="checkbox"/> AERIAL SURVEYING (6) <input type="checkbox"/> WEATHER CONTROL (7) <input type="checkbox"/> OTHER _____ (Specify) D. <input type="checkbox"/> EXPERIMENTAL (REF. CAR 1) (Check operation(s) to be conducted) (1) <input type="checkbox"/> AMATEUR-BUILT (3) <input type="checkbox"/> EXHIBITION (2) <input type="checkbox"/> EXPERIMENT (RESEARCH AND DEVELOPMENT) (4) <input type="checkbox"/> RACING (5) <input type="checkbox"/> TO SHOW COMPLIANCE WITH CAR _____ E. <input type="checkbox"/> (OTHER) _____ (Specify)		
	3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? <input type="checkbox"/> YES (Explain) <input checked="" type="checkbox"/> NO		
PART III INSPECTION AGENCY VERIFICATION (Not applicable to newly manufactured aircraft)	1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: A. <input type="checkbox"/> AIRCRAFT MANUFACTURER (Name of Firm) _____ B. <input type="checkbox"/> CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____ C. <input type="checkbox"/> CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____ D. <input type="checkbox"/> CERTIFICATED MECHANIC (Inspection Authorization) NO. _____		
	DATE _____	SIGNATURE OF AUTHORIZED INDIVIDUAL _____	TITLE _____
PART IV OWNER'S CERTIFICATION	I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. (Check and complete appropriate item(s); this includes completion of items 1 and 2 on the reverse side of this form.) March 24, 1964		
	1. <input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE 2. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO FAA AIRCRAFT REGISTRATION BRANCH ON (Date) _____ 3. <input type="checkbox"/> DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 (Expiration date) _____ 4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS (No. Street, City, Zone and State) Northern Consolidated Airlines, Inc. International Airport Anchorage, Alaska 5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT <i>Charles E. Cross</i> 6. DATE 5-27-64 7. TITLE Chief Inspector		
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958.			
8. ATTACHMENTS (Check which) A. <input type="checkbox"/> FAA FORM 337 C. <input type="checkbox"/> WEIGHT AND BALANCE REPORT E. <input type="checkbox"/> OTHER (List separately) B. <input type="checkbox"/> FAA FORM 317 D. <input type="checkbox"/> DATA, DRAWINGS, PHOTOGRAPHS, ETC. (List separately)			

FEDERAL AVIATION AGENCY
AIRCRAFT INSPECTION REPORT

(Items 1 and 2 will be verified and all other applicable items will be completed by an authorized FAA representative.)

AIRCRAFT CERTIFICATION BASIS

The aircraft described in PART I on the reverse of this form has been inspected and found to conform to the following:

- A. ☒ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. A-783 REVISION NO. 4
- B. ☐ AIRCRAFT LISTING, PAGE NO.(S) _____
- C. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 63 (YEAR) THROUGH CARD NO. 10
- D. ☒ SUPPLEMENTAL TYPE CERTIFICATE NO.(S) STC SA 113 AL
- E. ☐ OTHER _____

(Specify)

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 3891:13 HOURS
- D. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | SERIAL NO. | ENGINE | TOTAL HOURS | TIME SINCE OVERHAUL |
|----------------|-----------|----------------|---------------------|
| <u>P327172</u> | <u>RE</u> | <u>unknown</u> | <u>530:17</u> |
| <u>9142</u> | <u>LH</u> | <u>unknown</u> | <u>530:17</u> |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

3. AIRWORTHINESS DOCUMENTATION

- A. ☐ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), COPY ATTACHED
- B. ☐ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT
- C. ☒ CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT
- D. ☒ CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT
- E. ☐ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- F. ☐ FAA FORM 337, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)
- G. ☐ FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)
- H. ☐ WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)
- I. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)
- J. ☒ AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.62
- K. ☒ PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.62

BY H. J. Mailey

(Name of Issuing Representative)

3-5

(Designation Number)

4. FAA REPRESENTATIVE CERTIFICATION

I have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it conforms to its type certificate and that it is in condition for safe operation.

5. REGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT
- ☒
- YES
- ☐
- NO (Explain)

6. DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE
7. FAA INSPECTOR'S SIGNATURE <u>Gordon H. Anderson</u> Gordon H. Anderson	FAA DISTRICT OFFICE NO. <u>AL-FSDO-4</u>	DATE <u>6-5-64</u>
8. REMARKS		A. <input type="checkbox"/> ACCEPTED B. <input type="checkbox"/> REINSPECTED C. <input type="checkbox"/> SPOT CHECKED

ATTACHMENT(S) IN ADDITION TO THOSE LISTED ON REVERSE (List separately)

1. Copy of Form 1362A issued 6/5/64
2. Form 1362 issued 7/20/56

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
N1208	Grumman G-73	J-44

4. CATEGORIES

Standard Transport

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.

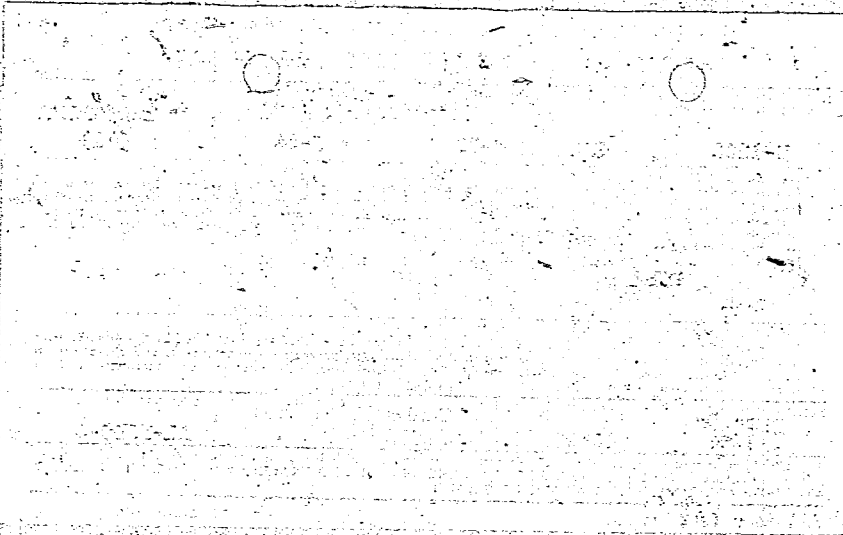
6/5/64 *Gordon H. Anderson*
DATE OF ISSUE FAA REPRESENTATIVE DESIGNATION NO.
Gordon H. Anderson AL-FSDO-4

6. This aircraft is being maintained under a continuous inspection system in accordance with the terms of Operating Certificate No. 803

FAA AIRCRAFT REGISTRY
CAMERA NO. |

DATE: 5-22-81

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY			
STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N-1208	GRUPP G-73	11-44	TRANSPORT (4A)
5. AUTHORITY AND BASIS FOR ISSUANCE			
<p>This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft is 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 B to the Convention on International Civil Aviation, except as noted herein.</p> <p>Exceptions: NONE</p>			
6. TERMS AND CONDITIONS			
<p>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, preventive maintenance, and alterations are performed in accordance with Parts 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.</p> <p>Original Signed by: Gordon H. Anderson</p>			
DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER	
EXCHANGE 6/5/64	GORDON H. ANDERSON	AL-FSDO-4	
<p>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.</p>			
<p>FAA Form 1362 (7-65) 0052-040-8000 (8100)</p>			



UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION		
CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION MARKS N 1208	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION STANDARD	
3. This Certificate of Airworthiness is issued pursuant to the Civil Aeronautics Act of 1938 as amended. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.		
4. UNLESS SOONER SURRENDERED, SUSPENDED, REVOKED, OR A TERMINATION DATE IS OTHERWISE ESTABLISHED BY THE CIVIL AERONAUTICS BOARD THIS CERTIFICATE WILL REMAIN REMAIN IN EFFECT AS LONG AS THE AIRCRAFT IS MAINTAINED IN ACCORDANCE WITH PART 43.		
5. DATE OF ISSUANCE OR RENEWAL July 20, 1956	6. CAA REPRESENTATIVE <i>H. J. MALEY</i>	7. DESIGNATION NO. 3-5
8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.		

FAA AIRCRAFT REGISTRY
CAMERA NO. | DATE: 5-22-81

J.O. 566 MAY 9 1958

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R0524

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

1. AIRCRAFT	MAKE Grueman	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 1208
2. OWNER	NAME (First, middle, last) Fruehauf Trailer Co.			
	ADDRESS (Street and number, city, zone and State) Detroit, Michigan			

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
a. AIRFRAME	***** (As described in item 1 above) *****			MAJOR REPAIR	MAJOR ALTERATION
b. POWERPLANT	Pratt & Whitney	R-1340-51-AN1	9114	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	9797.25	13.53 Aft of Datum	2952.75

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Airwork Corporation Municipal Airport Millville, New Jersey	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certified Mechanic. <input type="checkbox"/> Foreign Certified Mechanic. <input checked="" type="checkbox"/> Certified Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. 3507
---	---	----------------------------

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

September 9, 1955

(Date repair and/or alteration completed)

(Signature of authorized individual)

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

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

<input checked="" type="checkbox"/> APPROVED	BY {	<input type="checkbox"/> CAA Designee	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft
<input type="checkbox"/> REJECTED		<input type="checkbox"/> CAA Aviation Safety Agent	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Other (Specify)

September 9, 1955

(Date of approval or rejection)

J.W. McKercher Plant Manager-17668-E

(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering commentb. ☒ Accepted 5-10-58

(Date)

☐ See attached memorandum☐ Reinspected

(Date)

☐ Spot Checked

(Date)

(CAA designation number)

16-54010-4

(Signature Aviation Safety Agent)

Reg. 3 KC
ASDO 5

Form ACA-337 (4-52)

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.

Two each SB9RN Magnetos, R.H. 059668, L.H. 059653
One each NAY9E1-511 Carburetor, S/N 5962933, P/L No. A18639-7

Total time on this engine 1157:01 Zero time since overhaul.

All steel parts were Magnafluxed. The data plate has been stamped in accordance with C.A.A. Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on an Airwork Corporation Test Log.

Pratt & Whitney Service Bulletins per Airwork Corporation 100% Service Bulletin Compliance List dated July 29, 1955 were complied with.

This does not include engine installation.

Installed left position 4/25/56

Atty

ATE 17426

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

Check block if additional sheets are attached. ☐

MAY 0 1956 J. O. 4991

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R0524.

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N1208
2. OWNER	NAME (First, middle, last) Fruehauf Trailer Company		ADDRESS (Street and number, city, zone and State) Detroit, Michigan	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			
b. POWERPLANT	Pratt & Whitney	Wasp S3H1	P-328040	X
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
	9797.25	13.53 Aft of Datum		2952.75
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS AIRWORK CORPORATION MUNICIPAL AIRPORT MILLVILLE, NEW JERSEY		b. KIND OF AGENCY <input type="checkbox"/> U. S. Certified Mechanic. <input type="checkbox"/> Foreign Certified Mechanic. <input checked="" type="checkbox"/> Certified Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 3507
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. July 29, 1955 (Date repair and/or alteration completed) J. W. McKercher - 17668-R (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) July 29, 1955 (Date of approval or rejection) J. W. McKercher - Plant Manager (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted 5-10-56 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)				
(CAA designation number)		(Signature Aviation Safety Agent)		

Reg. 3 KC
ASDC E
Form ACA-337 (4-52)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensees.

Two each SBORN Magnetos, R/H 192603, L/H 192631

One each MAY9E-1-507 Carburetor, S/N 5962825, P/L 390814-1

Total time on this engine 2036:57. Zero time since overhaul.

All steel parts were Magnafluxed. The data plate has been stamped in accordance with CAA Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on an Airwork Corporation Test Log.

Pratt & Whitney Service Bulletins per Airwork Corporation "Automatic" Service Bulletin Compliance List, dated October 14, 1955, were embodied.

This engine has been inspected every thirty days for evidence of rust and corrosion.

Installed right position 4/25/56

Atogon AVE 17426

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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved, Budget Bureau No. 41-R052.4.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 1208	
2. OWNER	NAME (First, middle, last) FREUHAUF TRAILER COMPANY		ADDRESS (Street and number, city, zone and State) 10940 HARPER AVE. DETROIT, MICHIGAN		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
c. AIRFRAME	***** (As described in item 1 above, *****)			XXXXX	
d. POWERPLANT					
e. PROPELLER					
f. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>*AFTER the repairs and/or alterations described below were made.</small> This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
STANDARD	9797.25	13.53"		2952.75	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
AERO TRADES, INC. MAC ARTHUR AIRPORT RONKONKOMA, L.I., N.Y.		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		115	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
3/29/56 <small>(Date repair and/or alteration completed)</small>		JOSEPH R. ETZEL <small>(Signature of authorized individual)</small>			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
APPROVED BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)					
3/29/56 <small>(Date of approval or rejection)</small>		JOSEPH R. ETZEL, CHIEF INSPECTOR <small>(Signature of authorized individual; title or identification number)</small>			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input checked="" type="checkbox"/> Accepted 5-3-56 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)					
11 <small>(CAA designation number)</small>		Reg. 1 NY ASDO 11 <small>(Signature Aviation Safety Agent)</small>			

MAY 2 1956

Form ACA-337 (4-52)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

BUTT SPLICED IN TWO SECTIONS OF .064" X 22" WIDE X 46" LONG OF 24ST IN PLACE OF ORIGINAL .051" GAUGE SKIN DIRECTLY FORWARD OF MAIN HULL STEP AND ALONG BOTH SIDES OF EXISTING KEEL AT THIS LOCATION.

BUTT SPLICE MADE WITH INSIDE SPLICE GUSSETS .064" X 2 1/2" WIDE 24ST ALL ORIGINAL KEEL RIVETS WERE REPLACED. RIVET SPACING ALONG SKIN SPLICES WERE TWO ROWS OF AN 456-AD5 RIVETS ON BOTH SIDES AT HALF INCH SPACING. ALL NEWLY FABRICATED PARTS ALODINED AND PRIMED BEFORE ASSEMBLY. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH MANUFACTURES RECOMMENDATIONS AND CAM-18. ENTIRE HULL TESTED FOR LEAKS AND REPAIRED AS NECESSARY.

RECEIVED

JUN 4 2 03 PM

ADMIN. & RECORDS BRANCH
W-300

END

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

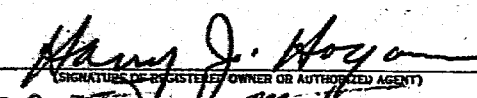
Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
1. TYPE OF APPLICATION (Check which)		
<input type="checkbox"/> a. ORIGINAL ISSUANCE OF CERTIFICATE <input checked="" type="checkbox"/> b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE <input type="checkbox"/> c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE <input type="checkbox"/> d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> 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):		
<input checked="" type="checkbox"/> a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) <input type="checkbox"/> b. LIMITED (SEE CAR 9) <input type="checkbox"/> c. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING <input type="checkbox"/> d. EXPERIMENTAL (Check the type of experimental operation(s) to be conducted) <input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION <input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER <input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER		
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE Grunman	b. AIRCRAFT MODEL G 73	c. AIRCRAFT SERIAL NO. J 44
d. ENGINE MAKE Pratt & Whitney	e. ENGINE MODEL S 3 H 1	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME Fruehauf Trailer Co.	b. PERMANENT MAILING ADDRESS 10940 Harper Detroit 32 Mich.	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 1208
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:		
<input type="checkbox"/> a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE <u>5-27-54</u> <input type="checkbox"/> b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE) <input type="checkbox"/> c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____		
<small>*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.</small>		
ATTACHMENTS (Check which)		
<input type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input checked="" type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		
SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT <u>Harry J. Hogan</u> (DATE) <u>5/21/56</u>		TITLE <u>Chief Mechanic</u>

MAY 9 1956

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION AIRCRAFT INSPECTION REPORT <i>(To be completed by a CAA representative or approved repair station)</i>									
The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following: <i>(Check and complete applicable items)</i>									
1. AIRCRAFT AND ENGINE CERTIFICATION BASIS a. <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION NO. <u>A 783</u> THROUGH SHEET REVISION NO. <u>5</u> b. <input type="checkbox"/> AIRCRAFT LISTING PAGE NO. _____ c. <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY <u>5426-2</u> (YEAR) THROUGH CARD NO. <u>56-9</u> d. <input type="checkbox"/> CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)									
2. AIRCRAFT AND ENGINE OPERATING RECORDS a. <input type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY b. <input checked="" type="checkbox"/> COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED c. <input checked="" type="checkbox"/> AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF <u>2751.10</u> HOURS d. <input checked="" type="checkbox"/> ENGINE RECORDS INDICATE THE FOLLOWING OPERATION: SERIAL NO. <u>9114</u> TOTAL HOURS <u>1:55</u> SERIAL NO. <u>328040</u> TOTAL HOURS <u>1:05</u> SERIAL NO. _____ TOTAL HOURS _____ SERIAL NO. _____ TOTAL HOURS _____									
3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319) a. LAST AIRWORTHINESS INSPECTION CONDUCTED <u>5-2-56</u> (DATE) <input type="checkbox"/> BY AIRCRAFT MANUFACTURER <input type="checkbox"/> BY APPROVED REPAIR STATION, CERTIFICATE NO. _____ <input checked="" type="checkbox"/> BY MECHANIC, CERTIFICATE NO. <u>17426</u> b. <input checked="" type="checkbox"/> PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER									
4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED a. <input type="checkbox"/> OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED) b. <input type="checkbox"/> CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT c. <input checked="" type="checkbox"/> CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT d. <input checked="" type="checkbox"/> CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT e. <input checked="" type="checkbox"/> THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS f. <input checked="" type="checkbox"/> CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE <u>5-2-57</u> (DATE) g. <input checked="" type="checkbox"/> PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE <u>5-2-56</u> (DATE) BY <u>R. M. Barron</u> (NAME OF ISSUING REPRESENTATIVE) <u>372</u> (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: <input type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY _____ (REPAIR STATION AUTHORIZED SIGNATURE) (DATE)									
6. CAA REPRESENTATIVE CERTIFICATION I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT <input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY <i>(Check appropriate item)</i>									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">DESIGNEE'S SIGNATURE <u>R. M. Barron</u></td> <td style="padding: 2px;">DESIGNATION NO. <u>372</u></td> <td style="padding: 2px;">DATE <u>5-2-56</u></td> </tr> <tr> <td style="padding: 2px;">AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u></td> <td style="padding: 2px;">CAA DESIGNATION NO. <u>Reg. 3 KC</u> <u>ASDO 5</u></td> <td style="padding: 2px;">DATE <u>5-10-56</u></td> </tr> </table>	DESIGNEE'S SIGNATURE <u>R. M. Barron</u>	DESIGNATION NO. <u>372</u>	DATE <u>5-2-56</u>	AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>Reg. 3 KC</u> <u>ASDO 5</u>	DATE <u>5-10-56</u>	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED		
DESIGNEE'S SIGNATURE <u>R. M. Barron</u>	DESIGNATION NO. <u>372</u>	DATE <u>5-2-56</u>							
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>Reg. 3 KC</u> <u>ASDO 5</u>	DATE <u>5-10-56</u>							
<input type="checkbox"/> ATTACHMENT									

RECEIVED
JUN 4 2 08 PM '56
ADMIN. RECORDS SECTION
W-303

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-B041.5	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
<input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		<input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/>	
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):			
<input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) <input type="checkbox"/> LIMITED (SEE CAR 9) <input type="checkbox"/> RESTRICTED (SEE CAR 9)			
(Check the restricted special purpose operation(s) to be conducted)			
<input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER	
<input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
<input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE <i>Drumman</i>	b. AIRCRAFT MODEL <i>673</i>	c. AIRCRAFT SERIAL NO. <i>J 44</i>	
d. ENGINE MAKE <i>Pratt & Whitney</i>	e. ENGINE MODEL <i>1340 AN1</i>		
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME <i>F. Rehau Trailer Co.</i>	b. PERMANENT MAILING ADDRESS <i>10940 Harper</i>	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK <i>N-1208</i>	
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:			
<input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE <i>5-27-54</i>			
<input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)			
<input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____			
<small>*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (15) of the Civil Aeronautics Act of 1938, as amended.</small>			
ATTACHMENTS (Check which)		<div style="text-align: center;">  (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) </div>	
<input type="checkbox"/> ACA-19 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input checked="" type="checkbox"/> ACA-137 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		<div style="text-align: center;"> <i>5-2-55</i> (DATE) </div> <div style="text-align: center;"> <i>Mechanic</i> (TITLE) </div>	

auw
 6-23-54
 5-1-55
 2-24-56
 CC

3-1-55

49

JUN 9 1955

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: <small>(Check and complete applicable items)</small>											
1. AIRCRAFT AND ENGINE CERTIFICATION BASIS a. <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION NO. <u>A 783</u> THROUGH SHEET REVISION NO. <u>#5</u> b. <input type="checkbox"/> AIRCRAFT LISTING PAGE NO. _____ c. <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY <u>5426-02</u> THROUGH CARD NO. <u>9</u> <small>(YEAR)</small> d. <input type="checkbox"/> CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)											
2. AIRCRAFT AND ENGINE OPERATING RECORDS a. <input type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY b. <input checked="" type="checkbox"/> COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED c. <input checked="" type="checkbox"/> AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF <u>2282:26</u> HOURS d. <input checked="" type="checkbox"/> ENGINE RECORDS INDICATE THE FOLLOWING OPERATION: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">SERIAL NO. <u>9142</u></td> <td style="width: 60%;">TOTAL HOURS <u>000:00</u></td> </tr> <tr> <td>SERIAL NO. <u>328010</u></td> <td>TOTAL HOURS <u>30:34</u></td> </tr> <tr> <td>SERIAL NO. _____</td> <td>TOTAL HOURS _____</td> </tr> <tr> <td>SERIAL NO. _____</td> <td>TOTAL HOURS _____</td> </tr> </table>				SERIAL NO. <u>9142</u>	TOTAL HOURS <u>000:00</u>	SERIAL NO. <u>328010</u>	TOTAL HOURS <u>30:34</u>	SERIAL NO. _____	TOTAL HOURS _____	SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. <u>9142</u>	TOTAL HOURS <u>000:00</u>										
SERIAL NO. <u>328010</u>	TOTAL HOURS <u>30:34</u>										
SERIAL NO. _____	TOTAL HOURS _____										
SERIAL NO. _____	TOTAL HOURS _____										
3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319) a. LAST AIRWORTHINESS INSPECTION CONDUCTED <u>5-2-55</u> <small>(DATE)</small> <input type="checkbox"/> BY AIRCRAFT MANUFACTURER <input type="checkbox"/> BY APPROVED REPAIR STATION, CERTIFICATE NO. _____ <input checked="" type="checkbox"/> BY MECHANIC, CERTIFICATE NO. <u>17426</u> b. <input checked="" type="checkbox"/> PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER											
4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED a. <input type="checkbox"/> OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED) b. <input type="checkbox"/> CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT c. <input checked="" type="checkbox"/> CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT d. <input checked="" type="checkbox"/> CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT e. <input checked="" type="checkbox"/> THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS f. <input checked="" type="checkbox"/> CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE <u>5-2-56</u> <small>(DATE)</small> g. <input checked="" type="checkbox"/> PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE <u>5-14-55</u> <small>(DATE)</small> BY <u>Arthur F. DeSalme</u> * <u>548</u> <small>(NAME OF ISSUING REPRESENTATIVE) (DESIGNATION NO.)</small>											
5. CAA APPROVED REPAIR STATION CERTIFICATION The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAB 52 and was found to be: <input type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNWORTHY <div style="text-align: right;"> (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE) _____ </div>											
6. CAA REPRESENTATIVE CERTIFICATION I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT <input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNWORTHY <small>(Check appropriate item)</small>											
DESIGNEE'S SIGNATURE <u>RMBannon</u>	DESIGNATION NO. <u>172</u>	DATE <u>5-2-55</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED								
AVIATION SAFETY AGENT'S SIGNATURE <u>P. Q. Beretta</u>	CAA DESIGNATION NO. <u>2-5</u>	DATE <u>6-3-55</u>									
<input type="checkbox"/> ATTACHMENT											

RECEIVED
JUN 13 3 46 PM '55
ADMIN. & RECORDS BRANCH
W-300

J.O. 7651

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R6224.

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 1208
2. OWNER	NAME (First, middle, last) FRUEHAUF TRAILER COMPANY		ADDRESS (Street and number, city, zone and State) 10940 HARPER DETROIT, MICHIGAN	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			
b. POWERPLANT	Pratt & Whitney	R-1340-S3H1	P328010	X
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
	9797.25	13.53 Aft of Datum		2952.75
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Airwork Corporation Municipal Airport Millville, N. J.		b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 3507
I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
March 8, 1953 (Date repair and/or alteration completed)		George A. Mellor, 24476-40 A & E (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is				
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input checked="" type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)				
March 8, 1953 (Date of approval or rejection)		George A. Mellor (Signature of authorized individual)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted 3-5 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)				
3-5 (CAA designation number)		P. A. Baratta (Signature Aviation Safety Agent)		

16-54010-4

Form ACA-337 (4-52)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.

Two each SB9RN Magnetos L.H. 192612 R.H. 192542

One each NAY9B Carburetor S/N 5826317

All steel parts were Magnafluxed.

Total time on this engine 1529:55. The data plate has been stamped in accordance with C.A.A. Engine Specifications.

This engine has not been tested by Airwork Corporation.

The following Pratt & Whitney Service Bulletins were complied with:

403	497 RB	619 RA	767 RA	11F-44
412	511	621	700	1118
433	528	642 RA	789 RE	23F-45
455	540	682	795	36F-49
468	598	683	797	1175-RA
482	601	723 RA	977	
484 RA	609 RC	765 RD	1000 RC	

This engine has been inspected every thirty days for evidence of rust and corrosion.

This does not include installation.

Installed right position N-1208

3/30/55

Harry Hoyer 17426

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

Check block if additional sheets are attached. ☐

Form ACA-237 (4-52)

INSTRUCTIONS

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

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

B. DESCRIPTION OF WORK ACCOMPLISHED.

INSTALLED HYDRAULIC FOOT BRAKES IN CO-PILOTS POSITION IN ACCORDANCE WITH GEAC BLUEPRINT NOS. 109250 THROUGH 109258.

INSTALLED COMPLETE WINDSHIELD, PROPELLER AND CARBURETOR ANTI-ICING SYSTEMS. INSTALLED IN GENERAL ACCORDANCE AS APPROVED ON GRUMMAN G73, N2978, SERIAL NO. J-45 ON 12-18-53.

INSTALLED LANDING GEAR WARNING SYSTEM FOR OPERATION OF AIRCRAFT WITHOUT WING FLOATS AS LAND PLANE. INSTALLATION IN GENERAL ACCORDANCE WITH GENERAL MOTORS DRAWING #171105 AS APPROVED ON GRUMMAN G-73, N5118, APRIL 4, 1953.

REWORKED INSTRUMENT LIGHTING TO CUSTOMERS SPECIFICATIONS.

INSTALLED WESTON D-117682 FLUSH TYPE TEMPERATURE BULB IN BOTTOM HULL, LEFT SIDE AFT OF MAIN STEP.

RE-UPHOLSTERED AND PAINTED COCKPIT AND PASSENGER COMPARTMENT TO CUSTOMERS SPECIFICATIONS.

WATER CHECK HULL AND WING FLOATS AND SEALED AS NECESSARY.

LANDING GEAR RETRACTION CHECK AND GREASED LANDING GEAR.

REWEIGHED AIRCRAFT.

RECEIVED

APR 19 1 20 PM

ADMIN. & RECORDS BRANCH
W-300

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

Check block if additional sheets are attached. ☒

A. T. 78

PHONE: RONKONKOMA 9-8036



GOVERNMENT APPROVED
STATION NO. 115

WEIGHT AND BALANCE

GRUNMAN HALLARD H1208, SERIAL NUMBER J-44, OWNED BY THE PRUEHAUF TRAILER COMPANY WAS WEIGHED IN THE AERO TRADES INC. HANGAR ON MARCH 22, 1955. THE FUEL WAS DRAINED AND OIL WAS UP TO A TOTAL OF EIGHT GALLONS. THIRTEEN GALLONS OF ANTI-ICING FLUID WERE ON BOARD. THE AIRCRAFT WAS WEIGHED IN FLIGHT LEVEL ATTITUDE ON THREE ELECTRIC UNITS OWNED BY AERO TRADES AND LAST CALIBRATED ON SEPT. 14, 1954.

1. ACTUAL WEIGHING AND DETERMINATION OF C.G.

REACTIONS-RIGHT WHEEL	4350LBS.
LEFT WHEEL	4390 "
NOSE JACK	1185
EMPTY WEIGHT AS WEIGHED	9945LBS.
C = 3.82INS.	D = 144.5INS.

A. C.G. INS. FWD OF MAIN WHEEL CENTER LINE $\frac{1185 \times 144.5}{9945} = 17.22$ INCHES.

H. C.G. INS. FORWARD OF REAR FACE MAIN BEAM $A-C = 17.22 - 3.82 = 13.40$ "

C. C.G. INS. AFT OF REFERENCE DATUM $233.65 - 13.40 = 220.25$ INCHES.

2. CORRECTIONS FOR EMPTY WEIGHT

	WT.	ARM	MOMENT
AS WEIGHED	9945.00	220.25	2190386.25
LESS OIL EIGHT GALLONS	- 60.00	+ 212.00	- 12720.00
LESS ANTI-ICING FLUID	- 87.75	+ 240.0	- 21060.00
13GALS. AT 6.75LBS.	- 87.75	+ 240.0	- 21060.00
NEW EMPTY WEIGHT	9797.25		2156606.25

A. EMPTY WEIGHT C.G. AFT OF REFERENCE DATUM

$\frac{2156606.25}{9797.25} = 220.12$ INCHES.

B. C.G. FORWARD OF STA. 233.65 OR CAA DATUM $233.65 - 220.12 = 13.53$ ".

C. NEW USEFUL LOAD $12750 - 9797.25$ LBS. = 2952.75 LBS.

Joseph R. Etzel
JOSEPH A. ETZEL

FAA AIRCRAFT REGISTRY

CAMERA NO. |

DATE: 5-22-81

COMMUNICATIONS SECTION
OFFICE OF THE ATTORNEY GENERAL

RECEIVED

APR 19 1 20 PM '55

AIRMAIL & RECORDS BRANCH
W-300

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION						Form approved. Budget Bureau No. 41-R052.4
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)						
1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK		
	GRUMMAN	C-73	J-44	N1208		
2. OWNER	NAME (Name and address)		ADDRESS (Street and number, city, zone and state)			
	PROHAUP, TRAILER CO.		10940 HARDER DETROIT, MICHIGAN			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.						
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)		
				MAJOR REPAIR	MAJOR ALTERATION	
a. AIRFRAME	***** (As described in item 1 above) *****				XX	
b. POWERPLANT						
c. PROPELLER						
d. APPLIANCE	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.						
CATEGORY	EMPTY WEIGHT (Pounds)*		EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
STANDARD	9677.5		13.18 FWD OF DATUM		3072.5	
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.		
AERO TRADES INC. MAC ARTHUR AIRPORT RONKONKOMA, NEW YORK		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		115		
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
AUGUST 6, 1954 (Date repair and/or alteration completed)		JOSEPH R. ETEL (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is						
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED		BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)				
AUGUST 6, 1954 (Date of approval or rejection)		JOSEPH R. ETEL (Signature of authorized individual: title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL						
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum.						
b. <input checked="" type="checkbox"/> Accepted <u>8-12-54</u> (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)						
Agent (CAA designation number)		R. L. Poole (Signature Aviation Safety Agent)				

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

INSTALLED WATER RUDDER ACCORDING TO GRUNMAN BLUE PRINT NOS. 106900, 106901, 106902, 106904, 106905, 106906, 106907, 106908 AND 107585. INSTALLATION SAME AS INSTALLED AND APPROVED ON ESSO MALLARD N2973. DECEMBER 29, 1952. WEIGHT INCREASE 22LBS. AT 447".

100 HR. INSPECTION ON AIRFRAME AND L/R ENGINES. CHANGED LOAD MOUNTS ON L/R ENGINES.

REPLACED HYDRAULIC FLEX LINES ON MAIN LANDING GEAR RETRACT CYLINDERS.

REPLACED LEFT LANDING GEAR DOWN LOCK FLEX LINE.

LEFT LANDING GEAR DASHPOT OVERHAULED AND REINSTALLED.

REPLACED BRAKE DISCS ON L/R BRAKES.

REPLACED BRAKE BISCUITS ON LEFT BRAKE.

REPLACED ALL BRAKE ANTI-RATTLE SPRINGS.

REPAIRED TWO LOWER RIGHT WHEEL WELL DOORS.

REPAIRED LEFT LOWER WHEEL DOOR.

REPLACED UPPER BOLTS ON LEFT AND RIGHT LANDING GEAR RETRACT STRUTS.

RERIGGED LEFT MAIN AND NOSE WHEEL WELL DOORS.

REPLACED MICRO SWITCH DUST COVER BOOTS ON ALL LANDING GEARS.

REPLACED BUSHING ON LEFT LOWER LANDING GEAR DOOR.

INSTALLED NEW STOP PLATE ON REAR OF LEFT WHEEL WELL FOR LOWER DOOR.

INSTALLED NEW NOSE WHEEL BEARINGS AND RACES.

REPLACED RIGHT MAIN INNER WHEEL BEARING.

REPLACED LANDING GEAR VENT AND DUMP VALVE.

INSTALLED REINFORCEMENT BRACES ON INBOARD AND OUTBOARD ENDS OF NACELLES.

INSTALLED REINFORCEMENT PATCHES ON INBOARD UPPER NACELLE FORMERS.

REPAIRED LOOSE RIVETS IN HULL AND WINGS AS NECESSARY.

BOTH L/R REAR SECTIONS OF RUDDER CABLES REPLACED.

CENTER SECTION OF RIGHT AILERON CABLE REPLACED.

OUTBOARD SECTIONS OF LEFT CARBURETOR HEAT CABLES REPLACED.

OUTBOARD SECTION OF LEFT PROP CABLE REPLACED.

REAR OUTBOARD SECTION OF LEFT THROTTLES CABLE REPLACED.

REAR OUTBOARD LEFT MIXTURE CABLE REPLACED.

BOTH REAR SECTIONS OF RIGHT CARBURETOR HEAT CABLES REPLACED.

REAR OUTBOARD SECTION OF RIGHT PROP. CABLE REPLACED.

FORWARD OUTBOARD RIGHT THROTTLE CABLE REPLACED.

FORWARD OUTBOARD RIGHT MIXTURE CABLE REPLACED.

(CON'T)

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☒

PAGE 2 (CON'T.)

CRUMMAN G-73
N-1208

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
PREVIOUS	9655.6	219.96	2125823.780
ADDED WATER			
RUDDER	<u>22.0</u>	447.0	<u>9834.0</u>
NEW EMPTY			
WEIGHT	9677.5		2133657.78

$\frac{2133657.78}{9677.5} = 220.47''$ FROM DATUM STA. NE. E.C. G.

$233.65 - 220.47'' = 13.18''$ NEW E.C.G. FROM CAA DATUM

$12750 - 9677.5 = 3072.5$ LBS. NEW USEFUL LOAD.

END

FAA AIRCRAFT REGISTRY
CAMERA NO. |

DATE: 5-22-81

RECEIVED

AUG 23 10 39 AM '54

AIRMAIL & RECORDS BRANCH
W-300

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved,
Budget Bureau No. 41-R052.4

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

1. AIRCRAFT	NAME Grumman	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N29721
2. OWNER	NAME (Firm, middle, last) Beldex Corporation		ADDRESS (Street and number, city, zone and state) Lambert Field St. Louis 21, Missouri	

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

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

4. AIRCRAFT WEIGHT AND BALANCE DATA
*AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	9632.5	220.27	3117.5

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Mark T Bond Chester-Perryville Airport, McBride, Mo.	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certified Mechanic. <input type="checkbox"/> Foreign Certified Mechanic. <input type="checkbox"/> Certified Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. AAE 1041512
---	---	--

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

5-14-54
(Date repair and/or alteration completed) Mark T. Bond
(Signature of authorized individual)

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

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

<input checked="" type="checkbox"/> APPROVED	BY {	<input checked="" type="checkbox"/> CAA Designee	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft
<input type="checkbox"/> REJECTED		<input type="checkbox"/> CAA Aviation Safety Agent	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Other (Specify)

5/14/54
(Date of approval or rejection)Arthur R. Glatman - 548
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. <input type="checkbox"/> Forwarded for engineering comment	<input type="checkbox"/> See attached memorandum
b. <input checked="" type="checkbox"/> Accepted <u>7-26-54</u> (Date)	<input type="checkbox"/> Reinspected _____ (Date) <input type="checkbox"/> Spot Checked _____ (Date)

247C 257-17
(CAA designation number)Arthur R. Glatman
(Signature Aviation Safety Agent)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

1. All fabric control surfaces recovered using grade A fabric and skylac dope.
2. Aircraft repainted.
3. Right rudder cable in tail section replaced.
4. One Collins 185 transmitter removed.
5. Aircraft weighed and new weight & balance ~~completed~~.

	Wt.	
Nose wheel	950 lbs.	
Right wheel	4380 lbs.	with oil
Left wheel	4400 lbs.	

Distance from Centerline nose-wheel to Centerline main gear is 178.062 inches.

$$\frac{950 \times 178.062}{950 + 4380 + 4400} = \frac{169158.90}{9730} = 17.38$$

Distance from Centerline main gear to rear face main spar is 3.875 inches.

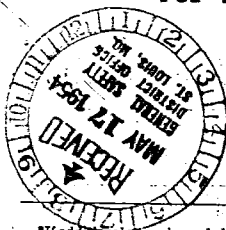
17.38 - 3.875 = 13.505 inches forward of rear face main spar or 220.145 aft of nose reference datum.

CORRECTION FOR OIL

Item	Wt.	Arm	Moment
Aircraft as weighed	9730	220.145	2142010.850
oil	-97.5	212	- 20670
	9632.5		2121340.85

220.22 new C.G.
9632.5) 2121340.85

For loading schedule see loading schedule.



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

Check block if additional sheets are attached. ☐

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R0524.

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 1208
2. OWNER	NAME (First, middle, last) Fruehauf Trailer Co., ADDRESS (Street and number, city, zone and State) 10940 Harper Detroit, Michigan			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			X S
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
STANDARD	9655.5	13.69 Fwd of Datum		3094.5
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS AERO TRADES, Inc., Mac Arthur Airport Ronkonkoma, L.I., N. Y.		b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 115
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. 6/2/54 (Date repair and/or alteration completed) Joseph R. Etzel (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is <input checked="" type="checkbox"/> APPROVED BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) 6/2/54 (Date of approval or rejection) Joseph R. Etzel (Signature of authorized individual; title or identification number) Chief Inspector AERO TRADES INC. MACARTHUR AIRPORT RONKONKOMA, L.I., N.Y. CAA COPY				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum b. <input checked="" type="checkbox"/> Accepted 6-4-54 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date) Agent (CAA designation number) AMR (Signature Aviation Safety Agent)				

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Replaced with factory supplied P/N 106081-R Wing Slot Assembly and P/N 106003-4 Wing Skin on leading Edge of Right Wing between Sta. 317 and Station 394.
Supplied and installed new plexiglas navigation light cover on right wing tip.
Fabricated and installed one set of Spray Shields along L/R Chines between hull Stations No 41 and 180, shields are similar to installation on Texaco G-73 N-1628 Dec. 23, 1953.
Statically water tested hull and repaired leaks as necessary, installed all new Drain Plug Flanges and Plugs throughout.
Replaced all external wiring on landing gear up and down indicators.
Re-rigged Anti-Squat Strut Mechanism Cable.
Installed new seals in right firewall oil shut-off valve.
Installed new rubber bumpers on 4R LANDING GEAR DASH PITS.
Installed Manhold handle on Left side of Hull.
RETRACED CHECK & READJUSTED INDICATOR SWITCHES.

		Arm	Moment
Previous Datum			
ACA 337 - 5715/85	9632.5	220.27	2121340.85
Added Spray Shields	23.0	108	2484.00
New Empty Wt.	9655.5		2123824.85
	<u>2123824.85</u>		
	9655.5	# = 219.96	New Empty C.G.

$$12750 - 9655.5 = 3094.5 \text{ New Useful Load}$$

$$\begin{aligned} 233.65 &= \text{CAA Datum} \\ - 219.96 &= \text{Datum From Nose Ref.} \\ 13.69 &= \text{C.G. Fed of CAA Datum.} \end{aligned}$$

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

R-11. W 240

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION					Form approved. Budget Bureau No. 41-R052.4	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)						
1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N297D/208		
2. OWNER	NAME (First, middle, last) Beldex Corporation		ADDRESS (Street and number, city, zone and State) Lambert Field St. Louis 21, Missouri			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.						
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)		
				MAJOR REPAIR	MAJOR ALTERATION	
a. AIRFRAME	***** (As described in item 1 above) *****				X	
b. POWERPLANT						
c. PROPELLER						
APPLIANCE	TYPE AND MANUFACTURER					
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.						
CATEGORY	EMPTY WEIGHT (Pounds)*		EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Normal	9450		-13.35"		3300	
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS Remmert-Werner, Inc. Lambert Field St. Louis 21, Missouri			b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 3919	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. 4/23/54 (Date repair and/or alteration completed) H. J. Gummel AFE576C (Signature of authorized individual)						
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) 4/24/54 (Date of approval or rejection) Chief Insp. Arthur J. [Signature] (Signature of authorized individual; title or identification number)						
7. TO BE COMPLETED ONLY BY CAA PERSONNEL						
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum						
b. <input checked="" type="checkbox"/> Accepted 5-18-54 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)						
40257-17 (CAA designation number)			[Signature] (Signature Aviation Safety Agent)			

INSTRUCTIONS

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

The following changes were made in this aircraft:

- I. Removed right and left wing tip floats wt. 120 lbs. at station 140 inches.
- II. Faired in step area of hull by construction a super structure as follows:
 - (a) At each station of the lower rear hull from the step aft were bolted 8 24 x 1/2 x .040" forming ribs which were formed to continue the contour and lines of the forward hull.
 - (b) Each former rib was notched and angle chips added to attach 33 1 1/8" x 1/4" spruce stringers. The spacing of stringers is 3 1/2".
 - (c) Proper tacking strips were attached at the junction of the hull structure to terminate the fabric covering.
 - (d) Over this super structure was tacked a blanket of Grade A fabric and this was lock-stitched over 1/4" reinforcing tape every 7" on the convex surface and every 3 1/4 inches on the concave area under the chive. The stitches were staggered so that the spacing would be 4" apart.
 - (e) This fabric covering was brushed doped and necessary pinked tapes and grommets installed. Fabric filled and silver doped and finished with synthetic enamel.
 - (f) The step vent openings in the right and left wheel wells were covered with aluminum plates to prevent any air flow to the inside of above added fairing.
 - (g) A supplement note was added to the flight manual to prevent water operations and the pilots compartment placarded as follows: Note: "With wing tip floats removed and super structure install on step this aircraft will be used for land operations only".
 - (h) The following weight and balance computation is for float removal and step fairing added.

ITEM	WT.	ARM	MOMENT
Aircraft E.W.	9550	220.2	2102910
Step <u>Fairing</u>	120	310.	6200
Wing floats Removed	120	140.	-27000
New E.W. =	9450	220.3	2082110
New C.G. =	-13.35"		
Useful Load	3300		

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

W 240

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
<input type="checkbox"/> a. ORIGINAL ISSUANCE OF CERTIFICATE <input checked="" type="checkbox"/> b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE <input type="checkbox"/> c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		<input type="checkbox"/> d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> 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):			
<input checked="" type="checkbox"/> a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) <input type="checkbox"/> b. LIMITED (SEE CAR 9) <input type="checkbox"/> c. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER	
<input type="checkbox"/> d. EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Grumman		b. AIRCRAFT MODEL G-73	
		c. AIRCRAFT SERIAL NO. J-44	
d. ENGINE MAKE Pratt & Whitney		e. ENGINE MODEL R1340-51-AN1	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Beldex Corporation		b. PERMANENT MAILING ADDRESS Lambert Field St. Louis 21, Missouri	
		c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-2977 <i>1208 air</i>	
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:			
<input type="checkbox"/> a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____			
<input checked="" type="checkbox"/> b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON March 25, 1954 (DATE)			
<input type="checkbox"/> c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____			
<small>*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.</small>			
ATTACHMENTS (Check which)		(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) <i>Arthur J. Beldex</i> May 14, 1954 (DATE)	
<input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input checked="" type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		Agent (TITLE)	

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. A783 THROUGH SHEET REVISION NO. 4
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1954 (YEAR) THROUGH CARD NO. 54-9
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 1934:00 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
L SERIAL NO. 9114 TOTAL HOURS 811:15
R SERIAL NO. 328040 TOTAL HOURS 1263:45
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 5-14-54 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. A&E1041512
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE-FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE May 14, 1954 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 7-16-54 (DATE)
BY Albert J. Lukacs (NAME OF ISSUING REPRESENTATIVE) 1696 (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)

DESIGNER'S SIGNATURE <u>Arthur F. DeSalme</u>	DESIGNATION NO. <u>-548</u>	DATE <u>5-14-54</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>W. E. Mickelson</u>	CAA DESIGNATION NO. <u>KC 257-17</u>	DATE <u>7-26-54</u>	

☒ ATTACHMENT

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R641.5.
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
1. TYPE OF APPLICATION (Check which)		
<input type="checkbox"/> a. ORIGINAL ISSUANCE OF CERTIFICATE <input checked="" type="checkbox"/> b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE <input type="checkbox"/> c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE <input type="checkbox"/> d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> 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):		
<input checked="" type="checkbox"/> a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) <input type="checkbox"/> b. LIMITED (SEE CAR 9) <input type="checkbox"/> c. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING <input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER <input type="checkbox"/> d. EXPERIMENTAL (Check the type of experimental operation(s) to be conducted) <input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION <input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER		
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE Grumman	b. AIRCRAFT MODEL G-73	c. AIRCRAFT SERIAL NO. J-44
d. ENGINE MAKE Pratt & Whitney	e. ENGINE MODEL R-1340-S3H1	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME R.M. Hollingshead Corp.	b. PERMANENT MAILING ADDRESS 840 Cooper Street Camden, 2, New Jersey	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-2971 <i>now 1208</i> <i>ave 5-21-4</i>
5. AIRCRAFT OWNER'S CERTIFICATION (Type 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:		
<input checked="" type="checkbox"/> a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE April 25, 1949 <input type="checkbox"/> b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE) <input type="checkbox"/> 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)		
<input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> ACA-337 <input type="checkbox"/> ACA-317 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> UNAPPROVED DEVIATION DATA		
Albert J. Lukacs (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) 7-16-53 (DATE)		Agent (TITLE)

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. A-783 THROUGH SHEET REVISION NO. 3
- b. ☐ AIRCRAFT LISTING PAGE NO. _____
- c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1953 THROUGH CARD NO. 14
(YEAR)
- 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 1853.50 HOURS
- d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | | |
|--------------------------|----------------------------|
| SERIAL NO. <u>9114</u> | TOTAL HOURS <u>731.05</u> |
| SERIAL NO. <u>328040</u> | TOTAL HOURS <u>1185.05</u> |
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 3-6-53 (DATE)
- ☐ BY AIRCRAFT MANUFACTURER
- ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
- ☒ BY MECHANIC, CERTIFICATE NO. A83 17661-110
- b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-308, WAS ISSUED (COPY ATTACHED)
- b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-308, 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-1162, ISSUED TO EXPIRE July 16, 1954 (DATE)
- g. ☒ PREVIOUS FORM ACA-1162 WAS ISSUED TO EXPIRE March 6, 1954 (DATE)
- BY Albert J. Imkacs (NAME OF ISSUING REPRESENTATIVE) 1696 (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
Albert J. Imkacs

DESIGNATION NO.

1696

DATE

7-16-53

AVIATION SAFETY AGENT'S SIGNATURE

CAA DESIGNATION NO.

NY-257-9

DATE

7-22-53

- ☒ ACCEPTED
- ☐ REINSPECTED
- ☐ SPOT CHECKED

☐ ATTACHMENT

J.O. M-688

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R032.4.

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

1. AIRCRAFT	MAKE Cessna	MODEL 441	SERIAL NO. 441	NATIONALITY AND REGISTRATION MARK STANDARD N2977
2. OWNER	NAME (First, middle, last) R. M. Hollingshead Corp.		ADDRESS (Street and number, city, zone and State) 540 Cooper St. Camden, New Jersey	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			
b. POWERPLANT	Pratt & Whitney	R-1340-51-AN1	9114	<input checked="" type="checkbox"/> MAJOR REPAIR
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.				
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
NORMAL Airplane	9550.4	-13.45	3199.6	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.
AIRWORK CORPORATION Municipal Airport Millville, N. J.		<input type="checkbox"/> U. S. Certified Mechanic. <input type="checkbox"/> Foreign Certified Mechanic. <input checked="" type="checkbox"/> Certified Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		3507
I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 13 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
February 9, 1953 (Date repair and/or alteration completed)		Thomas Dickson, Jr., 179881 A. & E. (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is				
<input type="checkbox"/> APPROVED BY <input checked="" type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED BY <input type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)				
February 24, 1953 (Date of approval or rejection)		Albert J. Lukacs DANI #1696 (Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted 3 20 53 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)				
PAI-579-16 (CAA designation number)		Albert J. Lukacs (Signature Aviation Safety Agent)		

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

Inspection of R-1340-51-AM1 engine, serial number 9114, three (3) cylinders removed due to rust, cylinders honed to plus .010, second and third compression rings replaced. Engine reassembled, tested and preserved.

RECEIVED
MAR 25 12 24 PM '53
ADMIN. & RECORDS BRANCH
W-300

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

W-300

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
1. TYPE OF APPLICATION (Check which)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>a. <input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE</p> <p>b. <input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE</p> <p>c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE</p> </div> <div style="width: 48%;"> <p>d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8</p> <p>e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8</p> <p>f. <input type="checkbox"/></p> </div> </div>		
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):		
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>a. <input checked="" type="checkbox"/> STANDARD (NORMAL UTILITY, ACROBATIC, TRANSPORT CATEGORIES)</p> <p>b. <input type="checkbox"/> LIMITED (SEE CAR 9)</p> <p>c. <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><input type="checkbox"/> AGRICULTURAL AND PEST CONTROL</p> <p><input type="checkbox"/> AERIAL ADVERTISING</p> <p><input type="checkbox"/> AERIAL SURVEYING</p> <p><input type="checkbox"/> GLIDER TOWING</p> </div> <div style="width: 48%;"> <p><input type="checkbox"/> PATROLLING</p> <p><input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION</p> <p><input type="checkbox"/> WEATHER CONTROL</p> <p><input type="checkbox"/> OTHER</p> </div> </div> <p>d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><input type="checkbox"/> RESEARCH AND DEVELOPMENT</p> <p><input type="checkbox"/> AMATEUR-BUILT</p> <p><input type="checkbox"/> DEMONSTRATION</p> </div> <div style="width: 48%;"> <p><input type="checkbox"/> RACING</p> <p><input type="checkbox"/> EXHIBITION</p> <p><input type="checkbox"/> OTHER</p> </div> </div> </div> </div>		
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE <u>Grumman</u>	b. AIRCRAFT MODEL <u>G-73</u>	c. AIRCRAFT SERIAL NO. <u>J-44</u>
d. ENGINE MAKE <u>Pratt & Whitney</u>	e. ENGINE MODEL <u>R-1340 S3H1</u>	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME <u>R.M. Hollingshead Corp.</u>	b. PERMANENT MAILING ADDRESS <u>840 Cooper Street Camden, New Jersey</u>	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK <u>N-2977</u>
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:		
<p>a. <input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE <u>April 25, 1949</u></p> <p>b. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)</p> <p>c. <input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____</p>		
<p>*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.</p>		
ATTACHMENTS (Check which)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><input checked="" type="checkbox"/> ACA-319</p> <p><input type="checkbox"/> ACA-337</p> <p><input type="checkbox"/> ACA-317</p> </div> <div style="width: 48%;"> <p><input type="checkbox"/> WEIGHT AND BALANCE REPORT</p> <p><input type="checkbox"/> DATA, DRAWINGS, ETC.</p> <p><input type="checkbox"/> UNAPPROVED DEVIATION DATA</p> </div> </div>		
<u>Albert J. Inkras</u> (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)		<u>Albert J. Inkras</u> Agent (TITLE)
<u>March 6, 1953</u> (DATE)		

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. A-783 THROUGH SHEET REVISION NO. 4
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1952 THROUGH CARD NO. 63-4
(YEAR)
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 1743.55 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. 9114 TOTAL HOURS 616.55
SERIAL NO. 328042 TOTAL HOURS 1075.10
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED March 20, 1952
(DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. A&E 17661-40
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE March 6, 1954
(DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE March 20, 1953
(DATE)
BY Albert J. Lukace (NAME OF ISSUING REPRESENTATIVE) 1696 (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 <u>Albert J. Lukace</u>	DESIGNATION NO. <u>1696</u>	DATE <u>March 6, 1953</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>B. S. Van Artsdalen</u>	CAA DESIGNATION NO. <u>1-579M-16</u>	DATE <u>3-6-53</u>	

☐ ATTACHMENT

W-200

J.O. 2697

Form ACA-337 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form approved. Budget Bureau No. 41-B0123.	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE <u>Cessna</u>	MODEL <u>Q-73</u>	SERIAL NO. <u>J-44</u>	NATIONALITY AND REGISTRATION MARK <u>2977</u>	
2. OWNER	NAME (First, middle, last) <u>R.M. Hellinghead Corp.</u>		ADDRESS (Street and number, city, zone, and State) <u>840 Cooper Street, Camden, N.J.</u>		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				
b. PROPELLER BLADE OR HUB					
c. ENGINE	<u>Pratt & Whitney</u>	<u>R-1340-51-AN1</u>	<u>9114</u>	<u>X</u>	
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT 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.					
WEIGHT AND BALANCE DATA		EMPTY WEIGHT (Pounds)*		EMPTY CENTER OF GRAVITY (Inches from datum)*	
*AFTER the repairs and/or alterations described below were made.		<u>9550.4</u>		<u>220.2</u>	
				USEFUL LOAD (Pounds)* <u>3199.6</u>	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input checked="" type="checkbox"/> APPROVED REPAIR STATION NO. <u>3507</u> <input type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY		NAME <u>AIRWORK CORPORATION</u>		ADDRESS (Street and number, city, zone, and State) <u>Millville Municipal Airport</u> <u>Millville New Jersey</u>	
				DATE WORK ACCOMPLISHED <u>10-10-51</u>	
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.)					
This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.					
One each MAY9R Carburetor - S/N 5937687.					
Two each SB9RN Magnetos - L.H. 059653 - R.H. 059668.					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I certify that the above statements are true and correct to the best of my knowledge.					
		<u>Thomas Dickson, Jr.</u>		<u>179681 A. & B.</u>	
		(Signature of supervising mechanic)		(Certificate number and rating)	
				<u>8-26-52</u>	
				(Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE <u>Albert J. Lukacs</u>		NO. <u>1696</u>	DATE <u>2-25-53</u>	
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE <u>P. S. Van Antsdalen</u>		<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE <u>2-26-53</u>	

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, 3a, 4, 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

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All steel parts were Magnafluxed.

The data plate has been stamped in accordance with C. A. A. Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on Airwork Corporation Test Log.

The following Pratt & Whitney Service Bulletins were complied with:

403	598	767 RA	36F-49
412	601	770	
433	609 RC	789 RE	
455	619 RA	735	
468	621	737	
482	642 RA	977	
484 RA	660 RE	1000 RC	
497 RB	682	1097 RA	
511	683	11F-44	
528	723 RA	1118	
540	765 RD	23P-45	

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Form ACA-337 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R052.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS) STANDARD					
1. AIRCRAFT	MAKE Cessna	MODEL 441	SERIAL NO. 441	NATIONALITY AND REGISTRATION MARK N-2377	
2. OWNER	NAME (First, middle, last) R.M. Hellingahed Corp.		ADDRESS (Street and number, city, zone, and State) 540 Cooper Street, Camden, New Jersey		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT					
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.					
WEIGHT AND BALANCE DATA					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 950.4	EMPTY CENTER OF GRAVITY (Inches from datum)* 229.2	USEFUL LOAD (Pounds)* 3199.6	
KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify) <input checked="" type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Albert J. Lukacs		ADDRESS (Street and number, city, zone, and State) R.M. Hellingahed Corp. Central Airport, Camden, N.J.		DATE WORK ACCOMPLISHED 12-8-52
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
Installed Western Electric ABC-1 VHF radio in accordance with manufacturers specifications. Removed three 2-11 ABC transmitters and one 2-15 receiver and also pounds of wire. This radio is installed on radio rack mounted in the aircraft by the manufacturer. See weight and balance on reverse side.					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROPRIATE					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
Albert J. Lukacs (Signature of supervising mechanic)		AE 17661-20 (Certificate number and rating)		12-8-52 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE Albert J. Lukacs		NO. 1696	DATE 12-8-52	
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE S. M. M. Blunt		<input type="checkbox"/> ACCEPTED <input checked="" type="checkbox"/> REINSPECTED	DATE 12/12/52	

Previous Empty Weight	9529		2102285.3
Reserved B15 Receiver	8.4	48	403.2
Reserved (J) T-11 VHF Trans.	10.2	48	489.6
Swing Box - removed	1.0	63	93.0
Reserved wiring	9.0	645	595.0
New Empty Weight	9550.4		2100705.5

Previous Empty Weight	9550.4	221.1	2100705.5
Added Western Electric		48	2400
ARG-1 VHF Radio	50.0	220.2	2103105.5
	9550.4		

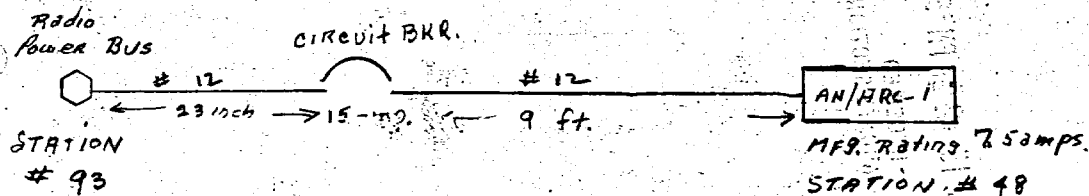
NEW EMPTY CENTER OF GRAVITY 230.2

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- 16-44010-2 U. S. GOVERNMENT PRINTING OFFICE
- CAA representative for inspection or approval.
- Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to the nearest CAA district office or CAA agent.
- Installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy for-
agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the
with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing
Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form
c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
Distribute copies as in a above.
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.
Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA
owner.
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
a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3c, 4, 5, 6, and 7.
5. Repair agencies will be guided as follows when completing this form.
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.
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.
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 author-
ized representative of the CAA.
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.

INSTRUCTIONS

GRUMAN- G-73
N-2977 (STD.)
Ser# J-44



AN/ARC-1 Power Circuit - N 2977

FAA AIRCRAFT REGISTRY
CAMERA NO.

DATE: 5-22-81

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CERTIFICATE SECTION

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved
Budget Bureau No. 41-R0824.

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 2977 (5TQ)
2. OWNER	NAME (First, middle, last) R.M. Hellinghead Corp.		ADDRESS (Street and number, city, zone and State) 840 Cooper St. Camden, New Jersey	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
				MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** described in item 1 above *****			
b. POWERPLANT	Pratt & Whitney R-1340-AN1		9142	X
c. PROPELLER				
d. APPLIANCE	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.*				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
	9529	220.7		3221
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.
Airwork Corporation Municipal Airport Millville, N. J.		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input checked="" type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		3507
a. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. 11/21/52 (Date repair and/or alteration completed)				
b. Thomas Dickson Jr. 179681 A & E (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is				
<input checked="" type="checkbox"/> APPROVED } BY { <input checked="" type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)				
December 8, 1952 (Date of approval or rejection)				
Albert J. Lukacs DAIM #1696 (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted 12-9-52 <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked (Date) (Date) (Date)				
1-579M-16 (CAA designation number)				
B. S. Van Antsdalme (Signature Aviation Safety Agent)				

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee

One each NA-Y9E-507 Carburetor - S/N 5962933
Two each SEORN Magnets - L.H. 075796 - R.H. DC005697

All steel parts were Magnafluxed.

Total time on this engine 969:25. The data plate has been stamped in accordance with C. A. A. Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on Airwork Corporation Test Log.

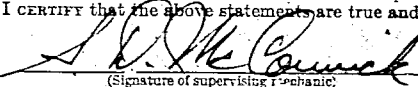
The following Pratt & Whitney Service Bulletins were complied with:

403	497RB	619RA	767RA	1097RA
412	511	621	770	11F-44
433	528	642RA	789RE	1118
455	540	682	795	23F-45
468	598	683	797	36F-49
482	601	723RA	977	1175RA
484RA	609RC	765RD	1000RC	

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

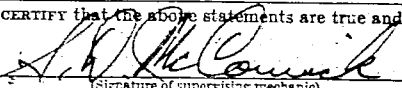
Check block if additional sheets are attached. ☐

Form ACA-337 (11-45)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R052.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE G. Fournier	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 2977 STANDARD	
2. OWNER	NAME (First, middle, last) R. H. Hollingshead Corp.		ADDRESS (Street and number, city, zone, and State) 840 Cooper St. Camden, New Jersey		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
a. AIRCRAFT	***** (As described in item 1 above) *****				
b. PROPELLER, BLADE OR HUB	Hamilton	Hub 23D40-51 Blades 6533A-18	160165 519960 519961 519962	X Overhaul	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT					
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.					
WEIGHT AND BALANCE DATA					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 9529	EMPTY CENTER OF GRAVITY (Inches from datum)* 220.7	USEFUL LOAD (Pounds)* 3221	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input checked="" type="checkbox"/> APPROVED REPAIR STATION NO. 182 (Specify) <input type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Paster's Prop. Ser.	ADDRESS (Street and number, city, zone, and State) 258 Herricks Road Mineola, New York		DATE WORK ACCOMPLISHED 8-15-52	
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
<p>Propeller was disassembled, cleaned and inspected. All steel parts were magnetically inspected. Barrel was cadmium plated. Blades were checked and reconditioned. Distributor valve was overhauled. Propeller was assembled, balanced and oil tested for leaks. Angles and track were checked. Preload shim thickness .000".</p> <p>Range 10-- 90, high 84, low 12, diameter 8'6".</p>					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
 (Signature of supervising mechanic)		A-E358616 (Certificate number and rating)		8-18-52 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	DESIGNEE'S SIGNATURE Albert J. Lukacs		NO. 1696	DATE 8-18-52	
	CAA AGENT SIGNATURE B. S. Tan Arsdalun		<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE 9-3-52	

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, 3a, 4, 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

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MAY 27 1981
FAA DISTRICT OFFICE
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Form ACA-337 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R0522	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Cessna	MODEL C-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK B 2977 STANDARD	
2. OWNER	NAME (First, middle, last) R. A. Hollingshead Corp.		ADDRESS (Street and number, city, zone, and State) 840 Cooper St. Camden, New Jersey		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				
b. PROPELLER BLADE OR HUB	Hamilton	Hub 29D40-51 Blades 6533A-18	159957 519247	X	Overhaul
c. ENGINE			519248 519249		
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT					
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.					
WEIGHT AND BALANCE DATA					
*AFTER * repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds)* 9529	EMPTY CENTER OF GRAVITY (Inches from datum)* 220.7	USEFUL LOAD (Pounds)* 3221	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input checked="" type="checkbox"/> APPROVED REPAIR STATION NO. 182 (Specify) <input type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Pester's Prop. Ser.	ADDRESS (Street and number, city, zone, and State) 258 Herricks Road Mineola, New York		DATE WORK ACCOMPLISHED 8-15-52	
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
<p>Propeller was disassembled, cleaned and inspected. All steel parts were magnetically inspected. Barrel was cadmium plated. Blades were checked and reconditioned. Distributor valve was overhauled. Propeller was assembled balanced, and oil tested for leaks. Angles and track were checked. Preload shim thickness is .005"</p> <p>Range 10-90, high 84, low 12. Diameter 8'6".</p>					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
		443 358616		8-18-52	
(Signature of supervising mechanic)		(Certificate number and rating)		(Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE Albert J. Lukacs		NO. 1696	DATE 8-18-52	
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE B. S. Van Antwerp		<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE 9-3-52	

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, 3a, 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.

18-54010-2 U. S. GOVERNMENT PRINTING OFFICE

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J.O. 2528

Form ACA-337 (11-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form approved Budget Bureau No. 41-R3323	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Crumman	MODEL G-73	SERIAL NO. J-44	NATIONALITY AND REGISTRATION MARK N 2977 (STD)	
2. OWNER	NAME (First, middle, last) Hollingshead Corp		ADDRESS (Street and number, city, zone, and State) Camden N.J.		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				
b. PROPELLER BLADE OR HUB					
c. ENGINE	Pratt & Whitney	R-1340-S3H1	328040	X	
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT					
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.					
WEIGHT AND BALANCE DATA					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 9529	EMPTY CENTER OF GRAVITY (Inches from datum)* 220.7	USEFUL LOAD (Pounds)* 3221	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input checked="" type="checkbox"/> APPROVED REPAIR STATION NO. 3507 (Specify) <input type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME AIRWORK CORPORATION	ADDRESS (Street and number, city, zone, and State) Millville Municipal Airport Millville, New Jersey		DATE WORK ACCOMPLISHED 6-23-51	
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
This engine has received a major overhaul with replacement parts manufactured by Pratt & Whitney or licensee.					
One each MAY9E Carburetor - S/N 5962825.					
Two each SB9RN Magneto - L.H. 192631 - R.H. 192603.					
Installed Rt Side N 2977 8-16-52					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
George A. Mallor (Signature of supervising mechanic) 24476-40 A. & B. (Certificate number and rating) 8-1-52 (Date)					
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE Albert J. Lukacs	NO. 1696	DATE 8-16-52		
<input type="checkbox"/> REJECTED	CAA AGENT'S SIGNATURE B. A. Van Antsdalen	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE 9-3-52		

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, 3a, 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.

10-54011-2 U. S. GOVERNMENT PRINTING OFFICE

All steel parts were Magnafluxed.

Total time on this engine 807:15. The data plate has been stamped in accordance with C. A. A. Engine Specifications.

This engine has been given a complete test run, the results of which are recorded on Airwork Corporation Test Log.

The following Pratt & Whitney Service Bulletins were complied with:

403	601	789 RE
412	609 RO	795
433	619 RA	797
455	621	877
468	642 RA	1000 RC
482	660 RE	1097 RA
484 RA	682	11F-44
497 RB	683	1118
511	723 RA	25F-45
528	765 RD	36F-49
540	767 RA	
598	770	

RECEIVED
CERTIFICATE SECTION
SEP 5 10 37 AM '82

Form ACA-887 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R052.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Crummen	MODEL G-73	SERIAL NO. J 44	NATIONALITY AND REGISTRATION MARK N 2977 STANDARD	
2. OWNER	NAME (First, middle, last) R.M. Hollingshead Corp.		ADDRESS (Street and number, city, zone, and State) 840 Cooper Street Camden, New Jersey		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT					
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.					
WEIGHT AND BALANCE DATA					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 9529	EMPTY CENTER OF GRAVITY (Inches from datum)* 220.7	USEFUL LOAD (Pounds)* 3221	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify) <input checked="" type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Albert J. Lukacs R.M. Hollingshead Corp.		ADDRESS (Street and number, city, zone, and State) Central Airport, Camden, N.J.		DATE WORK ACCOMPLISHED 4-29-52
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
Installed Aircraft Radio Corporation, Boonton, N.J. Type 150 VHF Navigational Receiving Equipment This equipment installed in accordance with manufacturer's specifications and includes DNR #s 15541-4-F---15657-3-B---15542-4-B. In conjunction with ARC instruction book for Type 150 VHF Navigational Receiving Equipment. See reverse side for weight and balance.					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
Albert J. Lukacs (Signature of supervising mechanic)		AE 17661-40 (Certificate number and rating)		5-1-52 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE Albert J. Lukacs		NO. 1696	DATE May 1, 1952	
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE J.M. McElroy		<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE 5/2/52	

	Weight	Arm	Moment
Previous Empty Weight	9451.1	222.5	2088893.1
Removed Boarding Ladder	10.5	351.0	3685.5
Removed Bilge Pump	9.0	41.0	369.0
New Empty Weight	9431.6	220.0	2084838.6
New Empty Weight	9431.6	220.0	2084838.6
Angle Brackets	2.4	48.0	115.2
Plywood shelf	6.3	48.0	302.4
(2) T-11 Transmitter	6.6	48.0	316.8
Omni Receiver	16.8	48.0	806.4
Filter Amplifier	4.5	48.0	216.0
R89B Glide Slope	13.8	48.0	666.4
Omni Antenna & Pedestal	5.6	222.0	1243.2
Approach Indicator	1.9	93.0	176.7
Course Selector	1.3	93.0	120.9
Omni Control Head	.3	93.0	27.9
Localiser Head	.3	93.0	27.9
Boarding Ladder	30.5	351.0	10705.5
Bilge Pump	7.1	351.0	2492.1
New Empty Weight	9529.0	220.6	2102286.3

NEW EMPTY CENTER OF GRAVITY 220.6

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. Certified 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, 3a, 4, 5, 6, and 7.
 - b. 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.
 - c. 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.
 - d. 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.
 - e. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
6. Mechanic—Submit to CAA representative for inspection and approval. 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 for-warded to the nearest CAA district office or CAA agent.
7. 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.

INSTRUCTIONS

Form ACA-305 (11-49)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-B041.4	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative	
1. APPLICATION (CHECK WHETHER) <input type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		2. AIRWORTHINESS CLASSIFICATION <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> RESTRICTED <input type="checkbox"/> EXPERIMENTAL <input type="checkbox"/> LIMITED <input type="checkbox"/> OTHER _____			
AIRCRAFT					
3. MAKE Gruman		4. MODEL G-73		5. NATIONALITY AND REGISTRATION MARK N2977	
6. MANUFACTURER'S SERIAL NO. J44		ENGINE			
7. MAKE Pratt & Whitney		8. MODEL S3B1			
9. OWNER'S NAME R.M. Hollingshead Corp.		10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500) 840 Cooper Street Camden, New Jersey			
11. ATTACHMENTS (CHECK WHICH) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		12. I CERTIFY that the above statements are true. Albert J. Lukacs (OWNER OR AUTHORIZED AGENT) March 20, 1952 Agent (DATE) (TITLE)			
Form ACA-305a (11-49)					
AIRCRAFT INSPECTION REPORT (To be completed by CAA representatives)					
13. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS)					
a. <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION NO. <u>A-783</u> THROUGH SHEET REVISION NO. <u>2</u>					
b. <input type="checkbox"/> AIRCRAFT LISTING PAGE NO. _____					
c. <input checked="" type="checkbox"/> AIRWORTHINESS CORRECTIVE SUMMARY <u>1952</u> (YEAR) THROUGH CARD NO. <u>5</u>					
d. <input type="checkbox"/> OPERATIONS LIMITATIONS FORM ACA-309 ISSUED.					
e. <input type="checkbox"/> OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT.					
f. <input checked="" type="checkbox"/> CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT.					
g. <input checked="" type="checkbox"/> ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH.					
h. <input type="checkbox"/> CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED.					
FINDINGS					
14. <input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY		15. DESIGNEE'S SIGNATURE Albert J. Lukacs Att. H. H. H.		16. DESIGNATION NO. 1696	
		17. DATE 3-20-52		18. DATE 3-25-52	
		19. <input type="checkbox"/> ACCEPTED <input checked="" type="checkbox"/> REINSPECTED		20. DATE 3-25-52	
21. REASON FOR DISAPPROVAL, OR REMARKS INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Date aircraft last flown 3-17-52 5-1-2					

RECORDED
INDEXED
MAY 11 1981
FBI - NEW YORK

Form ACA-337 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-14052-2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Crumman	MODEL 0-73	SERIAL NO. 5-44 (Standard)	NATIONALITY AND REGISTRATION MARK N2977	
2. OWNER	NAME (First, middle, last) R. M Hollingshead Corp.		ADDRESS (Street and number, city, zone, and State) 840 Cooper Street Camden, New Jersey		
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) *****			<input checked="" type="checkbox"/>	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT 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.					
WEIGHT AND BALANCE DATA		EMPTY WEIGHT (Pounds)* Previous 9409 lbs		EMPTY CENTER OF GRAVITY (Inches from datum)* 10.41 in fwd of datum	
AFTER the repairs and/or alterations described below were made.				USEFUL LOAD (Pounds) 3341	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check).					
<input type="checkbox"/> MANUFACTURER <input checked="" type="checkbox"/> APPROVED REPAIR STATION NO. 115 (Specify) <input type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Aero Trades Inc.		ADDRESS (Street and number, city, zone, and State) Mac Arthur Airport, Ronkonkoma		DATE WORK ACCOMPLISHED Dec 21, 1951
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
Installed overhauled landing gear and nose wheel assembly Installed new nose wheel tire and re balanced wheel installed overhauled hydraulic units including all selector valves, by pass valves, actuating cylinders and windshield wiper units. Checked landing Gear retraction					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
Paul Nyholm (Signature of supervising mechanic)		A & E 16578 (Certificate number and rating)		Dec 21, 1951 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	DESIGNEE'S SIGNATURE Paul Nyholm CAA AGENT SIGNATURE T. Johnson		NO. 153	DATE Dec 21, 1951	
			<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	12-21-51	

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.

CERTIFICATE SECTION

- a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 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.

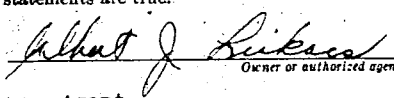
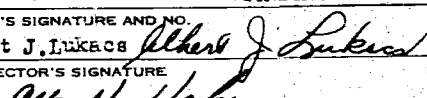
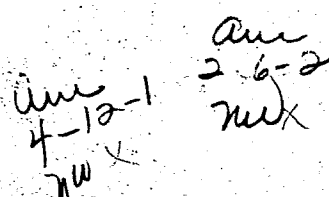
Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.

- 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.

Form ACA-305 (12-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU NO. 41-RM1.3	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative	
APPLICATION (Check whether) <input type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		AIRWORTHINESS CLASSIFICATION <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> RESTRICTED <input type="checkbox"/> EXPERIMENTAL <input type="checkbox"/> LIMITED <input type="checkbox"/> OTHER			
AIRCRAFT					
MAKE Grumman		MODEL G-73		TYPE CERTIFICATE NO. 783	
REGISTRATION NO. 2977		MANUFACTURER'S SERIAL NO. J-44			
ENGINE					
MAKE Pratt & Whitney		MODEL R1340-S3H1			
OWNER'S NAME P.W. Hollingshead Corp.		PERMANENT ADDRESS (Street and number, city, zone, and State) 840 Cooper Street, Camden, New Jersey			
ATTACHMENTS (Check which) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		I CERTIFY that the above statements are true. <div style="text-align: right;">  Owner or authorized agent. </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> 3-14-51 (DATE) Agent (TITLE) </div>			
Form ACA-305a AIRCRAFT INSPECTION REPORT (To be completed by a CAA inspector or a designated inspector or representative)					
It has been determined that the aircraft described in 305 above is in conformity with the following:					
ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
AIRCRAFT SPECIFICATION-AIRWORTHINESS DIRECTIVE NO(S). A-783 thru Rev. 2 AD's 14-15-5 (Specify)					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED <input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> ANNUAL INSPECTION					
(Check whether) <input type="checkbox"/> OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR <input checked="" type="checkbox"/> APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT					
FINDINGS					
<input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY		DESIGNEE'S SIGNATURE AND NO. Albert J. Lukacs #1696 CAA INSPECTOR'S SIGNATURE 		DATE 3-14-51 <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED DATE 3-16-51	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <div style="text-align: center;"> Aircraft last flown 3-13-51 </div> <div style="text-align: right; margin-top: 20px;">  </div>					

FAA AIRCRAFT REGISTRY

CAMERA NO. |

DATE: 5-22-81

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.
MAR 30 3 45 PM '51
MAIL ROOM - 1
WASHINGTON

783

Form ACA-337 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-8352.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Grumman	MODEL 0 73	SERIAL NO. J 44	NATIONALITY AND REGISTRATION MARK N 2977 (STO)	
2. OWNER	NAME (First, middle, last) R.M. Hollingshead Corp. ADDRESS (Street and number, city, zone, and State) Camden, New Jersey.				
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
a. AIRCRAFT	***** (As described in item 1 above) *****			MAJOR REPAIR	MAJOR ALTERATION
b. PROPELLER BLADE OR HUB					<input checked="" type="checkbox"/>
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT					
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.					
WEIGHT AND BALANCE DATA					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 9451 .1	EMPTY CENTER OF GRAVITY (Inches from datum)* 222.5		USEFUL LOAD (Pounds)* 3298.9
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify) <input checked="" type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Leo Cantor Dayton Airadio Inc.		ADDRESS (Street and number, city, zone, and State) Box 267, Vandalia, Ohio.		DATE WORK ACCOMPLISHED 12 9 50
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
See reverse side for radio installation, weight and balance report. <div style="text-align: right; margin-top: 20px;"><i>am</i></div>					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
<i>Leo Cantor</i> (Signature of supervising mechanic)		ACE 305037 (Certificate number and rating)		12-9-50 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	DESIGNEE'S SIGNATURE <i>Charles M. Bond</i> CAA AGENT SIGNATURE <i>John J. [Signature]</i>		NO. 2403 <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE Dec. 9, 1950 DATE 1-18-51	

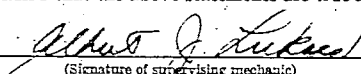
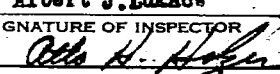
	Wt	Arm	Mom
Aircraft Empty Wt	9409.	223.24	2100465.16
R 13 V.h.f. Rec.	8.4		
F II ishlation Amp	8.4		
2) T II Trans.	6.8	48.	1132.8
Junction Box	15.	65	975.
interphone adapter	2.	92	184.
Flasher	1.5	92	138.
	9451.1	222.5	2102894.96

N.E.C.G. 222.5

X
X
X
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X

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-809, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certified 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, 3c, 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.

INSTRUCTIONS

Form ACA-337 (11-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Budget Bureau No. 41-R052.1. Approval expires December 31, 1948.	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
INSTRUCTIONS.—This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows: (A) For an Aircraft.—Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval. (B) For a Component Installed in an Aircraft.—Complete items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above. (C) For a Spare Component.—Complete items 3 (b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time items 1, 2, and 4 must be completed by the installing agency which will then forward forms as described in (A) above.					
1. AIRCRAFT	MAKE Crummer	MODEL Q-73	SERIAL NO. J 44	CAA IDENTIFICATION MARK N 2977 (STD)	
2. OWNER	NAME (First, middle, last) Hellingshead Corp.		ADDRESS (Street and number, city, zone, and State) 640 Cooper Street Camden, N.J.		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.					
4. AIRCRAFT	EMPTY WEIGHT (Pounds)* 9809	EMPTY CENTER OF GRAVITY (Inches from datum)* 223.24	USEFUL LOAD (Pounds)* 3341		
* After the repairs and/or alterations described below were made.					
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify) <input checked="" type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Albert J. Lukace	ADDRESS (Street and number, city, zone, and State) Central Airport, Camden, N.J.		DATE WORK ACCOMPLISHED 11-1-50	
7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (IF MORE SPACE IS NEEDED, CONTINUE ON REVERSE OR ATTACH SEPARATE SHEETS BEARING AIRCRAFT IDENTIFICATION MARK.)					
Installed Navigade Flasher unit manufactured by the Navigade Co. of Camden, N.J. per instructions and Dwg. No. Q-101 of manufacturer. Weight 1 1/2 lbs. WT. CHANGE NEGLECTIBLE					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
 (Signature of supervising mechanic)		AB 17661-40 (Certificate number and rating)		11-2-50 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	SIGNATURE OF DESIGNEE Albert J. Lukace		NO. 1696	DATE 11-2-50	
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF INSPECTOR 		<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE 11-3-50	

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DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.
MAIL ROOM-2
WASHINGTON

FORM ACA-305 (3-5-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU NO. 41-R041.3	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative.	
APPLICATION (Check whether)		CAA IDENTIFICATION			
<input type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIF.		<input checked="" type="checkbox"/> NC <input type="checkbox"/> MR <input type="checkbox"/> OTHER (Specify)			
<input checked="" type="checkbox"/> ANNUAL INSPECTION		<input type="checkbox"/> NX <input type="checkbox"/> NL			
AIRCRAFT					
MAKE <u>Grumman</u>		MODEL <u>G-73</u>			
REGISTRATION NO. <u>2977</u>	MANUFACTURER'S SERIAL NO. <u>J44</u>	DATE MANUFACTURED <u>3-1949</u>	TYPE CERTIFICATE NO. <u>783</u>		
ENGINE					
MAKE <u>Pratt & Whitney</u>		MODEL <u>S3H1</u>			
OWNER'S NAME <u>Hollingshead Corp.</u>		PERMANENT ADDRESS (Street and number, City, Zone and State) <u>840 Cooper Street Camden, N.J.</u>			
ATTACHMENTS (Check which)		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.			
<input type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT		<u>Albert J. Lukacs</u> OWNER OR AUTHORIZED AGENT			
<input type="checkbox"/> ACA-337 <input type="checkbox"/> SPECIAL APPROVALS		<u>4-14-50</u> DATE			
<input type="checkbox"/> ACA-605 <input type="checkbox"/> DATA, DRAWINGS, ETC.		<u>Chief Mechanic</u> TITLE			
<input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA					
FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT (To be completed by a CAA inspector or a designated inspector or representative.)					
IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING					
ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED					
WITH <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). <u>A-783 thru revision 1 AD's thru 50-14</u> (SPECIFY)					
AUTHORITY FOR EXCEPTIONS (If any)					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED <input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> ANNUAL INSPECTION					
(Check whether)					
<input checked="" type="checkbox"/> OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR					
<input checked="" type="checkbox"/> APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT					
FINDINGS					
<input checked="" type="checkbox"/> AIRWORTHY		DESIGNEE'S SIGNATURE AND NO. <u>Albert J. Lukacs</u>		DATE <u>4-14-50</u>	
<input type="checkbox"/> UNAIRWORTHY		CAA INSPECTOR'S SIGNATURE <u>Otto H. Hoffer</u>		DATE <u>4-14-50</u>	
		#2596		<input checked="" type="checkbox"/> ACCEPTED	
				<input type="checkbox"/> REINSPECTED	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No)					
Aircraft last flown 3-30-50					
Am 11-16-0 NW					
Am 5-11-50 NW					
Am 2-16-1 NW					

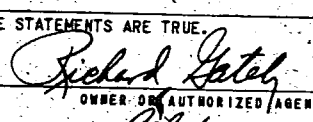
FAA AIRCRAFT REGISTRY

CAMERA NO. |

DATE: 5-22-81

WASHINGTON
MAIL ROOM 3
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U.S. DEPT. OF COMMERCE
AIRCRAFT REGISTRY

APR 15 1949

FORM ACA-305 (8-26-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FOR APPROVED BUDGET BUREAU NO. 41-R041.3	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative.	
APPLICATION (Check whether)		CAA IDENTIFICATION			
<input checked="" type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIF.		<input checked="" type="checkbox"/> N <input type="checkbox"/> NR <input type="checkbox"/> OTHER (Specify)			
<input type="checkbox"/> ANNUAL INSPECTION		<input type="checkbox"/> NX <input type="checkbox"/> NL			
New AIRCRAFT Flyaway					
MAKE Grumman (Mallard)		MODEL G-73			
REGISTRATION NO. N-2977	MANUFACTURER'S SERIAL NO. J-44	DATE MANUFACTURED April 1949	TYPE CERTIFICATE NO. 783		
ENGINE					
MAKE Pratt & Whitney		MODEL S3H1 R 1340			
OWNER'S NAME R. M. Hollingshead Corp.		PERMANENT ADDRESS (Street and number, City, Zone and State) Camden, New Jersey			
ATTACHMENTS (Check which)		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.			
<input type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT		 OWNER OR AUTHORIZED AGENT Pilot DATE 4-7-49 TITLE			
<input type="checkbox"/> ACA-337 <input type="checkbox"/> SPECIAL APPROVALS					
<input type="checkbox"/> ACA-805 <input type="checkbox"/> DATA, DRAWINGS, ETC.					
<input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA					
FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT (To be completed by a CAA inspector or a designated inspector or representative)					
IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING					
ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A- 783-2 AD'S thru 49-13 (SPECIFY)					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> ANNUAL INSPECTION					
(Check whether)					
<input type="checkbox"/> OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR					
<input type="checkbox"/> APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT					
FINDINGS		DATE			
<input checked="" type="checkbox"/> AIRWORTHY	DESIGNER'S SIGNATURE AND NO. Fred R. Armstrong 1098	CAA INSPECTOR'S SIGNATURE		<input type="checkbox"/> ACCEPTED	DATE 4-12-49
<input type="checkbox"/> UNAIRWORTHY			<input type="checkbox"/> REINSPECTED	DATE	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item <input type="checkbox"/> Yes <input type="checkbox"/> No)					

WASHINGTON
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RECEIVED
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE