

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION

7 OCT 1975

FOR FAA USE ONLY

OFFICE IDENTIFICATION

1203

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-5	NATIONALITY AND REGISTRATION MARK N168W
2. OWNER	NAME (As shown on registration certificate) Dixon, Edward F.	ADDRESS (As shown on registration certificate) 700 W. Arch Street Frackville, Pa. 17931

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 Earl L. Warnkesel Box 242, R. D. #1 Fleetwood, Pa. 19522	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. 1244249
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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 1 October 1975	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Earl L. Warnkesel</i>
-------------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 1 October 1975	CERTIFICATE OR DESIGNATION NO. CRS 3535	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James H. Franklin</i> - 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.)

ITEM	WEIGHT	ARM	LOCATION
Installed: King KT-76 Transponder	3.0	96.0	Upper Center Instr. Panel.
Trans-Cal D120-P2-T	1.0	93.0	Fwd. of Instr. Panel Right Side.

Blind encoder installed in accordance with Trans-Cal drawing E-100124 installation instructions and AC43:13-2.

Wiring connected to King KT-76 per installation manual P/N 006-0067-01 drawing 696-3002-00.

Ground checked in accordance with Table 2 of AC43-6.

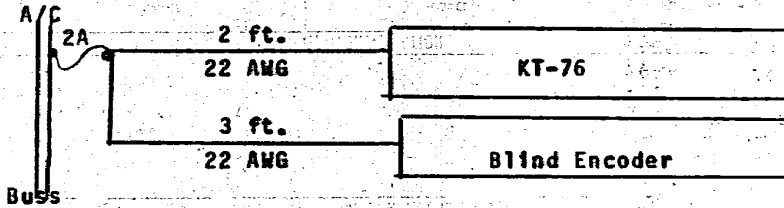
Equipment list revised.

All pertinent data referenced herein is on file at CRS 3535.

Work has been accomplished in accordance with AC43:13-1 Chapter 11 AC43:13-2 Chapters 1 & 2.

Continuous electrical load does not exceed 80% of the total output of 60 amperes produced by one 60 ampere alternator.

See weight and balance section of Aircraft Flight Manual for changes reflected by this alteration.



The installed equipment has been tested in flight and adequately performs its intended function with no adverse effects on the other equipment in the aircraft.

Pilot: *This statement entered in Rating: error - Ground checked*

Cert. No.: *ok and no defects reported by pilot*

This installation is approved based on a similar installation of Trans-Cal D120-P2-T Blind encoder and King KT-76 approved by GADO-3 on FAA 337 dated 25 March 1975. for Piper PA 32-300 N1287T.

ADDITIONAL SHEETS ARE ATTACHED

TEST SHEET
BLIND ENCODING ALTIMETER CHECK
AC 43-6, PAR 7, TABLE 2

TEST ALTITUDE	D2	D4	A1	A2	A4	B1	B2	B4	C1	C2	C4	UP READING	OBSERVED ERROR	DOWN READING	OBSERVED ERROR
-1,000 FT.	0	0	0	0	0	0	0	0	0	1	0	-1050	0	-950	-10
0 FT.	0	0	0	0	0	0	1	1	0	1	0	-40	-10	50	0
500 FT.	0	0	0	0	0	0	1	0	0	1	0	430	-20	560	-10
1,000 FT.	0	0	0	0	0	1	1	0	0	1	0	950	0	1060	-10
1,100 FT.	0	0	0	0	0	1	1	0	0	1	0	1040	-10	1150	0
1,300 FT.	0	0	0	0	0	1	1	0	0	1	0	1230	-20	1340	10
1,500 FT.	0	0	0	0	0	1	1	0	0	1	0	1430	-20	1560	-10
1,800 FT.	0	0	0	0	0	1	1	0	0	1	0	1750	0	1840	10
2,000 FT.	0	0	0	0	0	1	1	0	0	1	0	1940	-10	2030	20
2,600 FT.	0	0	0	0	0	1	1	0	0	1	0	2550	0	2650	0
2,700 FT.	0	0	0	0	0	1	1	0	0	1	0	2610	-40	2750	0
3,000 FT.	0	0	0	0	1	1	1	0	0	1	0	2950	0	3050	0
4,000 FT.	0	0	0	0	1	1	1	0	0	1	0	3965	-15	4050	0
6,000 FT.	0	0	0	0	1	1	1	0	0	1	0	5960	10	6050	0
6,800 FT.	0	0	0	1	1	1	1	0	0	1	0	6730	20	6850	0
8,000 FT.	0	0	0	1	1	1	1	0	0	1	0	7980	30	8040	10
10,000 FT.	0	0	0	1	1	1	1	0	0	1	0	9920	-30	10000	50
12,000 FT.	0	0	0	1	1	1	1	0	0	1	0	11920	-30	12010	40
14,000 FT.	0	0	0	1	1	1	1	0	0	1	0	13920	-30	14030	20
14,800 FT.	0	0	1	1	0	0	0	0	0	1	0	14750	0	14830	20
16,000 FT.	0	0	1	1	0	0	0	1	0	1	0	15950	0	16000	50
18,000 FT.	0	0	1	1	0	1	1	0	0	1	0	17940	-10	18040	10
20,000 FT.	0	0	1	1	1	1	1	0	0	1	0	19940	-10	20020	30
22,000 FT.	0	0	1	1	1	1	1	0	0	1	0	-	-	-	-
25,000 FT.	0	0	1	1	1	1	1	0	0	1	0	-	-	-	-
30,000 FT.	0	0	1	1	1	1	1	0	0	1	0	-	-	-	-
30,800 FT.	0	1	1	0	0	0	0	0	0	1	0	-	-	-	-
35,000 FT.	0	1	1	0	1	1	1	0	0	1	0	-	-	-	-
40,000 FT.	0	1	1	1	1	1	1	0	0	1	0	-	-	-	-
45,000 FT.	0	1	1	1	1	1	1	0	0	1	0	-	-	-	-
50,000 FT.	0	1	1	1	1	1	1	0	0	1	0	-	-	-	-

ENCODING ALTIMETER TYPE AND MODEL Trans-Cal 20 KFG

ALTIMETER S/N 21996

MODEL TRANSPONDER King KT-76

INTERFACE YES NO MODEL _____ (if Applicable)

A/C MAKE AND MODEL Grumman Mallard A/C # N168W

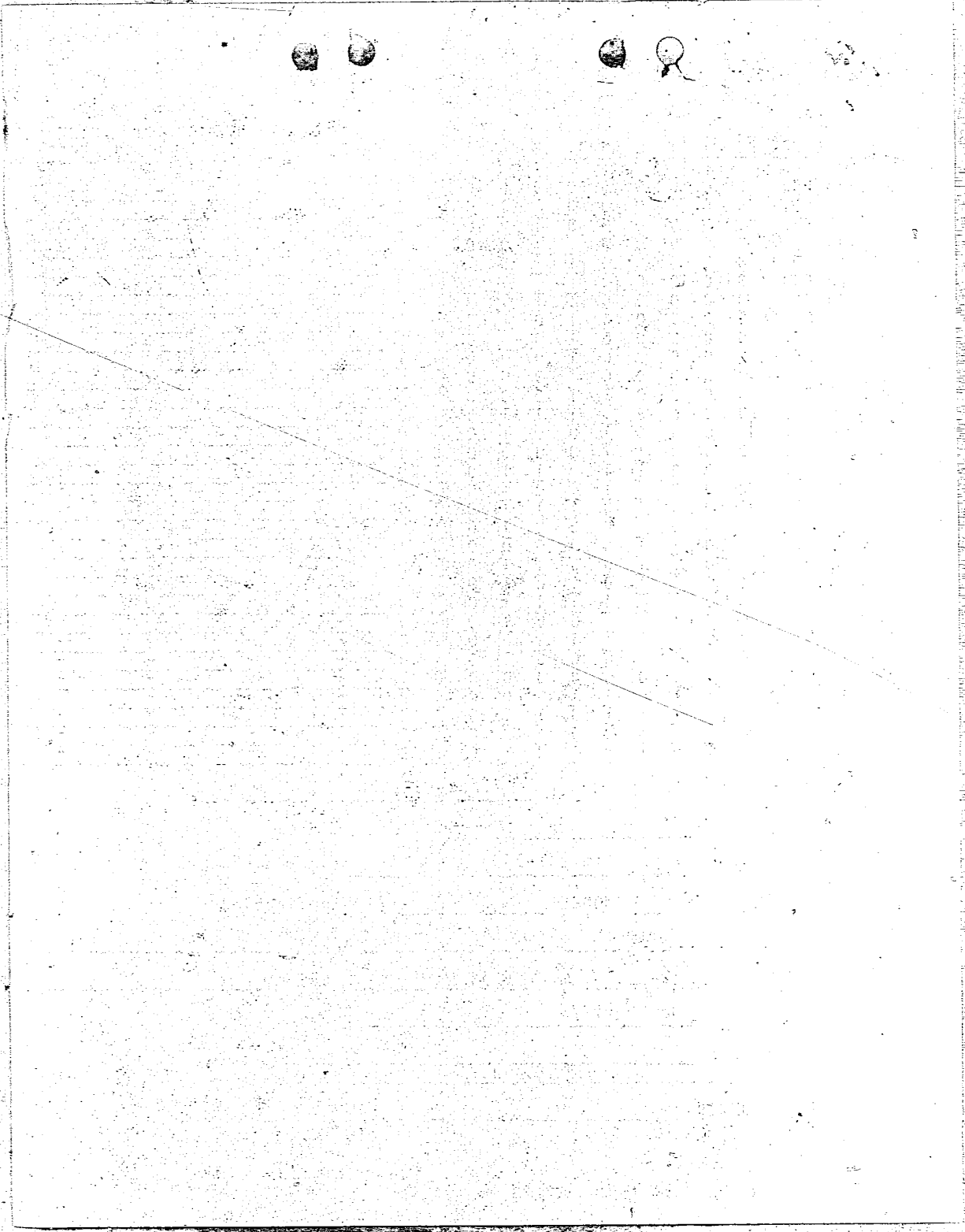
CHECK PERFORMED BY George S. Weber CRS # 3535

DATE PERFORMED 1 October 1975

TEST EQUIPMENT USED IFR ATC-600

CLASS OF TRANSPONDER I

FAA AIRCRAFT REGISTRY
CAMERA NO.1 N DATE: 6-18-90



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

OCT 1975

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

128

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>Cessna</i>	MODEL <i>G - 75</i>
	SERIAL NO. <i>J - 5</i>	NATIONALITY AND REGISTRATION MARK <i>N 168 W</i>
2. OWNER	NAME (As shown on registration certificate) <i>Dizon, Edward P.</i>	ADDRESS (As shown on registration certificate) <i>313 S. Poplar St. Mt. Carmel, Pa. 17851</i>

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 <i>Earl L. Warmkessel Box 242 RD 1 Fleetwood, Pa. 19522</i>	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. <i>1244E49</i>
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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>5/15/75</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Earl L. Warmkessel</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION <i>5/15/75</i>	CERTIFICATE OR DESIGNATION NO. <i>I.A. 1244E49</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Earl L. Warmkessel</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 serviceable left wing at joint just outboard of left engine nacelle.

W/S 135. Rivet pattern and diameter of rivets same as original. Installed serviceable float on left wing, all hardware same as original. Installed new left landing gear shock strut. Installed new nose gear retract cylinder and nose gear fork.

Installed new bottom skin from STA. 95 to STA. 250 - also installed new keel section P. N. # 107131 - all parts anodized and zinc chromated before installation. All repairs done according to Grumman service Manual Section 4 under repairs A and B

----- END -----

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 7-3-0V	
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-5		NATIONALITY AND REGISTRATION MARK	N168W
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Dixon Edward F			313 S Poplar St Mt Carmel Pa 17851	
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					XX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Donald A. Sumrall Chalk's International Airline Miami, Florida 33137		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		1383930	
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 2 May 1973		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Donald A. Sumrall</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 2 MAY 1973	CERTIFICATE OR DESIGNATION NO. 1383930	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Donald A. Sumrall</i>			

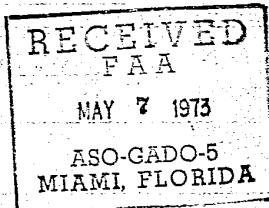
NOTICE

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

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

Removed 1/4" plate glass windshield and replaced with 5/16"

Plexiglass AN-S1707.1-1966.100U. ***END***



ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N. DATE: 6-18-90

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 1-3-05	
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	G-73
	SERIAL NO.	J-5		NATIONALITY AND REGISTRATION MARK	N168W 168W
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Dixon, Edward F			313 S Poplar St. Mt. Carmel Pa. 17851	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
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.
Carl Dwyer 1965 W 64th St. Hialeah, Florida 33012			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		1789483
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		
30 April 1973			<i>Carl Dwyer</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	<input checked="" type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
30 Apr. 1973	1383930	<i>Donald A. Summitt</i>			

RECEIVED
FAA
APR 30 1973
ASO CARLOS
MIAMI, FL

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.)

Tom Bond

Replaced hull skin left and right side from station # 180 to station # 250, reference 21 figure 135 section four of Grumman Service Manual, 36 X 90 inch skin panels 2014-T6-.051 replaced by .063-2024-T3 I/A/W FAA form 8110-3 in reference to drawing #AE2238 fuselage bottom skin repair change "A" Skin .063-2024-T3 QQ-A250/5 replaces material .051-2014-T6 AMS-4029.

Added reinforcing formers at station #190, station #210 and station #230 using .063 2024-T3 attached to longitudinal stringers 6 inches either side of keel, four inch channel .063-2024-T3 with std. rivet pattern used as skin splice back up plates.

Installed new keel section P/N 107131.

All work procedures I/A/W AC43.13-1 section 3.

END

RECEIVED
FAA

APR 20 1973

ASO-GADO-5
MIAMI, FLORIDA

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R030.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION TAG NO. 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	G-73
	SERIAL NO.	J-5		NATIONALITY AND REGISTRATION MARK	N168W
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Dixon, Edward F.			313 S. Poplar St. Mt. Carmel, Pa. 17851	
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.
Red Aircraft Sales, Inc. 280 S. W. 34th Street Fort Lauderdale, Fla. 33315			U.S. CERTIFICATED MECHANIC		Repair Station #705-6 Limited Radio
			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		
10-26-71			<i>John H. Snyder</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	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		
10-26-71		705-6	<i>John H. Snyder</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.

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

Removed King KR-80 ADF and loop.
Installed King KDF-800 ADF on the radio rack located in the nose section using 4 each 632 screws and locknuts.

Installed King KFS-580 control unit in factory provided space located in the center of the lower panel using 4 each 632 screws.

Installed King KNI-580 Indicator in an existing instrument hole located in the left center of the instrument panel.

Installed King KA-36 Loop antenna on top of the fuselage above the cockpit using the manufacturer's mounting plate and 4 each 1032 screws.

All wiring follows the existing manufacturer's wire bundles and the circuit is adequately protected with a circuit breaker located in the circuit breaker panel.

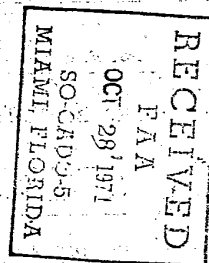
The above radio equipment was installed in such a manner as to withstand ultimate accelerations of 6.6 g forward and down, 1.5 g in a sideward direction and 3 g up.

All work was performed using acceptable methods, techniques and practices outlined in Chapters 1, 2 and 3 of FAA Advisory Circular 43.13-2 and Chapter 11 of FAA Advisory Circular 43.13-1. The ADF was given operational check and found satisfactory. The compass was checked for calibration, the aircraft equipment list was revised and a weight and balance revision was entered in the aircraft records.

ELECTRICAL LOAD

This aircraft is equipped with two 100 amp generators. The maximum probable continuous electrical load computed at 28 volts is 70 amps or 70% of the capacity of one generator.

- End -



ADDITIONAL SHEETS ARE ATTACHED

Aug 24 1971

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 1203	
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-5		NATIONALITY AND REGISTRATION MARK	N168W
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Dixon, Edward F.			313 S. Poplar St. Mt. Carmel, Pa. 17851	
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.	
Reading Aviation Service, Inc. P. O. Box 1201 Reading, Pennsylvania 19603		U.S. CERTIFICATED MECHANIC		CRS 3535 Airframe & 3 Radio 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	SIGNATURE OF AUTHORIZED INDIVIDUAL				
19 August 1971	Fred L. Dobrowolski Rep. 2083988				
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			
19 Aug 1971	CRS 3535	Harold S. Newcomer Harold S. Newcomer - 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.)

Installed Lear L-2C Automatic Pilot in accordance with Lear Dwg. #95600. Approval basis aircraft specifications sheet #A-783 Revision 5, October 31, 1954, Sheet 2 (back), Item 406. Interior equipment. Weight 62 lbs. at arm (-7).

Work has been accomplished in accordance with AC43:13-1 Chapter 11.

Continuous electrical load does not exceed 80% of the total output of 200 amperes produced by two 100 ampere generators.

See weight and balance section of Aircraft Flight Manual for changes reflected by this alteration.

The installed equipment has been tested in flight and adequately performs its intended function with no adverse affects on the other equipment in the aircraft.

Pilot: Edward J. Dixon

Rating: Single Engine Land Multi Land & Sea

Cert. No.: 1359654

Date: Aug-20-71

ADDITIONAL SHEETS ARE ATTACHED