

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 GRUMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK US N-26DF
2. OWNER	NAME (As shown on registration certificate) ANTL INC	ADDRESS (As shown on registration certificate) 915 NE 125th Street, North Miami, FLORIDA 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
George Molitor C/o Antilles Air Boats Inc West Seaplane Ramp, C'sted, St Croix	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 5552444314
	<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 April 24, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL GEORGE MOLITOR
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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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION April 24, 1979	CERTIFICATE OR DESIGNATION NO. IA 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL CHARLES R. FRENKING
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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 King VHF Comm KTR-900 Station 45 and Remote Head Station 100.
- (2) Installed NARCO Voltage Converter Station 45 on Grumman, installed remote power supply mount, installed NARCO Escort 110 Nav./Com. Transceiver Station 100 in panel, same mount as previously installed remount heads.
- (3) All work done in accordance with NARCO Installation Manual and AC 43-13-1A Chapter 2, Section 3 and AC 43-13-2, Chapter 2, Section 27.

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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
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				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	<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 August 17, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL CLAUDE AUSTIN <i>Claude Austin</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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION August 17, 1979	CERTIFICATE OR DESIGNATION NO. I.A. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL CHARLES R. FREEHLING <i>Charles R. Freehling</i>
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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. A taping strip of .125 was riveted to the doubler for 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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N 2611
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) 913 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.
TOMAS O'NEIL Apt. 92 Bldg F-9, 49th St. Rio Piedras, P.R.	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 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 August 17, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL TOMAS O'NEIL <i>Tomas O'Neill</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION August 17, 1979	CERTIFICATE OR DESIGNATION NO. T.A. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL CHARLES R. 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 corroded aileron hinge assembly, left and right wing.
- 2) Installed new aileron hinge assembly station #270, #317 and #368 left and right wing, aircraft total time 16,582.8 Hrs.
- 3) Complied with A.D. 67-31-7, Par. (c).

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

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE <i>GRUMMAN</i>	MODEL <i>G-73</i>
	SERIAL NO. <i>J-10</i>	NATIONALITY AND REGISTRATION MARK <i>N26DF</i>
2. OWNER	NAME (As shown on registration certificate) <i>ANTL INC.</i>	ADDRESS (As shown on registration certificate) <i>915 N.E. 125th St. North Miami, Fla. 33161</i>

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <i>CLAUDE AUSTIN P.O. Box 2237 FREDRIKSTED ST. CROIX U.S. VI 00840</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>A+P 2227109</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>September 25, 1979</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Claude Austin</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	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION <i>9/25/79</i>	CERTIFICATE OR DESIGNATION NO. <i>1617154</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles D. Cullin</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, assembly 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 AF 3580, Load Test Report and Statement of Compliance Form 8110 approved by DER MR. J. PATTERSON, SO-211 attached.

————— NOTHING FOLLOWS —————

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SJU-1500-61

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 <i>Cessna</i>	MODEL <i>C-73</i>
	SERIAL NO. <i>1-10</i>	NATIONALITY AND REGISTRATION MARK <i>N26DF</i>
2. OWNER	NAME (As shown on registration certificate) <i>Antl Inc.</i>	ADDRESS (As shown on registration certificate) <i>915 N. E. 125th St. North Miami, Fla. 33161</i>

3. FOR FAA USE ONLY

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 43.7 section 43.7.

9-25-79 Date

4. UNIT IDENTIFICATION

[Signature] FAA Inspector

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>Claude Austin P.O. Box 2237 Fredrikstad St. Croix, U.S.V.I. 00840</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>A & P 2227109</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>September 25, 1979</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Claude Austin</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 <input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <i>9/25/79</i>	CERTIFICATE OR DESIGNATION NO. <i>1617154</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles R. Freeling</i> CHARLES R. FREELING		

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.)

N260P

Installed emergency watertight breakaway door in wheel well, same as approved on G-73 N8371 dated 3/1/79, to allow access of emergency extension rod from inside cabin at Sta. 240 on both sides of fuselage. Emergency door is 4" X 6" hinged at the bottom and has a safety clip at top center not attached to door but is riveted to A/C, sealant applied to surface between door and wheel well to prevent intrusion of water. Inside cabin has a sliding cover plate which can be removed by grasping the lip at the top and drawing the door upward awarding access to emergency door out out.

An emergency Main Landing Gear up lock release is installed with one eights stainless cable and Neco Press Cable Eye and attached to the slot in the upper end of up locking cylinder and a Tee Handle on the inside of wheel well in A/C. End.

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1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
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

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles R. Freehling P.O. Box 731 Frederiksted, St. Croix, 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	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 28, 1979	<i>Charles R. Freehling</i>

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
September 28, 1979	1617154	CHARLES 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-----

MAJOR REPAIR AND ALTERATION
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OFFICE IDENTIFICATION

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1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N 26DF
2. OWNER	NAME (As shown on registration certificate) ANTL, 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.	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	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 30, 1979	Charles R. Freehling <i>Charles R. Freehling</i>

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	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 SA63580.

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

ADDITIONAL SHEETS ARE ATTACHED

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OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N.E. 125th STREET NORTH MIAMI, FLORIDA 33161

3. FOR FAA USE ONLY

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS DARRYL LONG A&P c/o ANTILLES AIR BOATS CHRISTIANSTED, ST. CROIX 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 530361413
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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 JULY 23, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Darryl Long</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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION JULY, 23, 1980	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Kelly</i>
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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 GOODYEAR BRAKE ASSEMBLY P/N 9540148 FROM LEFT & 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 199-81, CONSISTING OF CLEVELAND MAIN WHEELS P/N 40-137, CLEVELAND BRAKE ASSEMBLY, P/N 30-103 AND MOUNTING BOLTS, NUTS AND WASHERS (AN HARDWARE).
4. ALL WORK DONE IN ACCORDANCE WITH GRUMMAN G-73 SERVICE MANUAL AND S.T.C. NUMBER SA412GL.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 195 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Mike Homa Antilles Air Boats Christiansted, St. Croix	B. KIND OF AGENCY		C. CERTIFICATE NO. 151363186
	<input checked="" type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/>	CERTIFICATED REPAIR STATION	
	<input type="checkbox"/>	MANUFACTURER	

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

DATE December 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mike Homa</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	<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 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Sullivan</i>
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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, N26DF, at Station 50.5.
2. Attached low fuel pressure sensor switches P/N 3135 (Barfield) to nose ribs (left and 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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Florida 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE EA148ANMOD, EA88A-B1CM-03				
	MANUFACTURER Simmons				X

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	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	78423537
	<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 26, 1980	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 APPROVED REJECTED

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

DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles M. Selling</i>
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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 LIQUIDOMETER

1. Removed existing left and right General Electric Liquid Level Transmitter Type TJ-13 Model 8TJ13L-JE and General Electric Fuel Level Indicator Type DJ-12 Model 8DJ12-LAW.
2. Installed in same location modified Simmons P/N EA14AN-46L, -47L Indicator overhauled to T.O. 5L6-3-1-3 3/34 and 33D2-6-14-1. Installed Simmons Liquidometer P/N EA88A-B1CM-03 overhauled and modified by Barfield Instrument Corporation.
3. All work done in accordance with Barfield Instrument Corporation Overhaul Procedure dated November 2, 1977, Proc. No. 2651-3844 and AC 43.13-1A, Chapter 15, Section 2.

NOTHING FOLLOWS

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

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 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lawrence E Johansen</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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Rubling</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 EDISON FIRE DETECTION SYSTEM

1. Remove existing Wilcolator spot detectors - left and right engines
2. Installed Edison type "B" continuous cable fire detection for Grumman G-73 in accordance with Supplemental Type Certificate Number SA36NE. Minor changes to STC SA36NE which increase the detection capability and the serviceability of the system are:
 - A. Control assemblies P/N 377-02836 mounted at Station 50 in nose less acceptable to environmental corrosion.
 - B. Used MS-3100R-18-15 (C) fire wall cannon plug lower part of firewall out of known hot area. Wires behind cannon plug installed in D-130/D V.C. tubular fiberglass and run with existing wire bundles.
 - C. Extending end (G) (Fig A) down the front oil cooler bracket, resulting in a shorter lead to firewall cannon plug.
 - D. Extending end (D) (Fig A) up the left side of firewall and to center, resulting in more detection capability.
3. All work done in accordance with Supplemental Type Certificate Number SA36NE, Armtec Industries, Inc., Drawing No. 910907, and AC 43.13-1A, Chapter II, Section 2 and Sections 3, 5, and 6.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Tomas O'Neill Antilles Air Boats Christiansted, St. Croix	<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	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 26, 1980	<i>Tomas O'Neill</i>

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
12-26-80	1617154	<i>Charles F. ...</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 spherical baldder type accumulator P/N AA14007 having 54.7 cubic inch displacement.
2. Installed two Bendix P/N 548650 piston type accumulators having fifty cubic inch displacement each, in left lower nacelle behind wing spar, utilizing existing angles and $\frac{1}{4}$ inch "U" bolts. Installed accumulators in system parallel to each other.
3. All work accomplished in accordance with AC 43.13-1A, Chapter 10, Section 1 and 43.13-2A Figure 2.7. This installation was previously approved for duplication on FAA Form 337 dated September 24, 1979, Grumman G-73 S/N J-28 N2970.

NOTHING FOLLOWS

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Tomas O'Neill Antilles Air Boats Christiansted, St. Croix	B. KIND OF AGENCY		C. CERTIFICATE NO. 1690355
	<input checked="" type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/>	CERTIFICATED REPAIR STATION	
	<input type="checkbox"/>	MANUFACTURER	

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

DATE December 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Tomas O'Neill</i>
---------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. Sullivan</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 OF TWO-BOTTLE FIRE EXTINGUISHER SYSTEM

1. Removed existing one-bottle installation Station 230.
2. Installed new brackets which hold two bottles Station 230. Brackets are the same as installed on J32 and subsequent.
3. Installed new Walter Kidde Check Tee P/N 966301, new tube assembly from top and bottom bottles to check tee.
4. Installed two new Walter Kidde Discharge Indicators P/N 921937 left side main cabin Station 240.
5. Wired the bottle installation using existing system wiring and additional wires as per Figure 140 Fire Extinguisher Circuit, Grumman manual.
6. Cabin heater system removed.
7. All work done in accordance with Grumman Maintenance Manual G-73, AC 43.13-1A, Chapter 2, Section 3, Chapter 11, Sections 1 and 2, AD 80-13-02 PRF (E).

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles 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 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 26, 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 APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <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. Left elevator S/N 3035-2 found installed on Aircraft N26DF, 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

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla. 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles 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 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 26, 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 APPROVED REJECTED

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

DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <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. Rudder S/N 1443 found installed on Aircraft N26DF, 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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Claude Austin Antilles Air Boats Christiansted, 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	

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 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Claude Austin</i>
---------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles F. ...</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.)

N26DF WING REPAIR

1. Repaired right center wing front spar as per FAA approved drawing SO-EMDO-43, dated 8/2/77.
2. Replaced top right wing skin over fuel tank Station 51 to Station 125, ref. No. 2, Figure 136, Wing Skin Plating Diagram Section 4, Page 229, Mallard Service Manual.
3. Replaced top right wing skin, ref. No. 1, Figure 136, Wing Skin Plating Diagram Section 4, Page 229, Mallard Service Manual, aft of wing box beam; cleaned structure from Station 34 to Station 90; inspected and repaired structure as necessary.
4. Replaced bottom right wing skin fuel tank Station 49 to Station 125 ref. No. 15, Figure 136, Wing Skin Plating Diagram Section 4, Page 229, Mallard Service Manual.
5. Replaced right wing center section P/N 108434R bulkhead and trough assembly - firewall r. h.
6. All work done in accordance with approved drawing, Grumman Service Manual and AC 43.13-1A, Chapter 2, Section 3.

NOTHING FOLLOWS

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla., 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.
Charles 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 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 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <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.)

INCREASE GROSS WEIGHT TO NORMAL 12,750 POUNDS

1. To supercede 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 incline fuel metering system as per FAR 121.307 (b).
3. Installed Low Fuel Pressure Warning Device as per FAR 121.307 (k)

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

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla. 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 Darryl Long Antilles Air Boats Christiansted, St. Croix	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. 530361413
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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 December 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Darryl Long</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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles M. Furling</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 all existing radio equipment antennas and wiring.
2. Flight instrument panel modified to provide standardization throughout the fleet. Standardization of layout allows more efficient scanning of instruments by pilot and also permits improved arrangement of pitot, static and vacuum lines.
 - A. Panel material 2024T3 .090 anodized, mounting: original G-73 location and shock mounts.
3. Installed following systems:
 - Bendix AS2015A Audio System
 - Bendix #1 NAV/COMM CN2012A system with IN2014B ind.
 - Bendix #2 NAV/COMM CN2012A system with IN2014B ind.
 - Bendix DF2071A ADF system
 - Bendix TR2061A Transponder System
 - Bendix DM2031A DME system
 - Gables Interphone System
4. Above systems installed in existing center lower panel modified to receive Bendix equipment. Installation instructions provided by Bendix. Mounting complies with AC 43.13-1A, Chapter 2 and AC 43.13-2A, Chapters 1 and 2; antenna, Chapter 3.
5. All above work done in accordance with Bendix Installation Manual and AC 43.13-1A, Chapter 2; AC 43.13-2A, Chapters 1, 2, and 3.
6. New equipment list entered in aircraft folder (Antilles Air Boats) aircraft weighed, log book entry made.

NOTHING FOLLOWS

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla., 33161

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Darryl Long Antilles Air Boats Christiansted, St. Croix	B. KIND OF AGENCY	C. CERTIFICATE NO. 530361413
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Darryl Long</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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles M. Frubling</i>
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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 FUEL FLOW

1. Removed existing fuel line from the engine fuel pump to the carburetor, left and right engines.
2. Installed Fuel Flow Transmitters Model 9100-5A-B1A, shockmounted 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-B5F-A in engine instrument panel, range lb/hr 100-1000.
5. Installed Inverter P/N 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

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Grumman	MODEL G-73
	SERIAL NO. J-10	NATIONALITY AND REGISTRATION MARK N26DF
2. OWNER	NAME (As shown on registration certificate) ANTL., INC.	ADDRESS (As shown on registration certificate) 915 N. E. 125th St. North Miami, Fla. 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.
Charles 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 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 26, 1980	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 12/26/80	CERTIFICATE OR DESIGNATION NO. 1617154	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Freehling</i>
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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. Left aileron S/N 3035-1 found installed on Aircraft N26DF, 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