RECEIVED

JAN 18 2006

VAN NUYS FSDO

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
WP-FSDO-01

WP01200609170

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: GULFSTREAM	Model: G-II
	Serial No.: 172	Nationality and Registration Mark: USA N987SA
2. Owner	Name (As shown on registration certificate): S/A HOLDINGS LLC	Address (As shown on registration certificate): 100 RING RD W GARDEN CITY NY 11530-3219

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.
WESTERN JET AVIATION INC 16101 SATICOY ST. HANGAR 901 VAN NUYS, CA 91406	U.S. Certificated Mechanic	W1JR483Y
	Foreign Certificated Mechanic	
	X 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
12/9/05	

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							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Appoved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/9/05	W1JR483Y	

FAA Form 337 (12-88)

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.)

REPAIRED THE LH LOWER COWLING P/N 1159P20328-1 IAW GULFSTREAM DRAWING SE05054902 & TOTAL AIRCRAFT SERVICES DRAWING 172026-501 REPAIR REV N/C. ENGINEERING REPORT 172-1018 REV N/C FOR STRUCTURES SUBSTANTION WAS PROVIDED BY STRUCTURES DER F. NALL DERT-605706-NM.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:
THIS COWLING MUST BE REINSPECTED ANNUALLY AS PER THE STRUCTURAL SUBSTANTIATION REPORT ER17-1018.

********** NOTHING FOLLOWS **********

☐ Additional Sheets Are Attatched

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*U.S.GPO:1994-568-012/00019

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: December 9, 2005

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE *(Airplane, Radio, Helicopter, etc.)*	NAME OF APPLICANT
Gulfstream	G-1159	Airplane	Western Jet Aviation

LIST OF DATA

IDENTIFICATION	TITLE
Rept: ER172-1018 Revison: NC Dated: 12/9/05	Structural Substantiation for a Lower Cowl Repair in Gulfstream G-II Aircraft S/N 172
Dwg.: 172026 Revision: NC Dated: 12/9/05 *** End Data ***	Lower Cowl Repair – GII, S/N 172

Notes:

- This approval is limited to structural design aspects of the installation.
- This approval indicates the data listed above demonstrates compliance only with the regulations specified below as "Applicable Requirements". Compliance to additional regulations not listed here may be required. This form does not constitute FAA approval of the entire reapir/alteration.

PURPOSE OF DATA

In support of a repair on Aircraft S/N 172

APPLICABLE REQUIREMENTS *(List specific sections)*

14 CFR Part 25 §§ 25.301, 25.303, 25.305, 25.307, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613

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 none have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore

- ☐ **Recommend approval of these data**
- ☒ **Approve these data**

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
John F. Nall	DERT-605706-NM	Structures

STRUCTRUAL SUBSTANTIATION FOR A LOWER COWL REPAIR IN GULFSTREAM G-II AIRCRAFT S/N 172

References

1. FAA Office of Aviation Research, METALLIC MATERIALS PROPERTIES DEVELOPMENT AND STANDARDIZATION (MMPDS), Report No. DOT/FAA/AR-MMPDS-01, National Technical Information Service (NTIS), January 2003
2. CFR Title 14, "Part 25 – AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES"
3. Department of Transportation Federal Aviation TYPE CERTIFICATE DATA SHEET No. A12EA Rev. 28, dated Aug. 12, 2004

Drawings

Total Aircraft Services, Inc., "LOWER COWL REPAIR – GII, S/N 172," Dwg No. 172026, Gulfstream Aerospace Corp., "STANDARD REPAIR HOT BOND, LOWER COWL, INTERNAL SKIN DELAM," Dwg No. SE05054902, Rev. B.

Background

Gulfstream drawing number SE05054902 provides a standard repair for RH and LH lower cowls internal skin delamination. On S/N 172, the required internal skin delamination does not exceed the limits of the drawing. The standard delamination repair will use Hysol EA9628 film adhesive. The repair described in TAS Dwg No. 172026 maintains the intent of the Gulfstream standard repair.

Structural Compliance

The analysis will show compliance with the applicable requirements of FAR Part 25 (indicated on Form 8110-3) and Type Certificate Data Sheet A12EA.

Instructions for Continued Airworthiness

The repair contained in this report does not significantly affect the lower cowl. The repair should be visually inspected during the aircraft's annual inspection for signs of delamination, disbond, working or movement of the joints, or the development of cracks in the repair doubler and the underlying structure. Any indication of fatigue or failures associated with the structural aspects of the installation(s) should be reported to FAA engineering or a qualified FAA Designated Engineering Representative (DER) for disposition and corrective action.

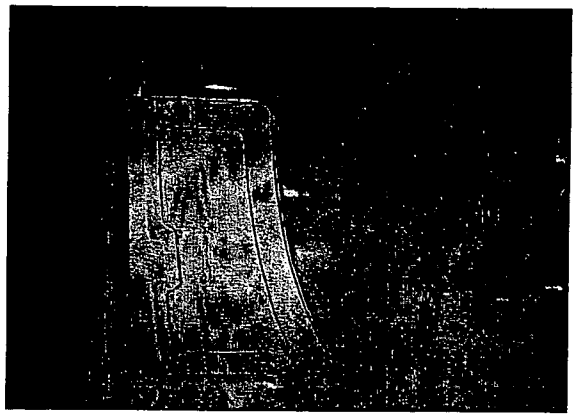
Analysis

The repair described in TAS Dwg No. 172026 requires the repair to be done in accordance with an existing standard repair developed by the aircraft manufacturer. The engine cowl is secondary structure that carries aerodynamic pressure loads, burst pressure and handling loads. The door has numerous depressions, cutouts, mating structures and previous similar repairs. The core provides stiffness to the cowl and is ramped down along the perimeter. This repair has sufficient bond area, and material to restore the original stiffness and strength of the local area. Surrounding structures are not adversely effected by this repair. No detailed analysis is required to substantiate this repair. The drawing serves as a means to document the cowl repair and assure the repair OEM procedures are specified. Since the repaired elements will have similar shear and peel strength, it is considered:

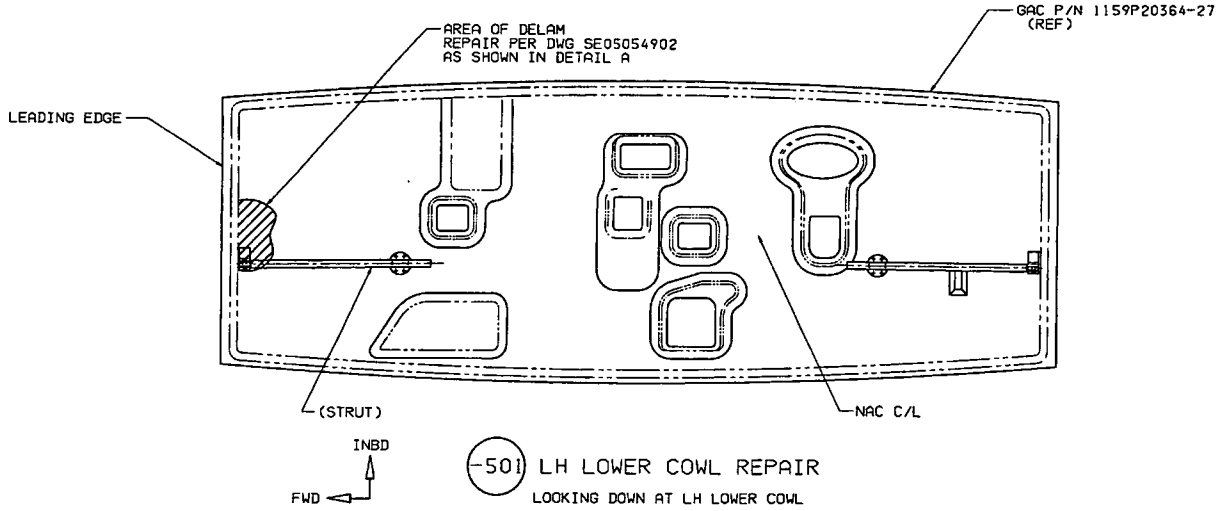
SATISFACTORY BY COMPAIRISON

The remainder of this section contains the details of the Lower Cowl Repair for reference.

Analysis Cont'd



DETAIL A

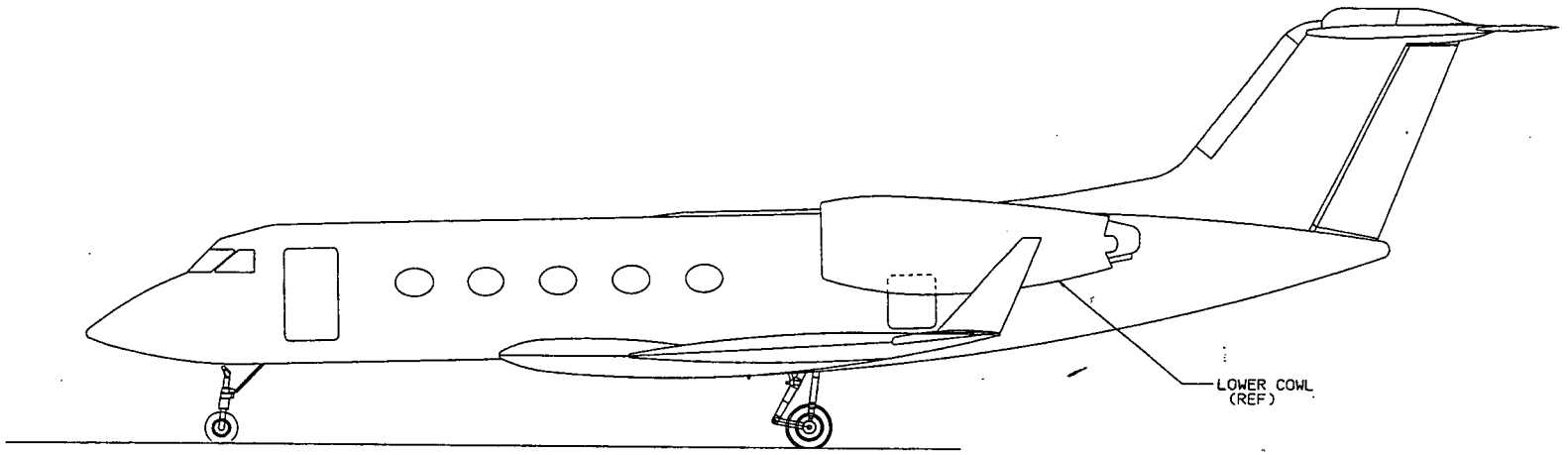


-501 LH LOWER COWL REPAIR

LOOKING DOWN AT LH LOWER COWL

TAS INC. PROPRIETARY. THIS DOCUMENT CONTAINS INFORMATION WHICH IS PROPRIETARY TO TAS INC. OR ONE OF ITS CUSTOMERS. ANY REPRODUCTION, DISCLOSURE, OR USE OF THIS INFORMATION, WITHOUT TAS INC'S PRIOR WRITTEN CONSENT, IS EXPRESSLY PROHIBITED.

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
NC	INITIAL RELEASE	12/6/05	TMS



QTY REQD PER DASH NO.	PART NO.	ITEM	DESCRIPTION	MATERIAL/SPECIFICATION	PROCESS	NOTE
-501	-501		LH LOWER COWL REPAIR			

PARTS LIST

2. ALL PROCESSES PER DWG SE05054902.

1. THIS DWG DOCUMENTS LOWER COWL DELAM REPAIRS FOR A G-IIB, S/N 172 PER GULFSTREAM DWG SE05054902 "STANDARD REPAIR, HOT BOND, LOWER COWL, INTERNAL SKIN DELAM"

NOTES: UNLESS OTHERWISE SPECIFIED

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES
TOLERANCES ON
DECIMALS: .X ±.1, .XX ±.03, .XXX ±.010
ANGLES: ±0° 30'
125

DO NOT SCALE DRAWING

PART DASH NO.	NEXT QTY REQD PER ASSY	FINAL QTY REQD PER ASSY	NEXT ASSY APPLICATION	USED ON

DRAWN	S. STARKEY	DATE 12/6/05
CHECK		12/7/05
DESIGN		12/7/05
STRESS		
PROJECT		12/7/05

APPROVALS

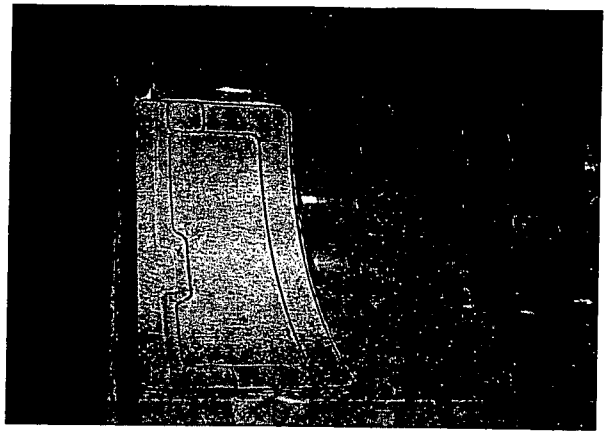
TAS TOTAL AIRCRAFT SERVICES, INC.

TITLE: LOWER COWL REPAIR - GII, S/N 172

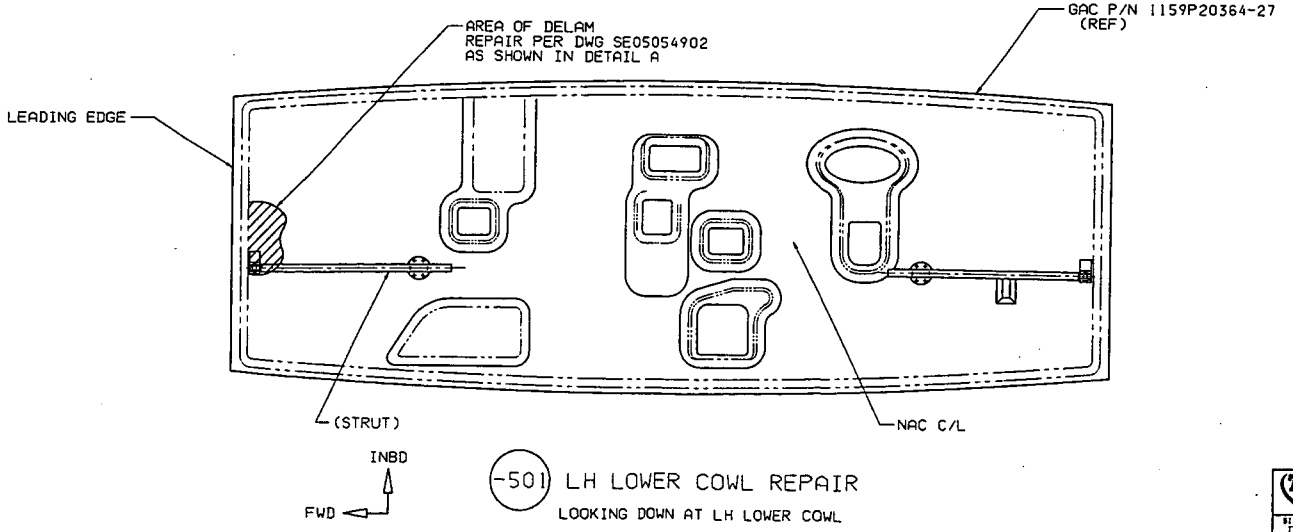
SIZE D | DWG NO. 172026 | REV. NC

SCALE NONE | SHEET 1 OF 2

DWG. NO 172026 | SH 1 | REV NC



DETAIL A



-501 LH LOWER COWL REPAIR

LOOKING DOWN AT LH LOWER COWL

TAS TOTAL AIRCRAFT SERVICES, INC.

SIZE	DWG. NO.	REV.
D	172026	NC
SCALE NONE		SHEET 2 OF

SH 2 REV NC

DWG. NO 172026

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N987SA	GRUMMAN G-1159	172	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provide by Annex 8 to the Convention of International Civil Aviation, except as noted herein

Exceptions:

EXEMPTION NO. 695 TO CAR 4B.437 (FUEL JETTISONING PROVISIONS)

6 TERMS AND CONDITIONS

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 11-11-75	DANIEL F. TAYLOR	AEA-FSDO-01

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.

FAA Form 8100-2 (8-82) AFS Electronic Forms System - JetForm FormFlow - 12/1998

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
217 AEA-FSDO-01

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 1958)

1. Aircraft	Make: Grumman American Avn Corp	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A Holdings LLC	Address *(As shown on registration certificate)*: 100 Ring Rd W Garden City, NY 11530-3219

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized by FAR 43, Section 43.7

Date 10-12-05 FAA Signature Darnell Fountain AEA-FSDO-01

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.
Murray Avionics Inc. 19 Airport Rd. Scotia, NY 12302	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	CRS# AL1R012K

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
10/18/2005	

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						Other *(Specify)*
	☐ FAA Flt Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	
	☐ FAA Designee	☒	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
10/18/2005	CRS# AL1R012K	R Murray

FAA Form 337 (12-88)

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.)

N987SA

Removed the existing KFS-578A transponder / TCAS control panel p/n 071-01507-3503.

Installed a Honeywell PS-578 transponder control panel p/n 071-01618-0122 (Gables p/n G7534-122) in accordance with Honeywell MST-67A installation manual p/n 066-00681-0006 and Gables installation manual IST.G7534-(). The PS-578 enables Mode S Elementary Surveillance (Flight ID) when used in conjunction with the existing –2101 status MST-67A Mode S transponders. The PS-578A meets the requirements of TSO-C112 and C119b. The PS-578A control is mounted in the pedestal in place of the existing KFS-578A control. The PS-578A utilizes the existing transponder / TCAS control wiring.

All post installation tests required by the manufacturer have been performed, and no discrepancies were noted. All units operate satisfactorily, and do not interfere with any other systems.

The aircraft equipment list has been revised to reflect this change. There is no change to the weight and balance information.

For continued airworthiness:

Section	Item	PS-578A Transponder / TCAS control
1	Introduction	See Above
2	Description	See Above
3	Controls	Refer to TCAS-II pilot's guide and AFMS
4	Servicing	None Required
5	Maintenance Instructions	Maintenance of the PS-578A is on condition only. No periodic maintenance is required.
6	Troubleshooting	Use standard aircraft troubleshooting techniques.
7	Removal and Replacement information	Use standard aircraft maintenance practices. The PS-578A must be configured in accordance with the installation section of Gables installation manual IST.G7534-( ).
8	Diagrams	N/A
9	Special Inspection Requirements	N/A
10	Protective Treatements	N/A
11	Structural Data	N/A
12	Special Tools	None
13	Commuter Category	N/A
14	Overhaul Periods	No additional overhaul time limitations
15	Airworthiness Limitations	N/A
16	Revision	Revision of this ICA will result in resubmittal of this FAA Form 337

**********END**********

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-563-171

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approval
OMB No. 2120-0020

For FAA Use Only

Office Identification
FSDO NE03

INSTRUCTIONS. Print or type all entries. See FAR 43.9 FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.U. 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-1159
	Serial No.: 172	Nationality and Registration Marks: N987SA
2. Owner	Name *(As shown on registration Certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 RING RD W GARDEN CITY NY 11530-3219

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial no.	Repairs	Alterations
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.
General Dynamics Aviation Services 33 Elise Street Westfield, MA 01085		U.S. Certificated Mechanic	LEGR039G
		Foreign Certificated Mechanic	
	X	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 Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
October 7, 2004	V. Cicala

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 X APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
October 7, 2004	LEGR039G	J. Cournoyer

FAA Form 337 (12-88)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alteration 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).

Model: Grumman G-1159 Registration: N987SA S/N: 172 Approval Date: 10/07/04

The purpose of this 337 is to correct a typographical error on the FAA Form 337, dated March 3, 2003. The correction changes the installation / modification number from 1159SB21487-12 to 1159SB21487-8.

Complied with installation / modification # 1159SB21487-8 for the RH wing BL 145, fwd splice fitting replacement (long fitting). All work done in accordance with **GII ASC 487A,** dated Oct. 5, 2001 "GII-BL 145 Splice Fitting Termination Action", Kit #8 modification / installation instructions, which is FAA approved. The work performed embodies **only** the requirements set forth in the installation / modification #1159SB21487-8 from GII ASC 487A. The effect of this change on the aircraft's weight and balance is negligible.

END

☐ Additional Sheets Are Attached

A.RFRAME

US 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 ASO BSDO 11 18

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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: Gulfstream	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A Holding LLC	Address *(As shown on registration certificate)*: 100 Ring Rd W Garden City NY 11530-3219

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.
Gulfstream Aerospace Corporation **500 Gulfstream Road** **Savannah, GA 31407**	[ ] U.S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certificated Repair Station [ ] Manufacturer	**GR4R216M** Accessory Class: I, II & III / Radio Class: I, II, III / Instrument Class: I, II & III, NDT Specialized Services, Airframe: All G-159, G-1159, G-IV, G-V, Astra, G100, Galaxy & G200 Series Aircraft, Powerplant: R/R MK-529, MK511-8, MK610-8, MK611-8 & BMW Rolls Royce 700-710, TFE731-3A-200G, TFE731-3C-200G & PW306A.

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
01/29/2004	Roger D. Livingston GA 030

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 [X] APPROVED [ ] REJECTED

BY	[ ] FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
01/29/2004	GR4R216M	Don M. Savage, Jr. GM 051

FAA Form 337 (12-88)

NOTICE

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8. Description of Work Accomplished

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

Aircraft Model: G-1159
Aircraft Serial No.: 172
Aircraft Registration No.: N987SA

Aircraft Time Since New: 12698.6
Aircraft Landings Since New: 9411

Reference: Gulfstream Aerospace Corporation Work Order No.: SC17059

1. Replaced cap angles from the aft side of the F.S. 793.75 bulkhead. Installed new cap angles, P/N 1159B21562-25 and -27, in accordance with Gulfstream Drawings listed on SE20000172 Rev E - Top Drawing – Repair/Modification GII S/N 172 & Engineering dispositions.

    - Reference FAA Form 8110-3 dated 11/14/2003 to substantiate the introduction of new gust lock bracket in accordance with GAC Drawing Number 1159B21562 Rev. N, EO P10: Frame Instl-Fus Tail Sect, Sta. 793.75 LH & RH.
    - Reference FAA Form 8110-3 dated 01/28/2004 to substantiate major repairs per drawings listed on SE20000172 Rev E - Top Drawing – Repair/Modification GII S/N 172.

2. Reworked the corroded left and right horizontal stabilizer pivot fittings in accordance with GAC Drawing Number SE05455902 Rev. A. Reamed the left fitting to the first oversize of 2.3447" and installed bearing, P/N SE05455101-901. Reamed the right fitting to the second oversize of 2.3279" and installed bearing, P/N SE05455101-903.

    - Reference FAA Form 8110-3 dated 08/19/96 to provide alternate manufacturing method in accordance with GAC Drawing Number SE05455902 Rev. A: Standard Repair, Spherical Bearing -Horiz Stab Pivot Fitting.

3. Reworked the corroded horizontal stabilizer aft hinge fittings and shoulder bushings in accordance with GAC Drawing Number SE35500910 Rev A, EO B01. Reamed the horizontal stabilizer fittings to the first oversize and installed two (2) of each repair bushings, P/N SE35500901-911 and -915.

    - Reference FAA Form 8110-3 dated 09/26/2001 to substantiate E.O. to add G-IV effectivity in accordance with GAC Drawing Number SE35500901 Rev. A, E.O. B1: Standard Bushing Repair –Horizontal Stab-Ftg Aft.

----------End----------

☐ 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
AEA-FSDO-01

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 1958)

1. Aircraft	Make: GRUMMAN AMERICAN AVN. CORP.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 RING RD W GARDEN CITY NY 11530-3219

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.
William F. Riegel 60 NOSTRAND RD. CRARYVILLE , NY 12521	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	A&P 122528120

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 22, 2004	122528120

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						Other *(Specify)*
	☐ FAA Flt Standards Inspector	☐ Manufacturer	☐ Inspection Authorization			AIR CARRIER
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group			

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
January 22, 2004	BQVA582C	

FAA Form 337 (12-88)

JAN 26 2004

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.

3. Description of Work Accomplished

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

N987SA G1159 Serial # 172

Repaired four cracks adjacent to the lower forward door closure roller attachment in the door frame radius at the seal landingI/A/W FAA approved Gulfstream engineering drawing # SE45152110 by installing a doubler cut from a P/N 1159B41852-11frame,and repaired one crack adjacent to the lower aft door closure roller in the door frame radius at the seal landing by installing a doubler made from a repair angle P/N 1159RDB459-913 I/A/W FAA approved Gulfstream engineering drawing # 1159RDB459. Closed inner door skin with 2 doublers made from 2024T3 Alclad .050 thickness attached with NAS 1919M05-2 rivets I/A/W FAA approved Gulfstream engineering drawings # 1159RDB459 and # SE45152110. Weight and balance change negligible.

----------END----------

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

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
GEN AEA-FSDO-01

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 1958)

1. Aircraft	Make: GRUMMAN AMERICAN AVN. CORP.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 RING RD W GARDEN CITY NY 11530-3219

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.
William F. Riegel 60 NOSTRAND RD. CRARYVILLE , NY 12521	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	A&P 122528120

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 3,2003	122528120

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				Other *(Specify)*
☐ FAA Flt Standards Inspector	☐ Manufacturer	☐ Inspection Authorization		AIR CARRIER
☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group		

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
December 4,2003	BQVA582C	

FAA Form 337 (12-88)

DEC 08 2003

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.)

N987SA **G1159** **Serial # 172**

Repaired cracked stringer # 5R at FS 757.562 by removing a 6.5" section and installing a new section of stringer P/N 1159B21593 –39 and a block splice P/N 1159BM20570-3 I/A/W FAA approved Gulfstream drawing # SE25201901-929 titled "Standard Repair , Stringer Cracks" and the Gulfstream II Structural Repair Manual.Weight and Balance change negligible.

---------- END ----------

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

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
AEA-FSDO-01 TB

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 1958)

1. Aircraft	Make: Grumman American Avn Corp	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A Holdings LLC	Address *(As shown on registration certificate)*: 100 Ring Rd W Garden City, NY 11530-3219

3. For FAA Use Only

The ~~alteration~~ / data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Sect. 43.7.

11-14-2003 (Date) — FAA Inspector — AEA-FSDO-01

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.
Murray Avionics Inc. 19 Airport Rd. Scotia, NY 12302	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	CRS# AL1R012K

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
12-02-2003	

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	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-02-2003	CRS# AL1R012K	R Murray

FAA Form 337 (12-88)

DEC 12

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.)

N987SA

Installed a Honeywell Rescu406AF ELT in accordance with Honeywell maintenance manual 23-24-01 Rev. 3. The ELT system is TSO'd to C126. The ELT is mounted on a shelf fabricated from .090 2024T3 in the aft equipment bay in accordance with sections 3.B.1 of the maintenance practices section of the manual. The remote switch panel is mounted in the pilots left side panel in accordance with section 3.B.3 of the maintenance practices section of the manual. The remote buzzer is mounted adjacent to the remote switch panel in the left side panel in accordance with section 3.B.5 of the maintenance practices section of the manual. The ELT antenna p/n 2624-82 is between stations 530 and 556 on the upper fuselage in accordance with section 3.B.4 of the maintenance practices section of the manual, Murray Avionics drawing # 20002 and DER approved FAA Form 8110-3 dated 11-18-2003

The systems are wired I.A.W. Murray Avionics drawing # WD20061. The system is installed with reference to AC 43.13-1B, AC 43.13-2A, and AC 20-138. In addition to manufacturers' specific instructions, all wire harnesses were fabricated with reference to AC 43.13-1B, paragraphs 11-66, 11-85, 11-89, 11-96, 11-158, 11-206, 11-207, 11-208, 11-209 and 11-210.

All post installation tests required by the manufacturer have been performed, and no discrepancies were noted. All units operate satisfactorily, and do not interfere with any other systems. The remote switch panel has been placarded 'For Aviation Emergency Use Only / Unauthorized Use Prohibited'.

The aircraft equipment list and weight and balance information have been revised to reflect this change.

For continued airworthiness:

Section	Item	Rescu406AF ELT System
1	Introduction	See Above
2	Description	See Above
3	Controls	Refer to the operation section of maunal 23-24-01
4	Servicing	None Required
5	Maintenance Instructions	The ELT should be maintained in accordance with Table 201 of manual 23-24-01
6	Troubleshooting	Refer to manual 23-24-01. Use standard aircraft troubleshooting techniques.
7	Removal and Replacement information	Refer to the removal section of manual 23-24-01. Use standard aircraft maintenance practices
8	Diagrams	Murray Avionics drawing# WD20061
9	Special Inspection Requirements	The ELT must be inspected in accordance with FAR 91.207 and Table 201 of manual 23-24-01
10	Protective Treatements	N/A
11	Structural Data	N/A
12	Special Tools	None
13	Commuter Category	N/A
14	Overhaul Periods	No additional overhaul time limitations
15	Airworthiness Limitations	N/A
16	Revision	Revision of this ICA will result in resubmittal of this FAA Form 337

**********END**********

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

JUL 30 2003

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
AEA-FSDO-01 GEN

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 1958)

1. Aircraft	Make: GRUMMAN AMERICAN AVN. CORP.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 RING RD W GARDEN CITY NY 11530-3219

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
William F. Riegel 60 NOSTRAND RD. CRARYVILLE , NY 12521	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	A&P 122528120

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
7-25-03	

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						Other *(Specify)*
	☐ FAA Flt Standards Inspector	☐ Manufacturer	☐ Inspection Authorization			AIR CARRIER
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group			

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7-25-03	BQVA582C	

FAA Form 337 (12-88)

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.)

N987SA G1159 Serial # 172

Repaired rudder by removing a section of chafed skin from the left hand upper leading edge above the upper hinge at station 148.469 approximately 10"x 7 "in size. Fabricated a repair section from 2024 T3 Alclad.050" thick, and a doubler from 301 ¼ Hard corrosion resistant steel .025" thick. Installed repair Pieces. All work done in accordance with FAA approved Gulfstream Re-Work drawing #1159RDCS284 and the Gulfstream II Structural Repair Manual. Weight and balance change negligible.

END

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

3454 20030 3806

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approval
OMB No. 2120-0020 MWH

For FAA Use Only

Office Identification
FSDO NE03

INSTRUCTIONS. Print or type all entries. See FAR 43.9 FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.U. 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-1159
	Serial No.: 172	Nationality and Registration Marks: N987SA
2. Owner	Name *(As shown on registration Certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 RING RD W GARDEN CITY NY 11530-3219

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial no.	Repairs	Alterations
Airframe	~~~~~ *(As described in item 1 above)* ~~~~~				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

RECEIVED
MAR - 5 2003

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
General Dynamics Aviation Services 33 Elise Street Westfield, MA 01085		U.S. Certificated Mechanic	LEGR039G
		Foreign Certificated Mechanic	
	X	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 Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
March 3,2003	Roger D. Simmons

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 X APPROVED ☐ REJECTED

BY							
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
March 3,2003	LEGR039G	John Lyman

FAA Form 337 (12-88)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alteration 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).

Complied with installation / modification # 1159SB21487-12 for the RH wing BL 145, fwd splice fitting replacement (long fitting). All work done in accordance with **GII ASC 487A,** dated Oct. 5, 2001 "GII-BL 145 Splice Fitting Termination Action", Kit #8 modification / installation instructions, which is FAA approved. The work performed embodies **only** the requirements set forth in the installation / modification #1159SB21487-12 from GII ASC 487A. The effect of this change on the aircraft's weight and balance is negligible.

END

☐ 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
AEA-ALB-FSDO GEN

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 1958)

1. Aircraft	Make: GRUMMAN AMERICAN AVN. CORP.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 RING RD W GARDEN CITY NY 11530-3219

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
William F. Riegel 60 NOSTRAND RD. CRARYVILLE, NY 12521	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	A&P 122528120

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
2-10-03	

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						Other *(Specify)*
	☐ FAA Flt Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	AIR CARRIER
	☐ FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
2-11-03	BQVA582C	

FAA Form 337 (12-88)

FEB 14 2003

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.)

N987SA G1159 SERIAL NO. 172

COMPLIED WITH GULFSTREAM AIRCRAFT SERVICE CHANGE 431 VERTICAL STABILIZER ACCESS COVER INSTALLATION IN ACCORDANCE WITH DRAWING 1159SB20470 REV. G.

END

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

FEB 7 2003

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
AEA-ALB-FSDO 6EW

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 1958)

1. Aircraft	Make: Grumman American Avn. Corp.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A Holdings LLC	Address *(As shown on registration certificate)*: 100 Ring Rd W Garden City NY 11530-3219

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.
William F. Reigel 60 Nostrand Rd. Craryville,N Y 12521	X U.S. Certified Mechanic Foreign Certified Mechanic Certified Repair Station Manufacturer	A&P 122528120

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
Feb. 3,2003	122528120

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 X REJECTED

BY						
	FAA Flt Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*: Air carrier
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Feb. 4,2003	BQVA582C	

FAA Form 337 (12-88)

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.)

N987SA G1159 S/N 172

Repaired three cracks in the Emergency Escape Window Latch Cut-Out radii by installation of fabricated doublers .
Located as follows:

Window position:	Latch cut-out:
LH – AFT	FWD -LWR
LH – FWD	FWD - LWR
RH – AFT	UPPER – FWD

Doublers fabricated and installed I/A/W Gulfstream Engineering Top Drawing –Repair/ Modification ,GII S/N 172 drawing # SE20000172 Rev A and Doubler Repair Installation – Emergency Escape Window , Latch Locations drawing # SE25153103 which are FAA approved by form 8110-3 dated Jan.29,2003 , by DER #Y-510422-CE.

END

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

US 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
AEA-FSDO-25

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 American AVN. Corp.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 Ring RD W Garden City, NY 11530-3219

3. For FAA Use Only

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to a conformity inspection by a person authorized in FAR 43.7.

Approving Inspector Date: June 20, 2001

Jeffrey A. Shapiro AEA-FSDO-25

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	B. Kind of Agency	C. Certificate No.
Anthony Pavia 10 Burr Ave. Morganville, NJ 07751	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	[redacted] 139644373

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
21 June 2001	A. Pavia

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	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	[redacted]

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
21 June 2001	139644373	A. Pavia

FAA Form 337 (12-88)

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.)

Reg. No.: N987SA
Make: Grumman American AVN. Co.
Model: G-1159
Date: 21 JUNE 2001

Ser. No.: 172
ACTT: 11,841.9
Landings: 8870

The following modification was performed:

Removed from station 297 an existing Game Table, bracket and cover that was mounted to the aircraft structure below the Drinkrail on the L/H side of the cabin. The table was discarded and replaced by a Sidewall Fold-out Table Model Number 53750 manufactured by Enflite, Inc.

The Enflite Table Top and Lid were fabricated in accordance with Enflite, Inc. DWG No. N53750 and finished with Oak Veneer. The lid when closed, becomes part of the drinkrail. In order to accommodate this, the surrounding Drinkrail was modified and finished with the same Oak Veneer. All assemblies are Fireblocked per Skandia, Inc. Fireblocking Test Plan # 7657 dated 6/8/01 meeting the requirements of FAR 25.853(a) appendix F Part (a) (1) (ii).

The Table is fastened to the same structure as the removed Table In accordance with Enflite, Inc. DWG No. N53750 Note 2 A. The structural analysis is substantiated by FAA Form 8110-3 Rev. A dated 6/7/2001 approved by DER James A. Munda, DERT-955065NE. The installation allows for more than a 20" aisle width for passenger access per FAR 25.815.

The Table must be stowed for take-off and landing and is placarded in clear view for the passengers.

Instructions for Continued Airworthiness were developed and made part of the maintenance records. The Aircraft Weight & Balance and Supplemental Equipment List were revised. Maintenance LogBook entry was made.

Details of this work are on file @ Cabin Crafters, Inc. (CRS #C7QR807N) 45 Ruta Court, So. Hackensack N.J. 07606 under Work Order No. 002362.

END

AEA-FSDO-25

☒ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-668-012/60046

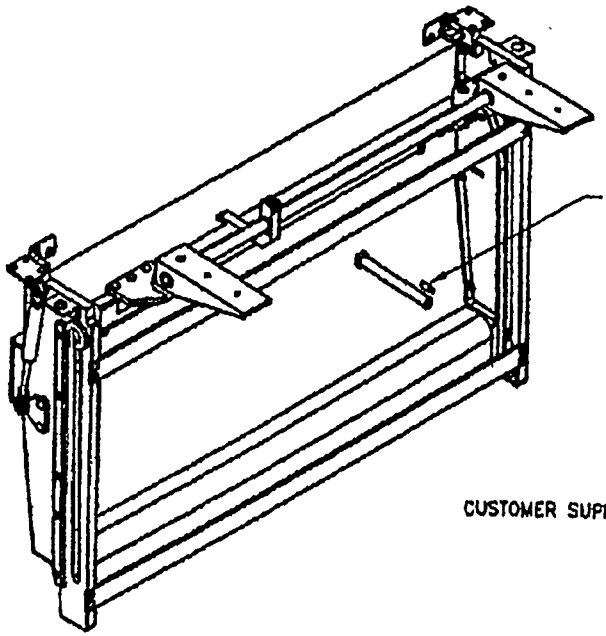
p.1 (201) 229-0100 Gloria Jun 01 01 10:49a

NOTES:

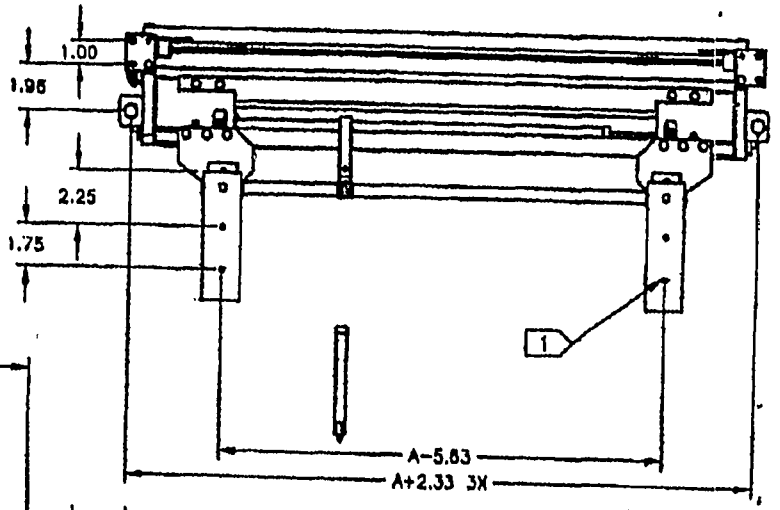
1. FOR ADDITIONAL INFORMATION REFER TO THE OPERATION MANUAL: M22345

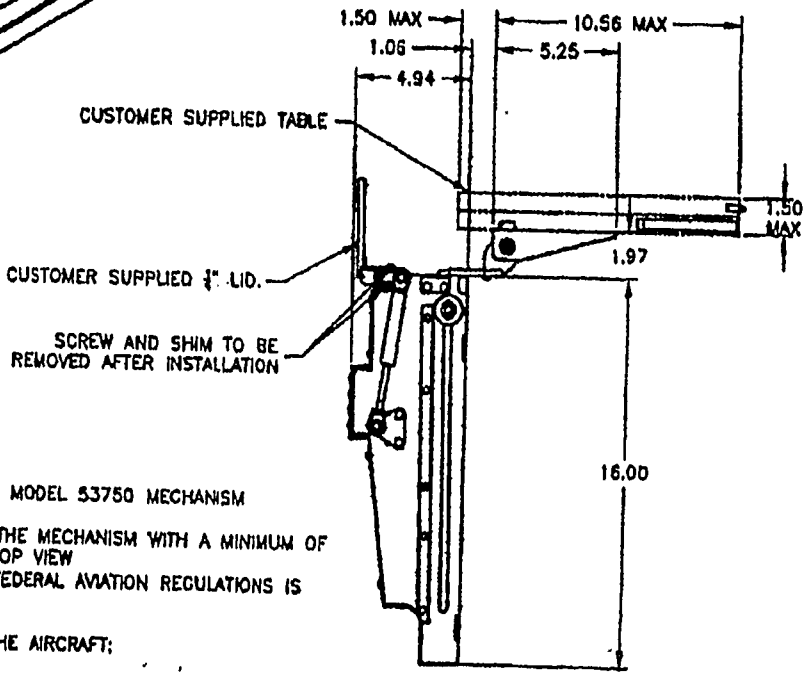
REVISIONS				
LTR	DESCRIPTION	REV BY	APVD	DATE
A	INITIAL RELEASE	RAB	KET	07/19/00
B	SEE ECO N537508	JWS		12/8/00

AEA-FSDO-25

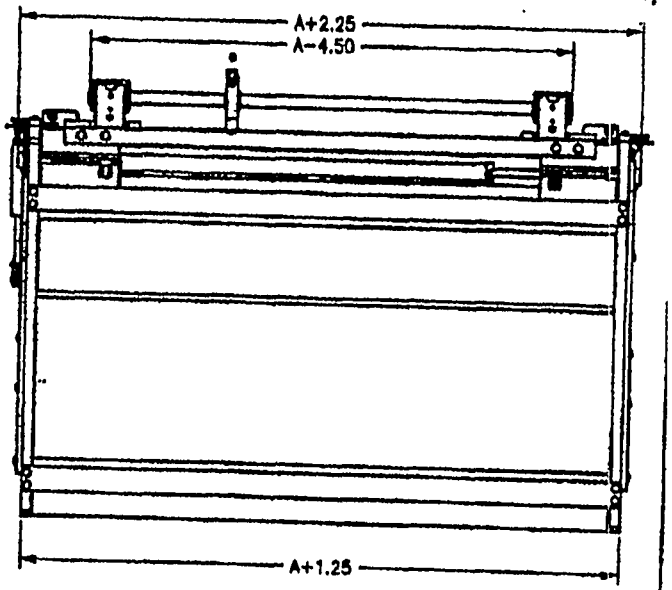


00020-01 TO BE INSTALLED INTO TABLE TOP TO ACTUATE LID LIFTER. REFER TO 00020-01 FOR INSTALLATION AND ADJUSTMENT INSTRUCTIONS.





SIDE VIEW



FRONT VIEW

A = DASH NUMBER (WIDTH OF TABLE)

NOTES:

1 ATTACHMENT OF THE TABLE TOP TO THE MODEL 53750 MECHANISM

A) THE TABLE TOP MUST BE FASTENED TO THE MECHANISM WITH A MINIMUM OF 4 NAS603 SCREWS AS SHOWN IN THE TOP VIEW
B) THE COMPLIANCE OF THE TABLETOP TO FEDERAL AVIATION REGULATIONS IS THE RESPONSIBILITY OF THE INSTALLER.

2) ATTACHMENT OF THE MODEL 53750 TO THE AIRCRAFT:

A) MECHANISM MUST BE FASTENED TO THE AIRCRAFT STRUCTURE WITH A MINIMUM OF 4 NAS603 SCREWS. FASTENERS SHOULD NOT INTERFERE WITH THE OPERATION OF MECHANISM.
B) STRUCTURAL SUBSTANTIATION OF THE AIRCRAFT STRUCTURE IS THE RESPONSIBILITY OF THE INSTALLER.
C) COMPLIANCE TO APPLICABLE FEDERAL AVIATION REGULATIONS REGARDING AISLE CLEARANCE REQUIREMENTS IS THE RESPONSIBILITY OF THE INSTALLER.

3) DESIGN LOADS OF THE MODEL 53750 MECHANISM.

THE MECHANISM CAN SUPPORT 144 LBS. ULTIMATE APPLIED AT 13 INCHES FROM THE INBOARD EDGE OF THE MECHANISM.

CONVERT ULTIMATE LOAD TO AN ALLOWABLE TABLETOP WEIGHT AND ITEMS WITH THE FORMULA BELOW.

(WEIGHT OF ITEMS + WEIGHT OF TABLE TOP) X ULTIMATE LOAD FACTOR ... ≤ ...

Released

INSPECTION CLASS

UNLESS OTHERWISE SPECIFIED TOLERANCES
DECIMAL .XX ± .01 .XXX ± .005 ANGULAR ± 1°
DIMENSIONS ARE IN INCHES
ALL MACHINED SURFACES
DO NOT SCALE DRAWING

DRAWN: RAB 07/17/00
FINISH: N/A
MATERIAL: N/A

The data, concepts or designs contained herein are the exclusive property of Enfilite, Inc. or contain the proprietary rights of ...

Enfilite, Inc. Austin, Texas

TITLE: INSTALLATION, 53750 SIDE WALL TABLE GULFSTREAM GV

SIZE: A | DWG NO.: N53750 | REV: R

TABLE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH FEDERAL AVIATION REGULATIONS

DATE: 6-07-2001

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, radio Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	GII	Airplane	Cabin Crafters Inc.

LIST OF DATA

IDENTIFICATION	TITLE
Engineering report no. ER00465.T, Rev A, Dated 6-07-2001	"Structural Analysis divan Seat Installations for Gulfstream GII, s/n 172." NOTES: 1 The structural aspects only of the above data is approved herein. This approval is valid for aircraft s/n 172 ONLY. 2. The equipment covered by the above data is: Installation and restraint of divan; sidewall table restraint. 3. This approval is engineering design data only and is not installation approval. AEA-FSDO-25

PURPOSE OF DATA
In support of major alteration for aircraft s/n 172. This approval is design data only and is not installation approval.

APPLICABLE REQUIREMENTS (LIST OF SPECIFIC SECTIONS)

FAR parts 25.301; 307(a); .337; .561(pre-admt 25-64); .601; .603; & .785(pre-admt 25-64).

CERTIFICATION Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointments under Part 183 of the Federal Aviation Regulations, data listed above and on Attached sheets numbered have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommended approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEER REPRESENTATIVE	DESIGNATION	CLASSIFICATION(S)
James a. Munda James A. Munda	DERT-955065NE	Structures

FAA Form 8110-3 (11-70 SUPERSEDES PREVIOUS EDITION) S:\Project Files\N00465 GII Divan\8110-3A.DOC

TAB 1P

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 06/14/01

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM S/N 172	GII-SP	Airplane	Skandia, Inc CABIN CRAFTERS, INC

IDENTIFICATION	LIST OF DATA — TITLE
Work Order # 64816-01 Test ID 34779 Purchase Order # 1194	FLAMMABILITY TEST RESULTS REF: Skandia, Inc. Test Plan # 7657 Rev IR Dated: 06/08/01 COMPOSITE PANEL P/N 7657-1: AAR Composites: .50" ATR-FP-501F2 flat panel bonded one side to Cabin Crafters, Inc.: Stock .05" P/N CAB1194, Oak veneer with Hybond 12 Natural contact spray adhesive. The veneer is finished per Cabin Crafters Inc. Process Specification No. 172-9875A. AEA-FSDO-25

PURPOSE OF DATA
DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)
FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Judy Johnson	DERY-405020-CE	Structural Special

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

HMCS
10 Burr Avenue
Morganville, NJ 07751
Rev- Original

MAINTENANCE REQUIREMENTS

And

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

For

Grumman American Aviation Co. G - 1159

S/N - 172

With

The installation of an Enflite, Inc. Fold-out Table Model Number 53750.

AEA-FSDO-25

Revision log

Page	1	2	3	4	5	6	7
Rev	Orig.	Orig.	Orig.	Orig.	N/A	N/A	N/A
Date	6/15/01	6/15/01	6/15/01	6/15/01			

1.0 SCOPE

Purpose of this document is to provide Instruction for Continued Airworthiness (FAR 27-1529) for a Grumman American G-1159, S/N – 172 with the installation of an Enflite, Inc. Sidewall Fold-out Table.

The instructions that follow are intended to supplement the inspection schedule requirement provided by the manufacture, Grumman American Aviation Corp. for Model G - 1159. It is assumed that the individual performing the maintenance has a basic understanding and working knowledge of the Aircraft and its Sub systems.

2.0 SYSTEM DESCRIPTION

The installed Sidewall Fold-out Table is bolted to the aircraft structure just below the Drinkrail at station 297 Left Hand side. The assembly has a custom made two-piece hinged table finished in Oak Veneer. The assembly has a custom made flip up lid also finished in Oak veneer. Enflite, Inc supplies the remaining components.

3.0 CONTROL OPERATION INFORMATION

A lid hides the installed Table. Raise the lid and grasp the upper portion of the table and pull upward. As the table is pulled upward it will start to rotate outward, the user should guide the table top and not allow it to drop freely. Unfold the leaf of the table and guide it to the full open position. The table can now be used. To close the table top just reverse this process being careful that items are not left on the table that could cause damage.

The table is intended to be used as a dining table, game table or desk top. The table should not be used to hold large heavy objects.

The table must be stowed for Take-off and Landing.

4.0 SERVICING INFORMATION

Enflite Sidewall tables are designed to be maintenance free. Under normal conditions only periodic cleaning to remove dust and foreign objects is required. The table is lubricated during assembly with a silicone grease. If further lubrication of the table is required, a silicone grease is recommended and is to be used sparingly on tracks and track roller bearings only. Keeping the mechanism clean is more important than lubrication. The gears and toothed tracks are made of plastics, which require no lubrication. Excessive lubrication will tend to retain dirt and grit causing more rapid wear and rough operation.

AEA-FSDO-25

5.0 MAINTENANCE INSTRUCTION

The following is recommended to be accomplished as conditions arise.

Spring adjustment

The counter balance spring is adjusted to allow 3 –5 lbs of force to begin lifting the table. The adjustment is accomplished by loosening the set screw on the collar of the gear shaft, turning the collar to preload the spring and retighten the set screw. Do not preload the spring more than 4 revolutions.

6.0 TROUBLESHOOTING INFORMATION

Not applicable.

7.0 REMOVAL AND REPLACEMENT

Lift the table from the stowed position. The table can be removed by unbolting the 4 NAS603 screws as shown in DWG No. N53750. Once lifted, the front cover below the table is removed by pulling on DADO panel to undo Velcro. Once the DADO panel is removed, the NAS603 screws are exposed. Remove these screws and the assembly can be lifted out of place. Install the assembly by reversing this process.

8.0 DIAGRAMS

Enflite, Inc. DWG No. N53750 Rev. B.
Skandia, Inc. Fireblocking Test Plan # 7657 dated 6/8/01.

9.0 SPECIAL INSTRUCTION

Technical support is available from Enflite, Inc. @ 800-856-0189 FAX 512-388-0104 or e-mail solutions@enflite.com.

10.0 PROTECTIVE TREATMENTS

Not required.

11.0 HARDWARE DATA

NAS603 screws as required by DWG No. N53750 Rev. B.

12.0 LIST OF SPECIAL TOOLS

None required.

AEA-FSDO-25

13.0 COMMUTER CATEGORY REQUIREMENTS

This is not a commuter aircraft.

14.0 OVERHAUL

Not required.

15.0 AIRWORTHINESS LIMITATIONS

None required.

16.0 REVISION

Changes to these Continued Airworthiness Instructions will be submitted to the local FAA FSDO authorities.

17.0 FAA ASSISTANCE

Not required.

18.0 RECORD KEEPING

Refer to log book for record of this alteration.

AEA-FSDO-25

US 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 AEA-FSDO-25

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 American AVN. Corp.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A HOLDINGS LLC	Address *(As shown on registration certificate)*: 100 Ring RD W Garden City, NY 11530-3219

3. For FAA Use Only

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to a conformity inspection by a person authorized in FAR 43.7.

Approving Inspector: Jeffrey A. Shapiro — Date: June 19,2001 — AEA-FSDO-25

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	B. Kind of Agency	C. Certificate No.
Anthony Pavia 10 Burr Ave. Morganville, NJ 07751	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	139644373

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
21 June 2001	A. PAVIA

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 X APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
21 June 2001	139644373	A. PAVIA

AEA-FSDO-25

FAA Form 337 (12-88)

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.)

Reg. No.: N987SA
Make: Grumman American AVN. Co.
Model: G-1159
Date: 21 June 2001

Ser. No.: 172
ACTT: 11,841.9
Landings: 8870

The following modifications were made to the aircraft seating arrangement effectively making this a 13-passenger cabin configuration.

Removed R/H AFT, Forward Facing Single Seat P/N- 3580-109 S/N- unk from Sta. 420.
Removed R/H AFT, AFT Facing Single Seat P/N- 3580-110 S/N- unk from Sta. 360.

Installed a Four Place side facing Berthable Divan in place of the removed components. The Divan is manufactured by Dettmers Industries and meets the requirements of FAR Part 21 subpart O and TSO – C39b. The Divan is a two piece aluminum construction comprising of a forward section, which incorporates an 8" cabinet/armrest bolted to the forward end, and an aft section, which also incorporates an 8" cabinet/armrest bolted to its aft end. The two sections are connected upon installation and attached to the existing Floor Mounting System in accordance with FAA Form 8110-3 dated 5/12/2001 approved by DER James A. Munda, DERT-955065NE and as shown in Dettmers Industries Inc. DWG / Part # A13439(B211A,F). The Divan Forward section is identified with S/N- D6077 and Aft section with S/N-D6078. This installation increases Head Strike Distance and meets the Head Injury Criterion per FAR 25.562 para (c) (5) and Leg Injury Protection per para (c) (6). Seatbelts and shoulder harnesses are provided for each passenger, therefore, all applicable parts of FAR 25.785 have been met.

The Divan is upholstered per Skandia, Inc. Fireblocking Test Plan No. 7602 dated 5/22/01. The Forward and Aft Cabinets were finished per Skandia, Inc. Fireblocking Test Plan No. 7657 dated 6/8/01Each Cabinet will have a hinged door front with latches and catches, and the interior will have one storage shelf.

The Divan seat back assembly (Ref. Dettmers Ind. DWG # A13439(B211A,F)) was constructed in a manner that will not obstruct access to the Right Hand Emergency windows when the Seat Back Cushions are removed. The Seat Back frame is scalloped around each window allowing for proper operation per FAR 25.813 and allows more than 20" aisle width access for passenger aircraft of 11 thru 19 per FAR 25.815. Crashworthiness considerations such as passenger information signs and emergency egress were not adversely affected by this modification. Access and operation is displayed on the updated Passenger Briefing Cards. The Divan has four seat belts and shoulder harnesses that meet the requirements of TSO-C22f.

There are 14 existing drop down Oxygen Masks correctly located to support this installation, therefore, the Oxygen system was not changed. This Aircraft was once configured for 14 passengers having a R/H Aft Four Place Divan, and that same Oxygen System still exists.

Placards were placed in clear view of the passengers as specified on Dettmers Ind. DWG # A13439(B211A,F).

Instructions for Continued Airworthiness were developed and made part of the Maintenance Records.
The Aircraft Weight & Balance and Supplemental Equipment List were revised.
A Maintenance LogBook entry was made.

Details of this work are on file @ Cabin Crafters, Inc. (CRS #C7QR807N) 45 Ruta Court, So. Hackensack N.J. 07606 under Work Order No. 002362.

AEA-FSDO-25

☒ Additional Sheets Are Attached

AEA-FSDO-25

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–668–012/60046

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH FEDERAL AVIATION REGULATIONS

DATE: 05-12-2001

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, radio Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	GII	Airplane	Cabin Crafters Inc.

LIST OF DATA

IDENTIFICATION	TITLE
Engineering report no. ER00485.1, No rev Dated 5-12-2001	"Structural Analysis divan Seat Installations for Gulfstream GII, s/n 172." NOTES: 1. The structural aspects only of the above data is approved herein. This approval is valid for aircraft s/n 172 ONLY. 2. The equipment covered by the above data is: Installation and restraint of divan. 3. This approval is engineering design data only and is not installation approval. AEA-FSDO-25

PURPOSE OF DATA
In support of major alteration for aircraft s/n 172. This approval is design data only and is not installation approval.

APPLICABLE REQUIREMENTS (*LIST OF SPECIFIC SECTIONS*)

FAR parts 25.301; .307(a); .337; .561(pre-admt 25-64); .601; .603; & .785(pre-admt 25-64).

CERTIFICATION Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointments under Part 183 of the Federal Aviation Regulations, data listed above and on Attached sheets numbered _, _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (we) Therefore
- ☐ Recommended approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEER REPRESENTATIVE	DESIGNATION	CLASSIFICATION(S)
James A. Munda James A. Munda	DERT-955065NE	Structures

FAA Form 8110-3 (11-70 SUPERSEDES PREVIOUS EDITION) s:\projectfiles\N00465\8110_3

May-12-01 10:53A KEYSTONE HELICOPTER CORP. 610 644-7681 P.02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 06/07/01

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM S/N 172	GII-SP	Airplane	Skandia, Inc CABIN CRAFTERS, INC

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 64205-01 Test ID 34640 Purchase Order # 1186	FIREBLOCKING FLAMMABILITY TEST RESULTS REF: Skandia, Inc. Test Plan # 7602 Rev IR Dated: 05/22/01 For PN's 7602-1 AND 7602-2 Anzea: Fabric, #1056-01 Thoreau Solitude, treated at Applikators Plus ref treatment #SA0004457 Skandia, Inc.. DAX Graphite/Poly 26 ILD Skandia, Inc : 25" DAX Graphite/Poly 26KC ILD AEA-FSDO-25

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (c) Appendix F Part II Amendment 25-83
FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Judy Johnson	DERY-405020-CE	Structural Special

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 06/14/01

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM S/N 172	GII-SP	Airplane	Skandia, Inc CABIN CRAFTERS, INC

IDENTIFICATION	LIST OF DATA — TITLE
Work Order # 64816-01 Test ID 34779 Purchase Order # 1194	FLAMMABILITY TEST RESULTS REF: Skandia, Inc. Test Plan # 7657 Rev IR Dated: 06/08/01 COMPOSITE PANEL P/N 7657-1: AAR Composites. .50" ATR-FP-501F2 flat panel bonded one side to Cabin Crafters, Inc . Stock 05" P/N CAB1194. Oak veneer with Hybond 12 Natural contact spray adhesive The veneer is finished per Cabin Crafters Inc Process Specification No. 172-9875A. AEA-FSDO-25

PURPOSE OF DATA
DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)
FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Judy Johnson	DERY-405020-CE	Structural Special

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

INSTALLATION INSTRUCTIONS:

1 DIVAN FINAL WEIGHT–INCLUDING DECORATIVE COVERINGS, CUSHIONS, SEAT BELTS, ETC – IS NOT TO EXCEED 150 LBS

2. ALL SEAT COSMETIC COVERINGS, CUSHIONS AND SEAT BELTS ARE TO BE PROVIDED BY INSTALLER.

3 ALL DECORATIVE SEAT COVERINGS, CUSHIONS, ETC MUST MEET APPLICABLE BURN REQUIREMENTS OF FAR 25.853.

4 IT IS THE INSTALLER'S RESPONSIBILITY TO ENSURE THAT AIRCRAFT, WITH DIVAN INSTALLED, MEETS ALL APPLICABLE FAA REGULATIONS CONCERNING BUT NOT LIMITED TO: AISLE WIDTH REQUIREMENTS, ACCESS TO EMERGENCY EXITS, HEAD STRIKE DISTANCES, OXYGEN REQUIREMENTS, ETC., AS APPLICABLE

5. IT IS THE INSTALLER'S RESPONSIBILITY TO ENSURE THAT THE AIRCRAFT FLOOR STRUCTURE IS CAPABLE OF CARRYING DIVAN ULTIMATE ATTACHMENT LOADS WITH APPLICABLE MARGINS OF SAFETY.

AEA-FSDO-25

6. P/N A13439(B211A,F) WAS LOAD TESTED FOR THE FOLLOWING INERTIA LOADS:

FORWARD= 9.0 - G
SIDE= 3.0 - G
UP= 5 5 - G
DOWN =8.5 - G

IT IS THE OPERATOR'S RESPONSIBILITY TO ENSURE AIRCRAFT LOADS DO NOT EXCEED LOADS LISTED ABOVE.

7. ON AIRCRAFT INSTALLATION, INSTALL THE FOLLOWING PLACARDS
a "ALL PASSENGERS ARE TO BE SEATED IN AN UPRIGHT POSITION WITH SEAT BELTS AND SHOULDER HARNESSES, IF SIDE FACING, SECURED FOR TAKE-OFF AND LANDING "
b. "STOWAGE COMPARTMENT MAXIMUM WEIGHT OF CONTENTS. 226 LBS
c. " END ARMREST STOWAGE COMPARTMENT WEIGHT NOT TO EXCEED 7 LBS"

ALL PLACARDS ARE TO BE LOCATED SUCH THAT THEY ARE IN CLEAR VIEW OF PASSENGERS

8. DRILL HOLES (1/4" OR LESS) THROUGH END ARM TABS FOR INSTALLATION OF END ARMS. MINIMUM OF (2) HOLES PER TAB USING M$27039-1-06 SCREWS OR EQUIVALENT.

CUSTOMER APPROVAL:	DATE:	P/N / DWG #: A13439(B211A,F) - 1			DETTMERS INDUSTRIES INC. 3081 S E SLATER ST, STUART, FL 34997 PH (561) 288-9960 FAX (561) 288-7295
DRAWING TITLE: 4 PL. ALUM FULL BERTHING DIVAN (R/H)	REV: A	S/N(S): D6077, D6078			TOLERANCES: All machining operations ± 005; All sheet metal work ± 032; All welded frames over 40" in length ± 062; All welded frames 40" and less in length ± 032; All seat track pick up points ± 015; All composite work doors, arms, closeouts ± 067; Unless Otherwise Specified (U.O.S.)
SCALE: 1" = 1'	DATE: 3/27/01	EO#: 83930	A/C TYPE: G-II S/N:	CUST.CODE:	
DRAWN BY: MWP	REVIEWED BY:	TEAM REVIEW:		ENG. APPROVAL: PRD	

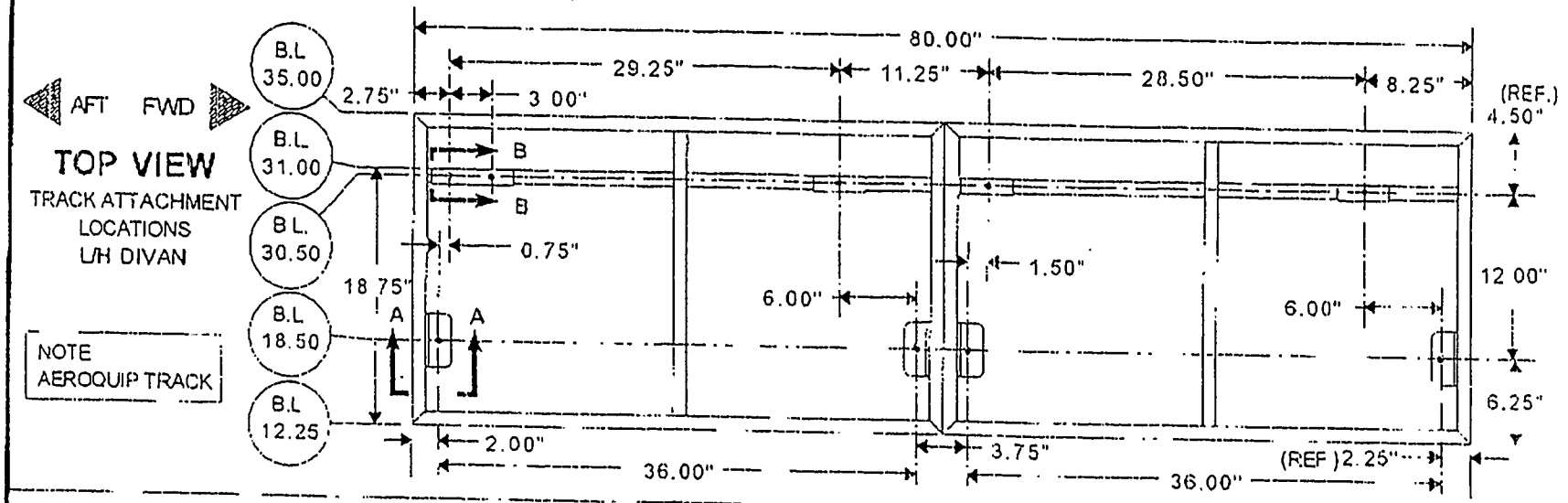
PROPRIETARY NOTES: The data, designs and information contained in this drawing are the sole property of Dettmers Industries Inc and are not to be disclosed to any unauthorized organization or person without written permission of Dettmers Industries Inc

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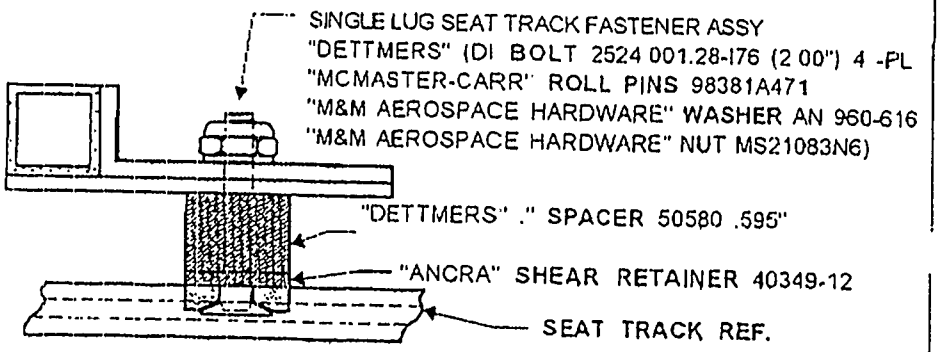
FROM : DETTMERS PHONE NO. : 5612886630 Jun. 05 2001 03:12AM P2

AEA-FSDO-25

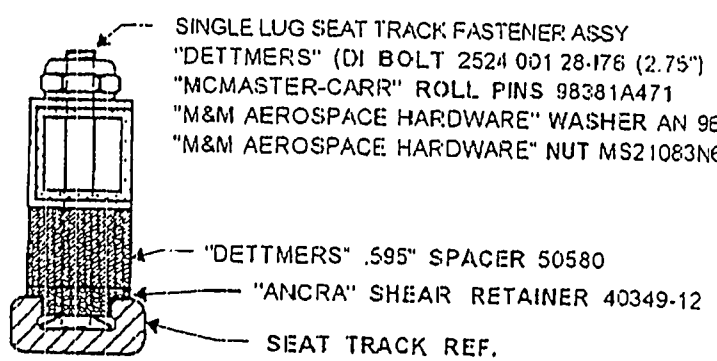
AIRCRAFT INSTALLATION



SECTION A-A



SECTION B-B



CUSTOMER APPROVAL: DATE:

P/N / DWG #: A13439(B211A,F) - 1

DETTMERS INDUSTRIES INC.
3081 S.E. SLATER ST., STUART, FL 34997
PH: (561) 286-9960 FAX (561) 288-7295

DRAWING TITLE: 4 PL ALUM. FULL BERTHING DIVAN (R/H)

S/N(S): D6077, D6078

REV:

SCALE: 1" = 1'	DATE: -/-/-	EO#: 83890	A/C TYPE: G-III S/N:	CUST.CODE: CCI-
DRAWN BY: MWP	REVIEWED BY:	TEAM REVIEW:		ENG. APPROVAL: PRD

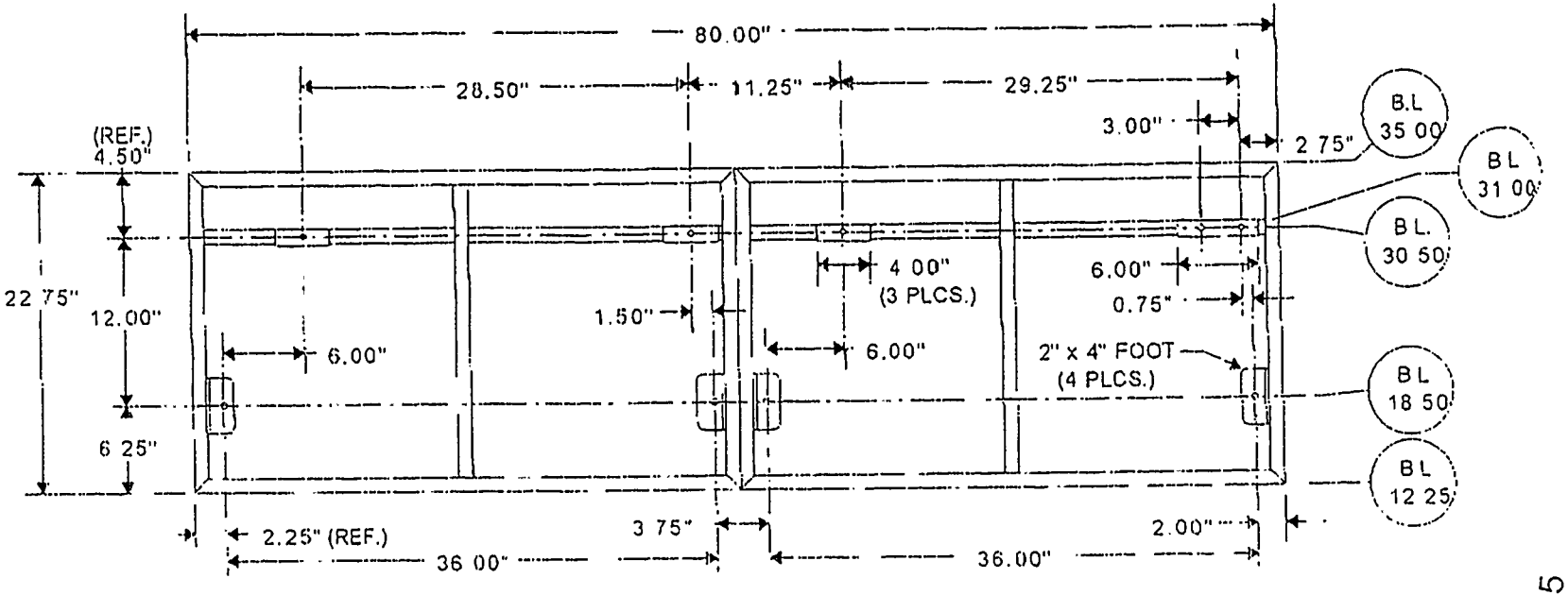
TOLERANCES:
All machining operations ± .005
All sheet metal work ± 032
All welded frames over 40" in length ± 062
All welded frames 40" and less in length ± 032
All seat track pick up points ± 015
All composite work doors, arms, closeouts ± 052
Unless Otherwise Specified (U.O.S.)

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8/21/97

FROM : DETTMERS PHONE NO. : 5612886630 Mar. 24 2001 01:55AM P7



FWD AFT

NOTE
AEROQUIPK TRACK

TOP VIEW

TRACK ATTACHMENT LOCATIONS
R/H DIVAN

AEA-FSDO-25

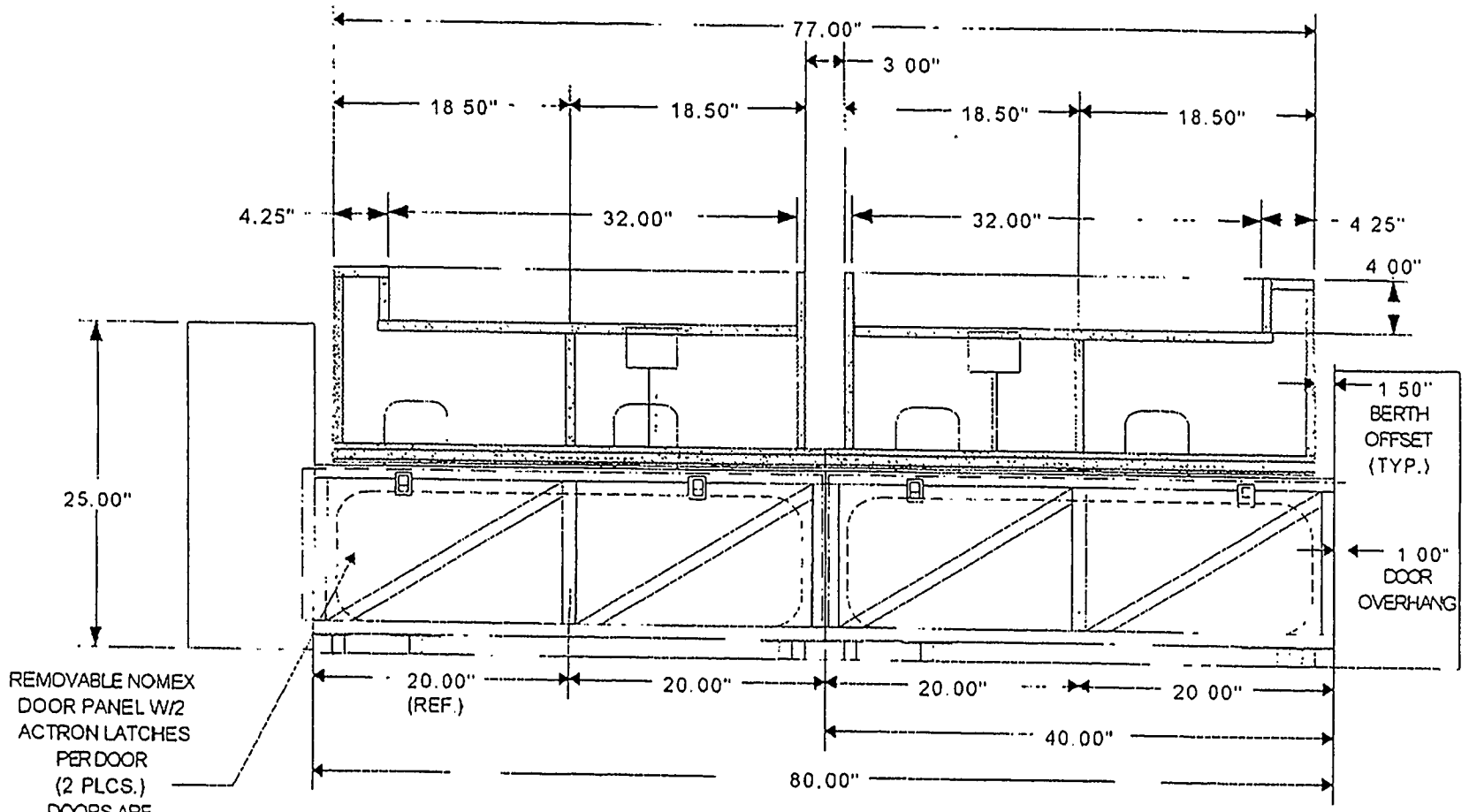
CUSTOMER APPROVAL:	DATE:	P/N / DWG #: A13439(B211A,F)		DETTMERS INDUSTRIES INC. 3081 S E SLATER ST., STUART, FL 34997 PH (561) 288-9360 FAX (561) 288-7295
DRAWING TITLE: 4 PL ALUM. FULL BERTHING DIVAN (R/H)		S/N(S): D6077, D6078		TOLERANCES: All machining operations ± 005; All sheet metal work ± 002; All welded frames over 40" in length ± 062; All welded frames 40" and less in length ± 032; All seat track pick up points ± 015; All composite work doors, arms, closeouts ± 062; Unless Otherwise Specified (U.O.S.)
SCALE: 1" = 1'	DATE: -/-/-	REV: ECN: 83890	A/C TYPE: G-II S/N:	CUST.CODE:
DRAWN BY: MWP	REVIEWED BY:	TEAM REVIEW:		ENG. APPROVAL: PRD

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FRONT VIEW

R/H DIVAN

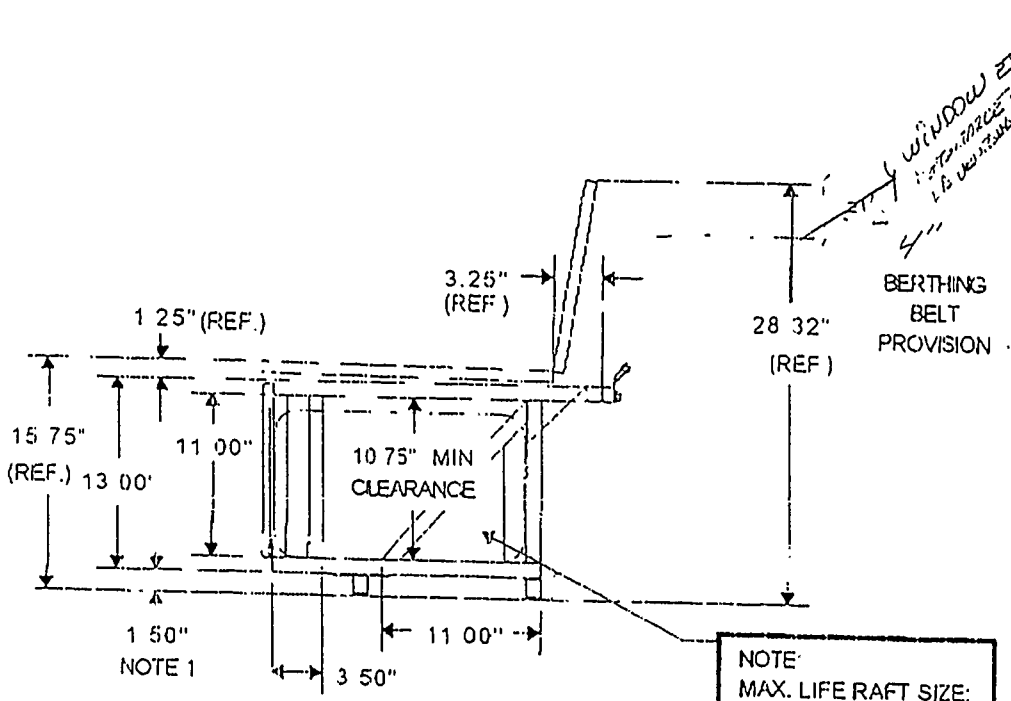
CUSTOMER APPROVAL:	DATE:	P/N / DWG #: A13439(B211A,F)			DETTMERS INDUSTRIES INC. 3081 S.E. SLATER ST., STUART, FL 34997 PH: (561) 288-9960 FAX: (561) 288 7295
DRAWING TITLE: 4 PL. ALUM FULL BERTHING DIVAN (R/H)		S/N(S): D4821, D4822	REV:		TOLERANCES: All machining operations ± .005; All sheet metal work ± .032; All welded frames over 40" in length ± .057; All welded frames 40" and less in length ± .032; All seat track pick up points ± .015; All composite work doors, arms, closeouts ± .062; Unless Otherwise Specified (U.O.S.)
SCALE: 1" = 1"	DATE: 3/27/01	EO#: 83930	A/C TYPE: G-II S/N:	CUST.CODE:	
DRAWN BY: MWP	REVIEWED BY:	TEAM REVIEW:		ENG. APPROVAL: PRD	

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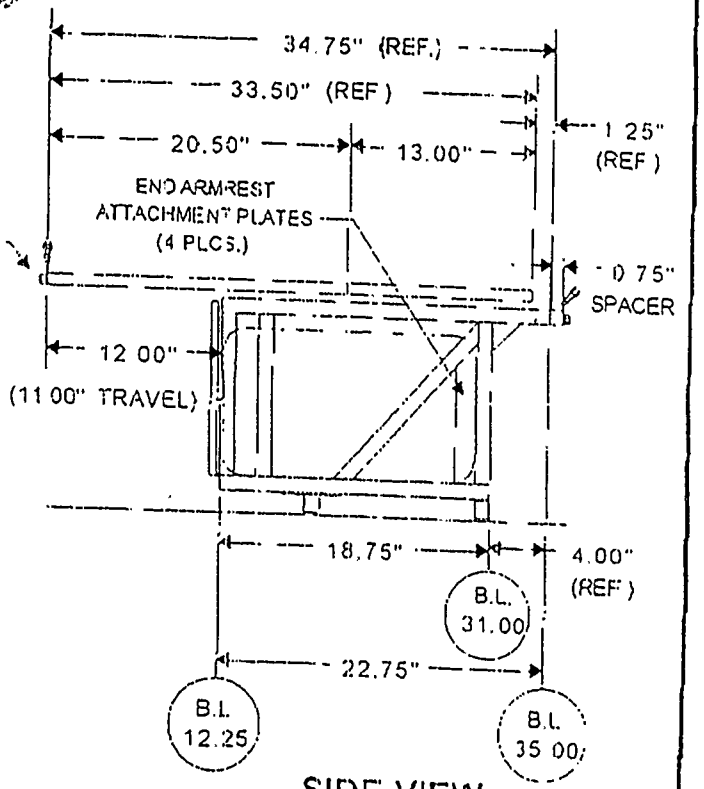
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AEA-FSDO-25



SIDE VIEW

BERTH SHOWN RETRACTED
R/H DIVAN



SIDE VIEW

BERTH SHOWN DEPLOYED
R/H DIVAN

NOTES:

1) THIS 1.50" SPACE CONSISTS OF THE FOLLOWING
   0 '25" DOUBLER PLATE,
   595" SPACER,
   0.155" SHEAR RETAINER
   125 JAM NUT
   5C" PIGGY BACK TRACK

CUSTOMER APPROVAL:	DATE:	P/N / DWG #: A13439(B211A,F)	DETTMERS INDUSTRIES INC. 3081 S.E. SLATER ST., STUART, FL 34997 PH (561) 288-9360 FAX (561) 288-7295	
DRAWING TITLE: 4 PL ALUM FUL_ BERTHING DIVAN (R/H)	REV	S/N(S): D6077, D6078		
SCALE: 1" = 1'	DATE: -/-/-	EO#: 83890	A/C TYPE: G-II S/N:	CUST.CODE:
DRAWN BY: MWP	REVIEWED BY:	TEAM REVIEW:		ENG. APPROVAL: PRD

TOLERANCES
All machining operations ± .005
All sheet metal work ± 032
All welded frames over 40" in length ± 062
All welded frames 40" and less in length ± 032
All seat track pick up points ± 015
All composite work, doors, arms, closeouts ± 062
Unless Otherwise Specified (U.O.S.)

PROPRIETARY NOTES: This data, designs and information contained in this drawing are the sole property of Dettmers Industries Inc. and are not to be disclosed to any unauthorized organization or person without written permission of Dettmers Industries Inc.

8/21/97

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FROM : DETTMERS PHONE NO. : 5612886630 Mar. 24 2001 01:53AM P5

U.S. Department of Transportation
Federal Aviation Administration

Small Airplane Directorate
Atlanta Aircraft Certification Office
1669 Phoenix Parkway, Suite 210C
Atlanta, GA 30349

JUN 25 1992

Ms. Pamela J. Courtney
Dettmers Industries
Space Management Products
3081 S.E. Slater Street
Stuart, FL 34997

AEA-FSDO-25

Dear Ms. Courtney:

This is in response to your May 27, 1992, request for Federal Aviation Administration (FAA) authorization to identify your Model No. A13439( ), Type I, 2 place aluminum side facing divan in accordance with the requirements of Federal Aviation Regulation (FAR) Part 21, Subpart O, Technical Standard Order TSO-C39b.

We find your Statement of Conformance, dated May 27, 1992, and your Quality Control Manual, Revision C, dated February 27, 1992, acceptable.

The following data submitted with your May 27, 1992, letter will be retained on file for this authorization:

a. Dettmers Industries Engineering Report No. DIG-A13439.01, entitled "Static Load Test Proposal, Dettmers Industries', Inc. Gulfstream Aluminum 2-Place Divan, P/N A13439 for Installation on Gulfstream Aircraft", dated May 27, 1992, and completed with the results of load tests on December 19, 1991.

b. Dettmers Industries Drawing No. A13439 entitled "Gulfstream Aluminum 2-Place Divan", dated December 16, 1991.

c. Dettmers Industries Drawing No. A13439-I, dated December 16, 1991, entitled "Gulfstream 2-Place Divan Installation Instructions".

d. Dettmers Industries name tag for Divan Model No. A13439 submitted with your letter of May 27, 1992.

Effective this date, you are authorized to identify the Model A13439( ) Type I, 2 place aluminum side facing divan with the applicable TSO markings required by FAR 21.607(d) and the applicable TSO.

This authorization is not transferable to another person or location and is effective until surrendered, withdrawn, or otherwise terminated by the Administrator.

Your responsibilities as a holder of a TSO authorization are outlined in FAR 21, Subpart O, and FAR 21.3.

The Airframe engineer for your program is Ms. Cindy Lorenzen, telephone (404)991-2910. The Technical Support Specialist is Lorraine Bush, telephone (404)991-6137.

Sincerely,

Arthur W. Nelson for

John Tigue
Manager, Atlanta Aircraft
Certification Office

AEA-FSDO-25

AEA-FSDO-25

HMCS
10 Burr Avenue
Morganville, NJ 07751
Rev- Original

MAINTENANCE REQUIREMENTS

And

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

For

Grumman American Aviation Co. G - 1159

S/N - 172

With

Passenger Seating Configuration Change from 11 to 13, and the installation of a Four Place Berthable Divan

AEA-FSDO-25

Revision log

Page	1	2	3	4	5	6	7
Rev	Orig.	Orig.	Orig.	Orig.	N/A	N/A	N/A
Date	6/15/01	6/15/01	6/15/01	6/15/01			

1.0 SCOPE

Purpose of this document is to provide Instruction for Continued Airworthiness (FAR 27-1529) for a Grumman American G-1159, S/N – 172 with a passenger configuration change from 11 to 13 and the installation of a Four Place Berthable Divan.

The instructions that follow are intended to supplement the inspection schedule requirement provided by the manufacture, Grumman American Aviation Corp. for Model G - 1159. It is assumed that the individual performing the maintenance has a basic understanding and working knowledge of the Aircraft and its Sub systems.

2.0 SYSTEM DESCRIPTION

The installed Four Place Divan mounts to the existing Aircraft Floor Tracks. It is a two-piece design that is attached at its center point. Adjacent to each end is an 8" Cabinet that also acts as the forward and aft armrest and is part of this assembly by design. The cabinets/armrests are removable for maintenance convenience. The Seat back is scalloped around each emergency window and should not be modified in any way without approval by the manufacture and/or the Administrator. The finished weight of this assembly must not exceed 150lbs.

3.0 CONTROL OPERATION INFORMATION

The installed Four Place Divan is Berthable and can be made into a bed by unlatching the center locking mechanism and pulling the seat bottom towards center. This position is intended for in-flight use only and should not be used for take-off and landing procedures as indicated by the placards. When in the Berthing position, the seat bottom will extend an additional 11 inches into the aisle.

4.0 SERVICING INFORMATION

It is recommended by the manufacture that the Berthing tracks be lubricated twice annually using light general-purpose oil.

5.0 MAINTENANCE INSTRUCTION

The following is recommended to be accomplished at each 100hr/Annual Inspection.

Visually check the following equipment for general condition and security:

Seat mounts and berthing mechanism for proper operation. Any anomalies should be reported to the seat manufacture, Dettmers Industries, Inc.

6.0 TROUBLESHOOTING INFORMATION

Not applicable.

AEA-FSDO-25

7.0 REMOVAL AND REPLACEMENT

Remove the Divan by unbolting the 9 single lug seat track fasteners at the base of the Divan (4 forward and 5 aft) where it attaches to the floor track. Once unbolted, the entire assembly can be lifted out of place. The Divan can know be disassembled by removing the bolts, which secure the Cabinet/armrests at each end, and the bolts that attach each halve at the centerline. The Divan is installed by reversing this process.

8.0 DIAGRAMS

Reference Dettmers Industries Drawing # A13439(B211A,F). Skandia, Inc Fireblocking Test Plan No. 7602 dated 5/22/01 & 7657 dated 6/14/01.

9.0 SPECIAL INSTRUCTION

The Divan Empty Weight should never exceed 150 lbs as per the manufacture. The completed assembly is Fireblocked and should be treated as such when cleaning or performing maintenance.

10.0 PROTECTIVE TREATMENTS

Not required.

11.0 HARDWARE DATA

Single Lug Seat Track Fasteners: Dettmers DI Bolt 2524.001.28-176 (2.00") 4ea.
Single Lug Seat Track Fasteners: Dettmers DI Bolt 2524.001.28-176 (2.75") 5ea.
Dettmers Spacer: 50580 .595" 9ea.
ANCRA Shear Retainer: 40349-12 9ea.
McMaster Carr Roll Pin: 98381A471 9ea.
M&M Aerospace Hardware Washer: AN960-616 9ea.
M&M Aerospace Hardware Nut: MS21083N6 9ea.
Aeroquip Tracks: Part of Aircraft.

12.0 LIST OF SPECIAL TOOLS

None required.

AEA-FSDO-25

13.0 COMMUTER CATEGORY REUIREMENTS

This is not a commuter aircraft.

14.0 OVERHAUL

Not required.

15.0 AIRWORTHINESS LIMITATIONS

None required.

16.0 REVISION

Changes to these Continued Airworthiness Instructions will be submitted to the local FAA FSDO authorities.

17.0 FAA ASSISTANCE

Not required.

18.0 RECORD KEEPING

Refer to log book for record of this alteration.

AEA-FSDO-25

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
AEA-FSDO-01

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 1958)

1. Aircraft	Make: Grumman American Avn. Corp.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name *(As shown on registration certificate)*: S/A Holdings LLC	Address *(As shown on registration certificate)*: 100 Ring Rd W Garden City, N.Y. 11530-3219

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Section 43.7.

Date 5/23/01 FAA Signature [signature]

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.
Murray Avionics, Inc. 19 Airport Road Scotia, New York 12302	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	AL1RO12K

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
5/23/01	[signature]

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 Fit Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	Other *(Specify)*
☐	FAA Designee	☒	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5/23/01	AL1RO12K	[signature]

FAA Form 337 (12-88)

JUN 11 2001

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.)

N987SA

INSTALLED AIRSHOW 400 PROCESSOR. UNIT INSTALLED ON SHELF IN THE LEFT HAND ENTERTAINMENT CABINET AND SECURED WITH FOUR # 8 DELRONS AND FOUR #8 SCREWS.

AIRSHOW 400 PROCESSOR INTERFACES TO THE UNS-1D AND CABIN ENTERTAINMENT SYSTEM

PHYSICAL INSTALLATION OF THE EQUIPMENT WAS MADE WITH REFERENCE TO AC 43.13-1b, para, 11-30, 11-31 and 11-35, IN ADDITION TO MANUFACTURERS' INSTRUCTIONS.

IN ADDITION TO MANUFACTURES' SPECIFIC INSTRUCTIONS ALL WIRE HARNESSES WERE FABRICATED WITH REFERENCE TO AC 43.13-1b, para. 11-66, 11-85, 11-96, 11-158, 11-206, 11-207, 11-208,11-209 and 11-210. A 3-AMP BREAKER LABELED AIRSHOW PROTECTS AIRSHOW 400.

SYSTEM INSTALLED IAW MURRAY AVIONICS DRAWING 12745-003 AND ADAPTED TO THE AIRCRAFT IAW AC 43.13-2A FIGURE 2.1 AND 3.6 PARA. 23 AND 27.

STATIC LOAD TESTS COMPLY WITH AC 43.13-21 CHAPTER 1 PARA. 2.

ALL POST INSTALLATION TESTS REQUIRED BY MANUFACTURER HAVE BEEN PERFORMED AND NO DISCREPANCIES WERE NOTED. THE AIRSHOW OPERATES SATISFACTORILY AND DOES NOT INTERFERE WITH ANY OTHER SYSTEMS.

AIRCRAFT EQUIPMENT LIST AND WEIGHT AND BALANCE HAVE BEEN REVISED.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS- SEE ATTACHED PAGES.

DETAILS OF THIS INSTALLATION ARE UNDER FILE UNDER WORK ORDER # 12745.

**********END**********

☒ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make:	Reg.#:	Model:	S/N:			Date:	05/18/01
Gulfstream	N987SA	GII	172			Revision:	

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This sixteen item checklist are Instructions for Continued Airworthiness (ICA), to comply with FAA Handbook Bulletin for Airworthiness (HBAW 98-18 Dated October 7, 1998), are applicable to the aircraft listed above when the following equipment is installed:

SYSTEM: Cabin Entertainment System

ITEM	CHECKLIST INFORMATION
1.	**Introduction:** This section briefly describes the aircraft, engine, propeller, or component that has been altered. Include any other information on the content, scope, purpose, arrangement, applicability, definitions, abbreviations, precautions, units of measurement, referenced publications, and distribution of the ICA as applicable. **Comment: The AIRSHOW 400 Cabin Video Information System is an Integrated video computer system that provides useful and interesting flight information to aircraft passengers.**
2.	**Description:** Of the major alteration, its functions, including an explanation of its interface with other systems, if any. **Comment: See 337**
3.	**Control:** Operation information: Or special procedures, if any. **Comment: not applicable**
4.	**Servicing information:** Such as types of fluids used, servicing points, and location of access.panels, as appropriate. **Comment: not applicable**
5.	**Maintenance Instructions:** Such as recommended inspection/maintenance periods in which each of the major alteration components are inspected, cleaned, lubricated, adjusted, tested, including applicable wear tolerances and work recommended at each scheduled maintenance period. This section can refer to the manufacturers' instructions for the equipment installed where appropriate (e.g., functional checks, repairs, inspections.) It should also include any special notes, cautions, or warnings, as applicable. **Comment: Maintenance and repair of the Cabin Entertainment System is based on condition only. Periodic maintenance is not required.**
6.	**Trouble shooting information:** Information describing probable malfunctions, how to recognize those malfunctions, and the remedial actions to be taken. **Comment: Use standard aircraft radio troubleshooting technique.**

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make:	Reg.#:	Model:	S/N:			Date:	05/18/01
Gulfstream	N987SA	GII	172			Revision:	

7.	**Removal and replacement information:** This section describes the order and method of removing and replacing products, parts and any necessary precautions. This section should also describe or refer to manufacturer's instructions to make required tests, trim checks, alignment, calibrations, center of gravity changes, lifting or shoring, etc., if any. **Comment: not applicable**
8.	**Diagrams:** Of access plates and information, if needed, to gain access for inspection. **Comment: not applicable**
9.	**Special inspection requirements:** Such as X-ray, ultrasonic testing, or magnetic particle inspection, if required. **Comment: not applicable**
10.	**Application of protective treatments:** To the affected area after inspection and/or maintenance, if any. **Comment: not applicable**
11.	**Data:** Relative to structural fasteners such as type, torque, and installation requirements, if any. **Comment: not applicable**
12.	**List of special tools:** Special tools that are required, if any. **Comment: not applicable**
13.	**For commuter category aircraft:** The following additional information must be furnished, as applicable: A. Electrical loads B. Methods of balancing flight controls C. Identification of primary and secondary structures D. Special repair methods applicable to the airplane. **Comment: not applicable**
14.	**Recommended overhaul periods:** Are required to be noted on the ICA when an overhaul period has been set by the manufacturer of a component, or equipment. If there is no overhaul period, the ICA should state for item 14: "No additional overhaul time limitations." **Comment: no additional overhaul time limitations**

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make:	Reg.#:	Model:	S/N:			Date:	05/18/01
Gulfstream	N987SA	GII	172			Revision:	

15.	**Airworthiness Limitation Section:** Include any "approved" airworthiness limitations identified by the manufacturer or FAA Type Certificate Holding Office (e.g., An STC incorporated in a larger field approved major alteration may have an airworthiness limitation.) The FAA inspector should not establish, alter, or cancel airworthiness limitations without coordinating with the appropriate FAA Type Certificate Holding Office. If there are no changes to the airworthiness limitations, the ICA should state for item 15: "No additional airworthiness limitations" or "Not Applicable." **Comment: Not Applicable**
16.	**Revision:** This section should include information on how to revise the ICA. For example, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337. **Comment: Changes to this ICA will result in the resubmission of this Form 337.**

Note:

Implementation and Record Keeping: For major alterations performed in accordance with FAA Field Approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated 5/28/98) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO).

For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419 b).

For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to the new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located/attached to Block 8 of FAA Form 337, dated 5/28/98). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.

FAA

Work Order 122500

US 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

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-1159
	Serial No.: 172	Nationality and Registration Mark: N987SA
2. Owner	Name (As shown on registration certificate): S / A HOLDINGS LLC	Address (As shown on registration certificate): 100 RING RD W GARDEN CITY NY 11530-3219

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
ElectroSonics 4391 International Gateway Port Columbus International Airport Columbus, OHIO 43219		U. S. Certificated Mechanic	Repair Station AE1R005K
		Foreign Certificated Mechanic	Radio Class 1,2 & 3; Instrument
	X	Certificated Repair Station	Class 3, Accessory Class 3
		Manufacturer	Limited Specialized Service

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
June 15, 2001	

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
June 15, 2001	AE1R005K	

FAA Form 337 (12-88)

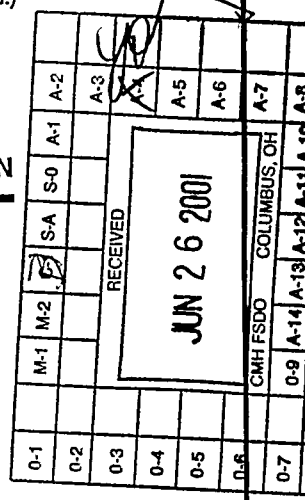
NOTICE

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.)

N987SA **Grumman G-1159** **S/N 172**
AirframeTotal Time : 11842.0 **Airframe Total Landings : 8870** **06/15/01**



1. The following equipment was removed from the aircraft.

PART NUMBER	QTY	MAKE/MODEL/DESCRIPTION		STATION
2800A-041	1	Spirent	Air Data Computer	148.00
29400-211	1	ICD	Radio Altimeter Converter	168.00
29711-006	1	ICD	Altimeter (Pilot)	76.00
525-18711-164	1	ICD	Altimeter (Co-Pilot)	76.00
2587400-844	1	Sperry	Air Data Computer #1	164.00
4013242-801	1	Sperry	Air Data Computer #2	174.00
102AU1AF	1	Rosemount	Temperature Probe	102.00
9121-1000-1	1	Kollsman	Over Speed Warn Switch	180.00
2593564-920	1	Sperry	Altitude Selector	100.00

2. The following equipment was installed in the aircraft.

PART NUMBER	QTY	MAKE/MODEL/DESCRIPTION		TSO	STATION	INSTALLATION DATA
7024900-90101	1	Honeywell	AZ-960 Air Data Computer #1	C52b, C88a	164.00	STC ST01090LA
7024900-90101	1	Honeywell	AZ-960 Air Data Computer #2	C52b, C88a	174.00	"
70310N02D01	1	Honeywell	BA-250 Altimeter (Pilot)	C10b	76.00	"
70310N02D01	1	Honeywell	BA-250 Altimeter (Co-Pilot)	C10b	76.00	"
102AU1AG	1	Rosemount	Temperature Probe	PMA	102.00	"
7004577-908	1	Honeywell	AL-861 Altitude Pre-Select	C52a	97.00	"

3. This work has been accomplished under ElectroSonics Work Order **122500.**

4. The Dual Honeywell AZ-960 Advanced Air Data Computer (AADC) and Reduced Vertical Separation Minimum (RVSM) Capability has been installed into the aircraft IAW The Jet Center STC **ST01090LA.**

5. An FAA Approved Flight Manual Supplement, The Jet Center document 028208001, revision ORIG. and ElectroSonics Flight Manual Supplement addendum ES1159-120172-100 dated 06-06-2001 or later approved revision must be immediately available to the flight crew when using the Dual Air Data Computers.

6. An FAA Approved Flight Manual Supplement, The Jet Center document 028099001, revision ORIG. or later approved revision must be immediately available to the flight crew when using the RVSM.

7. The Rosemount Temperature Probe installed at F.S. 102.0 was replaced for compatibility with the Honeywell Advanced Air Data Computer (AADC) and no mechanical changes were necessary.

8. The Pitot Static System was modified IAW ElectroSonics drawing ES1159-120172-73 dated 06-01-2001, See FAA Form 8110-3 dated 06-06-2001, and approved by Mark D. Haycock DERY-500112-CE.

9. The owner / operator must comply with manufacturer's maintenance instructions to ensure continued airworthiness any time the above equipment is removed and / or repaired and reinstalled. The owner/ operator is responsible to maintain the aircraft in consideration of the requirements of the STC relative to RVSM.

10. The aircraft Weight and Balance and Equipment List have been amended by ElectroSonics

11. The aircraft must be loaded IAW the prescribed loading information from the manufacturer.

---------- **END** ----------

☐ Additional Sheets Are Attached

U.S. GPO:1991-0-568-012/40035

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N987SA	GRUMMAN G-1159	172	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provide by Annex 8 to the Convention of International Civil Aviation, except as noted herein.

Exceptions:

EXEMPTION NO. 695 TO CAR 4B.437 (FUEL JETTISONING PROVISIONS)

6 TERMS AND CONDITIONS

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 11-11-75	DANIEL F. TAYLOR	AEA-FSDO-01

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.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N903AG	GRUMMAN G-1159	172	TRANSPORT

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be 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 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

EXEMPTION NO. 695 TO CAR 4B.437 (FUEL JETTISONING PROVISIONS)

6. TERMS AND CONDITIONS

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R-11-11-75	BERTRAND J. LABBE	NE-FSDO-03

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.

FAA Form 8100-2 (8-82) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approval
OMB No. 2120-0020

For FAA Use Only

Office Identification

ATL-FSDO-11

INSTRUCTIONS. Print or type all entries. See FAR 43.9 FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.U. 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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Marks: USA, N903AG
2. Owner	Name *(As shown on registration Certificate)*	Address *(As shown on registration certificate)*

3. For FAA Use Only

4. Unit Identification / **5. type**

Unit	Make	Model	Serial no.	5. Repairs	5. Alterations
Airframe	~~~~~ *(As described in item 1 above)* ~~~~~				
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
G.A.C. GLYNCO 550 CONNOLE STREET BRUNSWICK, GA. 31525		U.S. Certificated Mechanic	FAA CRS GR4D216M NDT, Specialized Services Limited Airframe, G-159, G-1159, GIV GV Limited Powerplant, R/R MK-529, MK511-8, MK611-8, and BMW R/R 700-710
		Foreign Certificated Mechanic	
	X	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 Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
03/30/01	HARLEY E. HARRIS Harley E. Harris

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
03/30/01	FAA CRS GR4D216M	EVERETT A. COLE Everett A Cole

FAA Form 337 (12-88)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alteration 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).

Aircraft Model: G1159
Aircraft Serial No.: 172
Aircraft Registration No.: N903AG

Aircraft Time Since New: 11821.7
Aircraft Landings Since New: 8846

Reference: Gulfstream Aerospace Corporation Workorder Number: C02-0172-000-6517

Repaired damage at aircraft station 767, BL 11.29 web by manufacturing and installing a repair doubler in accordance with GAC Custom Engineering Major Repair Drawing SE25227102 rev. N/C as listed on GAC Top Drawing SE20000172 rev. N/C with FAA form 8110-3 dated 03/10/01 in support. Reference work order item 0635.

---------- END ----------

☐ Additional Sheets Are Attached

FAA

US 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 AEA-FSDO-17

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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: GULFSTREAM AMERICAN AVN. CORP.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903AG
2. Owner	Name *(As shown on registration certificate)*: ADAMS INVESTMENT ENTERPRISES LLC	Address *(As shown on registration certificate)*: 2575 VISTA DEL MAR DR VENTURA CA 93001-3920

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.
ATLANTIC AVIATION CORPORATION **153 N. DUPONT HIGHWAY** **NEW CASTLE, DE 19720**		U.S. Certified Mechanic	**CRS QU2R122L** **AIRFRAME CLASS 4**
		Foreign Certified Mechanic	
	X	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
June 11, 2000	Ronald E. Sitter

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 X: APPROVED ☐ REJECTED

BY							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
June 11, 2000	QU2R122L	Ronald E. Sitter

FAA Form 337 (12-88)

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 accomplished.)

Removed left aileron P/N 1159CS20006-1 S/N AV-172 for repair of aileron trailing edge. Removed Trailing edge assembly P/N 1159CSH20601-1 and installed new trailing edge assembly P/N 1159CSH20601-800-109 in accordance with Gulfstream Aerospace drawing number 1159CS20600 Rev. K Skin Installation Aileron Upper STA. 324-417 and 1159CS20601 Rev. K Skin Installation Aileron Lower STA. 324-417.

Balanced left aileron in accordance with Gulfstream G-II M.M. Chapter 27-00-00.

Reinstalled left aileron in accordance with Gulfstream G-II M.M. Chapter 27-02-00.

No change to WEIGHT & Balance or EQUIPMENT LIST.

The existing Continuous Airworthiness Requirements for this aircraft are not impacted by this repair And there are no new requirements as a result of this repair.

END

☐ Additional Sheets Are Attached

☆ U.S. G.P.O 1990-761-753

FAA

US 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: ~~ACE-990-17~~

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 American Aviation Corp.	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903GA
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL INC.	Address *(As shown on registration certificate)*: ONE SEAGATE TOLEDO, OH 43666

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
ATLANTIC AVIATION CORPORATION 153 N. DUPONT HIGHWAY NEW CASTLE, DE 19720	[ ] U.S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certificated Repair Station [ ] Manufacturer	CRS QU2R122L AIRFRAME CLASS 4

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

Date	Signature of Authorized Individual
February 11, 2000	E. Wendell Lane

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
February 11, 2000	QU2R122L	E. Wendell Lane

FAA Form 337 (12-88)

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 accomplished.)

Installed winglets, revised vortex generator shape, addition of 6 vortilons, removal of the wing fences,and related changes to the navigation/position lights in accordance with Aviation Partners Supplemental Type Certificate Number ST00080SE . Aviation Partners Airplane Flight Manual Supplement number AP-200 was inserted into the aircraft flight manual.

Deviations in fastener installations in forward fittings' attachment to wing (both winglets) and in right wing aft upper and lower straps part numbers 9131-1000-8 and –10 are addressed under Aviation Partners Material Review Report No. 1624 approved under FAA form 8110-3 dated January 28, 2000. Deviations in left and right winglet upper skin attachment fasteners are addressed in Material Review Report No. 1625 approved under FAA form 8110-3 dated February 9, 20000.

This installation must be maintained in accordance with Aviation Partners document AP-084-C "Maintenance and Inspection document: GII Performance Enhancement System".

Weight and balance data, and equipment list were revised.

~~~~~~~~~~ END ~~~~~~~~~~

☐ Additional Sheets Are Attached

☆ U.S. G.P.O 1990-761-753
~~~~~~~~~~

US 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: AEU-350-A

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 American Aviation Corp.	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903GA
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL INC.	Address *(As shown on registration certificate)*: ONE SEAGATE, TOLEDO, OH 43666

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.
ATLANTIC AVIATION CORPORATION 153 N. DUPONT HIGHWAY NEW CASTLE, DE 19720	[ ] U.S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certificated Repair Station [ ] Manufacturer	CRS QU2R122L AIRFRAME CLASS 4

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

Date	Signature of Authorized Individual
February 11, 2000	E. Wendell Lane

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
February 11, 2000	QU2R122L	E. Wendell Lane

FAA Form 337 (12-88)

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 accomplished.)

Modified left and right wing flaps serial numbers 172 R. H. and 172 L.H. in accordance with FAA Approved Gulfstream Aerospace Aircraft Service Change No. 509 dated August 31, 1999 titled "Rib Installation Flap D Track" into both left and right flaps. Weight and balance data not affected.

~~~~~~~~~~ END ~~~~~~~~~~

☐ Additional Sheets Are Attached
~~~~~~~~~~

5454

RECEIVED
FEB 25 2000
WINDSOR LOCKS FSDO

2000040-80

U.S Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020 FSR

For FAA Use Only

Office Identification
NEFSDO-03

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 1958)

1. Aircraft	Make Gulfstream Aerospace	Model G1159
	Serial No. 172	Nationality and Registration Mark N903GA
2. Owner	Name *(As shown on registration certificate)* Adams Investment Enterprises LLC	Address *(As shown on registration certificate)* 275 Vista Del Mar Drive Ventura, California 93001

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO A CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR SECTION 43-7

NE-FSDO-03 APPROVING INSPECTOR _____ DATE FEB 02 2000

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.
Ken Schielke 244 Horse Fence Hill Rd. Southbury Ct. 06488	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	049744399A@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
2/11/00	Ken Schielke Ken Schielke

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						Other *(Specify)*
	☐ FAA Flt Standards Inspector	☐ Manufacturer	☒ Inspection Authorization			
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group			

Date of Approval or Rejection	Certificate or Designation No	Signature of Authorized Individual
2/11/00	1897850 IA	David Brainard

FAA Form 337 (12-88)

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 existing Grimes oscillating beacons PN. 40-0117-1 top, and PN. G9950-1 bottom. Installed Whelen flashing anti-collision lights with TSO C96 approval PN. 01-90044-1 top and PN. 01-90044-3 bottom. Replaced existing 5 amp circuit breakers with 7 1/2 amp circuit breakers PN. 7274-11-7.5. Installation accomplished in accordance with Whelen installation form number 7-27-87/1. Weight and balance not affected. The equipment list was revised to reflect this change.

NOTHING FOLLOWS

☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

EAA

US 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 AEA-FSDO-17

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 American Aviation Corp.	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903GA
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL INC.	Address *(As shown on registration certificate)*: ONE SEAGATE TOLEDO, OH 43666

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.
ATLANTIC AVIATION CORPORATION **153 N. DUPONT HIGHWAY** **NEW CASTLE, DE 19720**		U.S. Certified Mechanic	**CRS QU2R122L** **AIRFRAME CLASS 4**
		Foreign Certified Mechanic	
	X	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
February 11, 2000	E. Wendell Lane

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
February 11, 2000	**QU2R122L**	E. Wendell Lane

FAA Form 337 (12-88)

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 accomplished.)

Installed winglets, revised vortex generator shape, addition of 6 vortilons, removal of the wing fences,and related changes to the navigation/position lights in accordance with Aviation Partners Supplemental Type Certificate Number ST00080SE . Aviation Partners Airplane Flight Manual Supplement number AP-200 was inserted into the aircraft flight manual.

Deviations in fastener installations in forward fittings' attachment to wing (both winglets) and in right wing aft upper and lower straps part numbers 9131-1000-8 and –10 are addressed under Aviation Partners Material Review Report No. 1624 approved under FAA form 8110-3 dated January 28, 2000. Deviations in left and right winglet upper skin attachment fasteners are addressed in Material Review Report No. 1625 approved under FAA form 8110-3 dated February 9, 20000.

This installation must be maintained in accordance with Aviation Partners document AP-084-C "Maintenance and Inspection document: GII Performance Enhancement System".

Weight and balance data, and equipment list were revised.

~~~~~~~~~~ END ~~~~~~~~~~

(7)

☒ Additional Sheets Are Attached
~~~~~~~~~~

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number ST00080SE

This certificate, issued to Aviation Partners Incorporated

certifies that the change in the type design for the following product with the limitations and conditions thereof as specified hereon meets the airworthiness requirements of Part * of the * Regulations. * See Page 3 of this STC for the Certification Basis

Original Product — Type Certificate Number: A12EA
Make: Gulfstream
Model: G-1159 (GII)

Description of Type Design Change:

Installation of winglets, revised vortex generator shape, addition of 6 vortilons, removal of the wing fences, and related changes to the navigation/position lights. The manufacturing and installation of the components are to be accomplished in accordance with the FAA approved Aviation Partners Master Drawing List FAA077, Revision 2 or later FAA approved revision.

Limitations and Conditions:

The limitations and conditions of Type Certificate TC A12EA apply except as outlined in Pages 2 and 3 of this STC. A copy of this Certificate must be included in the permanent records of each aircraft modified in accordance with this STC. Approval of this change in type design applies to the Gulfstream G-1159 (GII) aircraft that are otherwise unmodified. (See Continuation Sheet).

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

Date of application: May 1, 1990

Date of issuance: April 22, 1994

Date reissued:

Date amended: November 2, 1994
November 29, 1994

By direction of the Administrator

Roger S. Young
(Signature)

Acting Manager, Seattle Aircraft Certification Office
(Title)

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

FAA Form 8110-2 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number ST00080SE

LIMITATIONS & CONDITIONS - CONTINUED

This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of the aircraft.

Engines: 2 Rolls Royce Spey RB (163-25) 511-8 Type E2EU.

Airspeed Limits: V_{MO} = 340 CAS/M_{MO} = 0.85

For other airspeed limits, see the FAA approved Flight Manual.

C.G. Range: See Type Certificate Data Sheet A12EA.

Maximum Weights: See Type Certificate Data Sheet A12EA.

Eligible Serial Numbers: S/N 1 through 258, except not including S/N 249 and 252, and not including those aircraft modified by Aircraft Service Change 200 or 300.

Operational Requirements: The inspections and maintenance detailed in the Aviation Partners document AP-084-C, "Maintenance and Inspection document: GII Performance Enhancement System," are essential to Gulfstream G-1159 (GII) aircraft modified in accordance with this STC.

The Federal Aviation Regulations (FAR) 21.50 requires that maintenance procedures for continued airworthiness (maintenance & inspection program), as applicable to this change in type design be made available to the U.S. operators and their regulatory authority at the time the aircraft is returned to service.

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

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number ST00080SE

Certification Basis: For unmodified systems and structures, the same as shown on Type Certificate Data Sheet A12EA for the Gulfstream G-1159 (GII). For new or extensively modified systems or structures, the same as shown on Type Certificate Data Sheet A12EA for the G-1159 except the following additional rules apply:

FEDERAL AVIATION REGULATION PART 25 - AIRWORTHINESS STANDARDS:

Part 25 Appendix G - Gust Loads
Section 25.581, Amendment 25-23 - Lightning

Note 1: The airplane operation must be in accordance with the FAA approved Aviation Partners Airplane Flight Manual (AFM) Supplement AP-200. All placards required in either the FAA approved AFM Supplement, the applicable operating rules or the certification basis must be installed in the airplane.

Note 2: Incorporation of this modification does not increase the noise level of the aircraft.

Note 3: The service life of the wing is not increased due to the installation of winglets. The following parts are life limited in the Gulfstream GII maintenance manual and must be retired (scrapped) 20,000 flight hrs after the installation of the part, not the installation of the winglet:

Part Number

1159WM20000 Cover, Wing, Upper Forward Plank
1159WM20001 Cover, Wing, Upper Aft Plank
1159WM20002 Cover, Wing, Lower Forward Plank

Note 4: The service life of the winglet components is contained in Aviation Partners document AP-116-C, "G-II Winglet Fatigue Substantiation."

END

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

This certificate may be transferred in accordance with FAR 21.47.

AVIATION PARTNERS, INC.

8285 PERIMETER ROAD SO / SEATTLE, WA 98108 / (206) 763-6796 / FAX (206) 762-1158

1624

MATERIAL REVIEW REPORT

PART NO. 5120-1000	PART NAME WINGLET INSTALLATION		DATE 1/21/00	SHEET NUMBER 1 OF 4		
A/C SERIAL # 172	A/C TAIL # N908W	UNIT/SER # 85-29/-30	P.O. 208 2612	QTY 1 L/H 1 R/H	NUMBER ACCEPTED 1 L/H, R/H	NUMBER REJECT 0
ACC CHG #	REWORK CHG # N/A	PREPARED BY ZEKE CEDERBLOM	SUPPLIER ABSI			

DISCREPANCY	1. HOLES IN FWD ATTACH DOUBLE O/S AND HAVE –8,-10 HI LOCKS, PER PHOTO #1,2.	MRB ACTION REQ	YES X / NO
	2. 44 HOLE IN UPPER ATTACH L/H ONLY. SEE PHOTO #3.		
	3. 1st O/B HOLE IN FWD ROW UPPER 9131 HOCKY STICK HAS ED OF .234. 2ND O/B HOLE IN FWD. ROW LOWR 9131 HOCKY STICK HAS ED OF .253. R/H ONLY	MECH.	INSP
CAUSE	1. A/C THAT WAY. 2. 3. MECH. ERROR		
CORRECTIVE ACTION	1. NONE 2. 3. CAUTION MECH.		
DISPOSITION	1. 2. 3. USE AS IS		

ENGINEERING	DATE	QUALITY CONTROL	DATE	LOG	DATE	
DESIGN CHECK STRESS DER	Dff McClenden 1/31/00	DAVE MC FOR DAVE TYLER Dff McClenden 1/31/00		LOG INTO MR LOG -IN-PROCESS LOG OUT TO ORIGINATOR LOG INTO MR LOG COMPLETE TO A/C FILE AND ACCOUNTING		

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: January 28, 2000

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream Aerospace	G1159	Airplane	Aviation Partners, Inc.

LIST OF DATA

IDENTIFICATION	TITLE
1624 Dated 1/21/00	Aviation Partners, Inc. Material Review Report Aircraft S/N 172 FAA Project No. ST0877SE-T

PURPOSE OF DATA
Structural approval of one manufacturing deviation to the winglet.

APPLICABLE REQUIREMENTS *(list specific sections)*
CAR 4b.201, 4b.202

CERTIFICATION - Under the 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 _____ _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING	DESIGNATION	CLASSIFICATION(S)
Dave McClenahan D H McClenahan	DERT-635407-NM	Structures

FAA Form 8110-3 (REPRESENTATION)

AVIATION PARTNERS, INC.

8285 PERIMETER ROAD SO / SEATTLE, WA 98108 / (206) 763-6796 / FAX (206) 762-1158

1625

MATERIAL REVIEW REPORT

PART NO. 5120-1000	PART NAME WINGLET INSTALLATION		DATE 2/6/00	SHEET NUMBER 1 OF 3		
A/C SERIAL # 172	A/C TAIL # N908W	UNIT/SER # 85-29/-30	P.O. 2082612	QTY 1 L/H 1 R/H OR AS NOTED	NUMBER ACCEPTED 1 L/H 1 R/H	NUMBER REJECT 0
ACC CHG # N/A	REWORK CHG # N/A	PREPARED BY ZEKE CEDERBLOM	SUPPLIER AESI			

DISCREPANCY

1. AFT UPPER ATTACH BOTH WINGS HAS FASTENER THRU WINGLET AND WING. S/B WING ONLY, SEE PHOTO #1

2. FWD UPPER ATTACH HAS FASTENER THRU WING, S/B THRU WINGLET AND WING. R/H ONLY. SEE PHOTO #2

MRB ACTION REQ: YES X NO

MECH.	INSP

CAUSE

1. 2. MECH. ERROR

CORRECTIVE ACTION

CAUTION MECH.

DISPOSITION

1. 2. USE AS IS.

ENGINEERING	DATE	QUALITY CONTROL	DATE	LOG	DATE
DESIGN CHECK STRESS DER	D H McClenahan 2/9/00	DAVE MC CLENAHAN FOR DAVE TRLER D H McClenahan	2/9/00	LOG INTO MR LOG -IN-PROCESS LOG OUT TO ORIGINATOR LOG INTO MR LOG COMPLETE TO A/C FILE AND ACCOUNTING	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: February 9, 2000

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream Aerospace	G1159	Airplane	Aviation Partners, Inc.

LIST OF DATA

IDENTIFICATION	TITLE
1625 Dated 2/6/00	Aviation Partners, Inc. Material Review Report Aircraft S/N 172 FAA Project No. ST0877SE-T

PURPOSE OF DATA

Structural approval of one manufacturing deviation to the winglet.

APPLICABLE REQUIREMENTS (List specific sections)

CAR 4b.201, 4b.202

CERTIFICATION - Under the 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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING	DESIGNATION	CLASSIFICATION(S)
Dave McClenahan D H McClenahan	DERT-635407-NM	Structures

FAA Form 8110-3 (REPRESENTATION)

US 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 Identifier AEA-FSDO-14

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 American Aviation Corp.	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903GA
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL INC.	Address *(As shown on registration certificate)*: ONE SEAGATE TOLEDO, OH 43666

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.
ATLANTIC AVIATION CORPORATION 153 N. DUPONT HIGHWAY NEW CASTLE, DE 19720	[ ] U.S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certificated Repair Station [ ] Manufacturer	CRS QU2R122L AIRFRAME CLASS 4

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

Date	Signature of Authorized Individual
February 11, 2000	E. Wendell Lane

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
February 11, 2000	QU2R122L	E. Wendell Lane

FAA Form 337 (12-88)

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 accomplished.)

Modified left and right wing flaps serial numbers 172 R. H. and 172 L.H. in accordance with FAA Approved Gulfstream Aerospace Aircraft Service Change No. 509 dated August 31, 1999 titled "Rib Installation Flap D Track" into both left and right flaps. Weight and balance data not affected.

~~~~~~~~~~ END ~~~~~~~~~~

☐ Additional Sheets Are Attached

☆ U.S. G.P.O 1990-761-753
~~~~~~~~~~

2000B3107

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 NE-FSDO-03 GLS

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 1958)

1. Aircraft	Make: Gulfstream Aerospace	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: ~~N903GA~~ N903AG RC
2. Owner	Name *(As shown on registration certificate)*: Adams Investment Enterprises LLC	Address *(As shown on registration certificate)*: 2575 Vista Del Mar Drive, Ventura Ca. 93001-3920

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO A CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR SECTION 43-7

~~NE-FSDO-03~~ APPROVING INSPECTOR _____ DATE MAY 18 2000

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~(As described in item 1 above)~~				
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

RECEIVED
MAY 19 2000
WINDSOR LOCKS FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Dennis Belhumeur 925 Oronoke Rd. 19G Waterbury Ct. 06708	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	A&P79445262

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
5/18/2000	Dennis Belhumeur

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						Other *(Specify)*
☐	FAA Flt Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	AIR CARRIER
☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5/18/2000	KKYA467B	Ralph J Carl

FAA Form 337 (12-88)

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.)

Upgrade bar and vanity light system to American Lighting Co. AL2000 system.

Removed 1 each PI 156-4B and 2 each Remote Power Units

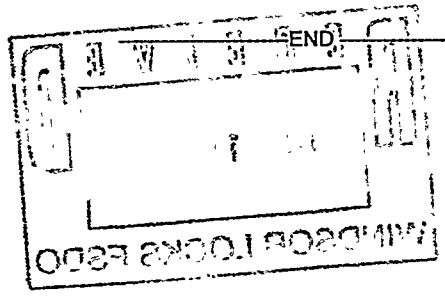
Installed 2 each AL2000 Protected Power Supplies.

The # 6 pilot inverter was removed from the cabin lights inverter box wire GAL LTS 5-18 was spliced to GAL LTS 7-18 to supply +28 volts directly to AL2000 power supplies in bar and vanity area. Removed GND-18 and wired GAL LTS 11-18 directly to terminal # 9 of ground block. Installed connector kits Aerospace Lighting Corp. PN 11022 (2 ea) to accommodate AL 2000 power units. Installed (2 ea) AL 2000 Power Units using existing mounting bases and hardware.

Aircraft Weight and balance Manual, equipment list and aircraft prints were changed to reflect the above installation.

Reference Aerospace Lighting Corp. Manual # AL-11041M Installation Instructions for ALC P/N AL 2000 Protected Power Supplies.

END



☐ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N903AG	GRUMMAN G-1159	172	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be 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 8 to the Convention on International Civil Aviation, except as noted herein

Exceptions:

EXEMPTION NO. 695 TO CAR 4B.437 (FUEL JETTISONING PROVISIONS)

6 TERMS AND CONDITIONS

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R-11-11-75	Bertrand J. LaBbe BERTRAND J. LABBE	NE-FSDO-03

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

FAA Form 8100-2 (8-82) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N903GA	GRUMMAN G-1159	172	TRANSPORT

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be 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 8 to the Convention on International Civil Aviation, except as noted herein

Exceptions.

EXEMPTION NO. 695 TO CAR 4B.437 (FUEL JETTISONING PROVISIONS)

6 TERMS AND CONDITIONS

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R-11-11-75	Gordon L. Smith GORDON L. SMITH	NE-FSDO-03

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

FAA Form 8100-2 (8-82) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

US 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
EA FSDO 25

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: GULFSTREAM	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903GA
2. Owner	Name *(As shown on registration certificate)*: ADAMS INVESTMENT INC. LLC	Address *(As shown on registration certificate)*: 2575 VISTA DEL MAR VENTURA, CA 93001

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.
JUAN DIAZ 414-24 st UNION CITY ,NJ 07087	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	147748113

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

Date	Signature of Authorized Individual
FEBRUARY 8,2000	JUAN DIAZ

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	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
FEBRUARY 8,2000	1116190	JOHN KISELICA

FAA Form 337 (12-88)

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.)

02/08/2000 GII S/N 172 Total Time 11,356.0 Total Landings 8,479

Removed the following:

- (10) Original pax seat covers and foam
- (1) Lavatory seat
- (1) Jumpseat
- (2) Cockpit crew seat covers and foam

Installed: (Refer to attached FAA forms 8110-3)

-Spinneybeck Leather ,type VO , color 0965 (nine cabin seats , one double seat, lavatory seat and jump seat). DER 8110-3 dated 01/14/2000
-SKANDIA, INC foam 20 ILD, 26 *ILD, 47 ILD, 90 ILD. DER 8110-3 dated 01/18/00,12/21/99.*
-SKANDIA, INC HOOK AND LOOP FASTENERS SBGE2.00H,SBGE2.00L, . DER 8110-3 dated 06/08/99.
-SKANDIA;INC HOOK FASTENER SBGE1,00H.DER 8110-3 dated 02/08/99.
-SKANDIA,INC MUSLIN,40". DER 8110-3 dated 09/28/99
-SKADIA, INC BATTING. DER 8110-3 dated08/17/99.
-AEROSHEEP, sheepskin on cockpit seats . DER 8110-3 dated 04/03/97
-FIREBLOCKING FLAMMABILITY TEST PLAN # 5495. DER 8110-3 dated 02/01/2000 BY JUDY BOGGS (DERY 405020-CE)

Covered existing aircraft cabin seats and crew seats using approved materials. All work performed in accordance with Gulfstream maintenance manual, parts manual, and acceptable methods, techniques and practices set forth in the AC 43-13-1B. All interior materials used is DER approved per FAR 25.853. Weight and balance will be performed by operator. A log book entry was made to reflect this installation. Refer to Professional Aircraft Interiors work order number S 00 0104. The instructions for continued Airworthiness are located on additional sheet.

----------*END*----------

☒ Additional Sheets Are Attached

☆ U.S. GOVERNMENT PRINTING OFFICE: 1991–668–012/60013

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

1. INTRODUCTION
   - N903GA, GULFSTREAM G1159 , S/N 172 DATE FEBRUARY 8 /2000, TOTAL TIME 11,356, TOTAL LANDINGS 8,479.

2. DESCRIPTION : SEE BLOCK 8 OF ATTACHED 337 DATED FEBRUARY 8, 2000

3. CONTROL/ OPERATION INFORMATION: N/A

4. SERVICING INFORMATION : N/A

5. MAINTENANCE INSTRUCTIONS: SEE APPROPRIATE MANUFACTURERS MAINTENANCE MANUAL.

6. TROUBLE SHOOTING INFORMATION: N/A

7. REMOVAL AND REPLACEMENT: N/A

8. DIAGRAMS: N/A

9. SPECIAL INSPECTION REQUIREMENTS: N/A

10. APPLICATION OF PROTECTIVE TREATMENTS: N/A

11. DATA: N/A

12. LIST OF SPECIAL TOOLS: N/A

13. FOR COMMUTER CATEGORY AIRCRAFT: N/A

14. RECOMMENDED OVERHAUL PERIODS : N/A

15. AIRWORTHINESS LIMITATION SECTION: N/A

16. REVISION: N/A

17. ASSISTANCE: N/A

18. IMPLEMENTATION AND RECORD KEEPING: SEE LOG BOOK ENTRY FOR THIS INSTALLATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 02/01/00

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM S/N 172	GII	Airplane	Skandia, Inc. PROFESSIONAL AIRCRAFT INTERIORS CORP.

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 43234-00 Test ID 21159	FIREBLOCKING FLAMMABILITY TEST RESULTS REF: Skandia, Inc. Test Plan #5495 Rev NEW Dated: 01/28/00 FAA Project # SP1792CH-Q-463 Dated: 02/01/00 For PN's: 5495-1, 5495-2 SPINNEYBECK: LEATHER, VOLO 965, DYE LOT #600052

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (c) Appendix F Part II Amendment 25-83
FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☑ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Judy Boggs	DERY-405020-CE	Structural Special

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE 01/14/00

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
N/A	N/A	N/A	Professional Aircraft

LIST OF DATA

IDENTIFICATION	TITLE
STD# 3000 Rev 3 W/O#: 6154	Spinneybeck Vertical Burn Test Plan Spinneybeck Leather Type: VO Color: 0965 Dyelot: 600052

PURPOSE OF DATA Demonstration of compliance with material flammability requirements. "Witness Burn Test Only." Conformity was performed: NO

APPLICABLE REQUIREMENTS *(List specific sections)*

FAR 25.853(a), Amendment 25-83, Appendix F, Part I (a)(1)(ii)

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 _____ _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ **Recommend approval of these data**
☒ **Approved these data**

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
Robert Conti	DERY-9550	Systems & Equipment
Jack Wolf	DERY-9551	Systems & Equipment

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-613

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 01/18/00

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
STOCK S/N NA	N/A	N/A	Skandia, Inc. SKANDIA (PRODUCTS)

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 43276-00 Test ID 20864	SKANDIA, INC.: DAX GRAPHITE/POLY FOAM, 20 ILD, LOT #01170-20 SKANDIA, INC.: DAX GRAPHITE/POLY FOAM, 26 ILD, LOT #01170-2 SKANDIA, INC.: DAX GRAPHITE/POLY FOAM W/SCRIM, 47 ILD, LOT #01170-4S SKANDIA, INC.: DAX GRAPHITE/POLY FOAM, 47 ILD, LOT #01170-4 SKANDIA, INC.: DAX GRAPHITE/POLY FOAM, 90 ILD, LOT #01170-9 SKANDIA INC: DAX GRAPHITE/POLY FOAM, 55 ILD, LOT # 01170-5

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☒ Recommend approval of these data ☐ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Carin Demus		
	DERY-405020-CE	Structural Special
Judy Boggs		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 12/21/99

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
STOCK S/N NA	N/A	N/A	Skandia, Inc. SKANDIA (PRODUCTS)

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 42450-99 Test ID 20447	SKANDIA, INC.: DAX GRAPHITE/POLY FOAM, 26 ILD, LOT # 12209-2 SKANDIA INC.: DAX GRAPHITE/POLY FOAM, 47 ILD, LOT # 12209-4 SKANDIA INC.: DAX GRAPHITE/POLY FOAM, 55 ILD, LOT # 12209-5 SKANDIA INC.: DAX GRAPHITE/POLY FOAM, 90 ILD W/SCRIM, LOT # 12209-9S SKANDIA INC.: DAX GRAPHITE/POLY FOAM, 20 ILD, LOT # 12209-20

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Carin Demus		
	DERY-405020-CE	Structural Special
Judy Boggs		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 02/08/99

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
STOCK S/N NA	N/A	N/A	Skandia, Inc. SKANDIA (PRODUCTS)

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 29709-99 Test ID 14227	SKANDIA INC.: SBGE1: 00H SEW BEIGE, 1" HOOK FASTENER, RUN # 28109, LOT # 02059-HL SKANDIA INC.: SBGE1. 00H SEW BEIGE 1" HOOK FASTENER, RUN # 22102. LOT # 02059-HL

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Judy Boggs	CHI-410	Structural Special

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

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U. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 06/03/99

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
STOCK S/N NA	N/A	N/A	Skandia, Inc. SKANDIA (PRODUCTS)

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 34542-99 Test ID 16611	SKANDIA, INC.: 2" SEW BEIGE HOOK FASTENER, SBGE2.00H, LOT #06039-HL SKANDIA, INC.: 2" SEW BEIGE, LOOP FASTENER, SBGE2.00L, LOT #06039-HL SKANDIA, INC.: 2" BLACK PSA HOOK FASTENER, PBLK2.00H, LOT #06039-PHL

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Judy Boggs	CHI-410	Structural Special

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 04/03/97

AIRCRAFT OR [illegible]

MAKE	MODEL NO.	TYPE (Airplane, Rotor, Helicopter, etc.)	NAME OF APPLICANT
STOCK	N/A	[illegible]	Skandia, Inc. AEROSHEEP

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 10740-07	APPROVED: NEW ZEALAND SHEEPSKIN, P/N 023, FAWN, D/L 838383 A.K.A BRANDY 211 FAWN

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

[illegible] (List special conditions)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 identified [illegible] have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

(We) Therefore ☐ Recommend approval of above data
☒ Approve above data

SIGNATURE(S) OF PERSON(S) FOR GOVERNMENT REPRESENTATIVE	DESIGNATION NUMBER	CLASSIFICATION(S)
[signature]	CHI-410	Structural Specialist
[illegible]		

[illegible] PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 08/17/99

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
STOCK	N/A		Skandia, Inc.
S/N NA		N/A	SKANDIA (PRODUCTS)

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 37514-99 Test ID 17927	SKANDIA INC.: NOMEX, PART 135 THERMAL BATTING. LOT # 08119

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Tim Theden	CHI-216	Structural Special

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 09/28/99

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
STOCK S/N NA	N/A	N/A	Skandia, Inc. SKANDIA PRODUCTS)

LIST OF DATA

IDENTIFICATION	TITLE
Work Order # 39296-99 Test ID 18761	SKANDIA INC.: MUSLIN, 40"WIDTH, LOT # 05834

PURPOSE OF DATA

DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Appendix F Part I (a)-(1) (ii)

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 _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
	CH1-410	Structural Special

Judy Boggs

FAA Form 8110-3. (11-70) SUPERSEDES PREVIOUS EDITION

Post-it® Fax Note 7671 | Date 10/11/99 | # of pages ▸ 1
To ANNA | From Sara Metzger
Co./Dept. Professional A/C | Co. Skandia
Phone # | Phone # 815-393-4600
Fax # 001 921 ... | Fax # 815-393-...

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N903GA	GRUMMAN G-1159	172	TRANSPORT

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be 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 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

EXEMPTION NO. 695 TO CAR 4B.437 (FUEL JETTISONING PROVISIONS)

6. TERMS AND CONDITIONS

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R-11-11-75	GORDON L. SMITH	NE-FSDO-03

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.

FAA Form 8100-2 (8-82) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4. CATEGORY
N903G	Grumman G-1159	172	Transport

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be 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 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

Exemption No. 695 to CAR 4b.437 (Fuel Jettisoning provisions).

6. TERMS AND CONDITIONS

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Reissue 11/11/75	LeRoy G. Monson	AGL FSDO-65

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.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO 1967 O 270 931

US 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 CLE FSDO GL-25

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): Owens-Illinois General, Inc.	Address (As shown on registration certificate): One SeaGate, Toledo, Ohio 43666

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Section 43.7."

OCT 13 1999 (DATE) — FAA INSPECTOR, GL 25

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE — Type					
APPLIANCE — Manufacturer					

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Owens-Illinois General, Inc. 11371 W. Airport Service Road Swanton, Ohio 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	HE5R906M

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 30, 1999	Joseph P. Greenwalt

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	X	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

RECEIVED
OCT 27 1999
CLE - GL25

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
October 19, 1999	HE5R906M	CLE - GL25

CLE - GL25

FAA Form 337 [illegible]

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.)

Upgraded bar lighting system from Level II to AL 2000 System.

Removed: PI 156-4B (1 ea) Power Supply
AL 5117 RPU (4 ea) Remote Power Unit

Installed: AL 2000 (4 ea) Self-Protected Power Unit

Description: Removed #5 pilot inverter from cabin lights inverter box. Spliced wire GAL LTS 4-18 to GAL LTS 6-18 to supply +28V directly to AL 2000 power supplies in bar area. Removed GND-18 and wired GAL LTS 10-18 directly to terminal #10 of grounding block. Installed connector kits Aerospace Lighting Corp. P/N 11022 (4 ea) to accommodate AL 2000 power units. Installed (4 ea) AL 2000 power units in place of (4 ea) AL 5117 units, using existing mounting base and hardware.

Aircraft Weight & Balance Manual; Electrical Load Analysis; Aircraft Equipment List; and Aircraft Maintenance Records were changed to reflect the above installation.

Reference: Aerospace Lighting Corp. Manual #AL-11041M. Installation Instructions for ALC P/N AL 2000 Protected Power Supply

---------- END----------

☐ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

CLEVELAND FSDO GL25

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification GL25 HAM

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: Gulfstream	Model: GII59
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One SeaGate, Toledo, Ohio 43666

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.
Owens-Illinois General, Inc. 11371 W. Airport Service Road Swanton, Ohio 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	HE5R906M

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 4, 1998	Daniel H. Plant

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

RECEIVED SEP 09 1998 CLE - GL25

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
September 4, 1998	HE5R906M	Daniel H. Plant

FAA Form 337 (4-87)

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.)

Performed left and right aileron balance weight modification by removing balance weight attachment rivits and installing MS124696 helical coil inserts and NAS6204-1H fasteners.

Inspected left and right aileron assemblies for corrosion.

After completion of rework, checked the static balance of the left and right aileron assemblies for compliance with the weight and balance manual.

Left aileron balance = 15.375 inch pounds noise heavy
Right aileron balance = 13.550 inch pounds noise heavy

(Limit is 0-32 inch pounds noise heavy)

The aircraft records and manuals have been updated to show the above modification.

The above was complied with in accordance with Gulfstream Aerospace Drawing SE05813101, Corrosion Repair, Balance Weight Installation Aileron and the Gulfstream G-II Maintenance Manual, Chapter 27.

----------END----------

☐ Additional Sheets Are Attached

US 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: CLEVELAND FSDO

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: GULFSTREAM	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL, INC.	Address *(As shown on registration certificate)*: ONE SEAGATE TOLEDO, OH 43666

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	B. Kind of Agency	C. Certificate No.
Express Avionics, Inc. 11431 W. Airport Svc Rd Swanton, Ohio 43558	U S Certificated Mechanic	
	Foreign Certificated Mechanic	
	X Certificated Repair Station	XXER854K L-SS,L-INS,L-ACC Radio 1,2,3
	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
AUG 11, 1998	Thomas A. Corwin

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	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

RECEIVED
AUG 28 1998

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
AUG 11, 1998	XXER854K	Thomas A. Corwin

FAA Form 337 (12-88)

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 DUAL ADF-60A SYSTEM FROM BAGGAGE AREA OF AIRCRAFT AND RELOCATED TO THE FORWARD RADIO RACK AREA.

THIS INSTALLATION PERFORMED IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN THE COLLINS ADF-60A INSTRUCTION MANUAL P/N 523-0766184, AND RECOMMENDATIONS CONTAINED IN FAA AC 43.13.1A CHAPTER 11 AND AC 43.13.2A CHAPTER 2 AND 3.

AIRCRAFT WEIGHT AND BALANCE DATA AND MAINTENANCE RECORDS HAVE BEEN UPDATED TO REFLECT THE ABOVE INSTALLATION.

A FUNCTIONAL TEST OF THE DUAL ADF-60A SYSTEM WAS PERFORMED UPON COMPLETION OF THIS INSTALLATION TO VERIFY CORRECT OPERATION OF THE INSTALLED EQUIPMENT AND TO VERIFY THAT THIS INSTALLATION DOES NOT INTERFERE WITH ANY EXISTING INSTALLED EQUIPMENT.

REFERENCE EXPRESS AVIONICS, INC. WORK ORDER #5717 FOR DETAILS REGARDING THIS INSTALLATION.

********** END **********

☐ Additional Sheets Are Attached

#36

US 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
CLE FSDO GL-25

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-1159
	Serial No.: 172	Nationality and Registration Mark: N903G USA
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, Ohio 43666

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	B. Kind of Agency		C. Certificate No.
Express Avionics, Inc. 11431 W. Airport Svc Rd Swanton, Ohio 43558		U S Certificated Mechanic	
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	XXER854K L-SS,L-INS,L-ACC Radio 1,2,3
		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
11/11/97	Thomas A. Corwin

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

RECEIVED
NOV 14 1997

BY							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/11/97	XXER854K	Thomas A. Corwin

FAA Form 337 (12-88)

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 in aircraft an Allied Signal Mark VII ground proximity warning system with windshear warning in accordance with Atlantic Aviation Corporation supplemental type certificate, (STC) number ST00245NY-D.

The aircraft was ground and flight tested in accordance with the test procedures contained in STC # ST00245NY-D and found to perform their intended function with no interference to existing installed systems.

The aircraft weight and balance data have been updated to reflect the above installation.

The following deviation to STC # ST00245NY-D was implemented in this installation;

> Audio from the Allied Signal Mark VII GPWS system was coupled to a Baker model M1091 summing amplifier for integration to the existing Baker M1035 cockpit audio system. The M1091 summing amplifier provides a matched audio load to the Mark VII GPWS and other existing audio peripherals.

Reference Express Avionics, Inc. Work order # 4847 for details regarding this installation.

********** end **********

☒ Additional Sheets Are Attached

*27 PDH

US 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
GL 2 EGH

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): One SeaGate, Toledo, Ohio 43666

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	B. Kind of Agency	C. Certificate No.
Owens-Illinois General, Inc. 11371 W. Airport Service Road Swanton, Ohio 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	HE5R906M

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

Date	Signature of Authorized Individual
February 12, 1998	Francis J. Watson / Francis J. Watson

7. Approval for Return To Service

RECEIVED
FEB 17 1998

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) CLE-GL25
	FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
February 12, 1998	HE5R906M	Francis J. Watson / Francis J. Watson

FAA Form 337 (8-87)

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 aluminum-back foam. Added drain holes and applied corrosion inhibitors to bays below the floor between F.S. 539-580 in accordance with Gulfstream Aerospace Corporation Aircraft Service Change No. 463 dated July 21, 1995.

The aircraft maintenance records have been revised to reflect the above changes.

The effect of this ASC on the aircraft's weight and balance and electrical load analysis are negligible.

End

☐ Additional Sheets Are Attached

US 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 GL 23 AB

INSTRUCTIONS: Print or type all entries. See FAR 43.9 , FAR 43 Appendix B, and AC43.9-1 (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 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: GRUMMAN AMERICAN AVN. CORP.	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): ONE SEAGATE TOLEDO, OH 43666

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: THRUST REVERSER ASSEMBLY Manufacturer: GULFSTREAM AEROSPACE CORP.	1159P21004-1	RC0023	XXX	

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CHRYSLER PENTASTAR AVIATION, INC. 7002 HIGHLAND ROAD WATERFORD, MI 48327-1615	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	BTVR626C LIMITED AIRFRAME

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 the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
AUGUST 21, 1997	Dennis J Doerr DENNIS J. DOERR

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval	Certificate or Designation No.	Signature of Authorized Individual
AUGUST 21, 1997	BTVR626C	Dennis J Doerr DENNIS J. DOERR

FAA Form 337 (12-88)

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).

The following repair was accomplished by Chrysler Pentastar Aviation, Inc., and details are on file under Work Order 322446:

Repaired the forward, top and lower edge of the exhaust shroud, around the alignment pins per Schwartz Engineering Drawing Number 1438-010, Revision IR and E.O. -A-1. This drawing, titled "Flange Repair - Exhaust Collector Nozzle", is FAA DER Approved on FAA Form 8110-3, dated August 19, 1997, coded 97.055 by DER SW-795.

The effects of this repair on the aircraft weight and balance is negligible.

END

(1) ☒ Additional Sheets Are Attached

CPA CONTROL NO.

97.055

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: August 19, 1997

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
GULFSTREAM	G-III	AIRPLANE	CHRYSLER PENTASTAR

LIST OF DATA

IDENTIFICATION	TITLE
DRAWINGS	
1438-010	FLANGE REPAIR - EXHAUST COLLECTOR NOZZLE, GIII, IR dated 05/30/97 by SCHWARTZ ENGINEERING CO., SAN ANTONIO, TX.
E.O.-A-1	FLANGE REPAIR - EXHAUST COLLECTOR NOZZLE, GIII,, I.R. dated 06/25/97 by SCHWARTZ ENGINEERING, SAN ANTONIO, TX.
	NOTE: The above data is approved for structural design aspects only.

PURPOSE OF DATA
In support of a major repair on A/C S/N 172only.

APPLICABLE REQUIREMENTS *(List specific sections)*
FAR's 25.601 thru 25.605.

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 _____ XXXXXXXXXX have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- [ ] Recommend approval of these data
- [X] Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Edmund H. Johnstone	SW-795	STRUCTURAL
EDMUND H. JOHNSTONE		

COMPUTER GENERATED FAA Form 8110-3

US 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
CLE FSDO GL-25

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, Ohio 43666

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

FEB 13 1997 — Date

FAA inspector, GL-FSDO-65

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.
Express Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/01/96	Thomas A. Corwin

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 [X] APPROVED [ ] REJECTED

RECEIVED
FEB 24 1997
CLE-GL25

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
2/18/97	XXER854K	Thomas A. Corwin

FAA Form 337 (12-88)

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.)

This 337 being submitted for IFR approval of the existing KING KLN-900 GPS system, (Reference FAA Form 337 dated 11/01/96 for VFR installation data). This installation was performed in order to comply with the requirements of FAA Notice 8110.57 for IFR supplemental navigation in remote and oceanic areas. (Reference also FAA AC 20-138 dated May 25, 1994, titled; AIRWORTHINESS APPROVAL OF GLOBAL POSITIONING SYSTEM (GPS) NAVIGATION EQUIPMENT FOR USE AS A VFR AND IFR SUPPLEMENTAL NAVIGATION SYSTEM).

All installation work performed in accordance with the instructions contained in the King KLN-900 installation manual p/n 006-15533-0000, Rev 1, dated July 1996 and in part, recommendations contained in FAA AC 20-138. (also Reference STC# SA00440WI-D).

The aircraft was ground and flight tested to ensure performance of previously installed equipment is not affected by this installation and that the King KLN-900 GPS navigation system performs it's intended function as specified below.

Aircraft maintenance records have been updated to reflect the above installation.

The King KLN-900 GPS navigation system has been installed to meet the requirements of FAA Notice 8110.57 for VFR or IFR supplemental navigation in Remote and Oceanic areas only. FAA approved flight manual supplement dated Jan 30, 1997, along with the King KLN-900 GPS Pilot's Guide, p/n 006-08796-0000, dated 07/96 (or later revision), must be available to the flight crew whenever navigation is predicated on the use of the King KLN-900 GPS system.

****

PERFORMED FLIGHT TEST AS REQUIRED BY FAA AC 20-138, IN ACCORDANCE WITH FLIGHT TEST PLAN SHEET, (COPY ATTACHED TO EXPRESS AVIONICS, INC WORK ORDER # 4310, ON FILE AT THIS REPAIR STATION).

PILOT NAME; Michael D. Carter DATE 11/01/96

CERTIFICATE # 1716670

****

Reference Express Avionics, Inc. Work Order # 4310.

**********END**********

☐ Additional Sheets Are Attached

US 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
CLE FSDO GL-25

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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.
Express Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

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 [X] APPROVED [ ] REJECTED

BY						Other *(Specify)*
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	MAR 7 . 1997
	[ ] FAA Designee	X	[ ] Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	CLE-GL25

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

FAA Form 337 (12 88)

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 from aircraft the following components;

2 EA Universal UNS-1A p/n 1180-21-21 Nav Computer Units
2 EA Universal UNC-734 VLF Receivers
1 EA Marconi 100-601200-003 VLF Control Head

Installed in aircraft a Dual Universal Navigation UNS-1D FMS system consisting of the following components:

2 EA Universal UNS-1D p/n 1192-00-111101 Nav Computer Units
2 EA Universal GPS Antennas p/n 10704

The Universal Navigation UNS-1D Flight Management Systems were installed utilizing existing updated Universal Avionics system CDU's p/n 1061-1-21 and Radio Reference Sensor p/n 1058-01-12, Honeywell LaseRef IRU p/n HG-1075-AB02, as well as previously installed circuit protection and FMS switching to the aircraft dual Sperry FZ-500 flight director and Sperry SP-50G autopilot.

This installation was performed in accordance with the Universal Avionics System, Corporation UNS-1D Installation Manual #34-60-09 dated April 2, 1996, and recommendations contained in FAA AC 43.13.1A Chapter 11, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-130A.

Aircraft maintenance records and weight and balance data have been updated to reflect the above installation.

A ground test and flight check were performed in accordance with the outline contained in the Manufacturer's installation manual and recommendations contained in FAA AC 20-138 to verify equipment installed performs its intended function & previously installed equipment was not affected by this installation.

The Universal UNS-1D FMS Systems are approved for VFR use only and the aircraft panel has been placarded "FMS NOT APPROVED FOR IFR", pending FAA Field Approval of the dual UNS-1D FMS systems.

REF WO# 4310
**********END**********

☐ Additional Sheets Are Attached

US 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
CLE FSDO GL-25

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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.
Express Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

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 [X] APPROVED [ ] REJECTED

BY	[ ] FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	Other *(Specify)* MAR 7 1997 CLE-GL25
	[ ] FAA Designee	[X]	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

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 in aircraft a Bendix/King KLN-900 GPS system consisting of the following components:

1 each Bendix/King KLN-900 GPS Receiver p/n 066-04034-0101.
1 each Bendix/King KA-92 GPS Antenna p/n 071-01553-0200

The above installation was performed in accordance with the Bendix/King KLN-900 Installation Manual p/n 006-15533-0000 Rev 1 dated July, 1996, and recommendations contained in FAA AC 43.13.1A Chapter 11, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-138 and accepted industry standard practices.

The Bendix/King KLN-900 GPS Navigation system was installed as a stand alone system and is not coupled to any other indicators, displays or the aircraft FD/AP system.

Aircraft maintenance records and weight and balance data have been updated following this installation.

A complete ground test was performed to verify previously installed equipment was not affected by this installation, and that the new equipment performs it's intended function.

The Bendix/King KLN-900 GPS is approved for VFR use only and the instrument panel has been placarded "GPS-3 not approved for IFR".

Reference Express Avionics, Inc. WO# 4310 for details regarding this installation.

**********END**********

☐ Additional Sheets Are Attached

US 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 CLEVELAND FSDO

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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.
Express Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

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

RECEIVED
NOV 8 1996
CLE-GL25

BY						Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

FAA Form 337 (7/88)

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 from aircraft the existing dual Collins TDR-90 ATCRBS transponder system and pilot/copilot IVSIs consisting of the following;

2 each Collins TDR-90 Transponders.
1 each Gables G4936 Transponder/Marker Control Head.
2 each Teledyne p/n SLZ9137 Vertical Speed Indicators.

Installed in aircraft a Bendix CAS-67A TCAS II Collision Avoidance System consisting of the following;

1 each Bendix TPU-67A TCAS Processor.
2 each Bendix MST-67A Mode S Transponders.
2 each Bendix IVA-81A TA/VSI Displays.
1 each Bendix KFS-578A Transponder/TCAS Control Head.
2 each Bendix ANT-67A Directional Antennas
4 each Dorne/Margolin DMNI 50-2 L-band Antenna
1 each PIC p/n 197-189 Coax Harness Assy

The above installation was performed in accordance with STC# ST09008SC, FAA AC 43.13.1A chapter 11 and accepted industry standards, with the exception of the following deviations to STC# ST09008SC;

1. Location of transponder antennas and system circuit breakers changed due to availability of space in aircraft.

2. Transponder antenna Sensor Systems p/n S-65-5366-2L changed to Dorne and Margolin p/n 50-6 for compatibility with existing aircraft antennas.

Aircraft weight and balance data and maintenance records have been updated to reflect the above installation.

The Bendix CAS-67A TCAS System was ground and flight tested in accordance with STC# ST09008SC The CAS-67A TCAS II system was found to perform it's intended function and not to interfere with previously installed equipment.

Reference Express Avionics, Inc. Work Order # 4310 for details concerning this installation.

********** END **********

☐ Additional Sheets Are Attached

US 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 CLEVELAND FSDO

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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.
~~Express Avionics, Inc.~~ 11431 W. Airport Svc. Rd Swanton, OH 43558	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

7. Approval for Return To Service

RECEIVED NOV 8 1996

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 [X] APPROVED [ ] REJECTED

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

FAA Form 337 (12 88)

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 from aircraft the following components;

2 EA Universal UNS-1A p/n 1180-21-21 Nav Computer Units
2 EA Universal UNC-734 VLF Receivers
1 EA Marconi 100-601200-003 VLF Control Head

Installed in aircraft a Dual Universal Navigation UNS-1D FMS system consisting of the following components:

2 EA Universal UNS-1D p/n 1192-00-111101 Nav Computer Units
2 EA Universal GPS Antennas p/n 10704

The Universal Navigation UNS-1D Flight Management Systems were installed utilizing existing updated Universal Avionics system CDU's p/n 1061-1-21 and Radio Reference Sensor p/n 1058-01-12, Honeywell LaseRef IRU p/n HG-1075-AB02, as well as previously installed circuit protection and FMS switching to the aircraft dual Sperry FZ-500 flight director and Sperry SP-50G autopilot.

This installation was performed in accordance with the Universal Avionics System, Corporation UNS-1D Installation Manual #34-60-09 dated April 2, 1996, and recommendations contained in FAA AC 43.13.1A Chapter 11, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-130Aand 20-138.

Aircraft maintenance records and weight and balance data have been updated to reflect the above installation.

A ground test and flight check were performed in accordance with the outline contained in the Manufacturer's installation manual and recommendations contained in FAA AC 20-138 to verify equipment installed performs its intended function & previously installed equipment was not affected by this installation.

The Universal UNS-1D FMS Systems are approved for VFR use only and the aircraft panel has been placarded "FMS NOT APPROVED FOR IFR", pending FAA Field Approval of the dual UNS-1D FMS systems.

REF WO# 4310
**********END**********

☐ Additional Sheets Are Attached

US 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: CLEVELAND FSDO

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate Toledo, OH 43666

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
Express Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

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)* NOV 8 1996
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	CLE-GL25

Date of Approval or Rejection	Certificate or Designation No	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

FAA Form 337 [illegible]

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 in aircraft a Bendix/King KLN-900 GPS system consisting of the following components:

1 each Bendix/King KLN-900 GPS Receiver p/n 066-04034-0101
1 each Bendix/King KA-92 GPS Antenna p/n 071-01553-0200

The above installation was performed in accordance with the Bendix/King KLN-900 Installation Manual p/n 006-15533-0000 Rev 1 dated July, 1996, and recommendations contained in FAA AC 43.13.1A Chapter 11, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-138 , and accepted industry standard practices.

The Bendix/King KLN-900 GPS Navigation system was installed as a stand alone system and is not coupled to any other indicators, displays or the aircraft FD/AP system.

Aircraft maintenance records and weight and balance data have been updated following this installation.

A complete ground test was performed to verify previously installed equipment was not affected by this installation, and that the new equipment performs it's intended function.

The Bendix/King KLN-900 GPS is approved for VFR use only and the instrument panel has been placarded "GPS-3 not approved for IFR".

Reference Express Avionics, Inc. WO# 4310 for details regarding this installation.
**********END**********

☐ Additional Sheets Are Attached

US 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 CLEVELAND FSDO

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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.
Express Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

RECEIVED
NOV 21 1996

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 [X] APPROVED [ ] REJECTED

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	CLE-GL25
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

FAA Form 337 (12 88)

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 from aircraft the following components;

2 EA Universal UNS-1A p/n 1180-21-21 Nav Computer Units
2 EA Universal UNC-734 VLF Receivers
1 EA Marconi 100-601200-003 VLF Control Head

Installed in aircraft a Dual Universal Navigation UNS-1D FMS system consisting of the following components:

2 EA Universal UNS-1D p/n 1192-00-111101 Nav Computer Units
2 EA Universal GPS Antennas p/n 10704

The Universal Navigation UNS-1D Flight Management Systems were installed utilizing existing updated Universal Avionics system CDU's p/n 1061-1-21 and Radio Reference Sensor p/n 1058-01-12, Honeywell LaseRef IRU p/n HG-1075-AB02, as well as previously installed circuit protection and FMS switching to the aircraft dual Sperry FZ-500 flight director and Sperry SP-50G autopilot.

This installation was performed in accordance with the Universal Avionics System, Corporation UNS-1D Installation Manual #34-60-09 dated April 2, 1996, and recommendations contained in FAA AC 43.13.1A Chapter 11, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-130 and 20-138.

Aircraft maintenance records and weight and balance data have been updated to reflect the above installation.

A ground test and flight check were performed in accordance with the outline contained in the Manufacturer's installation manual and recommendations contained in FAA AC 20-138 to verify equipment installed performs its intended function & previously installed equipment was not affected by this installation.

The Universal UNS-1D FMS Systems are approved for VFR use only and the aircraft panel has been placarded "FMS NOT APPROVED FOR IFR", pending FAA Field Approval of the dual UNS-1D FMS systems.

REF WO# 4310
**********END**********

☐ Additional Sheets Are Attached

US 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 CLEVELAND FSDO

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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.
Express Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

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 described by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

RECEIVED
NOV 21 1996
CLE-GL25

BY							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

FAA Form 337 (2 88)

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 from aircraft the existing dual Collins TDR-90 ATCRBS transponder system and pilot/copilot IVSIs consisting of the following;

2 each Collins TDR-90 Transponders.
1 each Gables G4936 Transponder/Marker Control Head.
2 each Teledyne p/n SLZ9137 Vertical Speed Indicators.

Installed in aircraft a Bendix CAS-67A TCAS II Collision Avoidance System consisting of the following;

1 each Bendix TPU-67A TCAS Processor.
2 each Bendix MST-67A Mode S Transponders.
2 each Bendix IVA-81A TA/VSI Displays.
1 each Bendix KFS-578A Transponder/TCAS Control Head.
2 each Bendix ANT-67A Directional Antennas
4 each Dorne/Margolin DMNI 50-2 L-band Antenna
1 each PIC p/n 197-189 Coax Harness Assy

The above installation was performed in accordance with STC# ST09008SC, FAA AC 43.13.1A chapter 11 and accepted industry standards, with the exception of the following deviations to STC# ST09008SC;

1. Location of transponder antennas and system circuit breakers changed due to availability of space in aircraft.

2. Transponder antenna Sensor Systems p/n S-65-5366-2L changed to Dorne and Margolin p/n 50-6 for compatibility with existing aircraft antennas.

Aircraft weight and balance data and maintenance records have been updated to reflect the above installation.

The Bendix CAS-67A TCAS System was ground and flight tested in accordance with STC# ST09008SC The CAS-67A TCAS II system was found to perform it's intended function and not to interfere with previously installed equipment.

Reference Express Avionics, Inc. Work Order # 4310 for details concerning this installation.

********** END **********

☐ Additional Sheets Are Attached

US 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 CLEVELAND FSDO

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate Toledo, OH 43666

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.
~~Express~~ Avionics, Inc. 11431 W. Airport Svc. Rd Swanton, OH 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	Radio 1,2,3 L-SS L-INS L-ACC XXER854K

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
11/1/96	Thomas A. Corwin

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

RECEIVED
NOV 21 1996

BY						Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group

CLE-GL25

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/1/96	XXER854K	Thomas A. Corwin

FAA Form 337 (12 88)

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 in aircraft a Bendix/King KLN-900 GPS system consisting of the following components:

1 each Bendix/King KLN-900 GPS Receiver p/n 066-04034-0101
1 each Bendix/King KA-92 GPS Antenna p/n 071-01553-0200

The above installation was performed in accordance with the Bendix/King KLN-900 Installation Manual p/n 006-15533-0000 Rev 1 dated July, 1996, and recommendations contained in FAA AC 43.13.1A Chapter 11, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-138 and accepted industry standard practices.

The Bendix/King KLN-900 GPS Navigation system was installed as a stand alone system and is not coupled to any other indicators, displays or the aircraft FD/AP system.

Aircraft maintenance records and weight and balance data have been updated following this installation.

A complete ground test was performed to verify previously installed equipment was not affected by this installation, and that the new equipment performs it's intended function.

The Bendix/King KLN-900 GPS is approved for VFR use only and the instrument panel has been placarded "GPS-3 not approved for IFR".

Reference Express Avionics, Inc. WO# 4310 for details regarding this installation.

**********END**********

☐ Additional Sheets Are Attached

US 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: CLEVELAND FSDO

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: GULFSTREAM	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (*As shown on registration certificate*): OWENS-ILLINOIS GENERAL, INC.	Address (*As shown on registration certificate*): One SeaGate Toledo, Ohio 43666

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
Owens-Illinois General, Inc. 11371 W. Airport Svc. Rd. Swanton, OH 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	HE5R906M

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
12/16/96	Daniel H. Plant Daniel H Plant

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

RECEIVED
DEC 30 1996
CLE - GL25

BY							
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	Other (*Specify*)
	☐	FAA Designee	XX	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/16/96	HE5R906M	Daniel H. Plant Daniel H Plant

FAA Form 337 (4-87)

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 Aircraft Service Change #449, "Elevator Ballast Weight Cover Removal", in accordance with the instructions contained in the service change document.

REF: Gulfstream Aerospace Corp. Aircraft Service Change #449, dated August 18, 1995.

The Aircraft Maintenance Records and the Aircraft Weight and Balance records have been updated to show the above modification.

☐ Additional Sheets Are Attached

US 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
CLE FSDO GL-25

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: Gulfstream	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: USA N903G
2. Owner	Name *(As shown on registration certificate)*: Owens Illinois General, Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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	B. Kind of Agency	C. Certificate No.
Express Avionics, Inc. 11431 W. Airport Service Rd Swanton, OH 43558	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	Radio 1,2,3 L-SS, L-INS, L-ACC XXER854K

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
5/3/96	Thomas A. Corwin

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 [X] APPROVED [ ] REJECTED

RECEIVED
MAY 10 1996

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	XX	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5/3/96	XXER854K	Thomas A. Corwin

FAA Form 337 (12-88)

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 FROM AIRCRAFT EXISTING BENDIX RTA43A COM TRANSCEIVER AND INSTALLED A COLLINS VHF20B TRANSCEIVER UTILIZING THE EXISTING CIRCUIT PROTECTION, ANTENNA AND CONTROL HEAD.

THIS INSTALLATION WAS PERFORMED IN ACCORDANCE WITH THE COLLINS VHF20B INSTALLATION MANUAL # 523-0765215 DATED MAY 29, 1987 4TH EDITION AND RECOMMENDATIONS CONTAINED IN FAA AC 43.13.1A CHAPTER 11.

AIRCRAFT MAINTENANCE RECORDS AND WEIGHT AND BALANCE DATA HAVE BEEN UPDATED TO REFLECT THE ABOVE INSTALLATION.

A GROUND TEST WAS PERFORMED TO VERIFY THE COLLINS VHF20B PERFORMS ITS INTENDED FUNCTION IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTION MANUAL.

REFERENCE EXPRESS AVIONICS WORK ORDER # 3928 FOR ADDITIONAL INFORMATION.

********** END **********

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 1-31-95

US 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 GL-29

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): Owens-Illinois General, Inc.	Address (As shown on registration certificate): One SeaGate, Toledo, OH 43666

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.
Owens-Illinois General, Inc. 11371 W. Airport Svc. Rd. Swanton, OH 43558	U.S. Certificated Mechanic	HE5R906M
	Foreign Certificated Mechanic	
	X 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
12/14/94	Joseph P. Grenwalt

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 XX APPROVED ☐ REJECTED

BY						
	FAA FIL Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/14/94	HE5R906M	Daniel A. Bart

DEC 1994 RECEIVED

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 1-31-95

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.)

Upgraded Cabin Series "66" fluorescent lighting system with AL-12" series lamps.

Removed Series "66" lamps, 31.85.1A lamp connectors and wires from lamps to power units.

Installed Series "12" lamps, AL-5113 lamp connector and manufacturer's recommended MIL-W-16878E wire.

Inspected system in accordance with manufacturer's information bulletin no. 92-001, dated October 15, 1992 and information bulletin IB90-001, revised 8/15/92 per AD90-14-06.

Ref: Aerospace Lighting Corporation. Information bulletin no. 92-001, "Upgrading Series "66" fluorescent lighting systems with AL-"12" series lamps.

Aerospace Lighting Corporation IB 90-001, "Identification Inspection of ALC manufactured components."

The aircraft maintenance records have been revised and there has been no change to the aircraft electrical load or aircraft weight and balance.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10-28-94

US 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 CLE1800GL-25

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): Owens-Illinois General, Inc.	Address (As shown on registration certificate): One SeaGate, Toledo, Ohio 43666

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.
Owens-Illinois General, Inc. 11371 W. Airport Service Road Swanton, Ohio 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	HE5R906M

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
8-22-94	Francis J. Watson

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						Other (Specify)
	FAA Fit. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-22-94	HE5R906M	Daniel H. Plant

RECEIVED AUG 25 1994

FAA Form 337 (6-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10-28-94

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.)

Added to existing aircraft 115 VAC, 60 HZ electrical system by adding three (3) each P/N 50F2843, 115 volt single outlets and one (1) each P/N MS27212-2-5 terminal strip.

Installed terminal strip in galley adjacent to existing microwave 115 volt outlet. Removed existing wires from microwave outlet and reinstalled on terminal strip.

Installed three (3) each 115 volt outlets in right-hand cabin DADO panels at F.S. 257, F.S. 336 and F.S. 395.

Added MIL-C-27500/16 shielded wires from terminal strip to newly installed outlets and MIL-W-22759/20 non-shielded wires for grounds in accordance with the outfitter's drawing notes.

The system circuit protection was maintained.

Ref: Midcoast Aviation FAA Form 337, dated 10/15/92.
Midcoast Aviation galley mod (WD) drawing #02-200 W 005.

The aircraft maintenance record and electrical load analysis has been updated to show the above addition to the 115 volt, 60 HZ system.

☒ Additional Sheets Are Attached

MATERIALS

(1) TERMINAL STRIP, PIN #27212-2-5, 1EA

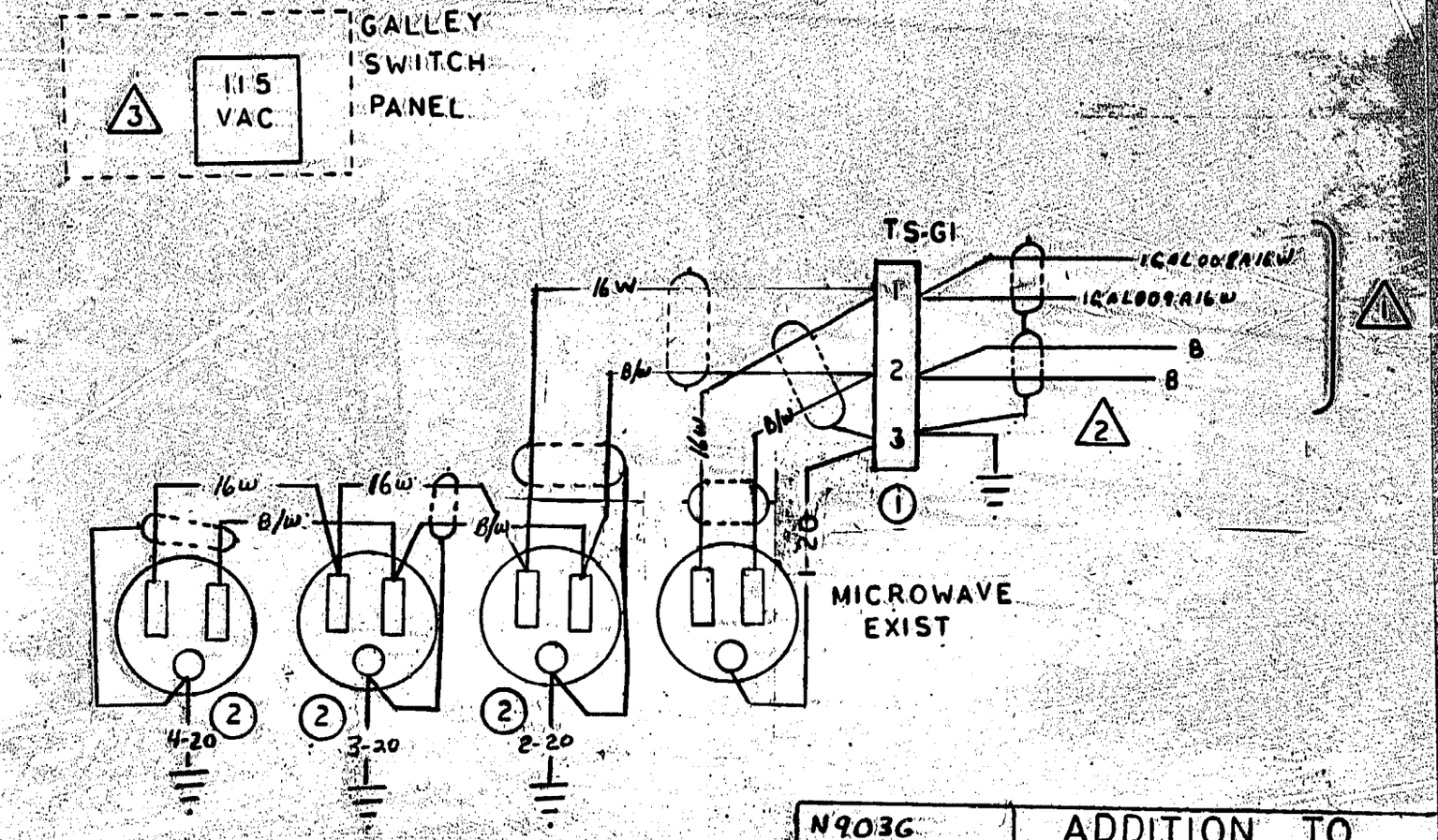
(2) 115V CONNECTOR, PIN 50F284B, 3EA.

NOTES.

(1) REF. MIDCOAST GALLEY MOD DRAWING 02-200 W005

(2) EXISTING WIRES - SEE NOTE 1

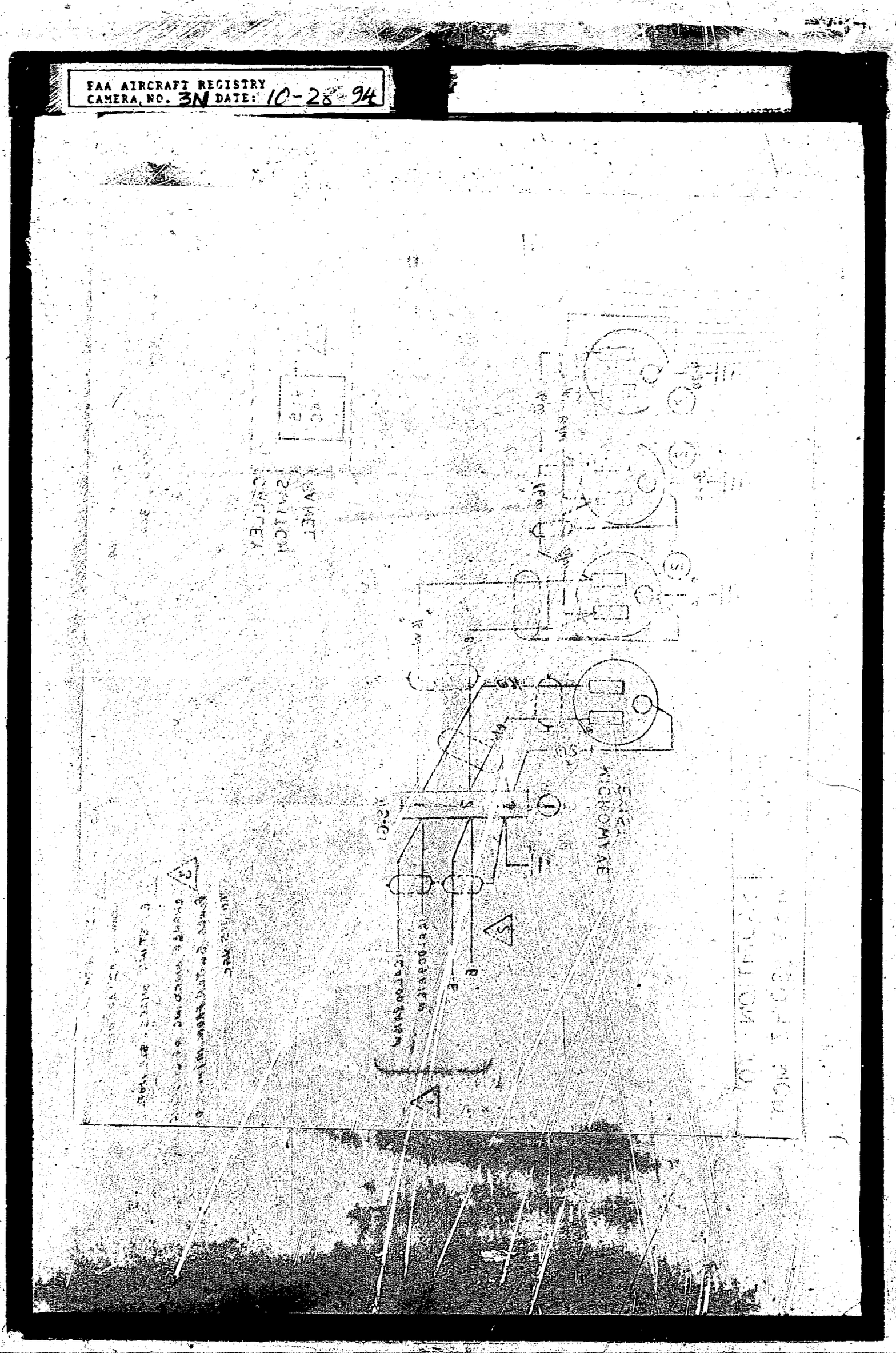
(3) CHANGE WORDING OF EXISTING POWER SWITCH FROM M/WAVE ON TO 115 VAC



N903G OWENS ILLINOIS	ADDITION TO 115 V 60 HZ MOD

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10-28-94

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 10-28-94



FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 7-27-94

US 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
ASW-STL-FSDO CE03

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: Gulfstream Aerospace Corporation	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General Inc.	Address *(As shown on registration certificate)*: One Seagate Toledo, OH 43666

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				

RECEIVED
JAN 8 1993
STL FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Midcoast Aviation, Inc. # 8 Archivew Drive Cahokia, IL 62206	U S Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	R03R822L

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 5, 1993	Barry D. Griffin Barry D. Griffin

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						Other *(Specify)*
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1-5-93	R03R822L	Barry D. Griffin Barry D. Griffin

FAA Form 337 (12 68)

FAA AIRCRAFT REGISTRY
CAMERA NO. 8N DATE: 7-27-94

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.)

1.0 Assembled and installed cabin seat cushions for fireblocking per the following Midcoast Aviation, Inc. drawing numbers.

A.) 00-166A001 - Cabin Singles
B.) 00-167A001 - Cabin Doubles
C.) 00-115A001 - Jumpseat
D.) 00-216A001 - Lavatory Seat
E.) Report Number SF920014 - Fireblocking - Owens IL, Date 9-15-92

1.1 Test cushions, Midcoast Aviation, Inc. report number SF920014 "Fireblocking - Owens IL." with FAA-approved Accufleet Flame Blocking Test Procedures and found to be in compliance with F.A.R. 25.853(b), Ch. 29, Amendment 25-72, Appendix F, Part II. Test were conducted by Designated Engineering Representative James A. Davis, FAA D.E.R. SW-725.

----------END----------

☐ Additional Sheets Are Attached

* U S GPO 1990-0-568-012 40004

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-27-94

FAA

US 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
STL FSDO BGM C603

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: Gulfstream Aerospace Corporation	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General Inc.	Address *(As shown on registration certificate)*: One Seagate, Toledo, OH 43666

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				

RECEIVED
MAR 25 1993
STL FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Midcoast Aviation, Inc. #8 Archview Drive Cahokia, IL 62206	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	R03R822L

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
03-22-93	Barry D. Griffin Barry D. Griffin

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							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
03-22-93	R03R822L	Barry D. Griffin Barry D. Griffin

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-27-94

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.)

1.0 Installed wiring provisions only for a lighted speed brake handle modification per the following Midcoast Aviation, Inc. drawing no. 02-349W001 "Lighted Speed Brake Handle (WD)".

2.0 The data for the above installation was D.E.R. approved on FAA Forms 8110-3 dated 03-03-93 Midcoast File No. MC930066.

3.0 An appropriate entry was made in the aircraft records.

----------END----------

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-27-94

PDA

US 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
STL - FS00 LER

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: Gulfstream Aerospace Corporation	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: Owens-Illinois General Inc.	Address *(As shown on registration certificate)*: One Seagate Toledo OH 43666

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				

RECEIVED
OCT 27 1992
STL FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Midcoast Aviation, Inc. # 8 Archview Drive Cahokia, IL 62206	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	R03R822L

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 22, 1992	Barry D. Griffin Barry D. Griffin

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						Other *(Specify)*
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
10-22-92	R03R822L	Barry D. Griffin Barry D. Griffin

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 7-27-94

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.)

1.0 Installed a remote battery switch in nose wheel well per the following Midcoast Aviation, Inc. drawing no. 02-383W001 "External Battery Switch Mod (WD)".

2.0 Installed four new emergency lights for the cabin floor per the following Midcoast Aviation, Inc. drawing no. 02-415W001 "Supplement Lighting Mod (WD)".

3.0 Installed new conference table per the following Midcoast Aviation, Inc. drawing no. 02-163F004 "Conference Table Instl.".

4.0 Installed a new entertainment system per the following Midcoast Aviation, Inc. drawing numbers 02-402W017 "Cabin Entertainment System (WD)", no. 02-200W005 "Galley Mod (WD)', no. 02-178F009 "Entertainment Cabinet Modification", no. 02-257F001 "Aft Bulkhead Feed-Thru Instl." and no. 02-450F001 "Inverters Instl.".

5.0 Removed all existing cabin seats and installed new cabin seats in existing seat track with exception of right hand aft seat. Installed right hand aft seat per the following Midcoast Aviation, Inc. drawing no. 02-132F001 "Piggyback Track Instl". Also installed new cabin seating per the following Midcoast Aviation, Inc. drawing no. 02-299P009 "Interior Modification". Reference FAA Form 337 dated 3-18-76 for previously installed interior.

6.0 Installed a feed-thru in the aft pressure dome to run provisions only wiring per the following Midcoast Aviation, Inc. drawing 03-257F002 "Feed-Thru Instl. - RH Aft Pressure Dome".

7.0 Assembled and installed cabin seat cushions for fireblocking per the following Midcoast Aviation, Inc. drawing numbers;

A.) 00-166A001 - Cabin Singles
B.) 00-167A001 - Cabin Doubles
C.) 00-115A001 - Jumpseat
D.) 00-216A001 - Lav Seat
E.) Report Number SF920014 - Fireblocking - Owens IL Date 10-19-92

7.1 Test cushions, Midcoast Aviation, Inc. drawing number 00-189T001 Rev. A "Fireblocking Test Article Configuration" are awaiting testing by Accufleet and are pending FAA approval on the test results and the data for compliance with F.A.R. 25.853(b) Amendment 72.

8.0 The data for the above installation was D.E.R. approved on FAA Forms 8110-3 dated 9-15-92 Midcoast File No. MC920187 and 8110-3 dated 10-20-92 Midcoast File No. MC920192.

9.0 The aircraft was weighed and a new weight and balance was computed, the equipment list was supplemented and an appropriate entry was made in the aircraft records.

END

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 5-19-93

US 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 CLE FSDO GL-25

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: GULFDTREAM	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Type: Repair	5. Type: Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
OWENS-ILLINOIS GENERAL, INC 11371 WEST AIRPORT SERVICE ROAD TOLEDO EXPRESS AIRPORT SWANTON, OHIO 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	HE5R906M

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
3/9/93	F.J. WATSON Francis J Watson

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 XX APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3/9/93	HE5R906M	D.H. PLANT

MAR 1993

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 5-19-93

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 existing #1 and #2 HF Comm systems and installed a King Dual KHF 950 HF Communication System inaccordance with King Radio Corp. STC SA4456NM.

The above was installed inaccordance with the following manufacturer's documents:

1. 155-9216-00 GENERAL ARRANGMENT & WIRE ROUTING DUAL KING KHF 950 HF COMM SYATEM. REV. B, DATED 3/7/83.
2. 155-9218-00 INSTL. MTG. PROVISIONS-KTR 953-HF-RECEIVER/EXCITERS AFT BAGG. COMPARTMENT, REVA, DATED 7/20/82.
3. 155-9219-00 INSTL. PROVISIONS MTG. DUAL KHF 950, REV. B, DATED 3/7/83.
4. 155-9220-00 ANTENNA EXTENSION LINK HF COMM SYSTEM, REV. 0 6/28/82.
5. 155-9222-00 WIRING DIAGRAM, HF SYSTEM, KHF 950 (DUAL), REV. A, DATED 3/7/83.
6. 155-9223-00 WIRING DIAGRAM, AUDIO SYSTEM, REV. A, DATED 3/7/83.
7. 155-9224-00 WIRING DIAGRAM, SELCAL SYSTEM, REV. 0, DATED 1/11/83.

The aircraft records have been revised to show the above installation.
The KHE 950 PILOTS GUIDE HAS BEEN PLACED ON BOARD THE AIRCRAFT.
THE AIRCRAFT WEIGHT & BALANCE, ELECTRICAL LOAD ANALYSIS AND THE EQUIPMENT LIST HAVE BEEN UPDATED.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

FAA

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

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: Gulfstream Aerospace Corporation	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): Owens-Illinois General Inc	Address (As shown on registration certificate): One Seagate, Toledo OH 43666

RECEIVED OCT 23 1992 STL FSDO

DATA

3. For FAA Use Only

The alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.7.

STL-FSDO | OCT 20 1992 | Bruce G. Mueller | Bruce G. Mueller

THIS ALTERATION WAS REVIEWED BY ACE-115W REFERENCE LETTER DATED OCT 01 1992

FAA INSPECTOR Bruce G. Mueller

District Office | Date | FAA Inspector 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.
Midcoast Aviation, Inc. # 8 Archview Drive Cahokia, IL 62206	U.S. Certificated Mechanic:	R03R822L
	Foreign Certificated Mechanic:	
	X 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
October 20, 1992	Gary A. Schandl

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						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
October 22, 1992	R03R822L	Barry D, Griffin

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

N903G; G1159; S/N 172

MC920187

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 15 October 1992

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream	G-1159	Airplane	Midcoast Aviation, Inc.

LIST OF DATA

IDENTIFICATION	REV.	TITLE
DRAWINGS:		
02-132F001	N/C	Piggback Track Instl.
02- 163F001	N/C	Conference Table Instl.
02-257F001	N/C	Aft Bulkhead Feed-Thru Instl.
02-257F008	N/C	Aft Pressure Bulkhead Feed Thru
02-299P009	N/C	Interior Modification
02-450F001	N/C	Inverters Instl.
03-257F002	N/C	Feed-Thru Instl. - RH-Aft Pressure Dome
REPORTS:		
SX920108	N/C	Aft Pressure Bulkhead Feed-Thru
SX920113	N/C	Conference Table Instl.
SX920114	N/C	Interior Modification
SX920115	N/C	Piggyback Track Instl.
SX920116	N/C	Inverters Instl.

COPY

NOTES: 1. 02-257F001 was previously FAA approved by DER A. Georgian on 8110-3 denoted MCA-015.
2. 03-257F002 was previously FAA approved by DER A. Georgian on 8110-3 denoted MC900224.

PURPOSE OF DATA
To present certification data for major alteration to G-II, S/N 172 only.

APPLICABLE REQUIREMENTS (List specific sections)
CAR 4b.300, .301, .302, .303, .304(a) and .306(c)

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 NONE have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Jervin C. Carter	KC-480	Structures, CAR 4b
		FAR 23 & 25

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

ATTACHMENT TO FAA FORM 337 DATED 10-22-92
N903G, G1159, S/N 172

U.S. Department of Transportation
Federal Aviation Administration

Small Airplane Directorate
Wichita Aircraft Certification Office
1801 Airport Road, Room 100
Mid-Continent Airport
Wichita, Kansas 67209

OCT 1 1992

Mr. Keith J. Noltkamper
Systems Engineer
Midcoast Aviation, Inc.
#8 Archview Drive, Hangar 12
Cahokia, IL 62206

Dear Mr. Noltkamper:

We have reviewed your Midcoast Aviation Water System Air Source Modification Drawing No. 02-260F005, dated September 11, 1992, for installation on a Gulfstream Model G-1159 airplane and concur that the data is acceptable, and appears field approvable provided a proper functional evaluation is completed.

Sincerely,

Lawrence A. Herron
Lawrence A. Herron
Manager, Wichita Aircraft Certification Office

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

N903G; G1159 S/N 172 to FAA Form 337 dated 10-22-92

MC920167

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 11 September 1992

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Gulfstream Aerospace Corp.	G-1159	Airplane	Midcoast Aviation, Inc.

LIST OF DATA

IDENTIFICATION		TITLE
DRAWINGS	REV.	
02-260F005	N/C	Water System Air Source Modification
REPORTS:		
SS920005	N/C	Water System Air Source Modification
ST920007	N/C	Water System Functional Test

The data approved herein does not constitute approval of the operation of the installed equipment. Operation must be verified and approved in a manner approved by the administrator.

PURPOSE OF DATA

To present the certification drawings and reports for the modification of the portable water system air source in Gulfstream G-1159 S/N 172

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.1301(a)(b)(c), .1309(a)(b)(c)(d), .1438(b)

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 NONE have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- [X] Recommend approval of these data
- [ ] Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Keith J. Noltkamper Keith J. Noltkamper	Candidate	Systems

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

AIRCRAFT TO INSTRUCTION SET DATED 10-22-92
N903G, G1159, S/N 172

MIDCOAST

REPORT NO: ST920007

TITLE: WATER SYSTEM FUNCTIONAL TEST

DWG. NO. 02-260F0005

PREPARED BY: [signature] DATE: 09-11-92

CHECKED BY: _____ DATE: _____

APPROVED BY: [signature] DATE: 09-11-92

REV LTR	REV BY	APPROVAL	DATE	REVISIONS AND/OR ADDITIONS

MFE89016
Revised 9/7/89

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

ST920007

INTRODUCTION:

This report provides a functional test of the Water System Air Source Modification installed per Midcoast drawing 02-260F005. The modification was performed on Gulfstream Aerospace Corporation G-1159 S/N 172 (N903).

DESCRIPTION:

With this modification completed, the existing water system is now pressurized by bleed air tapped off of the aircraft bleed air manifold. The air pressure in this manifold is 52 psig.

The new air supply line from the manifold is routed forward through the aft accessory compartment and aft pressure bulkhead to a toggle shutoff valve. This valve allows the flight crew to shutoff the air supply to the downstream system should a malfunction occur. After the shutoff valve the air supply line goes to the air pressure regulator. This regulator steps the air pressure down to 7 to 12 psig. After the regulator the air supply line is routed to a pressure relief valve. The pressure relief valve is set at 25 psi to prevent overpressurization of the water system should the air pressure regulator fail. From the pressure relief valve the air supply line goes to a check valve. The check valve prevents reverse flow of pressure in the system. After the check valve the supply line goes to a air pressure gage and then on the water tank. The air pressure supplied to the top of the water tank pressurizes the tank and forces the water out of the tank and into the existing water supply tubing and heater.

FUNCTIONAL TEST:

Note: The following procedures assumes the potable water system components are in their normal operating position.

1. Pressure check all supply lines and fittings installed by the air supply line modification to 1.5 times their normal operating pressure using Gas and Air Leak Detector MIL-L-25567D and compressed air or nitrogen. The normal operating pressure of the air line upstream of the regulator is 52 psi. The normal operating pressure of the line downstream of the regulator is 12 psi. Any leaks found during this test must be repaired.

   Note: This procedure can be accomplished as the lines are installed provided any lines or fittings not checked in step 1 be leaked checked when the subject lines or fitting are installed or the water system is completely installed.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

2. Pressure check (1.5 times normal operating pressure) the following components and their fittings using the same leak detector as in step 1 and compressed air or nitrogen.

   a. Toggle Shutoff Valve P/N SSOGS2

   b. Check Valve P/N 1159SCH209-4

   c. Pressure Regulator W/Filter P/N 231-960-067-000

   d. Pressure Relief Valve P/N 16-004-001

3. Assure the pressure relief valve is adjusted to a cracking pressure of 25 psig. Pressure check the pressure relief valve by pressurizating the air line upstream of the relief valve to 25 +5 psig and observe if air flow is coming out of the relief valve. The pressure relief valve is set to relief the air pressure in the water system if the pressure exceeds 25 psi.

4. After the water system is completely reinstalled and with air supplied by the aircraft engines, APU or outside air source, check the water system leaks for leaks. After checking for leaks, open the faucets in the lavatory sink and galley and check for water flow. Repair any leaks found.

5. With the aircraft engine(s) or APU running observe the air pressure gage in the top of the water tank cabinet. The downstream pressure indicated on the gage should be 7 to 12 psig. Adjust as necessary.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

N9036; G1159; S/N 172

11. ALL FITTINGS ARE MFG BY SWAGELOK.

10. INSTALL SS-400-3 UNION TEE INTO EXISTING 0.250 O.D. STAINLESS STEEL TUBING GOING FROM PNEUMATIC DUCT TO BLEED AIR PRESSURE TRANSMITTER.

9. FOR LOCATION OF THE SS-400-6 UNION AT F.S. 580 INSTALL PER MIDCOAST DRAWING 02-257F008.

8. AT F.S. 596 BULKHEAD AND STRINGER 18, INSTALL THE SS-400-61 UNION INTO EXISTING HOLE IN BULKHEAD.

7. THE NEW COMPONENTS TO BE INSTALLED ON THE R.H. SIDE OF THE FUSELAGE IN THE SAME AREA AS THE POTABLE WATER TANK. INSTALL THE PRESSURE REGULATOR TO THE FRONT PANEL USING 0.250 SCREWS (2 PLS).

6. ROUTE ADDED TUBING ALONG R.H. SIDE OF FUSELAGE IN APPROXIMATELY THE SAME AREA AS THE OTHER PNEUMATIC TUBING.

5. ADDED TUBING TO BE CLAMPED A MINIMUM OF EVERY 36 INCHES.

4. INSTALL THE NEW AIR SUPPLY TUBING AND COMPONENTS PER THIS DRAWING AND CONNECT TO EXISTING PRESSURE GAGE.

3. EXISTING AIR SUPPLY TUBING FROM CARGO DOOR SEAL TUBING TO POTABLE WATER SYSTEM PRESSURE GAGE MUST BE REMOVED FROM THE PRESSURE GAGE DOWN TO THE FLOOR LINE AND A CAP INSTALLED ON THE BULKHEAD FEED-THRU FITTING AT THE FLOOR LINE.

2. BREAK ALL SHARP EDGES AND REMOVE ALL BURRS.

1. MATERIAL PROCESS AND METHODS SHALL COMPLY WITH PERTINENT FAA AC NO. 43.13-1A & -2A SPECIFICATIONS OR EQUIVALENT.

12. TUBING IDENTIFICATION:
═══ - ADDED AIR SUPPLY TUBING
::::::: - EXISTING TUBING

-GENERAL NOTES-

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

THESE TECHNICAL DATA & THE DESIGNS DISCLOSED HEREIN ARE THE EXCLUSIVE PROPERTY OF MIDCOAST AVIATION, INC. OR CONTAIN PROPRIETARY RIGHTS OF OTHERS. & ARE NOT TO BE USED OR DISCLOSED TO OTHERS WITHOUT THE WRITTEN CONSENT OF MIDCOAST AVIATION, INC. THE RECIPIENT OF THIS DOCUMENT BY ITS RETENTION & USE AGREES TO HOLD IN CONFIDENCE THE TECHNICAL DATA AND DESIGN CONTAINED HEREIN. THE FOREGOING SHALL NOT APPLY TO PERSONS HAVING PROPRIETARY RIGHTS TO SUCH TECHNICAL DATA OR SUCH DESIGNS TO THE EXTENT THAT SUCH RIGHTS EXIST.

BASIC RIVET CODE MAS 533
BASIC CODE LETTERS — DASH No. FOR DIA. — MFD.HD.FARSIDE — COUNTERSINK
BD = MS20426AD | LZ = NAS1097AD
BJ = MS20470AD

UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN INCHES

LINEAR TOLERANCES	.X	±.10
	.XX	±.03
	.XXX	±.010
ANGULAR TOLERANCE		±0°30'

DWN: K. NOLTKAMPER DATE: 09-11-92
CHECK: DATE:
APVD: DATE: 09-11-92

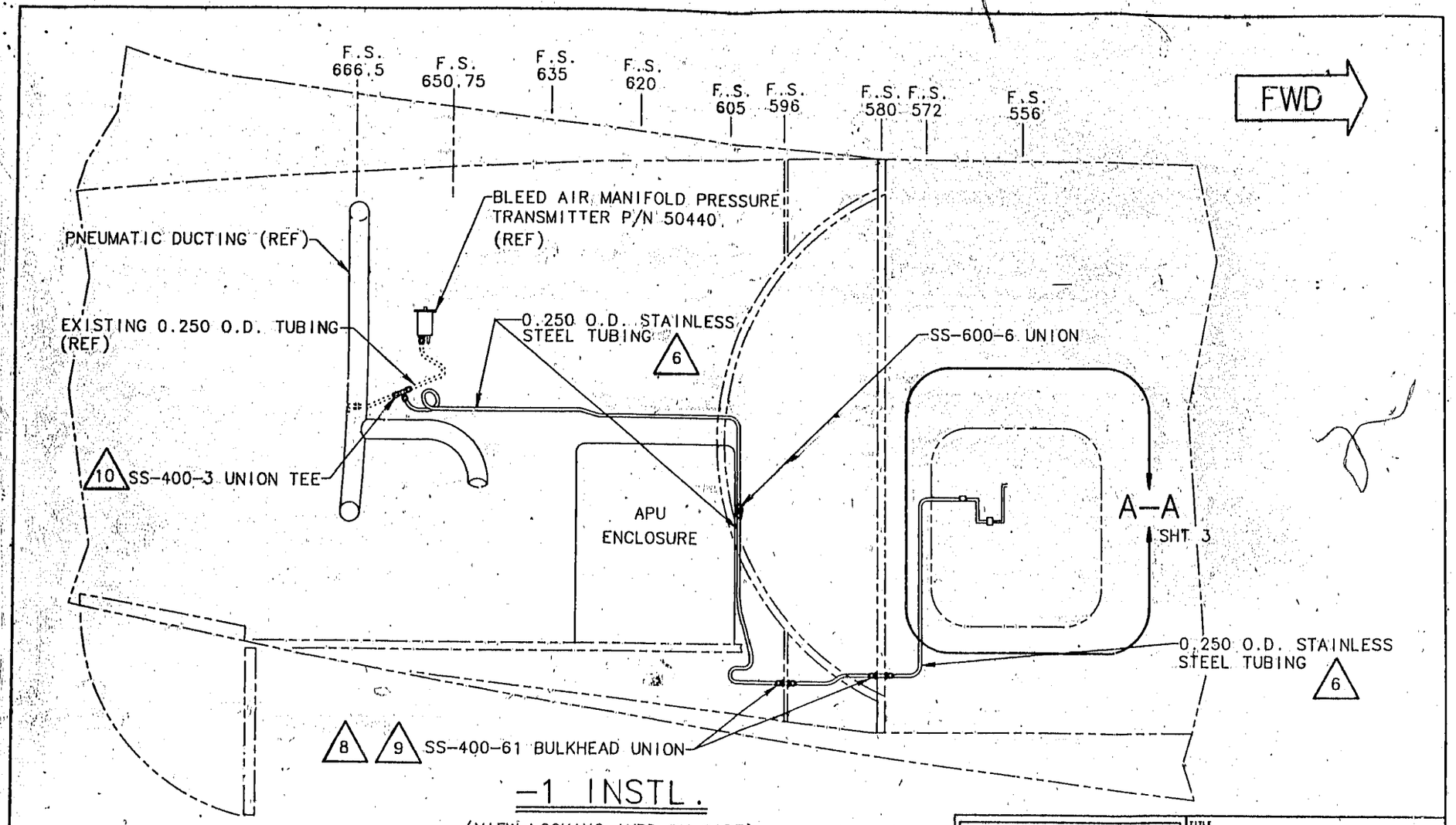
MIDCOAST

TITLE: WATER SYSTEM AIR SOURCE MODIFICATION

SCALE: NOTED | DWG: 02-260F005 | REV: - | SHEET: 1 of 4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93



-1 INSTL.

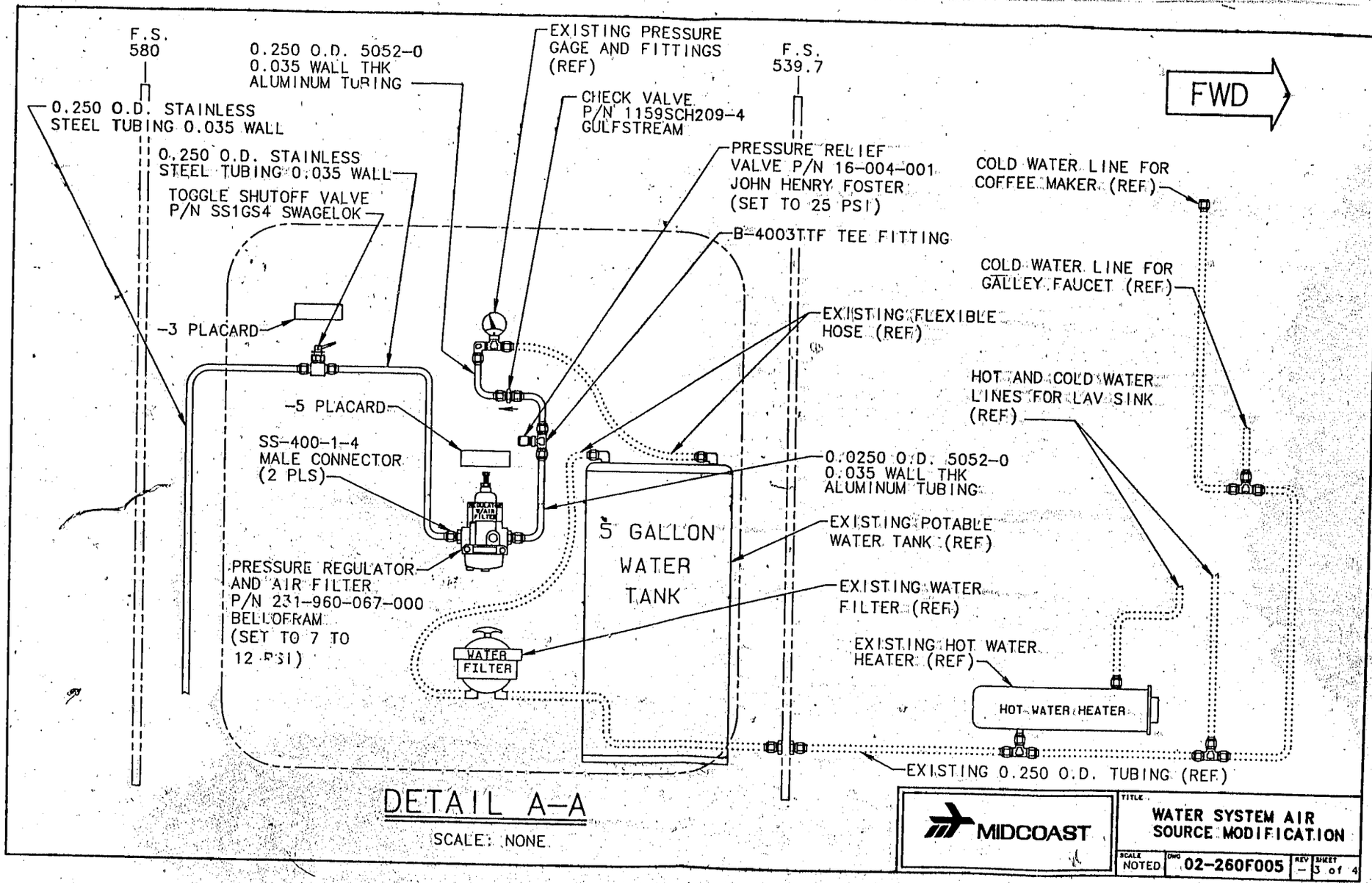
(VIEW LOOKING INBD RH SIDE)
SCALE: NONE

MIDCOAST

TITLE: WATER SYSTEM AIR SOURCE MODIFICATION

SCALE	DWG	REV	SHEET
NOTED	02-260F005	–	2 of 4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93



DETAIL A-A

SCALE: NONE

MIDCOAST

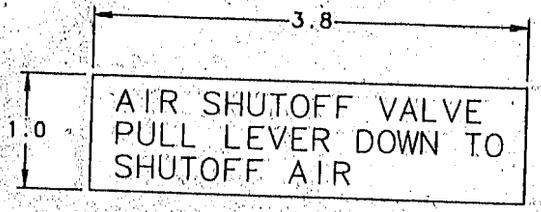
TITLE: WATER SYSTEM AIR SOURCE MODIFICATION

SCALE NOTED | DWG 02-260F005 | REV – | SHEET 3 of 4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 27 - 93

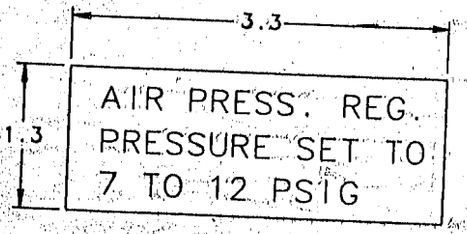
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93



-3 PLACARD

WHITE BACKGROUND WITH
RED LETTERING
LETTER SIZE 0.1875
SCALE 1:1



-5 PLACARD

WHITE BACKGROUND WITH
RED LETTERING
LETTER SIZE 0.1875
SCALE 1:1

MIDCOAST

TITLE: WATER SYSTEM AIR SOURCE MODIFICATION

SCALE	DWG	REV	SHEET
NOTED	02-260F005	-	4 of 4

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

N9036; 61159; SW172

6. USE PRC'S PR 1422-G SEALANT (OR [illegible]LENT) BETWEEN FAYING SURFACES OF PRIMARY OR SECONDARY AIRFRAME [illegible]UCTURE, AS APPLICABLE.

5. RUBBER STAMP P/N ON EXPOSED SU[illegible] OF PART (MFG OPTION).

4. APPLY ONE COAT OF ZINC-CHROM[illegible]ER MIL-TT-P-1757 OR EPOXY PRIMER PER MIL-P-23377D OR [illegible]O-11R, TYPE I, CLASS A ON APPLICABLE PARTS.

3. CHEMICALLY CLEAN ALL SHEET METAL PARTS PER MCPS 300-01 AND CHEMICALLY TREAT PER MCPS 360-02.

2. BREAK ALL SHARP EDGES AND REMOVE ALL BURRS.

1. MATERIAL PROCESS AND METHODS SHALL COMPLY WITH PERTINENT FAA AC NO. 43.13-1A & -2A SPECIFICATIONS OR EQUIVALENT.

-GENERAL NOTES-

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

THESE TECHNICAL DATA & THE DESIGNS DISCLOSED HEREIN ARE THE EXCLUSIVE PROPERTY OF MIDCOAST AVIATION, INC. OR CONTAIN PROPRIETARY RIGHTS OF OTHERS & ARE NOT TO BE USED OR DISCLOSED TO OTHERS WITHOUT THE WRITTEN CONSENT OF MIDCOAST AVIATION, INC. THE RECIPIENT OF THIS DOCUMENT BY ITS RETENTION & USE AGREES TO HOLD IN CONFIDENCE THE TECHNICAL DATA AND DESIGN CONTAINED HEREIN. THE FOREGOING SHALL NOT APPLY TO PERSONS HAVING PROPRIETARY RIGHTS TO SUCH TECHNICAL DATA OR SUCH DESIGNS TO THE EXTENT THAT SUCH RIGHTS EXIST.

BASIC RIVET CODE MAS 523
BASIC CODE LETTERS — DASH No. FOR DIA. — MFR.HD.FARSIDE — COUNTERSINK
BB = MS20426AD | LZ = MAS1097AD
BJ = MS20470AD

UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN INCHES

LINEAR TOLERANCES	.X	± .10
	.XX	± .03
	.XXX	± .010
ANGULAR TOLERANCE		30'

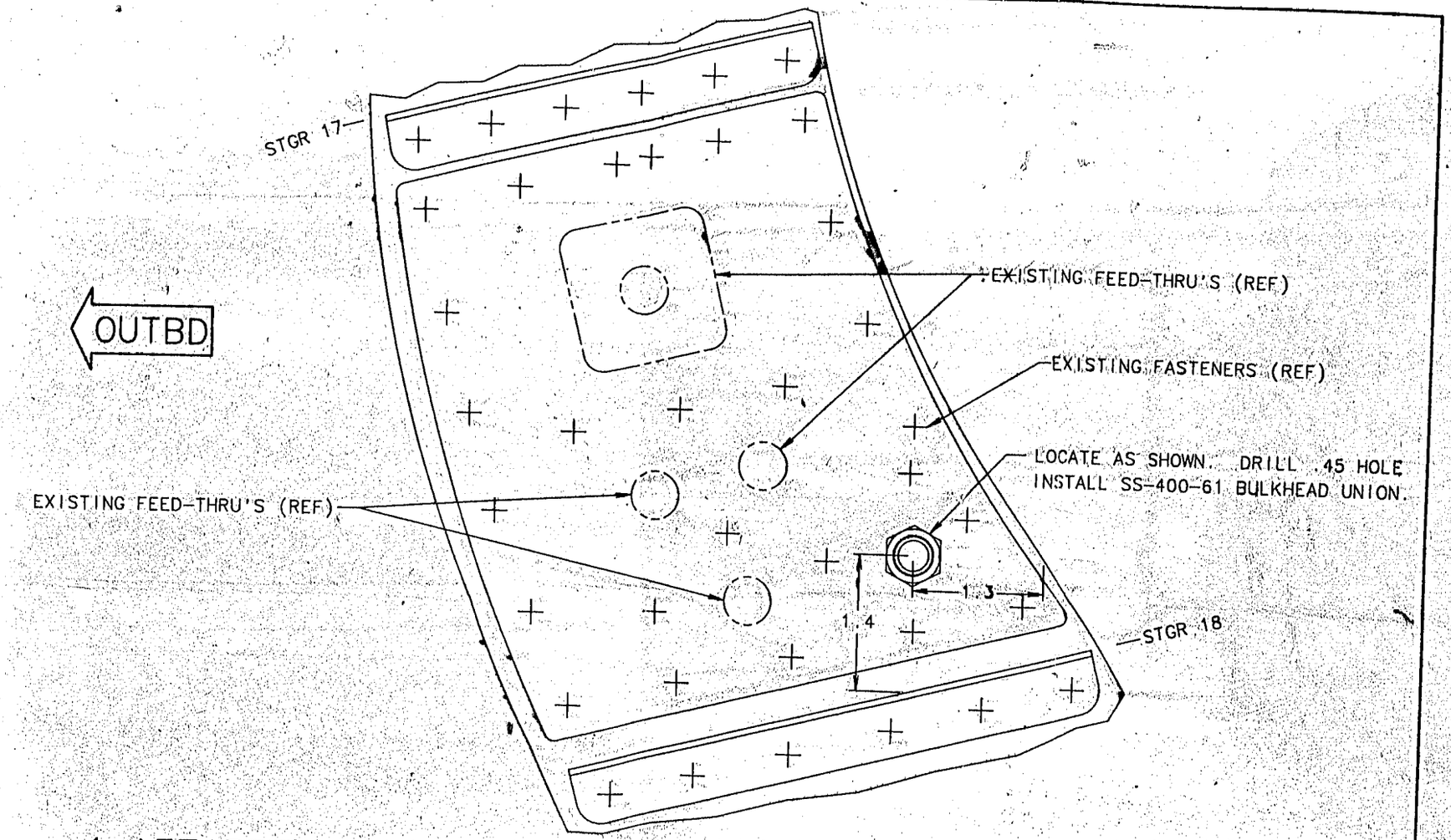
DRAWN:	K. NOLTKAMPER	DATE: 09-09-92
CHECK:		DATE:
ENGR:	[signature]	DATE: 09-09-92
APVD:	[signature]	DATE: 09-14-92

MIDCOAST

TITLE: AFT PRESSURE BULKHEAD FEEDTHRU

SCALE	DWG	REV	SHEET
NOTED	02-257F008	–	1 of 2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93



-1 AFT PRESSURE BULKHEAD FEEDTHRU

(VIEW LOOKING AFT AT F.S. 580 R.H SIDE)
SCALE 1:1

MIDCOAST

TITLE: AFT PRESSURE BULKHEAD FEEDTHRU

SCALE: NOTED | DWG: 02-257F008 | REV: - | SHEET: 2 of 2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 4 - 21 - 93

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

U.S. 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
CLEFSDO GL-25

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
EXPRESS AVIONICS, INC. 10971 E AIRPORT SERVICE RD SWANTON OH 43558	U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	XX CERTIFICATED REPAIR STATION	XXER854K
	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
JUNE 22, 1992	Thomas A. Corwin

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION
		FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JUNE 22, 1992	XXER854K	THOMAS A CORWIN

JUN 1992 REGION

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 8/17/92

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 from aircraft 2 each Bendix RNA-26C Nav/GS receivers, and 1 each Bendix MKA-28A marker receiver. Installed 2 each Collins Radio VIR-30A Nav/GS/Marker receivers and 2 each Collins Radio 699Z-1 RMI Adapters in location vacated by removed equipment. Existing circuit protection, antennas and antenna splitters were maintained for this installation.

The above installation was performed in accordance with the Collins Radio VIR-30A instruction manual pub # 523-0764194, recommendations contained in FAA AC 43.13-1A chapter 11, FAA AC 43.13-2A Chapter 2, and accepted industry standards.

Aircraft weight and balance, and maintenance records updated to reflect the above installation.

A complete avionics systems ground functional test was performed to ensure that the above installed equipment meets the manufacturers accuracy and operational specifications outlined in the VIR-30 instruction manual, and that previously installed equipment is not affected by this installation.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GPO 1981 - 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-22-92

OK

US 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 DCR
CLE FSDO GL-25

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: Gulfstream	Model: G1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): Owens-Illinois General, Inc.	Address (As shown on registration certificate): One SeaGate, Toledo, Ohio 43666

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

APR 4 1991
Date

FAA inspector, GL-FSDO-65

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.
Owens-Illinois General, Inc. 11371 W. Airport Service Rd. Swanton, OH 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	HE5R906M

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
March 26, 1991	Daniel H. Plant

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

APR 1991 RECEIVED

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4-8-92	HE5R906M	Francis J. Watson

FAA Form 337 (6-67)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-22-92

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 2 each Marathon SP-400, 40 ampere hour batteries and installed 2 each Concorde RG-380E/40, 40 ampere hour batteries.

The RG-380E/40 battery is a direct replacement for the SP-400 battery and is of the same physical size and weight (80 lbs).

The RG-380E/40 battery used the existing aircraft battery hold downs and vent system.

There is no alteration to the airframe, battery compartment or electrical system of the aircraft needed.

The above was installed and will be maintained per Concorde battery corporation activation/installation sheet (copy attached).

The aircraft records have been revised to show the above installation.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 4-30-91

U.S. 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
CLEVELAND
FSDO

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

APR 2 7 1990 (Date) — FAA Inspector, GL-FSDO-65

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: C.V.R. / MANUFACTURER: Collins Radio A.T.D.	642C-1	401		X

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	HE5R906M

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
April 18, 1990	Thomas A. Corwin

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						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-10-90	HE5R906M	

RECEIVED MAY 1990

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 4-30-91

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.)*

Modified the previously installed Collins Radio Corp. cockpit voice recorder, model 642C-1 by installing a Dukane Corp. Model DK-100 underwater locating beacon to the front panel of the 642C-1 in accordance with Owens-Illinois mechanical drawing # OI-1720002. All hardware protruding into the 642C-1 CVR was verified not to interfere with any existing component locations.

A functional check of the cockpit voice recorder has been performed to ensure that the above modification does not affect voice recorder operation in any way.

There is no change to the aircraft electrical load analysis following this installation due to the DK-100 ULB being battery operated and completely self contained.

Aircraft weight and balance, and maintenance records have been updated to reflect the above installation.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GPO 1981 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 1-31-91

U.S. 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
CLEVELAND
FSDO

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	HE5R906M

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
JULY 07, 1990	Thomas A. Corwin

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	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-7-90	HE5R906M	

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: /-31-91

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 an Aerex Group Fuel Flow Interface unit in aircraft to allow engine fuel flow data to be fed directly into the previously installed Universal Navigation UNS-1A's, thereby enabling use of the fuel performance function of the UNS-1A's. Fuel information displayed on the UNS-1A is advisory only and not approved for use as the primary fuel management source.

The interface unit part number 86-8TJ85GAV was installed in accordance with STC SA7830SW, and Aerex Group Drawing List NO. DL: 86-8TJ-0002

A flight test was performed following this installation to ensure that the Fuel Flow Interface unit does not interfere with any previously installed equipment.

Aircraft weight and balance, electrical load analysis, and aircraft maintenance records have been updated to reflect the above installation.

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 92-4906

U.S. GPO 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 1-31-91

US 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 CLEVELAND FSDO

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

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: ENGINE NOSE COWL Manufacturer: GULFSTREAM	1159P20331-2	173R		XX

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
OWENS-ILLINOIS GENERAL, INC. 11371 WEST AIRPORT SERVICE ROAD TOLEDO EXPRESS AIRPORT SWANTON, OHIO 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	HE5R906M

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
6/6/90	RALPH J. KIDD Ralph J. Kidd

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 XX APPROVED ☐ REJECTED

BY						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

JUN 1990 RECEIVED

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6/6/90	HE5R906M	DANIEL M. PLANT Daniel M. Plant

FAA Form 337 (4-67)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: /-31-91

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 GULFSTREAM AEROSPACE CORPORATION'S AIRCRAFT SERVICE CHANGE No. 313 ON THE RIGHT ENGINE NOSE COWL. THE ASC INVOLVES THE DISASSEMBLY OF THE NOSE COWL, REMOVAL OF THE ANTI-ICE PLENUM BULKHEAD AND REPLACEMENT WITH A NEW STRONGER BULKHEAD AND SUPPORT STRUCTURE.

THE ABOVE INSTALLATION WAS INCORPORATED IN ACCORDENCE THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

THE AIRCRAFT WEIGHT AND BALANCE, EQUIPMENT LIST AND MAINTANENCE RECORDS HAVE BEEN REVISED TO SHOW THE INCORPORATION OF THIS AIRCRAFT SERVICE CHANGE.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 1-31-91

U.S. 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
CLEVELAND
ESDO

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

5/23/90
Date

FAA inspector, GL-FSDO-65

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	HE5R906M

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
MAY 11, 1990	Thomas A. Corwin Thomas A Corwin

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	[ ] FAA FLT. STANDARDS INSPECTOR		[ ] MANUFACTURER		[ ] INSPECTION AUTHORIZATION	
	[ ] FAA DESIGNEE	[X]	[ ] REPAIR STATION		[ ] CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5/23/90	HE5R906M	Gloria E Wasielka

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: /-31-91

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 2 each Baker Electronics model M1090 CVR adapters to enable all microphones located in the cockpit of the aircraft to be utilized as "hot" microphones as required by FAR 25.1457 paragraph (c), (5). The purpose of this installation is to enhance the audio pickup capability of the previously installed Collins AVR-101 cockpit voice recorder by utilizing all available flight deck microphones for continuous recording.

This installation was performed in accordance with Baker Electronics M1090 Maintenance and Installation manual publication # 23-50-08, revision 1, dated June 29, 89, and revised Executive Aircraft Service wiring diagrams nos. 180776, rev. A, and 180-795, rev. A. Refer to FAA form 337 dated March 19, 1976 (Executive Aircraft Service) for data concerning the installation of the Collins AVR-101 cockpit voice recorder system.

Following this installation the AVR-101 system was tested to verify intelligibility of recorded audio on all channels and to ensure this installation does not interfere with operation of the previously installed cockpit audio panels.

Change in aircraft electrical load analysis is negligable due to incorporation of this installation.

Aircraft weight and balance, and maintenance records have been updated to reflect the above installation.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GPO 1981 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
CLEVELAND
FSDO

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO OHIO 43666

3. FOR FAA USE ONLY

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

JAN 05 1990 (Date) — FAA inspector, GL-FSDO-65

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	C06-13

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
Dec. 19, 1989	THOMAS A. CORWIN

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						OTHER (Specify)
	[ ] FAA FLT. STANDARDS INSPECTOR	[ ] MANUFACTURER	[ ] INSPECTION AUTHORIZATION			
	[X] FAA DESIGNEE	[ ] REPAIR STATION	[ ] CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT			

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
1-15-90	HESR906M	

(8320)

FAA Form 337 (7-67)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 a Canadian Marconi CMA-764 VLF/OMEGA cdu p/n 100-601037-005 in the pilot's side console, utilizing the existing wiring provisions, to allow an alternate means of control and to permit stand alone operation of the #1 VLF receiver, thereby providing the required dual navigation system redundancy for transoceanic flight should one FMS system fail.

All required wiring and circuit protection was previously installed and maintained for this installation. Modification was done in accordance with UNS-1 Technical Manual, Report # 2206, reissue date 5-20-88, and OI wiring diagram #02169045 (reference FAA form 337 dated Sept 7, 1989).

The aircraft weight and balance and electrical load analysis records have been updated to reflect the above installation.

Aircraft maintenance records have been revised to reflect the above installation.

FAA approved flight manual supplement dated Dec. 19, 1989 is required for this approval and must be available to the flight crew anytime navigation is predicated on the use of the CMA-764 as a stand alone navigation system.

Several test flights were flown to ensure the above installation does not interfere with previously installed systems and to verify required accuracies as stated in the above specified Flight Manual Supplement.

System limitations are spelled out in the above specified supplement and can be found in Section I, Limitations.

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

U.S. 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: CLEVELAND FSDO

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: GULFSTREAM
- MODEL: G1159
- SERIAL NO.: 172
- NATIONALITY AND REGISTRATION MARK: N903G

2. OWNER
- NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.
- ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a designated in FAR 43, section 43.7."

DEC 2 2 1989 (Date) — FAA Inspector, GL-FSDO-65

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	HE5R906M

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: DEC. 14, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: THOMAS A. CORWIN Thomas A Corwin

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
- ☐ FAA DESIGNEE
- ☐ MANUFACTURER
- X REPAIR STATION
- ☐ INSPECTION AUTHORIZATION
- ☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
- OTHER (Specify)

DATE OF APPROVAL OR REJECTION: 1-9-90

CERTIFICATE OR DESIGNATION NO.: HE5R906M

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles E. Hamblett

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

Modified Cabin lighting wiring to provide an alternate path for DC power when 28VDC is available at the external power receptacle, in order to permit the use of cabin lighting for maintenance purposes without powering the aircraft Main and Essential DC busses. Following removal of external power from receptacle, system automatically reverts back to the original wiring configuration, supplying voltage from the Main and Essential DC busses.

A 50 amp, trip free circuit breaker was installed to provide circuit protection for the added wiring. A 1 amp trip free circuit breaker was installed to protect the wiring to the added switching relay coil. All existing circuit protection was maintained to protect previously installed wire.

All wiring done in accordance with AC 43.13-1A, Ch 11, and OI wiring diagram #386525A. (Reference Attachment A).

There is no change to the aircraft electrical load analysis as this option is not available for use in flight.

Change in aircraft weight and balance is negligable.

Aircraft maintenance records have been updated to reflect the above modification.

☒ ADDITIONAL SHEETS ARE ATTACHED

U S GPO 1981 - 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

U.S. 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: CLEVELAND FSDO

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: GULFSTREAM
- MODEL: G1159
- SERIAL NO.: 172
- NATIONALITY AND REGISTRATION MARK: N903G

2. OWNER
- NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.
- ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

DEC 22 1989 (Date) — FAA Inspector, GL-FSDO-65

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	HE5R906M

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: DEC. 14, 1989

SIGNATURE OF AUTHORIZED INDIVIDUAL: THOMAS A. CORWIN

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
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
					OTHER (Specify)

DATE OF APPROVAL OR REJECTION: 1-9-90

CERTIFICATE OR DESIGNATION NO.: HE5R906M

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles E Hamblett

(8320)

FAA Form 337 (7-67)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

Modified Cabin lighting wiring to provide an alternate path for DC power when 28VDC is available at the external power receptacle, in order to permit the use of cabin lighting for maintenance purposes without powering the aircraft Main and Essential DC busses. Following removal of external power from receptacle, system automatically reverts back to the original wiring configuration, supplying voltage from the Main and Essential DC busses.

A 50 amp, trip free circuit breaker was installed to provide circuit protection for the added wiring. A 1 amp trip free circuit breaker was installed to protect the wiring to the added switching relay coil. All existing circuit protection was maintained to protect previously installed wire.

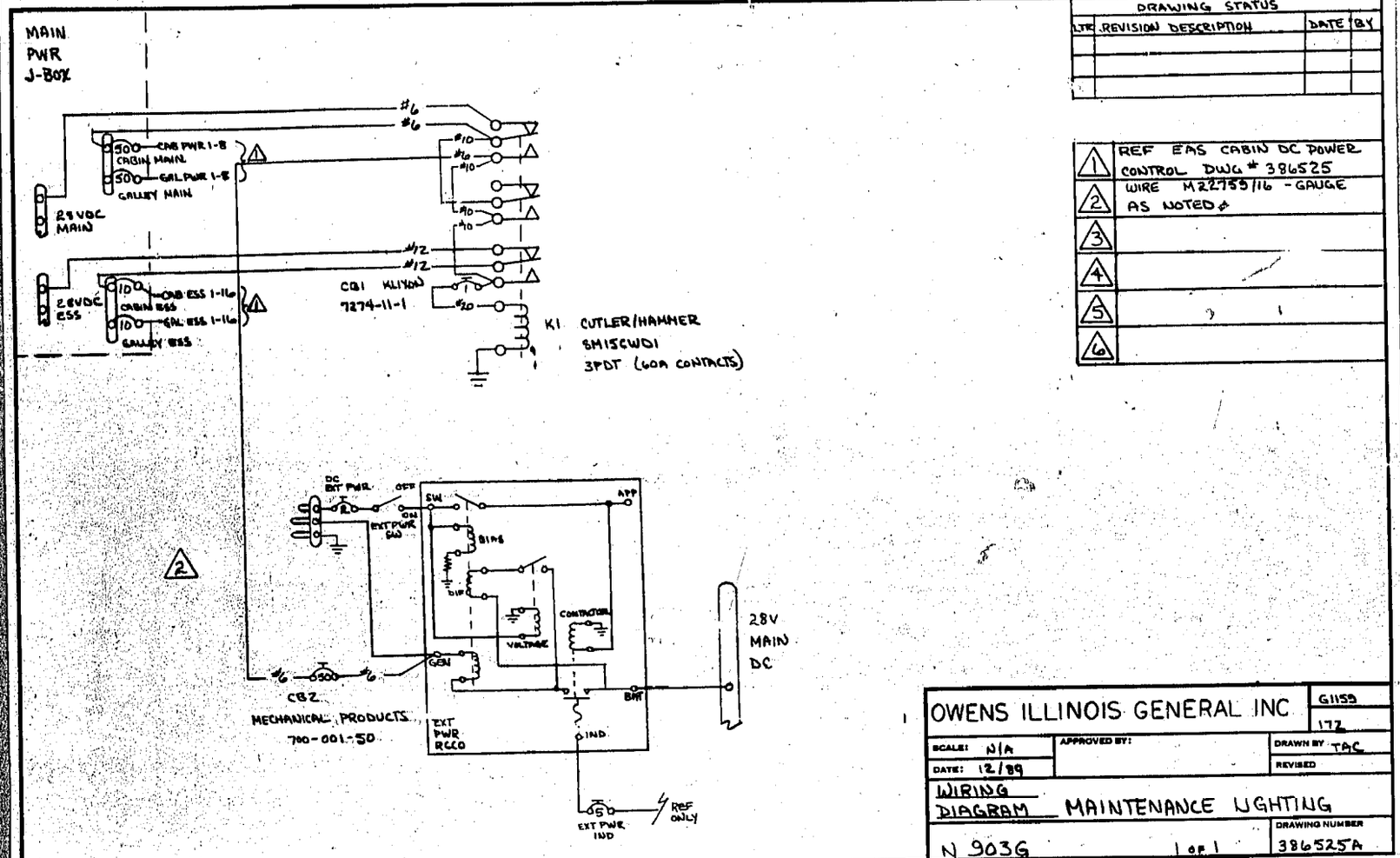
All wiring done in accordance with AC 43.13-1A, Ch 11, and OI wiring diagram #386525A. (Reference Attachment A).

There is no change to the aircraft electrical load analysis as this option is not available for use in flight.

Change in aircraft weight and balance is negligable.

Aircraft maintenance records have been updated to reflect the above modification.

☒ ADDITIONAL SHEETS ARE ATTACHED



DRAWING STATUS			
LTR	REVISION DESCRIPTION	DATE	BY

1	REF EAS CABIN DC POWER CONTROL DWG # 386525
2	WIRE M22759/16 - GAUGE AS NOTED #
3	
4	
5	
6	

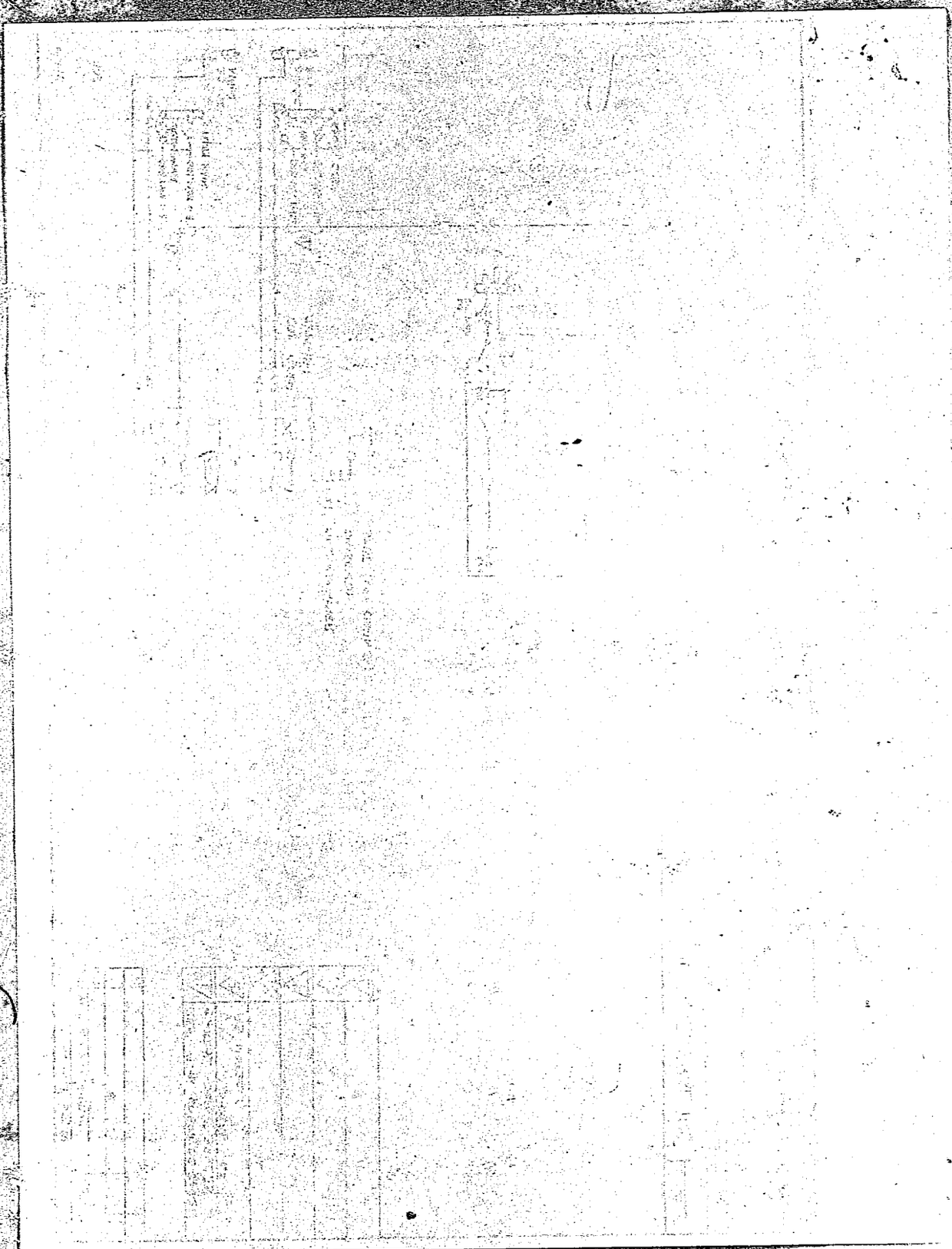
OWENS ILLINOIS GENERAL INC			G1159 177
SCALE: N/A	APPROVED BY:	DRAWN BY TAC	
DATE: 12/89		REVISED	
WIRING DIAGRAM MAINTENANCE LIGHTING			
N 903G	1 OF 1		DRAWING NUMBER 386525A

41 X 17 PRINTED ON NO. 1000H CLEARPRINT ®

ATTACHMENT A

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90



FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

U.S. 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: CLEVELAND FSDO

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC	HE5R906M
	FOREIGN CERTIFICATED MECHANIC	
	X 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
April 11, 1990	Thomas A. Corwin

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 11, 1990	HE5R906M	Daniel H. Plant

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 a Preciseflight Pulselight system per STC SA2622NM to allow alternating pulsing of the recognition lights and landing lights thereby enhancing the aircraft's ability to be seen and recognized. All existing landing light and recognition light capabilities have been maintained.

All work performed in accordance with STC no. SA2622NM, and OI wiring diagram # OI-1720001. Existing circuit protection was maintained for this installation.

Change in aircraft electrical load analysis is negligable due to incorporation of this installation.

Aircraft weight and balance, and maintenance records have been updated to reflect the above installation.

A ground check was performed to verify the above installation does not interfere with any previously installed systems and that the modification operates as designed.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GPO 1981 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

US 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
CLEVELAND
FSDO

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL, INC.	Address *(As shown on registration certificate)*: One SeaGate, Toledo, OH 43666

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.
OWENS-ILLINOIS GENERAL, INC. 11371 W. Airport Service Rd. Swanton, OH 43558	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	HE5R906M

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
4/3/90	Francis J. Watson — Francis J Watson

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 [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other *(Specify)*
	[ ] FAA Designee	X	[ ] Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4/3/90	HE5R906M	Daniel H. Plant — Daniel H Plant

APR 1990 RECEIVED

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.

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

Installed Gulfstream Aerospace Corporation Aircraft Service Change No. 335, in part.

Installed Transformer Rectifier Amp Meter and Shunt in accordance with Step F 1-11 and Step G 6-13.

The purpose of this installatin is to monitor the AMP output of the aircraft's existing 200 AMP Transformer Rectifier unit.

The aircraft records have been revised to show the installation. The effection the aircraft's weight and balance and electrical load are negligible.

The above installation was installed in accordance with Aircraft Service Change No. 335, dated January 29, 1988, Steps F and G.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

US 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
CLEVELAND
FSDO

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL, INC.	Address *(As shown on registration certificate)*: One SeaGate, Toledo, OH 43666

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.
OWENS-ILLINOIS GENERAL, INC. 11371 W. Airport Service Rd. Swanton, OH 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	HE5R906M

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
3-30-90	Ralph J. Kidd Ralph J. Kidd

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						Other *(Specify)*
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3-30-90	HE5R906M	Daniel H. Plant Daniel H. Plant

APR 1990 RECEIVED

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 Gulfstream Aerospace Corporation Aircraft Service Change No. 324A, Part I.

This ASC will insure that the system will automatically revert to manual, if 115VAC is lost and revert back to auto once 115VAC is restored. By installing a relay and associated wiring in the co-pilot's junction box.

The effect of this change on the aircraft's weight and balance and electrical load is negligible.

The aircraft records have been revised to show the above installation.

Reference: Aircraft Service Change 324A dated February 23, 1990.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

US 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 CLEVELAN FSDO

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

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	B. Kind of Agency	C. Certificate No.
OWENS-ILLINOIS GENERAL, INC. 11371 WEST AIRPORT SERVICE ROAD SWANTON, OHIO 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	HE5R906M

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
NOV. 20, 1989	THOMAS A. CORWIN

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						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
NOV. 20, 1989	HE5R906M	DANIEL H. PLANT

FAA Form 337 (6-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 the following I.D.C. Digital Cabin Instrument System:

1ea. Cabin Display P/N 999-29340-002
1ea. Converter P/N 999-33470-211
1ea. Cockpit Controller Display P/N 999-28260-002

Installed the following B&D Instrument Selfcontained Cabin Instrument System:

1ea. Cockpit Display P/N 2700-004-80
1ea. Cabin Display P/N 2700-50080-030-BTQGF

The above installation was performed in accordance with the equipment manufacturer's Installation Manual No. B&D 2700-003-026, A.C. 43.13-1A, Chapter 11 and DI GEN Drawing # 02169050.

The aircraft Weight and Balance, Electrical Load Analysis, Equipment List and Maintenance Records have been revised to reflect the above installation.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

U.S. 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 CLEVELAND FSDO

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

~~The data identified herein~~ complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

SEP 0 7 1989 (Date) — FAA Inspector GL-FSDO-65

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	XX CERTIFICATED REPAIR STATION	HE5R906M (NEW) COG-13 (OCD)
	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
SEPT. 07, 1989	THOMAS A. CORWIN — Thomas A Corwin

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						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
SEPT 7, 1989	HE5R906M	David H Ford

(8320)

FAA Form 337 (7-67)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 THE FOLLOWING EQUIPMENT:

A) LITTON INERTIAL NAVIGATIONAL SYSTEM
   a) 2ea. 663450-08 INU
   b) 2ea. 663550-04-301 CDU
   c) 2ea. 663570 MSU
   d) 2ea. AO-027086 BLOWER
   e) 2ea. 500012-02 BATTERY
   f) ALL ASSOCIATED EQUIPMENT RACKS AND WIRING

B) GLOBAL GNS-500A NAVIGATIONAL SYSTEM
   a) lea. 10060-6 CDU
   b) lea. 10050-2051 RCU
   c) lea. 10600-1-000 OEU
   d) lea. 11305-1 VLF ANTENNA COUPLER
   e) ALL ASSOCIATED EQUIPMENT RACKS AND WIRING

INSTALLED THE FOLLOWING EQUIPMENT:

A) PROVISIONS FOR 2ea. BRICK TYPE OMEGA ANTENNA'S ON THE TOP OF THE VERTICAL STABALIZER IN ACCORDANCE WITH GULFSTREAM AEROSPACE CORPORATION'S AIRCRAFT SERVICE CHANGE No. 291 AND UNIVERSAL NAVIGATION CORP'S. TECHNICAL MANUAL REPORT No. 2206 DATED 5/20/88.

B) A UNIVERSAL NAVIGATION CORP. DUAL UNS-1A FLIGHT MANAGEMENT SYSTEM CONSISTING OF;
   a) 2ea. 1016-1021 CONTROL DISPLAY UNITS, 2ea. 1180-21-21 NAVIGATION COMPUTER UNITS AND lea. MARATHON CA-154-3A BATTERY FOR THE #2 FMS SYSTEM INSTALLED PER UNS-1A TECHNICAL MANUAL REPORT No. 2206 AND OWENS-ILLINOIS GENERAL, INC. (OI GEN) WIRING DRAWING Nos. 02169043 AND 02169044.

   b) 2ea. UNIVERSAL 100-601200-003 OSS OMEGA/VLF SENSORS, 2ea. UNIVERSAL 418-312-001 OSS H FIELD BRICK ANTENNAS, AND PROVISIONS FOR A UNIVERSAL 100-601037-005 OSS LC-CONTROL DISPLAY UNIT INSTALLED PER UNS-1A TECHNICAL MANUAL REPORT No. 2206 AND OI GEN WIRING DRAWING Nos. 02169045 AND 02169046.

   c) lea. UNIVERSAL 1058-10-10 RADIO REFERENCE SENSOR INSTALLED PER UNS-1A TECHNICAL MANUAL REPORT No. 2206 AND OI GEN WIRING DRAWING No. 180790.

☒ ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4906

U S GPO 1981 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

d) lea. HONEYWELL INERTIAL REFERENCE SENSOR HG-1075-AB-4, lea. 10089782-105 D.C. BLOWER, lea. HONEYWELL CG-1042-AB-04 MODE SELECTOR UNIT AND lea. MARATHON CA-154-3A BATTERY INSTALLED PER UNS-1A TECHNICAL MANUAL REPORT No. 2206, HONEYWELL LASEREF INSTALLATION MANUAL No. 95-8163, REV. 15 AND OI GEN WIRING DRAWING No. 02169025.

e) lea. B&D INSTRUMENTS, INC. AIR DATA COMPUTER 2801A-02-3-0-4-0 INSTALLED PER UNS-1A TECHNICAL MANUAL REPORT No. 2206, B&D MODEL 2800A AIR DATA COMPUTER INSTALLATION MANUAL No. 2800A-003-019 AND OI GEN WIRING DRAWING No. 02169038.

f) lea. KGS BC-328 BATTERY CHARGER FOR THE #2 FMS AND IRS BATTERY SYSTEMS, INSTALLED PER AC 43.13-2A, CHAPTER 2 AND OI GEN WIRING DRAWING Nos. 02169025 AND 02169044.

g) INSTALLED PROVISIONS FOR lea. AEREX 86-8TJ85GAV-1 FUEL FLOW INTERFACE UNIT PER AEREX WIRING DRAWING No. 900-AGL-0003 AND OI GEN WIRING DRAWING No. 02169043.

h) lea. SKYLIGHT IND-5000 MULTIFUNCTION INDICATOR INSTALLED PER SKYLIGHT INSTALLATION MANUAL DATED APRIL 1989 AND OI GEN WIRING DRAWING No. 02169072.

REWIRED THE BENDIX IU-2023B REMOTE COMPUTER UNIT FOR NAV RADAR INTERFACE IN ACCORDANCE WITH INSTALLATION MANUAL I.B. 22023-1, REVISED JAN/84 AND OI GEN WIRING DIAGRAM No. 02169037.

REWIRED THE EXISTING #1 AND #2 FLIGHT DIRECTOR SYSTEMS AND SP-50G AUTOPILOT TO INTERFACE WITH THE ROLL STEERING OUTPUT FROM THE #1 AND #2 UNIVERSAL UNS-1A SYSTEMS PER UNS-1A TECHNICAL MANUAL REPORT No. 2206 AND REVISED EAS WIRING DIAGRAM Nos. 180802, 180803 AND 180811.

REWIRED THE EXISTING ATTD. AND HDG. SWITCHING SYSTEM TO INTERFACE THE HONEYWELL IRS TO THE PILOTS AND COPILOTS FLIGHT INSTRUMENTS FOR USE AS A STANDBY ATTD. AND HDG. SOURCE PER HONEYWELL LASEREF INSTALLATION MANUAL No. 95-8163, REV. 15, AND OI GEN WIRING DRAWING No. 02169015 AND REVISED EAS WIRING DIAGRAMS 180785 AND 180788.

REWIRED THE PS-835D STANDBY HORIZON POWER SUPPLY PER JET TECHNICAL PUBLICATION No. TP-329-R5, JET SERVICE LETTER SL-48 AND REVISED EAS WIRING DRAWING No. 180790 TO PROVIDE REMOTE BATTERY TESTING FROM THE COCKPIT.

REWIRED THE EXISTING #1 AND #2 DME SYSTEMS PER COLLINS INSTRUCTION MANUAL No. IB 523-0764921 AND OI GEN WIRING DRAWING No. 180726 TO PERMIT VIEWING #1 OR #2 DME DISTANCE OR GROUND SPEED FROM THE PILOTS OR COPILOTS STATION.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

N903G DATE SEPT. 7, 1989 ATT. 2

REWIRED AIRCRAFT NAV AND AUX. ANNUNCIATOR SYSTEM PER REVISED EAS DRAWING Nos. 180809 PAGE 1&2 AND OI GEN WIRING DRAWING Nos. 02169017, 02169073 AND 0216909 TO PROVIDE ADDITIONAL ADVISORY ANNUNCIATION FOR THE NEW EQUIPMENT INSTALLED.

FOR A COMPLETE LIST OF ALL APPLICABLE ADVISORY CIRCULARS USED FOR THE ABOVE ALTERATIONS SEE THE UNIVERSAL NAVIGATION CORP. UNS-1A TECHNICAL MANUAL REPORT No. 2206, SECTION II, TITLED: FAA APPROVAL.

FAA APPROVED FLIGHT MANUAL SUPPLEMENT DATED SEPT. 07, 1989 IS REQUIRED FOR THIS APPROVAL AND MUST BE AVAILABLE TO THE FLIGHT CREW AT ALL TIMES.

A FLIGHT CHECK WAS PERFORMED TO ENSURE THE ABOVE INSTALLATION OPERATES AS DESIGNED AND DOES NOT ADVERSLY EFFECT ANY PRVIOUSLY INSTALLED EQUIPMENT.

THE AIRCRAFT MAINTENANCE RECORDS, AIRCRAFT WEIGHT AND BALANCE, AIRCRAFT ELECTRICAL LOAD ANALYSIS, THE AIRCRAFT EQUIPMENT LIST AND THE AIRCRAFT FLIGHT MANUAL HAVE ALL BEEN REVISED TO SHOW THE ABOVE ALTERATIONS.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

US 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 CLEVELAND FSDO

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name *(As shown on registration certificate)*: OWENS-ILLINOIS GENERAL, INC.	Address *(As shown on registration certificate)*: ONE SEAGATE TOLEDO, OHIO 43666

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	B. Kind of Agency	C. Certificate No.
OWENS-ILLINOIS GENERAL, INC. 11371 WEST AIRPORT SERVICE ROAD SWANTON, OHIO 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	C06-13

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
JUNE 5, 1989	THOMAS A. CORWIN

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 XX APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

JUN 1989 RECEIVED

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6/5/89	C06-13	DANIEL H. PLANT

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.

0021

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 FROM AIRCRAFT THE FOLLOWING CANADIAN MARCONI COMPANY MODEL CMA-730 ENGINE INSTRUMENT SYSTEM.

CMC	418-101	TGT INDICATORS
CMC	418-097	HP RPM INDICATORS
CMC	418-098	LP RPM INDICATORS
CMC	418-099	EPR INDICATORS
CMC	418-105	OIL TEMP. INDICATORS
CMC	418-106	OIL PRESSURE INDICATORS
CMC	418-120	ENGINE INDICATOR POWER SUPPLY
CMC	418-193	ENGINE INDICATOR CONTROL PANEL

INSTALLED IN AIRCRAFT THE FOLLOWING ENGINE INSTRUMENTS;

HOWELL INSTRUMENTS, INC. -	H900K-2069	TGT INDICATORS
	H900-225	HP RPM INDICATORS
	H910-20	EPR INDICATORS

THE ABOVE INDICATORS WERE INSTALLED IN ACCORDANCE WITH THE EQUIPMENT MANUFACTURER'S SERVICE MANUALS AND INSTALLATION DRAWINGS, H901-225 (HP RMP IND.), H900K-2069 (TGT IND.) and H910-20 (EPR IND.) AND A.C. 43-13-1A CHAPTER 11.

WESTON INSTRUMENT COMPANY -	P/N 253682	OIL TEMP INDICATOR
WESTON INSTRUMENT COMPANY -	P/N 253662	OIL PRESSURE INDICATOR

GENERAL ELECTRIC P/N 8DJ81LZE4 LP RPM INDICATORS.

THE ABOVE INDICATORS ARE OF ORIGINAL AIRCRAFT CONFIGURATION AND WERE INSTALLED IN ACCORDANCE WITH THE GULFSTREAM AEROSPACE CORPORATE G-11 MAINTENANCE MANUAL, VOLUME 2, CHAPTERS 77 AND 79 AND GULFSTREAM AEROSPACE CORPORATION G-11 WIRING DIAGRAM MANUAL, VOL. 11, WIRING DIAGRAMS 1159AV20123 (LP RPM IND.), 1159AV20118 (OIL TEMP. IND.) AND 1159AV20119 (OIL PRESS. IND.) AND AC 43.13-1A CHAPTER 11.

THE CIRCUIT PROTECTION WAS CHANGED PER THE MANUFACTURER'S INSTRUCTIONS.

THE AIRCRAFT WEIGHT AND BALANCE, ELECTRICAL LOAD ANALYSIS, EQUIPMENT LIST AND MAINTENANCE RECORDS WERE REVISED TO REFLECT THE ABOVE CHANGE.

ALL SYSTEMS WERE FUNCTIONAL TEST AND AIRCRAFT ENGINES WERE RUN TO ASSURE THE INSTALLED EQUIPMENT DOES NOT ADVERSELY EFFECT THE AIRWORTHINESS OF THE AIRCRAFT AND PERFORMS AS INTENDED.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

U.S. 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 CLEVELAND FSDO

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43665

3. FOR FAA USE ONLY

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7."

MAY 0 9 1989 (Date) — David Yost (FAA Inspector, GL-FSDO-65)

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	C06-13

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
MAY 9, 1989	THOMAS A. CORWIN Thomas A Corwin

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 [X] APPROVED [ ] REJECTED

BY								OTHER (Specify)
	[ ]	FAA FLT. STANDARDS INSPECTOR	[ ]	MANUFACTURER	[ ]	INSPECTION AUTHORIZATION		
	[ ]	FAA DESIGNEE	[✓]	REPAIR STATION	[ ]	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-9-89	C06-13	David A Yost

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 provisions for display of the previously installed Global Navigation GNS-500A Series 2 VLF/OMEGA nav system on the copilots RD 600 HSI. Additional required annunciators were added to the copilots skirt panel for display of the various modes and advisory messages from the GNS-500A.

Additional wiring required was installed in accordance with Global Navigation maintenance and installation manual report # 1030-2 dated May 1, 1980, FAA AC 43.13-1A chapter 11, and accepted industry standards

There is no change to the aircraft weight and balance or electrical load analysis due to incorporation of this installation.

Aircraft maintenance records have been revised to reflect the above installation.

A flight check was performed to ensure the above installation does not interfere with previously installed equipment.

FAA approved flight manual supplement dated May 09, 1989 is required for this approval and must be available to the flight crew anytime navigation is predicated on the use of the Global GNS-500A.

System limitations are spelled out in the above specified supplement and can be found in Section I, Limitations.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GPO 1981 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

US 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
~~GL-FSDO-65~~ CLEVELAND

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

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	B. Kind of Agency	C. Certificate No.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	C06-13

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
NOV. 08, 1988	THOMAS A. CORWIN Thomas A Corwin

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							Other (Specify)
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	NOV 1988 RECEIVED
		FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
NOV. 08, 1988	C06-13	DANIEL H. PLANT Daniel H Plant

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 IN AIRCRAFT, A BENDIX IU-2023B INTERFACE UNIT TO ENABLE LONG RANGE NAV DATA TO BE DISPLAYED ON THE COLORADAR MULTIFUNCTION DISPLAY. THE INTERFACE UNIT WAS COUPLED TO THE #1 INERTIAL NAV UNIT, AND THE IN-0862A, RADAR INDICATOR.

OPERATION OF THE IU-2023B IS IN ACCORDANCE WITH THE RDS-86 RADAR PILOTS GUIDE, AND THE IU-2023B PILOTS GUIDE, WHICH ARE KEPT ON THE AIRCRAFT AT ALL TIMES.

EQUIPMENT	1 EA. BENDIX IU-2023B, INTERFACE UNIT
INSTALLED	1 EA. BENDIX 4007158-0506 MOUNTING TRAY

THE ABOVE INSTALLATION WAS DONE IN ACCORDANCE WITH THE EQUIPMENT MANUFACTURERS INSTALLATION MANUAL, BENDIX IB-22023-1, REV. JAN/84. MANUFACTURERS RECOMMMENDATIONS, AND A.C. 43.13-1A, CH. 11.

A FLIGHT CHECK WAS PERFORMED TO ENSURE THE ABOVE INSTALLATION DOES NOT INTERFERE WITH PREVIOUSLY INSTALLED EQUIPMENT.

AIRCRAFT WEIGHT AND BALANCE, LOAD ANALYSIS, AND MAINTENANCE RECORDS WERE REVISED TO REFLECT THE ABOVE INSTALLATION.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

US 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
GL-FSDO-65
Cleveland

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revisions 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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

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	B. Kind of Agency	C. Certificate No.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	C06-13

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
NOV. 04, 1988	THOMAS A. CORWIN

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					Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer	Inspection Authorization	
	FAA Designee	XX	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
NOV. 04, 1988	C06-13	DANIEL H. PLANT

NOV 1988
RECEIVED

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 FROM AIRCRAFT, BENDIX RD-1300/IN 2022A COLORADAR SYSTEM, AND INSTALLED A BENDIX RDS-86 COLORADAR SYSTEM.

EQUIPMENT REMOVED
1 EA. BENDIX RT-1301B RADAR R/T
1 EA. BENDIX IN-2022A RADAR INDICATOR
1 EA. BENDIX DA-1203A ANTENNA DRIVE
1 EA. BENDIX AA-1218A ANTENNA ARRAY
1 EA. BENDIX 071-1353-00 MOUNTING SPACER
1 EA. BENDIX 071-4043-00 MOUNTING TRAY
1 EA. BENDIX 047-7531-00 MOUNTING TRAY

EQUIPMENT INSTALLED
1 EA. BENDIX RS-0861A RADAR SENSOR
1 EA. BENDIX IN-0862A COLOR INDICATOR
1 EA. BENDIX 047-7713-01 MOUNTING TRAY
1 EA. BENDIX AA-5518B ANTENNA ARRAY
1 EA. BENDIX 071-1354-00 MOUNTING SPACER

THE ABOVE INSTALLATION WAS DONE IN ACCORDANCE WITH THE EQUIPMENT MANUFACTURERS INSTALLATION MANUAL, BENDIX IB-2086A, REV. 4, AND A..C. 43.13-1A CH. 11. EXISTING CIRCUIT PROTECTION WAS MAINTAINED.

AIRCRAFT WEIGHT AND BALANCE, LOAD ANALYSIS, AND MAINTENANCE RECORDS WERE REVISED TO REFLECT THE ABOVE INSTALLATION.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
~~GL-FSDO-65~~
Cleveland

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: GULFSTREAM	Model: G-1159
	Serial No.: 172	Nationality and Registration Mark: N903G
2. Owner	Name (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	Address (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. For FAA Use Only

4. Unit Identification / 5. Type

Unit	Make	Model	Serial No.	5. Repair	5. Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address: OWENS-ILLINOIS GENERAL, INC.
11371 W. AIRPORT SERVICE RD.
SWANTON, OHIO 43558

B. Kind of Agency:
- U.S. Certificated Mechanic
- Foreign Certificated Mechanic
- XX Certificated Repair Station
- Manufacturer

C. Certificate No.: C06-13

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. 11, 1988

Signature of Authorized Individual: THOMAS A. CORWIN Thomas A. Corwin

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	XX	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection: OCT. 11, 1988

Certificate or Designation No.: C06-13

Signature of Authorized Individual: DANIEL H. PLANT Daniel H. Plant

OCT 1988

FAA Form 337 (4-87)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 FROM AIRCRAFT, BENDIX TRA-63A, DUAL TRANSPONDER SYSTEM

INSTALLED IN AIRCRAFT, COLLINS TDR-90, DUAL TRANSPONDER SYSTEM

EQUIPMENT REMOVED: 2 EA. BENDIX TRA-63A ATC TRANSPONDERS
2 EA. EQUIPMENT RACKS

EQUIPMENT INSTALLED: 2 EA. COLLINS TDR-90 ATC TRANSPONDERS
2 EA. UMT-11, EQUIPMENT RACKS

THE EXISTING WIRING WAS MAINTAINED FOR THE ABOVE INSTALLATION.

THE CIRCUIT PROTECTION WAS CHANGED PER THE MANUFACTURER'S INSTRUCTION MANUAL.

AIRCRAFT WEIGHT AND BALANCE, LOAD ANALYSIS, AND MAINTENANCE RECORDS WERE REVISED TO REFLECT THE ABOVE INSTALLATION.

A FLIGHT CHECK HAS BEEN CONDUCTED TO ENSURE INSTALLED EQUIPMENT DOES NOT ADVERSELY AFFECT THE AIRWORTHINESS OF THE AIRCRAFT, AND PERFORMS IT'S INTENDED USE.

THE ABOVE INSTALLATION WAS PERFORMED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION MANUAL, PUBLICATION # 523-0765128-00811A, 8TH EDITION, REV. 10 MARCH, 1988.

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

#27

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 ~~ACE-ESDO-65~~ Cleveland

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N983G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTER-ATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: D. C. GENERATOR MANUFACTURER: BENDIX CORPORATION	30E20-41A	R 1747		X

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL, INC. 11371 W. AIRPORT SERVICE RD. SWANTON OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	005-13

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
JUNE 10, 1988	DANIEL H. PLANT Daniel H Plant

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

JUN 1988 RECEIVED

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JUNE 13, 1988	005-13	CHARLES E. HAUSHALTER

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 generator drive shaft and front plate assembly and installed a 1537269-15 drive shaft and front plate assembly.

Generator re-identified as a 30E20-111A model.

The above installation was made to install the generator on the previously modified aircraft Spey engine.

The above generator was altered in accordance with the aircraft manufacturer's installation instructions.

Ref: Gulfstream Aerospace Corporation's Aircraft Service Change No. 318, Modification Instructions: A,B,C,D,F,G,H, AND I, Dated March 13, 1984.

The aircraft records have been revised to show the above alteration.

The effect of this change on the aircraft's basic weight and balance, and electrical load is negligible.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OP—178-988

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
GL-FSDO-65
Cleveland

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL INC 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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 20, 1988

SIGNATURE OF AUTHORIZED INDIVIDUAL: THOMAS A. CORWIN Thomas A. Corwin

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
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT

OTHER (Specify)

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
MAY 20, 1988	C06-13	DANIEL H. PLANT Daniel H. Plant

MAY 1988

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 ASC 293 Ammendment #1 in accordance with the Manufacturers Installation Instructions.

This ASC adds two diodes and reroutes wiring at FS 145, preventing current from flowing backward through the LH/RH engine fire detector control units and powering the test circuits.

The aircraft maintenance records have been revised to reflect the above changes.

The effect of this ASC on the aircrafts weight and balance, and electrical load analysis are negligable.

REF; GULFSTREAM AEROSPACE CORP. AIRCRAFT SERVICE CHANGE NO. 293 A1 FIRE PROTECTION (ATA NO. 26)ENGINE FIRE WARNING DETECTOR SYSTEM - MODIFICATION.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 GL-FSDO-65 Cleveland

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: GULFSTREAM	MODEL: GII59
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

...is a certified herein complies with the applicable ...ness requirements and is approved for the above ...aircraft, subject to conformity inspection by a ...authorized in FAR 43, section 43.7."

MAR 1 4 1988 — Date — FAA Inspector, GL-FSDO-65

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: 557 Tone Generator MANUFACTURER: Hartman Systems	557-2-000-1	259		XX

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL INC 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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: Feb. 29, 1988

SIGNATURE OF AUTHORIZED INDIVIDUAL: THOMAS A. CORWIN

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 [X] APPROVED [ ] REJECTED

BY: [ ] FAA FLT. STANDARDS INSPECTOR; [ ] FAA DESIGNEE; [ ] MANUFACTURER; [V] REPAIR STATION; [ ] INSPECTION AUTHORIZATION; [ ] CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT; [ ] OTHER (Specify)

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
3-21-88	C06-13	

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28 90

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.)

Modified Tone Generator, type #557 to permit matching of volume between all four channels of generator. Summing resistors changed as follows;

1. Replaced Two-Tone generator card summing resistor R-10, from a 22 Kohm @ 1/2 watt, to a 39 Kohm @ 1/2 watt.

2. Replaced Horn Generator summing resistors with the following values to maintain the same ratio, insuring frequency of horn remains the same. R-10 from a 47 Kohm @ 1/2 watt, to a 100 Kohm @ 1/2 watt, and R-5 from a 22 Kohm @ 1/2 watt, to a 47 Kohm @ 1/2 watt.

All work done in accordance with manufacturers recommendations as documented on letter from Hartman systems, dated 10 Dec, 1987, and drawing # 557-2-OI-1, (MOD), see attached.

Change in aircraft weight and balance, and electrical load is negligable. There is no change in cockpit procedure due to incorporation of this modification.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE 1987 OF—272-048

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-25-90

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
GL-FSDO-65
Cleveland

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: GULFSTREAM Grumman American	MODEL: GII59
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS GENERAL INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS GENERAL INC 11371 W. AIRPORT SERVICE RD. SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
JULY. 30, 1987	THOMAS A. CORWIN Thomas A. Corwin

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						OTHER (Specify)
	☐	FAA FLT. STANDARDS INSPECTOR	☐	MANUFACTURER	☐	INSPECTION AUTHORIZATION
	☐	FAA DESIGNEE XX	☐	REPAIR STATION	☐	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JULY 30, 1987	C06-13	DANIEL H. PLANT Daniel H. Plant

RECEIVED AUG 1987

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 ASC 328 in accordance with the manufacturers installation instructions.

This ASC replaces the current sensors and applicable wiring in the APU J box, modifies wiring and adds a circuit breaker in the battery relay box and modifies wiring and replaces a circuit breaker in the main power J box.

The aircraft maintenance records have been revised to show the above installation.

The effect on the aircraft basic weight and balance is negligible

The effect on the aircraft electrical loading is negligible.

Ref; GULFSTREAM AEROSPACE CORP., AIRCRAFT SERVICE CHANGE NO. 328 EMERGENCY TRANSFORMER RECTIFIER UNIT REMOTE CONTROL CIRCUIT BREAKER INSTALLATION, DATED JUNE 11, 1987.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 GE-FSDO-65 Cleveland

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois General, Inc.	ADDRESS (As shown on registration certificate): One Saegate Toledo, ohio 43656

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Owens-Illinois General, Inc. 11371 West Airport Service Rd. Toledo express Airport Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	CO6-13

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
April 12, 1988	Thomas A. Corwin Thomas A Corwin

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	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 13, 1988	CO-6-13	Daniel H. Plant Daniel H Plant

RECEIVED APR 1988

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

Modified the wiring in the Main Power Junction Box to provide for a constantly energigized Main D.C. Bus, when the engine generators are operating, in the event of a battery switch failure during flight.

This modification provides a constant ground to the Left Forward Feeder Relay through the Left Generator Warn Light Relay and to the Right Forward Feeder Relay through the Right Generator Warn Light Relay.

The above change was installed in accordance with the manufacturer's installation instructions contained in Gulfstream Aerospace Corp., Aircraft Service Change No. 342A, dated January 15, 1988.

The aircraft records have been revised to to show the above change.

The effect on the aircraft weight and balance and on the electrical loading is negligible.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OP—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
GL-FSDO-65
Cleveland

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903g
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43558

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS, INC. 11371 W AIRPORT SER. ROAD SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
MARCH 13, 1987	FRANCIS J. WATSON Francis J Watson

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
MARCH 13, 1987	C06-13	DANIEL H. PLANT Daniel H Plant

MAR 1987

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 ASC368 in accordence with the manufacturer's installation instructions.

This ASC prevents the loss of the emergency bus tie power to the DC essential bus due to a malfunction in the master caution panel internal test circuit by modifing the wiring in the main power junction box and in the copilots circuit breaker panel.

The aircraft maintenance records have been revised to show the above installation.

The effect of this change on the aircraft's basic weight and balance is negligible.

The effect on the aircraft's electrical loading is negligible.

REF: GULFSTREAM AEROSPACE CORP. AIRCRAFT SERVICE CHANGE NO.368: EMERGENCY BUS TIE POWER SOURCE - MODIFICATION, DATED FEB. 20, 1987

-END-

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

#24 TTD

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
GL-FSDO-65
Cleveland

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903g
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS, INC. 11371 W. AIRPORT SER. ROAD SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
MARCH 13, 1987	RALPH J. KIDD Ralph J. Kidd

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	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
MARCH 13, 1987	C06-13	DANIEL H. PLANT Daniel H Plant

RECEIVED MAR 1987

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 ASC 356,parts 1 and 2 in accordence with the manufacturer's installation instructions.

Part1 installs a heat shield adjacent to the pylon precooler for fuselage skin protection .

Part2 installs additional Heat Sensors in the Pylons and modifies existing wiring.

THE AIRCRAFT MAINTENANCE RECORDERS HAVE BEEN REVISED TO SHOW THE ABOVE INSTALLATION.

THE AIRCRAFT'S WEIGHT AND BALANCE MANUL HAS BEEN REVISED TO REFLECT AN ADDITION OF 4lbs AT F.S. 627.3.

THE EFFECT OF THE AIRCRAFT'S ELECTRICAL LOADING IS NEGLIGIBLE.

REF: GULFSTREAM AEROSPACE CORP., AIRCRAFT SERVICE CHANGE NO. 356: FUSELAGE SKIN HEAT SHIELD, HEAT SENSOR-INSTALLATION.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

425

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
AGL-FSDO-65

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

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	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS, INC. 11371 WEST AIRPORT SERVICE ROAD SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
FEB. 27, 1987	THAMOS A. CORWIN Thomas A. Corwin

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						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
FEB. 27, 1987	C06-13	DANIEL H. PLANT Daniel H. Plant

RECEIVED MAR 1987

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 ASC 201 Amendment 4 inaccordance with the manufacturer's installation instructions.

This ASC ensures that with an open Voltage Regulator sense circuit breaker, the Voltage Regulator does not go into a runaway condition by modifing the wiring and adding decals to the tail junction box circuit breaker panel.

The aircraft maintenance records have been revised to show the above installation.

The effect on the aircraft basic weight and balance is negligible.

The effect on the aircraft electrical loading is negligible.

Ref: GULFSTREAM AEROSPACE CORP., AIRCRAFT SERVICE CHANGE NO. 201 amendment 4, D.C. POWER SUPPLY SYSTEM PROTECTION, MODIFICATION OF TAIL JUNCTION BOX.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OF—272-085

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FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 DESIGNATION
Cleveland

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS ILLINOIS INC	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO , OHIO , 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
OWENS ILLINOIS INC 11371 h AIRPORT SVCE RD. SWANTON , OHIO , 43558	☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C06-13

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
3-13-86	THOMAS A. CORWIN Thomas A. Corwin

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						OTHER (Specify)
	☐	FAA FLT. STANDARDS INSPECTOR	☐	MANUFACTURER	INSPECTION AUTHORIZATION	
	☐	FAA DESIGNEE	☒	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
3-13-86	C06-13	DANIEL H. PLANT Daniel H. Plant

FAA Form 337 (7-67)

MAR 17 1986 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

COMPLETED INTERCONNECTION OF EXISTING WIRING BETWEEN GLOBAL 500A-2A SYSTEM AND IDC SAT-TAS INDICATOR, TO PROVIDE TAS UPDATE TO GLOBAL NAV.

ALL WIRING DONE IN ACCORDANCE WITH GLOBAL MANUFACTURING INSTALLATION DRAWINGS CONTAINED WITHIN TECHNICAL MANUAL 1030-2, AND IDC RECOMENDATIONS.

AIRCRAFT RECORDS HAVE BEEN REVISED TO SHOW THE ABOVE CHANGE.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—272-068

FAA AIRCRAFT REGISTRY
CARD NO. 3 DATE: 6-28-90

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
GL-FSDO-65
Cleveland Branch

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: GULFSTREAM	MODEL: G-1159	
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: 903G	
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): TOLEDO, OHIO 43666	

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS, INC. 11371 W. AIRPORT SERVICE ROAD SWANTON, OHIO 43558	☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C06-13

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: 8/29/85

SIGNATURE OF AUTHORIZED INDIVIDUAL: DANIEL H. PLANT Daniel H. Plant

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	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
9/19/85	C06-13	C.E. HAUSHALTER C E Haushalter

FAA Form 337 (7-67) (8220)

SEP 23 1985

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 provisions for a CABIN TEMPERATURE MONITORING SYSTEM consisting of the following:

1ea. Temperture Monitor/Control, P/N TC-5

2ea. Cabin Air ~~Batt~~ Temp Sensors, P/N TS-1

1ea. H.P. Duct Transmitter

2ea. Thermocouples, P/N TC-6 & TC-7

1ea. Circuit Breaker, P/N CB-1 (½AMP)

1ea. Circuit Breaker, P/N CB-2 (3AMP)

This system installed inaccordance AC 43.13-1A & 2A, and installation instructions contained in Owens-Illinois' installation of Temperture Control System Document OI-TC, Revisions A thru C.

This system has been ground and flight tested and does not adversely affect the Airworthiness of this aircraft.

The aircraft Weight And Balance, Equipment List, Electrical Load Analysis and Maintenance Records have been revised to show the above installation.

The above installation of this system is FAA approved per Supplemental Type Certificate Number SA936GL, issued 9/19/85.

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GPO: 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
GL-FSDO-65
Cleveland Branch

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: ENGINE NOSE COWL MANUFACTURER: GULFSTREAM	1159P20360-1	356		

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
OWENS-ILLINOIS, INC. 11371 W. AIRPORT SERVICE ROAD SWANTON, OHIO 43558	☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C06-13

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
7/23/85	Donald M. Callahan DONALD M. CALLAHAN

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							OTHER (Specify)
	☐	FAA FLT. STANDARDS INSPECTOR	☐	MANUFACTURER	☐	INSPECTION AUTHORIZATION	
	☐	FAA DESIGNEE	X	REPAIR STATION	☐	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7/23/85	C06-13	DANIEL H. PLANT Daniel H Plant

FAA Form 337 (7-67) (8320)

JUL 26 1985

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6 28 90

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 GULFSTREAM AEROSPACE CORPORATION AIRCRAFT SERVICE CHANGE NO. 313 ON THE LEFT ENGINE NOSE COWLING. THE ASC INVOLVED THE DISASSEMBLY OF THE NOSE COWL, REMOVAL OF THE ANTI-ICE PLENUM BULKHEAD AND REPLACEMENT WITH A NEW STRONGER BULKHEAD AND SUPPORT STRUCTURE.

THE ASC WAS INSTALLED INACCORDENCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

THE AIRCRAFT RECORDS HAVE BEEN REVISED TO SHOW THE ABOVE INSTALLATION.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R0601

FOR FAA USE ONLY

OFFICE IDENTIFICATION
GL-FSDO-65
Cleveland Branch

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

1. AIRCRAFT	MAKE: ~~Gulfstream~~	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One Seagate. ~~Toledo, Ohio 43666~~

3. FOR FAA USE ONLY

THE DATA IDENTIFIED HEREIN COMPLIED WITH A[illegible] AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO C[illegible] INSPECTION BY A PERSON AUTHORIZED IN FAR-43.7

APPROVING INSPECTOR [signature] DATE 6/25/85

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Owens-Illinois, Inc. 11371 W. Airport Service Road Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
6/18/85	Thomas A. Corwin [signature]

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						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7/3/85	C06-13	[signature]

FAA Form 337 (7-67)

JUL 8 1985
JUN 3 1 1985

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 a Lavatory Smoke Detector System consisting of the following:

1-ea. Smoke Detector Module
1ea. Remote Battery/Amplifier
1ea. Mallory Sonalert
1ea. Master Specialties Annuncator

This system is completely battery operated and draws no current from the aircraft electrical system.

The cockpit annunciator light is wired to the unused input of the Dim and Test Annunciator Control Box to obtain a ground for the light in test. Ref: Executive Air Services Drawing # 180809.

The above installation was made inaccordance with acceptable industry standards and the recommendations of AC 43.13-1A, Chapter 9, Sections 3,4,5,&7, and AC 43.13-2A, Chapter 1.

The aircraft records have been revised to show the above installation.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 O-272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
GL-FSDO-65
Cleveland Branch

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One Seagate, Toledo, Ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Owens-Illinois, Inc. 11371 W. Airport Service Road Swanton, Ohio 43558	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	C06-13

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
6/18/85	Thamos A. Corwin Thomas A Corwin

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	[ ] FAA FLT. STANDARDS INSPECTOR	[ ] MANUFACTURER	[ ] INSPECTION AUTHORIZATION			
	[ ] FAA DESIGNEE	[X] REPAIR STATION	[ ] CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT			

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/18/85	C06-13	Daniel H. Plant Daniel H Plant

FAA Form 337 (7-67) (8320)

JUN 20 1985

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 1ea. Wulfsberg Model Handset WH-18 and Installed a Model WH-4HF Handset In the same location using existing wires and manufacturers supplied connector. Added provisions for interface to HF comm system.

The above Installation was in accordance with Wulfsberg Electronics Flitefone Installation Drawing # 147-0116-000

The aircraft records have been revised to show the above.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OP—272-088

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28 90

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
GL-FSDO-65
Cleveland Branch

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

1. AIRCRAFT	MAKE: ~~Gulfstream~~	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): One Seagate Toledo, ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, INC. 11371 W. Airport Service Road Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
May 20, 1985	Ralph J. Kidd Ralph J. Kidd

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 20, 1985	C06-13	Daniel H. Plant Daniel H. Plant

FAA Form 337 (7-67) (8320)

MAY 23 1985

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 the Nose Landing Gear Retract Cylinder attach structure and fitting.

Installed a Gulfstream redsigned attach structure and fitting consisting of a one-piece solid steel fitting and steel hi-loks.

The above was installed inaccordence with the manufacturer's installation instructions.

Ref: Gulfstream Aerospace Corporation's Aircraft Service Change No. 303 Dated 12/13/84.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 GL-FSDO-65 ~~Cleveland Branch~~

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, Inc. TAA Hangar - Toledo Express Airport 11571 W. Airport Service Road Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
July 23, 1984	Thomas A. Corvin

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
July 23, 1984	C06-13	Daniel H. Plant

FAA Form 337 (7-67) (8320)

JUL 27 1984

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 exterior emergency light system which was added to the existing interior light system.

   Installed: 6 each Grimes Light Assembly 30-0181-5
   2 each Grimes Light Assembly 10-0035-2

   Ref: Gulfstream American Corporation Drawing No. 1159RDF 30041, Sheet 1 and 2.

   Executive Aircraft Service Drawing No. 612-01-10.
   AC 43.13-1A and 2A.

2. Installed a cabin duct temperature system to assist crew in maintaining a more consistent cabin temperature.

   Installed: 1 each Temperature Motor 0-1MA
   1 each electronic thermometer Model T3-3
   1 each Temperature Sensor Model UA-3352

   Reference: Owens-Illinois, Inc. Drawing #614-01-12.
   AC 43.13-1A and 2A.

The above installations were installed with acceptable industry standards.

The aircraft records have been changed to reflect the above installation.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—272-045

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
GEOGRAPHIC IDENTIFICATION
Cleveland Branch

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, Ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE: RADIO ALT. SYSTEM ALA-51A; MANUFACTURER: Bendix				X

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Owens-Illinois, Inc. TAA Hangar - Toledo Express Airport 11371 W. Airport Highway Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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, 1984

SIGNATURE OF AUTHORIZED INDIVIDUAL: Thomas A. Corwin Thomas A Corwin

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 [X] APPROVED [ ] REJECTED

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
July 23, 1984	C06-13	Daniel H. Plant Daniel H Plant

FAA Form 337 (7-67)

JUL 27 1984 (20)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

Added a radio altimeter D.H. trigger Box Model TC-2 and a Mallory Sonalert Model SC-628FR to existing Bendix Radio Altimeter Alert System.

REF: AC 43.13-1A and 2A.

Manufacturer's Drawing #180797, 34-11-1.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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: AGL-GADO-6

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: GULFSTREAM	MODEL: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
OWENS-ILLINOIS, INC. 11371 W. AIRPORT SERVICE ROAD TOLEDO EXPRESS AIRPORT SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C05-13

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
APRIL 18, 1984	C.F. HAUSHALTER

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 [XX] APPROVED [ ] 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	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4-18-84	C05-13	DANIEL H. PLANT

APR 26 1984

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 A BENDIX CHECKLIST CONTROL, MODEL CC-2024C, FOR USE WITH THE

INSTALLED BENDIX COLORVISION RADAR SYSTEM, MODEL RDR-1300.

THE ABOVE INSTALLATION IS INACCORDANCE WITH THE EQUIPMENT MANUFACTURERS' INSTALLATION INSTRUCTIONS AND RECOMMENDATIONS CONTAINED IN A.C. 43.13-1A&2A.

THE AIRCRAFT RECORDS HAVE BEEN REVISED TO REFLECT THE ABOVE CHANGE.

REF: BENDIX FORM D3609121A, CC-2024B,C,D TO RADAR INDACATOR INTERWIRING DIAGRAM.
A.C. 43.13-1A&2A

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OT—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28 90

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: AGL GADO 16

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, Ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, Inc. 11371 W. Airport Service Road Toledo Express Airport Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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 1, 1984

SIGNATURE OF AUTHORIZED INDIVIDUAL: Francis Watson

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4-1-84	C06-13	Daniel H. Plant

FAA Form 337 (7-67) (8320)

APR 4 1984

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 Gulfstream American Corporation's Aircraft Service Change No. 254, Replacement of Wing Control Cable Fairleads.

This ASC involves breaking down of the aileron control cables, removal of existing fairleads, enlarging several feedthroughs and installation of new fairleads, grommets and anti-chafe coverings.

Aircraft records have been revised to reflect the above change.

REF: Gulfstream American Corporation's ASC 254 and 254 Amend. 1.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 DESIGNATION AGL-RADO-56

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE 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.
OWENS-ILLINOIS INC. TAA HANGER- TOLEDO EXPRESS AIRPORT 11371 W. AIRPORT SERV. ROAD SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	006-13

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
01-11-84	C.E. HAUSHALTER

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	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	006-13

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
01-11-84	006-13	DANIEL H. PLANT

FAA Form 337 (7-67) (8320)

JAN 15 1984

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 a Collins VOR/NAV 839B-1 antenna system which consists of the following parts:

2ea. antenna halves
1ea. coupler
2ea. coax's

Installed a Dorne and Maroglin DF N4-45 antenna system consisting of:

2ea. antennas and attaching hardware
2ea. coax's

The above installation was installed per Gulfstream American's supplied installation drawing no. 1159RDF290 for Aircraft Service Change no.273. The aircraft records have been revised to reflect the above change.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
AGL GADO #6

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OHIO 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
OWENS-ILLINOIS INC. TAA HANGAR-TOLEDO EXPRESS AIRPORT 11371 W. AIRPORT SERV. ROAD SWANTON, OHIO 43558	U.S. CERTIFICATED MECHANIC	C06-13
	FOREIGN CERTIFICATED MECHANIC	
	X 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: 01-11-84

SIGNATURE OF AUTHORIZED INDIVIDUAL: RALPH KIDD Ralph A. Kidd

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	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	C06-13

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
01-11-84	C06-13	DANIEL H. PLANT Daniel H. Plant

FAA Form 337 (7-67)

(8320)

JAN 13 1984

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

REPLACED THE RUDDER ACTUATOR FORWARD ATTACHING STRUCTURE, WHICH INCLUDE 1ea. 1159B21572-97 AND-99 CHANNEL AND 1ea. 1159B21572-105 AND -107 ANGLE, WITH A ONE PIECE ALUMINUM FITTING, INSTALLATION NO. 1159RDB703-909.

THE ABOVE INSTALLATION WAS INSTALLED PER THE MANUFACTURERS INSTALLATION INSTRUCTIONS CONTAINED IN GULFSTREAM AMERICANS ENGRG. DOCUMENT NO. 1159 RDB703-AND GULFSTREAM AMERICANS MANDATORY CUSTOMER BULLETIN NO. 303.

THE APPROPIATE AIRCRAFT RECORDS HAVE BEEN CHANED TO SHOW THE ABOVE CHANGE.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
AGL RADO 86

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: GULFSTREAM	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): OWENS-ILLINOIS, INC.	ADDRESS (As shown on registration certificate): ONE SEAGATE, TOLEDO, OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
OWENS-ILLINOIS, INC. TAA HANGAR - TOLEDO EXPRESS AIR- 11371 W. AIRPORT SERV. RD. PORT X SWANTON, OH 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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 30, 1983	THOMAS A. CORWIN Thomas A Corwin

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						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-30-83	C06-13	DANIEL H. PLANT Daniel H Plant

FAA Form 337 (7-67) (8320)

JAN 5 1984

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 Bendix RDR-1E Radar System and Installed a Bendix RDR-1300 Color Radar System.

The following equipment was removed:

1 Ea. Bendix Radar Indicator, PPI-1P
1 Ea. Bendix Radar Control, CON-1N
1 Ea. Bendix Radar Transceiver, RDR-1E
1 Ea. Bendix Mount, MBA-1A
1 Ea. Bendix Radar Antenna, ANT-1M
1 Ea. GAEC Antenna Mount

The following equipment was installed:

1 Ea. Bendix Color Indicator, IN2022A
1 Ea. Bendix Xmitter, RT1301A
1 Ea. Bendix Antenna Drive, DA1203A
1 Ea. Xmitter Plateform & Rack
1 Ea. Antenna Mount

The above installation is in accordance with equipment manufacturers' installation instructions and recommendations contained in A.C. 43.13-2A, Chapters 1,2,3 and 13. A flight check has been conducted to insure installed equipment does not adversely affect the airworthiness of this aircraft and performs its intended use.

The aircraft records have been revised to reflect the above change.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
AGL GADO #6

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE 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.
Owens-Illinois, Inc. TAA Hangar - Toledo Express Airport Route #4, Swanton, OH 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
7-12-83	Thomas A. Corwin

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	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-12-83	C06-13	Daniel H. Plant

FAA Form 337 (7-67)

JUL 18 1989 (9320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

Updated aircraft cabin display system.

REMOVED:

1 ea. I.D.C. cabin display converter P/N 999-27943-112
1 ea. Berry rack type 404-50-S-1/DPX2-0 and connector

INSTALLED:

1 ea. I.D.C. cabin display converter P/N 999-33470-211
1 ea. Berry rack type 404-38-S-1/DPXB-0 and connector

The existing wiring and circuit protection were maintained.

The aircraft records have been revised to reflect the above change.

REF: 1. Aircraft Advisory Circulator AC 43.131A & 2A
2. Manufacturer's Installation Instructions

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
AGL GADO #6

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. 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.
Owens-Illinois, Inc. TAA Hangar - Toledo Express Airport Route #4, Swanton, OH 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
7-11-83	Thomas A. Corwin

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-11-83	C06-13	Daniel H. Plant

FAA Form 337 (7-67) (8320)

JUL 15 1983

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 Gulfstream American Corporation's Aircraft Service Change No. 246, "D.C. Main Left Feeder Number 2 Bus; Load Requirement Decrease - Modification".

This A.S.C. removes some load from the D.C. Main Left Feeder #2 Bus and relocates the anti-skid warning power source.

The above installation was installed per manufacturer's installation instructions.

Aircraft records have been revised to show above installation.

REF: Gulfstream American Corporation's Aircraft Service Change No. 246.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
AGL GADO #6

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, Inc. TAA Hangar - Toledo Express Airport Route #4, Swanton, OH 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C06-13

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
7-11-83	Thomas A. Corwin Thomas A Corwin

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-11-83	C06-13	Daniel H. Plant Daniel H Plant

FAA Form 337 (7-67) (8320)

JUL 15 1983

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 Executive Aircraft Service, Inc., emergency inverter modification and re-installed manufacturer's original emergency inverter system.

REMOVED:

1 ea. Flitetronics PC-17A solid state inverter (750 VA)
4 ea. Instrument bus FDR 7½ AMP Circuit Breakers
1 ea. E inverter output 7½ AMP Circuit Breaker
1 ea. E inverter power 50 AMP Circuit Breaker

INSTALLED:

1 ea. Bendix 39B153-1-A solid state inverter (500 VA)
4 ea. Instrument bus FDR 5 AMP Circuit Breakers
1 ea. E inverter output 5 AMP Circuit Breaker
1 ea. E inverter power 35 AMP Circuit Breaker

The existing wiring and inverter mounting were maintained. A load check was completed to check load of bus.

The aircraft records have been revised to show the above installation.

REF: Aircraft Advisory Circulatory 43.13.1A.

Gulfstream American Corporation's Wiring Diagram Manual, Volume II, Chapter 24-3-1, Page 1A.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
AOL GADO #6

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, Inc. TAA Hangar - Toledo Express Airport Route #4, Swanton, OH 43558	U.S. CERTIFICATED MECHANIC	C06-13
	FOREIGN CERTIFICATED MECHANIC	
	X 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
4-19-83	Thomas A. Corwin Thomas A Corwin

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 [X] APPROVED [ ] REJECTED

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4-19-83	C06-13	Daniel H. Plant Daniel H. Plant

FAA Form 337 (7-67)

APR 25 1983 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

The following change was made to the aircraft's #1 and #2 Collins ADF-60 Systems:

REMOVED: 2 ea. Collins ADF-60 Controls - Model 614L-11, P/N 777-1493-006

INSTALLED: 1 ea. Collins ADF-60 Dual Control - Model 614L-13, P/N 792-6275-005

The above installation required no wiring modification.

All aircraft records have been revised to reflect the above change.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

7779

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
ACL CADO #6

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: Gulfstream	MODEL: G-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, Inc. One SeaGate Toledo, OH 43666	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	C06-13

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
10-13-82	Daniel H. Plant

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 [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA FLT. STANDARDS INSPECTOR		[ ] MANUFACTURER		[ ] INSPECTION AUTHORIZATION	OTHER (Specify)
	[ ] FAA DESIGNEE	X	[ ] REPAIR STATION		[ ] CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-13-82	C06-13	Daniel H. Plant

FAA Form 337 (7-67) (8320)

OCT 18 1982

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 cabin entertainment cabinet and entertainment system consisting of the following:

1 each Lear Jet A-295 AM/FM radio and tape player
1 each Sony VP-1200 video cassette player
1 each Sony KV-9200 color monitor

Fabricated new entertainment cabinet to accommodate a new entertainment system consisting of the following:

1 each Technics RS-M07 tape deck
1 each Technics ST-C04 AM/FM stereo tuner
1 each Technics SU-C04 stereo amplifier
1 each RCA VFT250 video cassette recorder
1 each Sony KV-9200 color monitor

The cabinet was constructed of the same materials and the same design as the removed cabinet for structural strength.

The existing wiring and circuit protections were maintained.

The existing cabinet structural mounting points were also maintained.

The above installation was made in accordance with applicable sections of AC 43.13-1A and Acceptable Industry Standards.

Aircraft records have been revised to reflect the above installation.

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GPO: 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 AGL GADO #6

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: G1159
	SERIAL NO.: S/N 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): One SeaGate, Toledo, OH 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, Inc. One SeaGate Toledo, OH 43666	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CO 6-13

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: 8-10-82

SIGNATURE OF AUTHORIZED INDIVIDUAL: C. E. Haushalter

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	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8-10-82	CO 6-13	C. E. Haushalter

FAA Form 337 (7-67)

AUG 12 1982 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*:

Modified transponder wiring to turn off transponders when not in use with power on aircraft.

Work was accomplished in accordance with Standard Industry Practices, Manufacturer Recommendations and AC 43.13-1A.

Aircraft records have been revised to reflect the above changes.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1987 OP—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-70

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

7-10-81
9-4-81

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: AGL GADO #6

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: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois	ADDRESS (As shown on registration certificate): P.O. Box 1035, Toledo, Ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. 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.
National Flight Services, Inc. Toledo Express Airport P.O. Box 302 Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CRS 1192

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
August 28, 1981	[signature]

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					OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
August 28, 1981	CRS 1192	[signature] SEP 3 1981

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 the following equipment:

No. 2 Bendix ADF System:
Bendix DFA-73A-1 ADF Receiver P/N 2987786-7302
Bendix CNA-73 (CB-1) Control Head P/N 2987780-7315
Collins 137A-6A Loop Antenna P/N 522-3761-001

Installed the following equipment:

Collins ADF-60A ADF Receiver P/N 622-2362-001
Collins 614L-11 ADF Control Head P/N 777-1493-006
Collins ADF-60A Antenna P/N 622-2363-001

The above removal and installation accomplished in accordance withAC 43:13 1A and 2A and manufacturers installation instructions. A flight check has been conducted to insure this removal and installation does not adversely affect the airworthiness of this aircraft.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

FEDERAL AVIATION AGENCY

JUL 17 1981

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
GL-GADO-5
Cincinnati, Ohio

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: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): ~~Owens-Illinois Incorporation~~	ADDRESS (As shown on registration certificate): Owens-Illinois Building Toledo, Ohio, 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Glenn E. Lewis 917 S. Fuls Rd. New Lebanon, Ohio 45345	[X] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [ ] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	A&P1335304

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
14 July 1981	Glenn E. Lewis Glenn E. Lewis

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 Agency and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA FLT. STANDARDS INSPECTOR	[ ] MANUFACTURER	[X] 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
14 JULY 1981	1335304	Glenn E. Lewis Glenn E. Lewis

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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.)*

The following prerequisites completed per attached outline of Grumman service change (ASC299) to certify this aircraft from present 43,000 feet pressure altitude to 45,000 feet pressure altitude.

1. 6,000 ft. cabin ASC 114 incorporated in production.

2. New model boost pumps incorporated in production.

3. Boost pumps are as required part # 1159SCP011.

4. Fuel flow regulators are SASC 206.

A-1. Acceleration and deceleration time adjusted per Rolls-Royce maintenance manual 71:00 test 6.E and customer bulletin #302.

A-2. Max. pressure altitude of 45,000 feet placard installed reference 1159SB2083-11 placards.

New limitation of 45,000 feet pressure altitude incorporated in aircraft flight manual.

No change to aircraft basic weight and balance.

This modification recorded in aircraft log book.

☐ ADDITIONAL SHEETS ARE ATTACHED

*U.S. GOVERNMENT PRINTING OFFICE : 1965 O—781-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

The preparation of this Aircraft Service Change is based upon the aircraft production configuration as delivered from the factory by Gulfstream American. Documentation and approval of Service Change deviations required due to any subsequent aircraft modifications and/or outfitter alterations will be the responsibility of the aircraft owner or his designee.

Gulfstream American Aircraft Service Change No. 299 is approved for installation on aircraft registered for operation in accordance with applicable regulations of the United States Federal Aviation Administration. Individual approval should be obtained from the appropriate airworthiness agency prior to installation on aircraft registered outside the United States.

It is ultimately the operator's responsibility to establish that FAA approval for all aircraft modifications has been obtained. The design change effected by this bulletin has received FAA approval. If a compliance time, inspection interval or process appears and requires FAA approval, such approval will be noted by the affected words appearing with an asterisk or note designating FAA approval. The FAA approval does not connote whether or not the design change is major or minor as defined by the regulations.

GULFSTREAM II AIRCRAFT SERVICE CHANGE NO. 299

SUBJECT: 45,000 Foot Operating Altitude

PURPOSE/DISCUSSION: The purpose of this Service Change is to outline and define the prerequisites required for increased operating altitude to 45,000 feet.

FLIGHT MANUAL SUPPLEMENT/ REVISION REQUIRED: Aircraft's Flight Manual Supplement Number G-II-81-02 must be incorporated.



This Aircraft Service Change is considered a major change in type design and as such requires documentation in accordance with FAA Form 337 procedures (or foreign airworthiness agency equivalent). Please note that as instructed on the Form 337, all modifications and alterations must be verified as being compatible with all previous alterations (STC's, 337's, etc.) to assure continued conformity with the applicable airworthiness requirements.

ADVANCE COPY

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-70

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

GULFSTREAM II AIRCRAFT SERVICE CHANGE NO. 299

PREREQUISITE:

1. 6,000 Foot Cabin, Aircraft Service Change No. 114 (for Aircraft 1 through 122) or production Aircraft 123 and subsequent.
2. Provisions for new model Fuel Boost Pump, Aircraft Service Change No. 122 (on Aircraft 1 through 111) or production Aircraft 112 and subsequent.
3. 1159SCP011 Fuel Boost Pumps
4. Fuel Flow Regulator CASC 174 or later.

SKILL TYPE REQUIRED: None.

SPECIAL TOOLS/ EQUIPMENT REQUIRED None.

EFFECTIVITY: This Aircraft Service Change is effective for all Gulfstream G-1159 aircraft.

PRICE: Prices are subject to change without notice:

	Domestic
ASC Price:	$ 10,000.00

MODIFICATION INSTRUCTIONS:

A. The following must be performed prior to certification at 45,000 feet:

A-1 Engine acceleration and deceleration time check. Times must be in accordance with the Rolls-Royce Maintenance Manual requirements (REF. M-Sp4-G, Section 71-00, Page Block 500, Test 6.E.).
NOTE: Customer Bulletin No. 302 applies.

A-2 Install 1159SB20283-11 Placards adjacent to Airspeed Limitation Placard using Super Bond 695 or equivalent.

B. Return the aircraft to flight status.

C. Record compliance in the aircraft's log book.

D. Fill in the attached form and return it to Gulfstream American.

PARTS REQUIRED PER AIRCRAFT:

Part Number	Nomenclature	Quantity
1159SB20283-11	Placard	2

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

WEIGHT AND BALANCE DATA: The affect of this service change on the aircraft's basic weight and balance is negligible.

Prepared by Gulfstream American Corporation,
Travis Field - P.O. Box 2206, Savannah, Georgia 31402

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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
AGL GADO #6

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): P O Box 1035 Toledo, Ohio 43601

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Owens-Illinois, Inc. Toledo Express Airport TAA Hangar Rd 4 Swanton, Ohio 43558		U.S. CERTIFICATED MECHANIC	C06-13
		FOREIGN CERTIFICATED MECHANIC	
	X	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
2/6/81	Donald Callahan.

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 [X] APPROVED [ ] REJECTED

BY							
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2/6/81	C06-13	C. Hawkeder

FAA Form 337 (7-67)

FEB. 13 1981 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-28-90

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 indicating system according to STC SA2907SW

dated 1/30/1979 and revision, dated 4/9/1979.

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. Government Printing Office 1976—771-960/65

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARKS	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N8046A 903E	Grumman American	G-1159	1975	391303
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		54523
172	Rolls Royce Turbo Fan	Spey Mk 511-8		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS**	
Two	N/A	N/A	XXXXXXXXXXXX	IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A [1] [X] STANDARD AIRWORTHINESS CERT. (Indicate category) — NORMAL | UTILITY | ACROBATIC [XX] | TRANSPORT | GLIDER | BALLOON

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- [2] LIMITED
- [5] PROVISIONAL (Indicate class): [1] CLASS I; [2] CLASS II
- [3] RESTRICTED (Indicate operation(s) to be conducted): [1] AGRICULTURE & PEST CONTROL; [2] AERIAL SURVEYING; [3] AERIAL ADVERTISING; [4] FOREST (Wild life conservation); [5] PATROLLING; [6] WEATHER CONTROL; [0] OTHER (Specify)
- [4] EXPERIMENTAL (Indicate operation(s) to be conducted): [1] RESEARCH AND DEVELOPMENT; [2] AMATEUR BUILT; [3] EXHIBITION; [4] RACING; [5] CREW TRAINING; [6] MKT. SURVEY; [0] TO SHOW COMPLIANCE WITH FAR
- [8] SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side): [1] FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE; [2] EVACUATE FROM AREA OF IMPENDING DANGER; [3] OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT; [4] DELIVERING OR EXPORT; [5] PRODUCTION FLIGHT TESTING

C [6] MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) — IF DEALER, CHECK HERE → [X]

NAME	ADDRESS
Grumman American Aviation Corporation	Savannah, Ga. 31402

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

[X]	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): A12EA Rev. 7 5/1/73	[XX]	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 75-22
	AIRCRAFT LISTING (Give page No(s).): N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

[X]	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS: 4:19 HOURS	[3] EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed

D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
11/10/75	V. O. Gagnon, Agent	V. O. Gagnon

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)

- [2] FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)
- [3] CERTIFICATED MECHANIC (Give Certificate No.)
- [6] CERTIFICATED REPAIR STATION (Give Certificate No.)
- [5] AIRCRAFT MANUFACTURER (Give Name of Firm)

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE	[4] DESIGNEE'S SIGNATURE AND NO.	[1] FAA INSPECTOR'S SIGNATURE
11/11/75	ASO-EMDO 7-0-42	Charles Burns, Jr. DMIR #SO-118-4	

FAA Form 8130-6 (7-70)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

[ ] PILOT [ ] CO-PILOT [ ] NAVIGATOR [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. **CERTIFICATION**—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [X] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [X] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [ ] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA 337 *(Attach when required)*
- [X] F. This Inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 317 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [ ] I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
- [X] J. Current Airworthiness Certificate Issued in Accordance with FAR _____ *(Copy attached)*

C FAA AC 72-8655

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

SOUTHERN REGION
P. O. BOX 20636
ATLANTA, GEORGIA 30320

Issued: November 3, 1975

EXPERIMENTAL OPERATING LIMITATIONS

Walker-

Make Henry S. Walker Model Cassutt IIIH Reg. No: N 13 HW Ser. No: SW-1

1. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules.

2. No operations shall be conducted over densely populated areas or in congested airways except for takeoffs and landings.

3. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating it into or out of airports with operating control towers. (For jet and high performance piston-powered aircraft, to advise tower of minimum runway requirements.)

4. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33, this aircraft must be operated Dav VFR only.

5. This aircraft shall contain the placards, listings and instrument markings required by FAR 91.31.

6. No person may operate this aircraft for carrying persons or property for compensation or hire.

7. This aircraft ~~(is)~~ (is not) prohibited from aerobatic flight which is an intentional maneuver involving an abrupt change in this aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.

8. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.

9. This aircraft does not comply with the Airworthiness Standards of ICAO Annex, Part II; therefore, flights are not authorized over foreign countries. Special permission must be obtained from foreign countries to conduct flights over their territories.

10. The above operating limitations may be amended by application for, and issuance of, a new Special Airworthiness Certificate.

11. This certificate will expire November 3, 1976.

C. A. Goodwin

C. A. Goodwin
Manufacturing Inspector

SO FORM 8130-3-1 (8/73) Supersedes previous edition

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

Typed by #5

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION AGL-GADO-6

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: G1159
	SERIAL NO.: S/N 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): P. O. Box 1035 Toledo, Ohio 43601

3. FOR FAA USE ONLY

THE DATA IDENTIFIED HEREIN COMPLIED WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR-43.7

EXECUTIVE INSPECTOR [signature] DATE FEB 6 1980

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.
Owens-Illinois, Inc. P. O. Box 1035 Toledo, Ohio 43601	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CO 6-13

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
2-1-80	C. E. Haushalter

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						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
8/14/80	CO 6-13	C. E. Haushalter

FAA Form 337 (7-67) AUG 18 1980 FEB 6 1980 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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 Global GNS-500A navigation system consisting of the following equipment:

1. Remote Computer Unit, P/N 10050-2-51 E
2. Remote Optional Equipment Unit, P/N 10600-1-000
3. Control Display Unit, P/N 10060-6
4. VLF Antenna Coupler, P/N 11305-1

This system installed in accordance with AC 43.13-1A & 2A, manufactures installation instructions and STC 3457 WE with the following exceptions related to STC 3457 WE.

1. HDG data to this GNS-500A system coupled to #2 compass system.
2. This GNS-500A system is not coupled to autopilot/flight director system.
3. This GNS-500A system coupled to #1 ADF sense antenna.
4. Remote Computer Unit and Optional Equipment Unit located at Station 196.0

Equipment list, weight and balance, and log book have been updated to include this installation. A flight check has been conducted to insure this installation does not adversely affect the airworthiness of this aircraft.

"FAA approved flight manual supplement dated 23 July 80 is required for this approval."

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. Government Printing Office 1976—771-980/65

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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
AGL GADO #6

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: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois	ADDRESS (As shown on registration certificate): P.O. Box 1035, Toledo, Ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
National Flight Services, Inc. Toledo Express Airport P.O. Box 302 Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CRS 1192

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
June 9, 1980	A. H. Bushy

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 9, 1980	CRS 1192	A. H. Bushy

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 JUN 11 1980 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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 the following equipment:

Bendix DFA-73A-1 ADF Receiver
P/N 2087786-7302
Bendix CNA-73(CB-1) Control Head
P/N 2087780-7315
Collins 137A-6A Loop Antenna
P/N 522-3761-001

Installed the following equipment:

Collins ADF-60A Receiver
P/N 622-2362-001
Collins 614L-11 ADF Control Head
P/N 777-1493-006
Collins ADF-60A Antenna
P/N 622-2363-001

The above removal and installation accomplished in accordance with AC 43.13 1A and 2A and manufacturers installation instructions. A flight check has been performed to insure this removal and installation does not adversely affect the airworthiness of this aircraft.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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 AGL GADO 76

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens-Illinois, Inc.	ADDRESS (As shown on registration certificate): P. O. Box 1035 Toledo Ohio 43666

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.
C. E. Haushalter Owens-Illinois, Inc. P. O. Box 1035 Toledo, Ohio 43666	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1316258

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: 5/11/77 SIGNATURE OF AUTHORIZED INDIVIDUAL: C. E. Haushalter

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	X	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
5/11/77	1316258 I/A	C. E. Haushalter

FAA Form 337 (7-67)

MAY 11 1977 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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 microwave oven manufactured by Sears Roebuck, model 99051. This unit is mounted in the aft wardrobe station 530. The system is powered by 6 each flitetronics PC-16 inverters.

Wiring installation was accomplished in accordance with AC 43-13-1 chapter 11 and AC 43-13-2, Chapter 2.

Structural attachments and installations required are in accordance with applicable sections of AC 43-13-2.

Aircraft records have been revised to reflect the above charges.

☐ ADDITIONAL SHEETS ARE ATTACH

☆U.S. Government Printing Office 1976—771-980/65

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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: AGL GADO #6

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: G1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois Inc.	ADDRESS (As shown on registration certificate): P. O. Box 1035 Toledo, Ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. 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.
National Flight Services, Inc. Toledo Express Airport P. O. Box 302, Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RS 1192

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: 7/28/77 — SIGNATURE OF AUTHORIZED INDIVIDUAL: J. D. McDaniel

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 X APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-28-77	RS 1192	J. D. McDaniel

AUG 3 1977

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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 left (pilot's) IDC servo'd altimeter P/N 18711-164. Installed IDC servo'd altimeter P/N 29711-006 for Rad/Bar System. Moved Bendix MKA-28A Marker Receiver and Collins GLS-350 Glideslope Receiver to piggyback mount at Sta. 163. Installed IDC Rad/Bar Converter P/N 29400-211 S/N 420 at Sta. 171. Above installations accomplished in accordance with AC43.13 -1A & 2 and manufacturers installation instructions.

☐ ADDITIONAL SHEETS ARE ATTACH.

☆U.S. Government Printing Office 1976—771-980/65

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

RTMENT 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
AGL GADO #6

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-IT59
	SERIAL NO.: I72	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinios Inc.	ADDRESS (As shown on registration certificate): P.O. Box I035 Toledo, Ohio 43666

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.
National Flight Services Inc. Toledo Express Airport RR#4 Box 302 Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RSI192

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 6, 1977

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny L Kelley

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	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 6, 1977	RSII92	Danny L Kelley

FAA Form 337 (7-67) (8320)

JUN 17 1977

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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 Canadian Marcom CMS-738A Digital Display Cabin Sign System. Installed I.D.C. Cabin S gn System inclduing P/N 999-29340-002 Cabin Display, P/N 999-27943-112 Converter, and P/N 930-28260-002 Cabin Controller. Above system installed in accordance with AC 43.13- 1A & 2 and manufacturers installation instructions.

E N D

☐ ADDITIONAL SHEETS ARE ATTACH.

☆U.S. Government Printing Office 1976—771-980/65

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-[illegible]-82

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 AGL GADO #6

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-II59
	SERIAL NO.: I72	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinios Inc.	ADDRESS (As shown on registration certificate): P.O. Box I035 Toledo, Ohio 43666

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.
National Flight Services Inc. Toledo Express Airport RR#4 Box 302 Swanton, Ohio 43558	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RSII92

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 6, I977

SIGNATURE OF AUTHORIZED INDIVIDUAL: Danny L. Kelley

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 [X] APPROVED [ ] REJECTED

BY	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 6, I977	RSII92	Danny L Kelley

FAA Form 337 (7-67) (8320)

JUN 14 1977

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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 Canadian Marcom CMS-738A Digital Display Cabin Sign System. Installed I.D.C. Cabin S gn System incldu ing P/N 999-29340-002 Cabin Display, P/N 999-27943-112 Converter, and P/N 930-28260-002 Cabin Controller. Above system installed in accordance with AC 43.13- 1A & 2 and manufacturers installation instructions.

E N D

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. Government Printing Office 1976—771-980/65

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

W.O. 305

FAA

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: GADO
2-1-02

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois, Inc.	ADDRESS (As shown on registration certificate): P.O. Box 1035 Toledo, Ohio 43666

3. FOR FAA USE ONLY

The data/alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

3-18-76
Date

FAA Inspector, SW-GADO-2 (DAE)

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	B. KIND OF AGENCY	C. CERTIFICATE NO.
Cooper Airmotive Inc. Executive Aircraft Service Div. Redbird Airport Dallas, Texas 75232	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RS3834 Airframe Limited Ratings

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
March 19, 1976	Gaston D. Alexander Gaston D. Alexander

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 Agency and is ☒ APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 24, 1976	RS3834	Gaston D. Alexander Gaston D. Alexander

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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.)*

Fabricated and installed a storage box for engine inlet plugs as shown on Drawing #386889 (2 Sheets) dated 3-18-76. Engine plugs cut and hinged to fit the box. Placard installed on the box "Engine plugs only - Door must be closed and locked before take-off". Functional check of this item has no adverse affect on other systems in this aircraft.

☐ ADDITIONAL SHEETS ARE ATTACHE

1965 OF—761-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION DAL GADO
2-1-02

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois, Inc.	ADDRESS (As shown on registration certificate): P. O. Box 1035, Toledo, Ohio 43666

3. FOR FAA USE ONLY

The ~~Repair~~ Alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in PAR. 43.7.

4-2-76 (Date) — Jefferson D. Cuthbertson (FAA Inspector, SW-GADO-2 (DAL))

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Cooper Airmotive, Inc. Executive Aircraft Service Division Redbird Airport Dallas, TX 75232	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RS 3834 Radio and Airframe

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 2, 1976

SIGNATURE OF AUTHORIZED INDIVIDUAL: T. H. Allbright

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 Agency and is [X] APPROVED [ ] 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	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 2, 1976	RS 3834	T. H. Allbright

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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 Canadian Marconi engine instrument system in accordance with STC SA2210SW with the following deviations:

1. **Arranged instruments in a different sequence and deleted the fuel quantity indicator P/N CMC 418-100 and fuel flow indicator P/N CMC 418-107.**

NOTE: The Grumman fuel quantity and fuel flow indicating systems were retained without modification.

See E. A. S. Drawing 680105 for instrument locations.

2. **Instrument amplifier installed at F. S. 193.**

--END--

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

W.O. #305

FPF

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION GADO
~~2-1-82~~

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois, Inc.	ADDRESS (As shown on registration certificate): P.O. Box 1035, Toledo, Ohio 43666

3. FOR FAA USE ONLY

The ~~data~~/alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

3-15-76 (Date) — Allen E. King ✓ — FAA Inspector, SW-GADO-2 (DAE)

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Cooper Airmotive Inc. Executive Aircraft Service, Div. Redbird Airport Dallas, Texas 75232	U.S. CERTIFICATED MECHANIC	RS3834 Airframe Limited Ratings
	FOREIGN CERTIFICATED MECHANIC	
	X 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: March 12, 1976

SIGNATURE OF AUTHORIZED INDIVIDUAL: Gaston D. Alexander
Gaston D. Alexander

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 Agency and is [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 2, 1976	RS3834	Gaston D. Alexander Gaston D. Alexander

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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 a Hermetic Aircraft Instrument Corporation fluorescent lighting system as shown on Drawing #386872 (11 Sheets) dated 1-19-76.
Structural mounting of power units shown on sheets 1 & 2 and approved with other interior items on 337 form dated 9, March 1976.
Functional check of all items installed as shown on this FAA 337 Form had no adverse effect on other systems in this aircraft.
The electrical circuits installed to meet the intent of 4b.606 (a) & (b) and 4b.625 (a), (b), (c).
Weighed the aircraft and computed EW and EWCG and prepared a sample zero fuel weight loading in accordance with Grumman Weight & balance report #WT-1159R for aircraft S/N 172.

Evaluated Avionics VHF COMM, VHF NAV/ILS HF COMM & ADF NAVIGATION SYSTEMS for interference generated by the flourescent light system in accordance with FAR 25.1301 & AC 20-63 & found all systems acceptable.

Charles E. Ethridge
April 2, 1976

☐ ADDITIONAL SHEETS ARE ATTACHED

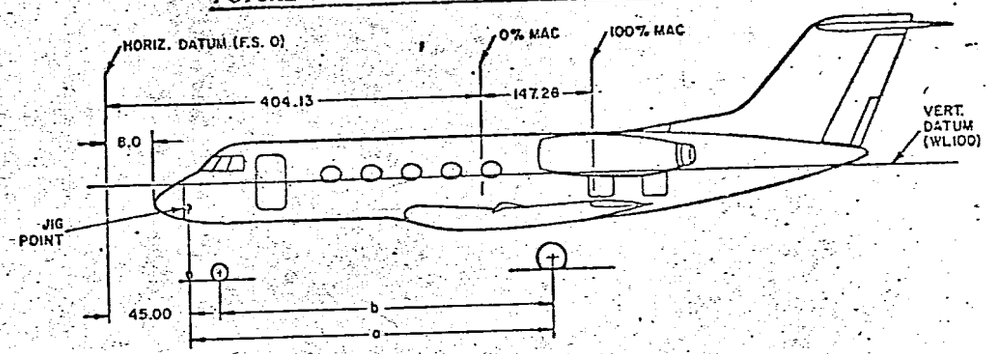
FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

Owens Illinois, Inc.

Cooper Airmotive Inc.
Executive Aircraft Service,
Div. W.O. 305

GRUMMAN GULFSTREAM II S/N172, N903G Weighed 3-13-76

ACTUAL WEIGHT AND BALANCE DATA FORM



DISTANCE	FT & IN.	IN.
a		
b		
a-b		

MAIN GEAR HORIZONTAL ARM = a + 45.00 = INCHES

NOSE GEAR HORIZONTAL ARM = (a-b) + 45.00 = INCHES

C. G. IN PERCENT M. A. C. = $\frac{\text{(HOR. ARM IN INCHES) - (404.13)}}{1.4728}$

NOTES:
1. All C.G.'s are for the airplane with landing gear extended.
2. Aircraft should be level (FRL = 0°), doors and windows closed, brakes released, and flaps and thrust reversers retracted, when weighing.

AIRPLANE ON WHEELS

WHEEL LOCATION	GROSS	TARE	ERROR	TOT. Δ	NET	HOR. ARM	MOMENT
LEFT MAIN							
RIGHT MAIN							
SUBTOTAL MAINS							
NOSE							
TOTALS							

AIRPLANE ON JACK PADS

SCALE LOCATION	GROSS	TARE	ERROR	TOT. Δ	NET	HOR. ARM	MOMENT
LEFT WING	16,801	-2	0	-2	16,799		
RIGHT WING	16,865	-8	0	-8	16,857		
SUBTOTAL WINGS	33,666				33,656	489 .00	16,457,784
NOSE	2,538	0	0	0	2,538	120 .00	304,813
TOTALS	36,204				36,194	463 .13	16,762,597

EMPTY WEIGHT & C. G. DETERMINATION

ITEMS	WEIGHT	C. G. IN HOR. ARM	C. G. IN % M. A. C.	MOMENT
TOTAL ACTUAL NET	See page 11.1A dated			
TOTAL ADDITIONS	March 13, 1976 for empty			
TOTAL SUBTRACTIONS	weight computation &			
EMPTY WEIGHT	equipment included in the empty weight.			

WEIGHED BY: _____ WITNESSED BY: _____ DATE: _____

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

OWENS ILLINOIS, INC.
P.O. Box 1035
Toledo, Ohio 43666

GRUMMAN GULFSTREAM II
S/N 172 N903G

Cooper Airmotive Inc.
Executive Aircraft
Service Division
W.O. 305
March 13, 1976

ACTUAL WEIGHT AND BALANCE AS WEIGHED
Page 11.1A

COMPUTATIONS TO SHOW AIRCRAFT EMPTY WEIGHT

	Weight	Arm	Moment
Aircraft Scale reading	36,194	463.13	16,762,297
Unusable fuel (drainable)	104	432.00	44,928
Engine Oil	-56	554.00	-31,024
TV-Sony VP-1200	56	321.00	17,976
Net Empty Weight	36,298	462.67	16,794,177

NOTE: 1. Undrainable fuel in tanks (16 lbs) and fuel in lines from tanks to engines (44 lbs) included in the scale reading.
2. The above empty weight included equipment added by Cooper Airmotive, Inc., Executive Aircraft Service Division listed below including radio and electronics.

Items Weight and/or not weighed:

1. Jack Pad Box (empty)
2. Utility box (empty)
3. Engine oil pump system (empty)
4. Hyd. oil pump (empty(GAC type)
5. Baggage compt. complete
6. EAS water system (empty)
7. First aid kit
8. Lavatory complete
   a. "Air-Lav" Koehler serviced
   b. Vanity
   c. Mirrors (2)
   d. Fire Ext. CO^2
   e. Wardrobe & curtain
9. Commissary complete
   a. Oven
   b. Tray Carriers (2)
   c. Hot cup (1)
   d. Ice Box (2)
   e. Coffee Maker
10. Divan (4 Place)
11. Six single chairs
12. One double chair
13. Phone (hand set) (1)
14. Three fold-up tables.
15. Four-place table & pad
16. Three aisle doors
17. Fold-up desk (1)
18. Divan end cabinet (1)
19. Mid-cabin cabinet
    a. TV Sony VP-1200
    b. Stereo
    c. Phone (1)
20. Emerg. lts. battery
21. Fire ext. (water)
22. Radio rack doors
23. Portable oxygen (cp)
24. Crash axe
25. Wardrobe R&L (fwd)
26. Long range oxygen (2) bottles
27. Passenger oxygen (3) bottles
28. Jump seat (EAS)
29. Fire ext. CO^2 (CP)
30. Crew seats
31. Crew O^2 masks
32. Flashlights (2)
33. Manual holders
34. Step storage (CP)
35. Radio complete
36. Fuel drained
37. Engine oil full
38. Emergency lights
39. Batteries installed (A/C)
40. Entrance door curtain
41. Eng. plugs (on)
42. Step ladder (in)
43. Air-lav seat
44. Spare APU speed logic box.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

Owens Illinois, Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172, N903G
W.O. 305-March 13, 1976

SAMPLE LOADING FOR ZERO FUEL WEIGHT

Page 1:

CONDITION #1: Ferry Flight with Crew of Two (2)

ITEM	Weight	Arm	Moment	%MAC.
Aircraft Empty Weight	36,298	462.67	16,794,177	39.74
Engine Oil	56	554.00	31,024	
Crew (2)	340	113.00	38,420	
Crew Kit	50	113.00	5,650	
ZERO FUEL Wt.-Crew 2	36,744	459.10	16,869,271	37.32
Baggage	600	565.00	339,000	
ZFW - 2 Crew & Baggage	37,344	460.80	17,208,271	38.47

CONDITION #2: Loading for 3 Crew & baggage

ZFW - 2 Crew & Baggage	37,344	460.80	17,208,271	38.47
Air-lav seat	170	530.00	90,100	
Baggage	100	565.00	56,500	
ZFW - 3 Crew & Baggage	37,614	461.39	17,354,871	38.87

CONDITION #3: Loading for Passengers & supplies (Passengers aft to fwd.)

ZFW - Crew 2	36,744	459.10	16,869,271	37.32
Crew baggage (2)	60	565.00	33,900	
Lavatory Water (10 gal.)	80	544.00	43,520	
Lavatory Supplies	20	519.00	10,380	
Galley Supplies - LH	100	470.00	47,000	
Galley Supplies - RH	50	474.00	23,700	
Wardrobe (fwd.)	50	190.00	9,500	
Utility Box	50	651.00	32,550	
ZFW - 2 Crew & Supplies	37,154	459.43	17,069,821	37.54
Passenger R6	170	530.00	90,100	
Baggage	30	565.00	16,950	
ZFW - 1 Pass. (2 Crew)	37,354	459.84	17,176,871	37.82
Passenger D4	170	434.00	73,780	
Baggage	30	565.00	16,950	
ZFW - 2 Pass. (2 Crew)	37,554	459.80	17,267,601	37.79

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

Owens Illinois, Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172, N903G
W.O. 305 - March 13, 1976

SAMPLE LOADING FOR ZERO FUEL WEIGHT

ITEM	WEIGHT	ARM	MOMENT	%MAC
ZFW - 2 Pass. (2 Crew)	37,554	459.80	17,267,601	37.79
Passenger R5	170	419.00	71,230	
Baggage	30	565.00	16,950	
ZFW - 3 Pass. (2 Crew)	37,754	459.70	17,355,781	37.73
Passenger D3	170	400.00	68,000	
Baggage	30	565.00	16,950	
ZFW - 4 Pass. (2 Crew)	37,954	459.52	17,440,731	37.60
Passenger D2	170	385.00	65,450	
Baggage	30	565.00	16,950	
ZFW - 5 Pass. (2 Crew)	38,154	459.27	17,523,131	37.43
Passenger R4	170	370.00	62,900	
Baggage	30	565.00	16,950	
ZFW - 6 Pass. (2 Crew)	38,354	458.96	17,602,981	37.22
Passenger D1	170	364.00	61,880	
Baggage	30	565.00	16,950	
ZFW - 7 Pass. (2 Crew)	38,554	458.62	17,681,811	36.99
Passenger R3	170	321.00	54,570	
Baggage	30	565.00	16,950	
ZFW - 8 Pass. (2 Crew)	38,754	458.10	17,753,331	36.64
Passenger R3	170	321.00	54,570	
Baggage	30	565.00	16,950	
ZFW - 9 Pass. (2 Crew)	38,954	457.58	17,824,851	36.29
Passenger R2	170	272.00	46,240	
Baggage	30	565.00	16,950	
ZFW - 10 Pass. (2 Crew)	39,154	456.86	17,888,041	35.80
Passenger R2	170	272.00	46,240	
Baggage	30	565.00	16,950	
ZFW - 11 Pass. (2 Crew)	39,354	456.14	17,951,231	35.31

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

Owens Illinois, Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172, N903G
W.O. 305-March 13, 1976

SAMPLE LOADING FOR ZERO FUEL WEIGHT

Page 8:

ITEM	WEIGHT	ARM	MOMENT	%MAC.
ZFW 11 Pass (2 Crew)	39,354	456.14	17,951,231	35.31
Passenger R1	170	223.00	37,910	
Baggage	30	565.00	16,950	
ZFW - 12 Pass. (2 Crew)	39,554	455.22	18,006,091	34.68
Passenger R1	170	223.00	37,910	
Baggage	30	565.00	16,950	
ZFW - 13 Pass. (2 Crew)	39,754	454.31	18,060,951	34.07

CONDITION # 4: Loaded for Forward C. G. Limit. (Passengers fwd. to aft.)

ZFW - 2 Crew & Supplies	37,154	459.43	17,069,821	37.54
Passenger R1	170	223.00	37,910	
Baggage	30	565.00	16,950	
ZFW - 1 Pass (2 Crew)	37,354	458.44	17,124,681	36.87
Passenger R1	170	223.00	37,910	
Baggage	30	565.00	16,950	
ZFW - 2 Pass. (2 Crew)	37,554	457.46	17,179,541	36.20
Passenger R2	170	272.00	46,240	
Baggage	30	565.00	16,950	
ZFW - 3 Pass. (2 Crew)	37,754	456.71	17,242,731	35.70
Passenger R2	170	272.00	46,240	
Baggage	30	565.00	16,950	
ZFW - 4 Pass. (2 Crew)	37,954	455.97	17,305,921	35.19
Passenger R3	170	321.00	54,570	
Baggage	30	565.00	16,950	
ZFW - 5 Pass. (2 Crew)	38,154	455.45	17,377,441	34.84

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CAMERA NO. 2 DATE: 6-2-82

Owens Illinois, Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman - G1159
S/N 172, N903G
W.O. 305 - March 13, 1976

SAMPLE LOADING FOR ZERO FUEL WEIGHT

Page 4:

ITEM	WEIGHT	ARM	MOMENT	%MAC
ZFW - 5 Pass. (2 Crew)	38,154	455.45	17,377,441	34.84
Passenger R3	170	321.00	54,570	
Baggage	30	565.00	16,950	
ZFW - 6 Pass. (2 Crew)	38,354	454.94	17,448,961	34.49
Passenger D1	170	364.00	61,880	
Baggage	30	565.00	16,950	
ZFW - 7 Pass. (2 Crew)	38,554	454.62	17,527,791	34.28
Passenger R4	170	370.00	62,900	
Baggage	30	565.00	16,950	
ZFW - 8 Pass. (2Crew)	38,754	454.34	17,607,641	34.09
Passenger D2	170	385.00	65,450	
Baggage	30	565.00	16,950	
ZFW - 9 Pass. (2 Crew)	38,954	454.12	17,690,041	33.94
Passenger D3	170	400.00	68,000	
Baggage	30	565.00	16,950	
ZFW - 10 Pass. (2 Crew)	39,154	453.97	17,774,991	33.84
Passenger R5	170	419.00	71,230	
Baggage	30	565.00	16,950	
ZFW - 11 Pass. (2 Crew)	38,354	453.90	17,863,171	33.79
Passenger D4	170	434.00	73,780	
Baggage	30	565.00	16,950	
ZFW - 12 Pass. (2 Crew)	39,554	453.90	17,953,901	33.79
Passenger R6	170	530.00	90,100	
Baggage	30	565.00	16,950	
ZFW - 13 Pass. (2 Crew)	39,754	454.31	18,060,951	34.07

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Owens Illinois, Inc.
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Toledo, Ohio 43666

Grumman G-1159
S/N 172, N903G
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SAMPLE LOADING FOR ZERO FUEL WEIGHT

Page 5:

CONDITION #5: Loading for Additional baggage (Max. Baggage) (1390 lbs

ITEM	WEIGHT	ARM	MOMENT	%MAC.
ZFW - 13 Pass. (2 Crew)	39,754	454.31	18,060,951	34.[illegible]
Remaining Baggage	940	565.00	531.100	
ZFW - 13 Pass. & Baggage (2 Crew)	40,694	456.87	18,592,051	35.80

NOTE: The jump seat is restricted for use for take-off or landing due to FAA AD Note 76-05-08.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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 DAL GADO 2102

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois, Inc.	ADDRESS (As shown on registration certificate): P.O. Box 1035 Toledo, Ohio 43666

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				

RECEIVED
MAR - 5 1976
FAA-DALLAS
GADO

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Cooper Airmotive, Inc. Executive Aircraft Service Div. Redbird Airport Dallas, Texas 75232	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RS 3834 Radio and Airframe

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 19, 1976

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles E. Eldridge

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 [X] APPROVED [ ] REJECTED

BY:
- [ ] FAA FLT. STANDARDS INSPECTOR
- [ ] FAA DESIGNEE
- [ ] MANUFACTURER
- [X] REPAIR STATION
- [ ] INSPECTION AUTHORIZATION
- [ ] CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
- [ ] OTHER (Specify)

DATE OF APPROVAL OR REJECTION: March 19, 1976

CERTIFICATE OR DESIGNATION NO.: RS 3834

SIGNATURE OF AUTHORIZED INDIVIDUAL: Charles E. Eldridge

(8320)

FAA Form 337 (7-67)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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 two Bendix RTA-43A VHF communications transceivers on the third shelf of the electronics compartment at F.S. 165. The mounts for these units are attached to the shelf channels with four (4) each NAS 517-2 screws and anchor nuts. The transceiver controls are Gables type G-4937 installed in the center console. Existing GAEC installed antennas are utilized for No. 1 and No. 2 transceivers. A Collins VHF-251 transceiver is installed on the co-pilot's panel as a standby system. This unit shares the lower VHF antenna with COMM-2. System wiring is shown on EAS drawings 180767 and 180768.

2. Installed dual H.F. communications systems consisting of the following:

   2 each Collins 618T-3B Transceivers
   2 each Collins 714E-6B Controls
   2 each Collins 490S-1 Couplers

   The transceivers are installed below the baggage compartment sub-floor at F.S. 554. The controls are installed in the co-pilot's R.H. side console. The couplers are installed per EAS drawing 680083 in the compartment at F.S. 682. The coupler installation is approved by DER SW 167 Walter T. Clark on Form 8110-3 dated 6-29-73. The H.F. systems wiring is shown on EAS drawing 180770 and 180771.

3. Installed dual Bendix RNA-26C VOR/ILS receivers. The receivers are located on the second shelf of the radio compartment at F.S. 164. They are installed in mounts attached to the shelf with four (4) NAS 517-2 screws and anchor nuts. The receivers are controlled by the Gables G-4937 control of item one. System wiring is shown on EAS drawing 180780 and 180781. The Grumman installed VOR/LOC and glideslope antennas are used for this installation.

4. Installed dual Bendix DFA-73A ADF receivers, Bendix CNA-73CB-1 controls and two Collins 137A-6A loop antennas. The two receivers are located at F.S. 542 and 566 below the baggage compartment floor. The receiver mounts are attached to two (2) .063 2024T3 aluminum hat sections using four (4) NAS 221 screws and anchor nuts per mount. The hat sections are attached to the cabin floor panel using eight (8) NAS 221 screws and P104D10-0/S104D1032-08 Delron fittings per channel. One loop antenna is GAEC installed. The second loop antenna is installed

☒ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—272-085

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in accordance with EAS drawing 680002 which is approved on FAA Form 8110-3 dated 10-31-69 and signed by DER SW-167 Walter T. Clark. The top GAEC sense antenna is used for system #1 and a long wire sense antenna installed per EAS drawing 680082 is used for ADF-2. The dual ADF systems are wired in accordance with EAS drawings 180727 and 180728.

5. Installed dual Collins DME-40 interrogators on the second shelf of the electronics compartment at F.S. 173. The dual mount for these units is attached to the shelf channels with four (4) NAS 517-3 screws and anchor nuts. A third DME-40 interrogator is mounted on the floor shelf as a "cold spare" at F.S. 194. Dual Collins 339F-12 distance/ground speed indicators are installed on the instrument panel using MSP 9963 clamps. The existing GAEC installed Collins 237Z-1 antennas at F.S. 172 and 228 are used for this installation. The DME systems are wired in accordance with EAS drawings 180724 and 180725.

6. Installed dual Bendix TRA-63A transponders and a Gables G-4936 control. The transponders are installed on the second shelf of the electronics compartment at F.S. 150. The mounts for these units are attached to the shelf channels with four (4) NAS 517-2 screws and anchor nuts. The control is installed in the cockpit center console. Dual Collins 237Z-1 antennas are installed at FS 515 and 563 with the antenna installed at F.S. 515 used for No. 1 ATCT system. This antenna is installed in accordance with EAS drawing 680061 dated 10-21-72. The No. 2 antenna at F.S. 563 is installed in existing GAEC mounting provisions. The dual transponder systems are wired in accordance with EAS drawing 180784.

7. Installed Bendix ALA-51A radio altimeter systems consisting of the following:

   1 each Bendix ALA-51A Receiver/Transmitter
   1 each Bendix INA-51A Indicator
   2 each Bendix ANA-51C Antenna

   The R/T unit is installed in the extended electronics compartment at F.S. 188. The mount for this unit is attached to the shelf channels with four (4) NAS 517-2 screws and anchor nuts. The ANA-51C antennas are installed at F.S. 213 and F.S. 238 on GAEC installed mounts. The indicator is clamp mounted on the co-pilot's instrument panels using and MSP 9963 clamp. The radio altimeter system is wired per EAS drawing 180797.

8. Installed a J.E.T. AI-904 JG Standby Horizon and PS-823B Power Supply. The horizon is installed in the pilot's instrument panel. The power supply is installed at F.S. 156 on shelf No. 2 of the radio compartment. The system is wired in accordance with EAS drawing 180790.

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9. Installed a Sperry VG-311 vertical gyro using existing GAEC mounting provisions in the main wheel well area. The system is wired per EAS drawing 180785 and includes attitude switching.

10. Installed a Motorola NA-135 Selcal Decoder on Shelf no. 1 of the electronics compartment at F.S. 167. The mount for this unit is attached to the shelf equipment mounting channels using four (4) each NAS 517-2 screws and anchor nuts. System wiring is shown on EAS drawing 180773.

11. Installed a cockpit audio system consisting of one each Baker M-1035YL and M-1035YR audio selector/amplifier panels and two (2) each Utah A6FC speakers. The two audio panels are installed on either side of the center console. The two speakers are installed in the cockpit overhead per EAS drawing 680006. The system is wired per EAS drawing 180776.

12. Installed a cabin paging electronic chime system consisting of a Baker M-1050 paging amplifier and eight (8) each Utah A6FC speakers. The amplifier is installed on shelf No. 1 of the extended electronics compartment at F.S. 194. The speakers are installed per EAS drawing 386865 dated 12-24-75 and are approved as a part of the interior installation. A Utah C4CC speaker is also installed in the lavatory for paging. This system is wired in accordance with EAS drawing 180787.

13. Installed a cabin entertainment system consisting of the following:

1 each Lear Jet A-295 AM/FM Radio and Tape Player
1 each Sony VP-1200 Video Cassette Player
1 each Sony KV-9200 Color Monitor
1 each Sony KV-1520R Color Monitor
2 each Flitetronics PC-16 Inverters

The radio, tape player and video cassette player are installed in a cabin interior cabinet at F.S. 317 R/H side. The KV-1520R Color Monitor is installed in the forward cabin interior cabinet at F.S. 194 L/H side. The KV-9200 Color Monitor is installed on top of the cabin interior cabinet at F.S. 332 R/H side per EAS drawing 386856. The cabinet installation, tape player, video cassette, and color monitor mountings are approved as a part of the interior installation. The PC-16 inverters are mounted in the aft baggage sub-floor at F.S. 583 per EAS drawing 386878. System wiring is shown on EAS drawing 180777.

14. Installed a single Bendix MKA-28A marker receiver system. The receiver is located at F.S. 171 on the top shelf of radio compartment. The receiver mount is attached to the shelf equipment

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channels using four (4) each AN 509-632 screws and NAS 697-A06 nut plates. The existing Grumman installed marker antenna is used for this installation. System wiring is shown on EAS drawing 180782.

15. Installed a Sperry 2588319-916 Comparator Monitor system. The monitor is located on the first shelf of the radio compartment at F.S. 161. The mount for this unit is attached to the shelf equipment channels with four (4) each NAS 517-2 screws and anchor nuts. The EAS comparator warning controller is located in the center console forward of the power levers. System wiring is shown on EAS drawing 180801.

16. Installed compass switching systems as detailed on EAS drawing 180475. The transfer relays for these systems are installed on an aluminum hat section located at F.S. 177 on the shelf No. 2 of the avionics compartment. The control switches are located on either pilot's outboard skirt panel.

17. Installed IDC 575-25850-236 MACH/Airspeed indicators for the pilot and co-pilot. These indicators are approved to TSO C-46 and have range and markings appropriate to the G-1159 speed limitations. The instruments are clamp mounted in the L.H. top position of the basic "T" on each pilot's flight instrument panel using MSP 9963 clamps. The existing pitot/static air lines are connected to the indicators. System wiring is shown on EAS drawing 180789.

18. Installed dual IDC 525-18711B-164 servoed altimeters. The instruments are clamp mounted in the R.H. top position of the basic "T" on each pilot's panel. The pilot's altimeter is driven by the Sperry 2587400-844 air data computer and the co-pilot's altimeter by the Sperry ADC-200 altitude computer. These altimeters are approved to TSO C9 and C10b and have a maximum range of 50,000 feet. System wiring is shown on EAS drawings 180807 and 180808.

19. Installed one Davco 811B digital clock on the outboard side of the co-pilot's panel. A Wakmann W33-7545-10 clock is mounted on the outboard side of the pilot's panel.

20. Installed dual Teledyne Model D6HL IVSI indicators approved to TSO C8B. The instruments are clamp mounted on both pilot's flight instrument panels and are connected to existing static lines.

21. Installed a Smith WL-10601 KSA Synchroscope on the pilot's R.H. skirt panel. System wiring is shown on EAS drawing 180791.

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Toledo, Ohio 43666

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22. Relocated TVI indicator and selector switch from overhead panel to the pilot's instrument panel. Relocated O.A.T. indicator from main instrument panel to overhead panel.

23. Removed the existing Bendix 39B153-1-A instrument inverter and replaced with a Flitetronics PC-17A. This change increases instrument inverter bus capacity from 500 VA to 750 VA. The inverters are approved to the same TSO. Wiring modifications are shown on EAS drawing 180718.

24. Removed Grumman installed electronics junction box and replaced it with a smaller junction box in the top section of the radio compartment. The new box is constructed using .040 2024T3 aluminum panels picking up the Grumman installed fasteners. Deutsch terminal blocks are mounted on the new panels.

25. Installed an auxiliary electronic compartment blower on shelf No. 4 at F.S. 168. The blower is a Dynamic Air Model M4641J-1A and is wired in accordance with EAS drawing 180685.

26. Installed an Airpathe CB2100-T6D magnetic compass in the G.A.C. installed compass mount.

27. Installed a Bendix RDR-1E weather radar system consisting of the following:

    1 each Bendix RDR-1E R/T
    1 each Bendix PPI-1E Indicator
    1 each Bendix ANT-1M Antenna
    1 each Bendix CON-1N Control

    The antenna is attached to the existing GAEC installed antenna mount at F.S. 40. The R/T unit is installed on No. 2 shelf at F.S. 140. The indicator is installed in the center instrument panel and the control is installed in the center pedestal. The system is wired per EAS drawing 180793.

28. Installed dual Sperry SPI-80 flight director systems consisting of the following:

    2 each Sperry AD-300D Attitude Director Indicators
    2 each Sperry RD-600A Horizontal Situation Indicators
    2 each Sperry Z-500 Computers
    2 each Sperry 4026206-901 Remote HDG/CRS Controllers
    2 each Sperry 4018368-901 Mode Selectors
    2 each Sperry 4020576-901 Rate Gyros
    1 each Sperry 4013242-801 Air Data Computer

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The attitude director indicators for each pilot are installed in the top center position of the basic "T" configuration with the horizontal situation indicators for each pilot located immediately below the ADI. The mode selectors and remote heading/course selectors are installed in the forward end of the center console. The computers and turn rate gyros are installed on the aft end of shelf No. 3 in the radio compartment. These systems are wired in accordance with EAS drawings 180802 and 180803. Pilot operating instructions for these systems is provided by the Sperry Pilot's Guide for SPI-80/SPI-81 flight director.

29. Installed an Aero Mechanism 8047-10 pneumatic altimeter on the pilot's lower R.H. instrument panel. This altimeter is approved to TSO C10b and is used as a back-up to the servoed altimeters.

30. Installed dual Litton LTN-104 inertial navigation systems in accordance with STC SA1696SW except installed INU's and batteries on shelves 1 and 3 of the forward radio compartment. Flight manual supplement Revision 1 dated 5-2-74 inserted in AFM.

31. Installed a Sperry altitude preselect system in accordance with STC SA2165WE except substituted a -915 controller for the -910 unit specified by the STC. These units are identical. Additional signals are provided at the rear connector for use with Sperry flight director systems.

32. Installed an IDC 18295B SAT/TAS Indicator with a Rosemount 102AU1AF probe in accordance with STC SA1057SW. Flight Manual Supplement dated 10-29-69 inserted in AFM.

33. Install a standby VHF Navigation System consisting of the following:

1 each Collins V1R-351 Receiver
1 each Collins IND-351 Indicator
1 each Collins GLS-350 Glide Slope Receiver
1 each Collins PWC-150 Converter

The indicator and V1R-351 receiver are installed on the far outboard section of the pilot's instrument panel. The glide slope receiver and power converter are installed in the radio compartment. The VOR/LOC receiver shares the existing VOR antenna coupler. A separate glide slope antenna was installed in the nose radome for the GLS-350 receiver.

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Owens Illinois, Inc.
P.O. Box 1035
Toledo, Ohio 43666

ATTACHMENT TO FAA FORM 337 dated March 19, 1976

34. Installed a Wulfsberg Flitefone III Radio Telephone System consisting of the following:

1 each Wulfsberg RT-18 Transceiver
1 each Wulfsberg WH-18 Handset Controller
1 each Wulfsberg AT-460 Antenna
1 each Wulfsberg C-118 Cockpit Control
1 each Wulfsberg HH-114 Handset

The RT unit is installed at F.S. 575 below the baggage compartment sub-floor. The cockpit control is located in the RH side console and the cockpit handset is attached to the cockpit bulkhead behind the co-pilot's seat. The cabin handset is installed at F.S. 196 and the antenna at F.S. 632 on the lower fuselage. Two ITT P/N 6513-C2410 extension handsets were installed at fuselage stations 348 and 491 RH side. System wiring is shown on EAS drawing 180783.

35. Installed a Collins 624C-1 recorder and 914F-1 recorder control wired in accordance with EAS drawing 180795. The control is installed in the center console at F.S. 83 and the recorder on an equipment shelf located at F.S. 728.

36. Installed a Canadian Marconi CMA-738A digital cabin display and power amplifier. The display is installed on the forward RH cabin bulkhead and is approved as a part of the interior installation. The amplifier is installed on the extended radio compartment shelf at F.S. 187. This system is wired in accordance with EAS drawing 180805.

37. Installed Canadian Marconi/Engine Instrument System in accordance with STC SA2710SW except did not change the CAC installed fuel flow and fuel quantity indicators. Transferred to 337 Dated 4-2-76

38. Installed an additional General Electric 8TJ88-GAV-1 fuel flow power supply at F.S. 647 in the tail compartment. This installation provides independent fuel flow power supplies for each engine.

NOTES:

1. Wiring installed by Executive Aircraft Service for the above systems conforms to MIL-W-5086 or MIL-W-16878 and is installed in accordance with AC 43.13-1 chapter 11 and AC 43.13-2, chapter 2.

2. All structural attachments and installations required for the above systems are in accordance with applicable sections of AC 43.13-2.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

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CAMERA NO. 2 DATE: 6-2-80

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ATTACHMENT TO FAA FORM 337 dated March 19, 1976

3. All instrument installations are in accordance with AC 43.13-2, chapter 11.

4. A functional check of the equipment listed on this form has been performed in accordance with FAR 25.1301 and has operated satisfactorily and did not adversely affect any other aircraft system.

5. The aircraft was weighed and a new empty weight and C.G. established.

6. A new electrical load analysis was made for this aircraft.

7. Checked the altitude reporting system in accordance with FAR 91.36 (b) and AC20-58A.

8. Equipment installations not covered by STC were accomplished in accordance with manufacturers installation instructions.

---END---

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-87

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

W.O. 305

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION GADO
2-1-02

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois, Inc.	ADDRESS (As shown on registration certificate): P.O. Box 1035, Toledo, Ohio 43666

3. FOR FAA USE ONLY

The data/alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

3-15-76
Date

FAA Inspector, SW-EAGO-2 (GADO)

4. UNIT IDENTIFICATION / **5. TYPE**

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

RECEIVED
MAR 8 1976
FAA-DALLAS
GADO

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Cooper Airmotive Inc. Executive Aircraft Service Div. Redbird Airport Dallas, Texas 75232	U.S. CERTIFICATED MECHANIC	RS3834 Airframe Limited Ratings
	FOREIGN CERTIFICATED MECHANIC	
	X 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
March 9, 1976	Gaston D. Alexander Gaston D. Alexander

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 Agency and is ☒ APPROVED ☐ REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 18, 1976	RS3834	Gaston D. Alexander Gaston D. Alexander

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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.)*

a. **Completed interior installations and service equipment in accordance with drawings listed on Drawing List #386883 (1 Sheet) dated 3-1-76. Structural approval and approval of oxygen system deviations is PAA Form #8110-3 dated 9, March, 1976 by DER SW-167, Walter T. Clark, Jr.** Note: The six (6) single chairs and the one (1) double chair meets FAA TSO-C39 requirements.

b. **Installed electrical circuits as shown on Drawing #386525 (34 Sheets) dated 7-23-71 in accordance with advisory circular #AC43-13-1, Chapter 11, section 2,3,4,5, & 7.**
The total DC electrical load increase on this aircraft by the above circuits is 49.48 amps. The total DC load, less radio and electronics is 323.81 amps. The aircraft is equipped with two (2) 300 amp generators.
Functional check of all items installed as shown on this PAA 337 Form had no adverse effect on other systems in this aircraft.
The electrical circuits installed to meet the intent of 4b.606 (a) & (b) and 4b.625 (a), (b), (c).

c. **Weighed the aircraft and computed EW and EWCG and prepared a sa ple zero fuel weight loading in accordance with Grumman Weight & balance report #WT-1159R for aircraft S/N 172.**

d. **Made emergency lighting check in accordance with AC20-38A dated 2-8-66.**

e. **Trim and interior materials used in this installation meet the flame resistant requirements of 4b.381(b).**

f. **The baggage compartment is lined with fire-resistant material to meet the requirements of 4b.383 (b) (4).**

7 ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 9 March 1976

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Grumman	G-1159	Airplane	Cooper Airmotive Inc., Exect. Aircraft Service Div.

LIST OF DATA

IDENTIFICATION	TITLE
386403 (2 Shts)	Headliner support structure. 11-26-69
386868 (2Shts)	Ledge and side panel structure. 1-7-76
386741 (6 Shts)	Air duct fabrication & Instl. 5-1-74.
386872 (Sht 1&2)	Fluorescent light instl. 1-19-76.
386865 (2 Shts)	Speaker brackets. 12-30-75.
386640 (1 Sht)	Blkhd. retainer FS181 LH. 4-30-73.
386747 (Shts 2&3)	Crew service compt. (ret. FS181 RH & blkhd. rework) 8-8-74
386627 (2 Shts)	Blkhd. retainers FS200 LH & RH. 3-14-73
386586 (1 Sht)	Bulkhead retainers FS496. 11-20-72
386866 (2 Shts)	Fwd. wardrobe LH (FS181 & 198 blkhd. LH) 12-31-75.
386874 (3 Shts)	Fwd. wardrobe RH (FS181 & 198 Blkhd. RH) 1-21-76.
386875 (1 Sht)	Bulkhead FS452 RH & FS 444 LH. 1-26-76.
386877 (1 Sht)	FS496 Blkhd. RH. 2-3-76.
386132 (Sht. 6)	Bulkhead patterns. 11-26-68
386856 (6 Shts)	Mid cabin cabinet RH. 11-10-75.
386643 (1 Sht)	Wire routing doubler installation. 5-12-73.
386680 (1 Sht)	Aft cabin door frame at baggage. 12-27-73.
386802 (Sheet 1,2,3,4,5,7 & 8)	Jump seat. 3-17-75.
386109 (Sht. 4&5)	Jump seat. 10-18-68.
386870 (2Shts)	Aisle doors. 1-12-76.
386873 (2 Shts)	Four place game table. 1-19-76.
386861 (5 Shts)	Four place divan. 11-26-75.

PURPOSE OF DATA

To install interior items for Field Approval.

APPLICABLE REQUIREMENTS (List specific sections)

4b.200(a), 4b.201, 4b.210(a), 4b.211, 4b.260, 4b. 306, 4b.307(c), 4b.358, 4b.359, 4b.362, 4b.381, 4b.382, 4b.651 (b) (3).

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 1 of 4 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Walter T. Clark Jr. FAA ORIGINAL	SW-167	Structural and Oxygen systems.

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-813

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 9 March 1976

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Grumman	G-1159	Airplane	Cooper Airmotive Inc., Exect. Aircraft Service Div.

LIST OF DATA

IDENTIFICATION	TITLE
386425 (Sht. 1&2)	Divan (4 place) RH 12-17-69
386701 (1 Sht)	Game table installation. 2-5-74.
386720 (1 Sht)	Power shield door. 4-9-74.
386426 (2 Shts)	Emerg. exit handle rework. 12-19-69.
386838 (1 Sht)	Escape hatch handles. 7-29-75.
386790 (Sht 1&4)	Life raft storage & end cabinets. 2-10-75.
386880 (1 Sht)	Chair track installations.2-12-76.
386120 (1 Sht)	Chair installation provisions. 11-11-68
386254 (1 Sht)	Entrance door curtain. 5-14-69.
386862 (4 Shts)	Commissary RH. 12-9-75.
386860 (5 Shts)	Bar & general storage LH. 11-18-75.
386869 (5 Shts)	Commissary & bar suppt. struct. 1-7-76
386633 (2 Shts)	Water heater & brackets. 4-11-73.
386871 (6 Shts)	Pressurized water system. 1-16-76.
386775 (Sht.1&2)	Pressurized water system. 11-19-74.
386864 (3 Shts)	Lavatory & vanity. 12-24-75
386686 (1 Sht)	Lavatory support structure. 1-11-74.
386685 (6 Shts)	Aft. baggage 1-10-74.
386867 (1 Sht)	Smoke detector & amplifier. 1-4-76.
386702 (2 Shts)	Radio rack doors. 2-8-74.
386441 (1 Sht)	FS540-572 Floorboard mod. 1-9-70.
386876 (6 Shts)	Air-lav seat. 1-28-76.
386553 (Sht.1,2,3,4,&5)	Continuous flow oxygen system. 9-5-72.

PURPOSE OF DATA

To install interior items for Field Approval.

APPLICABLE REQUIREMENTS (List specific sections)

4b.200(a), 4b.201, 4b.210(a), 4b.211, 4b.260, 4b.306, 4b.307(c), 4b.358, 4b.359, 4b.362, 4b.381, 4b.382, 4b.651 (b) (3).

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 1 2 of 4 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- ☐ Recommend approval of these data
- ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVES	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Walter T. Clark Jr.	SW-167	Structural and Oxygen systems.
FAA ORIGINAL		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-613

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 9 March, 1976

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Grumman	G-1159	Airplane	Cooper Airmotive Inc., Exect. Aircraft Service Div.

LIST OF DATA

IDENTIFICATION	TITLE
386679 (1 Sht)	Continuous flow oxygen system. 12-27-73.
386637 (1 Sht)	Continuous flow oxygen system. 4-24-73.
386863 (2 Shts)	Continuous flow oxygen dev. 12-23-75.
386401 (1 Sht)	Cockpit step manual storage. 11-26-69
386859 (1 Sht)	Cockpit portable oxygen bottle instl. 11-17-75.
386580 (1 Sht)	Entrance area floor mod. 11-4-72.
386515 (1 Sht)	Overboard drains. 6-9-71.
386465 (1 Sht)	Step ladder storage. 1-29-70
386227 (1 Sht)	Utility box. 4-1-69
386554 (Sht. 1,4,&5)	L&R aux. engine oil fill syst. 9-6-72.
386816 (1 Sht)	L&R aux. engine oil fill syst. 6-14-75.
386849 (1 Sht)	L&R aux. engine oil fill systm. 10-2-75.
386579 (2 Shts)	Jack pad storage. 11-3-72.
386761 (1 Sht)	Access instl. starter & HP cock. 9-10-74.
386879 (1 Sht)	Aft. baggage cargo tie down. 2-12-76
386878 (1 Sht)	Inverter instl. 2-4-76.
386839 (Sht. 2&3)	Emergency lts. (batt. inst.) 8-4-75.

PURPOSE OF DATA

To install interior items for Field Approval.

APPLICABLE REQUIREMENTS (List specific sections)

4b.200(a), 4b.201,4b.210(a), 4b.211, 4b.260, 4b.306, 4b.307(c), 4b.358, 4b.359, 4b.362, 4b.381, 4b.382, 4b.651 (b) (3).

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 3 of 4 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Walter T. Clark	SW-167	Structural and Oxygen systems.
FAA ORIGINAL		

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-613

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-83

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 9 March, 1976

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Grumman	G-1159	Airplane	Cooper Airmotive Inc., Exect. Aircraft Service Div.

LIST OF DATA

IDENTIFICATION	TITLE
NOTES:	1. This approval is for the structural substantiation and oxygen system only. 2. This approval does not include the electrical system approval. 3. This approval is for Grumman Model G-1159, S/N 172, N903G only. 4. Aircraft released for service by FAA Form 337 dated 9 March, 1976 by RS3834.

PURPOSE OF DATA

To install interior items for Field Approval.

APPLICABLE REQUIREMENTS (List specific sections)

4b.200(a), 4b.201, 4b.210(a), 4b.211, 4b.260, 4b.306, 4b.307(c), 4b.358, 4b.359, 4b.362, 4b.381, 4b.382, 4b.651 (b) (3).

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 _____, 4 of 4 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Walter T. Clark FAA ORIGINAL	SW-167	Structural and Oxygen systems.

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-813

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

Owens Illinois, Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172
N903G

Detailed information for items shown on FAA Form 337 dated 9,March, 1976
EAS W.O. #305 - Page 1:

1. Installed headliner and trim support structure from fuselage sta. 181 to sta. 452 as shown on Drawing #386403 (2 Sheets) dated 11-26-69.

2. Installed ledge and support structure (for side panels and card tables) as shown on Drawing #386868 (2 Sheets) dated 1-7-76.

3. Fabricated and installed a combination overhead air duct (just above The window line L&R side) with reading and indirect lights, and gaspers for fresh or conditioned air as shown on Drawing #386741 (6 Sheets) dated 5-24-74. This duct is a fairing and trim panel, and supplements the existing Grumman air duct.
   Note: 1. Oxygen parts mounted on this duct are in accordance with STC #SA951SW, except as shown on Drawing #386553 (Sheets 1,2,3,4, &5) dated 9-5-72, #386679 (2 Sheets) dated 12-27-73. #386637 (1 Sheet) dated 4-24-73, & #386863 (2 Sheets) dated 12-23-75. AFM supplement #II dated 4-25-69 applicable to this system.
   2. The emergency lighting provisions mounted in this duct are in accordance with STC #SA1037SW except for illumination, battery relocation and the addition of one light at the lavatory door, (The air-lav seat is approved for take-off or landing).

4. Installed support structure for flourescent lighting as shown on Drawing #386872 (Sheet 1&2) dated 1-19-76.

5. Fabricated and installed ten (10) speaker brackets at FS247,290 338,402,& 437, L&R side, as shown on Drawing #386865 (2 Sheets) dated 12-30-75.

6. Fabricated and installed bulkhead (compartment dividers) retainer Provisions as follows:
   a. FS181 LH as shown on Drawing #386640 (1 Sheet) dated 4-30-73.
   b. FS181 RH as shown on Drawing #386747 (Sheet 2&3) dated 8-8-74.
   c. FS200 L&R as shown on Drawing #386627 (2 Sheets) dated 3-14-73.
   d. FS496 L&R as shown on Drawing #386586 (1 Sheet) dated 11-20-72.
   NOTE: Installed cut out in FS 181 bulkhead RH for wire routing as shown on Drawing in item "b".

7. Fabricated and installed bulkheads (compartment dividers) as follows:
   a. FS181 LH & FS198 LH as shown on Drawing #386866 (Sheet 2) dated 12-31-75.
   b. FS181 RH & FS198 RH as shown on Drawing #386874 (Sheet 2) dated 1-21-76.
   c. FS444 & FS452 as shown on Drawing #386875 (1 Sheet) dated 1-26-76.
   d. FS496 L&R as shown on Drawing #386877 (1 Sheet) dated 2-3-76.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

Owens Illinois, Inc
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172
N903G

Detailed information for items shown on FAA Form 337 dated 9, March, 1976,
EAS W.O. #305 - Page 2:

Item 7 con't:

7. e. Fabrication information shown on Drawing#386132 (Sheet 6) dated 11-26-68 is applicable to (a), (b FS198 only) & d.
NOTE: Structural and decompression requirements of 4b.216(c) have been met.

8. Installed wardrobe compartments fwd. R&L side as shown on Drawings #386866 (2 Sheets) dated 12-31-75, and #386874 (3 Sheets) dated 1-21-76.

9. Fabricated and installed a mid-cabin cabinet as shown on Drawing #386856 (6 Sheets) dated 11-10-75.

10. Installed a doubler on the 193 bulkhead ring for wire routing as shown on Drawing#386643 (1 Sheet) dated 5-12-73.

11. Installed trim support structure at FS539 aisle door as shown on Drawing #386680 (1 Sheet) dated 12-27-73.

12. Fabricated a jump seat at sta. 142 as shown on Drawing#386802 (Sheet 1,2,3,4,5, 7 & 8) dated 3-17-75 and installed as shown on Drawing #386109 (Sheet 4 & 5) dated 10-18-68.

13. Fabricated and installed aisle doors at FS198, FS496, and FS537 as shown on Drawing #386870 (2 Sheets) dated 1-12-76. The 537 door is hinged on the RH side. The 198 & 496 door is equipped with double-acting break-away hinges, and locks with break-away stops for decompression protection.
NOTE: The 537 door has .020 aluminum on the aft side to meet baggage compartment liner requirements.

14. Fabricated and installed a custom game table as shown on Drawing #386873 (2 Sheets) dated 1-19-76.
NOTE: This table is fwd. of the double chair and must be padded to meet the requirements of 4b.358 (b)(3) during take-off or landing.

15. Fabricated and installed a four (4) place divan with an end cabinet at the aft end as shown on Drawing #386861 (5 Sheets) dated 11-26-75, and Drawing #386425 (Sheet 1 & 2) dated 12-17-69.
NOTE: 1. The fwd arm rest must be padded to meet the requirements of 4b.358(b)(3) during take-Off or landing.
2. The divan is fitted for 3 plug in arm rests.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

Owens Illinois Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172
N903G

Detailed information for items shown on FAA Form 337 dated 9, March, 1976, EAS W.O. #305 - Page 3:

16. Fabricated and installed three (3) custom folding game tables at FS248 R&L and FS394 LH side as shown on Drawing#386701 (1 Sheet), dated 2-5-74.

17. Fabricated and installed a power shield door as shown on Drawing #386720 (1 Sheet) dated 4-9-74.

18. Fabricated and installed parts as necessary to relocate the emergency exit release handles as shown on Drawing#386426 (2 Sheets) dated 12-19-69, (two each side).

19. Fabricated and installed emergency exit pull handles as shown on Drawing#386838 (1 Sheet) dated 7-29-75, (two (2) handles per exit window).

20. Installed life raft lanyard line at R&L rear window as shown on Drawing#386790 (Sheet 1&4) dated 2-10-75.

21. Installed chairs as follows:
    a. Six (6) Custom Products Company, single chairs Model 3580-109 &-110 and one double Model 3680-16.
    b. The two forward chairs must face aft for take-off or landing.
    c. Installed additional tracks for three (3) single chairs as shown on Drawing#386880 (1 Sheet) dated 2-12-76.
    d. All chairs are equipped with attach fittings to fit chair tracks installed by Grumman Aircraft Corporation. Provisions for fitting the chairs to the tracks shown on Drawing #386120 (1 Sheet) dated 11-11-68.
    e. The chairs meet FAA TSO-C39 type I plus the ultimate load requirement of 9.0 G's down on 6.0 G's up load.
    f. Refer to individual chair placard for required seat position during take-off or landing.

22. Fabricated and installed an entrance door curtain as shown on Drawing #386254 (1 Sheet) dated 5-14-69.

23. Fabricated and installed a custom commissary on the RH side between sta. 452 and 496 as shown on Drawing #386862 (4 Sheets) dated 12-9-75. This compartment provides waste container, hot cup, general storage, oven, tray carriers and coffee meker.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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Owens Illinois Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 170
N903G

Detailed information for items shown on FAA Form 337 dated 9, March, 1976, EAS W.O. #306 - Page 4:

24. Fabricated and installed a custom bar & general storage area on the LH side between sta. 444 and 496 as shown on Drawing #386860 (5 Sheets) dated 11-18-75, which provides general storage, and ice boxes.

25. Fabricated and installed support and tie-in structure for the commissary and bar storage as shown on Drawing #386869 (5 Sheets) Dated 1-7-76.

26. Fabricated and installed a custom water heater with a D961A Wells Mfg. Co. heating element as shown on Drawing #386633 (1 Sheet) dated 4-11-73.

27. Fabricated and installed a custom pressurized (10 gal) water system as shown on Drawing #386871 (6 Sheets) dated 1-16-76, & #386775 (Sheet 1 & 2) dated 11-19-74.

28. Installed trim materials in the lavatory compartment, main and forward cabin area (headliner, side panels, window shades, window trim frames, and floor covering). Upholstered the cockpit seats, recovered, painted and installed existing trim panels in the cockpit, fabricated and installed small trim out panels as necessary to cover areas left open by the original panels. Trim panels attached with the same attachments as provided by the aircraft manufacturer.
NOTE: The glare shield is covered with Black Knoll Transporation Cloth #K520/70.

29. Fabricated and installed a custom lavatory vanity on the R side between FS496 and 537 as shown on Drawing #386864 (3 Sheets) dated 12-24-75 (cabinet, wash basin, waste container, and storage for small items). With support structure installed as shown on Drawing#386686 (1 Sheet) dated 1-11-74.

30. Installed support structure and retaining provisions to provide One (1) calss "B" baggage compartment in the aft section of the cabin between FS539 and FS580 as shown on Drawing #386685 (6 Sheets) dated 1-10-74, and #386867 (1 Sheet) dated 1-4-76. A Pyrotector, Inc., smoke detector unit #30-231, with amplifier #30-303A, which are FAA TSO units. Baggage liner materials installed to meet the requirements of 4b.383(b)(4) and other applicable portions of 4b.383(b) have been met.

31. Fabricated and installed support structure and door panels to cover the aisle side of the forward radio rack as shown on Drawing #386702 (2 Sheets) dated 2-8-74.

32. Fabricated and installed support structure and floor modification from FS540 to FS 572 as shown on Drawing #386441 (1 Sheet) dated 1-9-70.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

Owens Illinois Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172
N903G

Detailed information for items shown on FAA Form 337 dated 9, March, 1976, EAS W.O. #305 - Page 5:

33. Fabricated and installed an air-lav seat which incorporates attachment provisions for a Koehler air-lav #125 as shown on Drawing #386876 (6 Sheets) dated 1-28-76.
NOTE: This seat is approved for use during take-off or landing.

34. Installed a continuous flow oxygen system including long range supply for the passengers and crew in accordance with STC #SA951SW except for deviations as shown on Drawing#386553 (Sheet 1,2,3,4, & 5) dated 9-5-72, #386679 (1 Sheet) dated 12-27-73, #386637 (1 Sheet) dated 4-24-73, and #386863 (2 Sheets) dated 12-23-75.
NOTE: 1. These deviations are DER approved.
2. EAS flight manual supplement #II dated April 25, 1969 is applicable to this system.

35. Fabricated and installed a manual storage at the cockpit step as shown on Drawing #386401 (1 Sheet) dated 11-26-69.

36. Installed mounting provisions for a portable oxygen bottle on the RH aft side of the cockpit as shown on Drawing #386859 (1 Sheet) dated 11-17-75.

37. Modified the entrance area floor board as shown on Drawing #386580 (1 Sheet) dated 11-4-72.

38. Installed overboard drains for commissary and ice box as shown on Drawing #386515 (1 Sheet) dated 6-9-71, (aft drain only).

39. Fabricated and installed tie-down provisions for a 6' aluminum ladder in the aft section of the fuselage as shown on Drawing #386465 (1 Sheet) dated 1-29-70.

40. Fabricated and installed one (1) utility box in the aft section of the fuselage at FS651 as shown on Drawing #386227 (1 Sheet) dated 4-1-69. Box placarded for 100 lbs. max., no Flammables or pressurized containers.

41. Installed an engine oil servicing pump in the aft section of the fuselage as shown on Drawing #386554 (Sheet 1,4, & 5) dated 9-6-72, #386816 (1 Sheet) dated 6-14-75, & #386849 (1 Sheet) dated 10-2-75.

42. Fabricated and installed a jack pad storage box in the aft section of the fuselage at FS690 as shown on Drawing #386579 (2 Sheets) dated 11-3-72.

43. Installed access doors in the R&L engine lower cowling for HP cock as shown on Drawing #386761 (1 Sheet) dated 9-10-74.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-80

Owens Illinois Inc.
P.O. Box 1035
Toledo, Ohio 43666

Grumman G-1159
S/N 172
N903G

Detailed information for items shown on FAA Form 337 dated 9, March, 1976, EAS W.O. #305 - Page 6:

44. Installed cargo tie down provisions in the aft baggage compartment as shown on Drawing #386879 (1 Sheet) dated 2-12-76.

45. Installed structural tie down provisions for one inverter as shown on Drawing #386878 (1 Sheet) dated 2-4-76.

46. Installed emergency lights battery and one additional emergency light as shown on Drawing #386839 (Sheet 2 & 4) dated 8-4-75. The additional light installed due to the air-lav seat being approved for take-off or landing.

47. Installed the following electrical circuits:
NOTE: 1. The emergency lighting circuit installed to meet the requirements of providing emergency lighting of FAR 4b.363 (f) (2) for emergency exits.
2. The emergency light illumination readings accomplished as required by Advisory Circular #AC20-38A dated 2-8-66.
3. Wiring installed in accordance with Advisory Circular #AC43-13-1 Chapter 11 Section 2,3,4,5, & 7.

Circuits are shown on Drawing #386525 (34 Sheets) dated 7-23-71:

(1) Reading & table lights - Sheet 602-03-11
(2) Galley Dome Light - Sheet 604-01-11
(3) Coffee Maker - Sheet 604-02-13
(4) Hot Cup Circuit - Sheet 604-03-12
(5) Oven (Food Warmer)- Sheet 604-05-10
(6) Call Circuit - Sheet 605-01-12
(7) Baggage Lights - Sheet 606-01-11
(8) Step Lights - Sheet 608-01-10
(9) Smoke Detector - Sheet 611-01-08
(10) Emergency Lights - Sheet 612-01-10
(11) Cabin Temperature Sensors - Sheet 614-01-10
(12) Lavatory Dome Lights - Sheet 616-01-12
(13) Lavatory Water Heater - Sheet 616-02-11
(14) Electric Razor Outlet - Sheet 616-03-6
(15) Air-Lav (Electric Toilet)- Sheet 616-04-8
(16) Entrance & Vestibule Lights - Sheet 617-01-7
(17) Control Column Lights - Sheet 626-01-1
(18) Passenger Sign Lights - Sheet 628-01-12
(19) Drain Heaters - Sheet 630-01-11
(20) Aisle Lights - Sheet 640-01-12
(21) Aft. Compartment Lights - Sheet 642-01-5
(22) Oxygen Warning - Sheet 644-01-4
(23) Circuit Breaker Panel Lights - Sheet 652-01-3

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47. Electrical - Continued:
(24) Cockpit Map Lights - Sheet 653-01-6
(25) Aft. Baggage Flood Lights - Sheet 654-01-7
(26) Hydraulic Quantity Indicators - Sheet 655-01-7
(27) (AC) Equipment Bus-Tie Mod. - Sheet 660-01-4
(28) Cabin D.C. Power Control - Sheet 661-01-9
(29) Galley D. C. Power Control - Sheet 666-01-11
(30) Galley A. C. Power Control - Sheet 667-01-9
(31) APU Start Warning - Sheet 676-01-7
(32) Engine Oiler - Sheet 682-01-6
(33) Pressure Fueling Warning Light - Sheet 684-02-2
(34) Spare Wires - Sheet 699-01-7

NOTE: 1. The total added DC electrical load is split up as follows:

(a) Circuits added to the existing 28VDC essential busses in the main junction box, pilot's junction box, and pilot's circuit breaker panel are emergency lights battery charge, cabin temp. sensor blowers, circuit breaker panel lights and cockpit map lights.

(b) Step lights, one (1) lavatory dome light, and entrance and vestibule lights, are powered from the (radio compt.) vistibule circuit breaker panel 28VDC essential bus. Power for this bus is supplied by one 16 gage lead protected by one 10 amp circuit breaker.

(c) One (1) galley dome light; and one cabin fluorescent lights control relay are powered from the galley 28 VDC essential bus. Power for the main cabin fluorescent lights is normally taken from the galley 28VDC main bus, in both bright & dim modes. In the event of emergency cabin depessurization, the main cabin fluorescent lights will automatically be powered (dim only) from the galley 28VDC essential bus; or they may be operated (dim only) from the galley 28VDC essential bus in the event of loss of the 28VDC main bus. in any operation of the main cabin fluorescent lights, other than normal, an additional load of approx. 6.0 AMPS. will be imposed on the galley 28VDC essential bus, and a load of approximately 9.17 amps will be removed from the galley 28VDC main bus. Power for the galley 28VDC essential bus. is supplied by one 16 GA. lead protected by one 10 AMP circuit breaker.

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(d) The loads added to the 28VDC essential bus are as follows:

(1) Existing 28VDC essential bus.	2.44 amps.
(2) Vestibule circuit breaker panel 28VDC essential bus.	2.11 amps.
(3) Galley 28VDC essential bus.	1.09 amps.
Total 28VDC essential bus load added to aircraft.	5.64 amps.

(e) The loads added to the 28VDC main bus. are as follows:

(1) Existing 28VDC main bus.	1.14 amps.
(2) Vestibule circuit breaker panel 28VDC bus.	23.01 amps.
(3) Galley 28VDC main bus.	19.69 amps.
Total 28VDC main bus load added to A/C.	43.84 amps.

(f) Control column lights and passenger sign lights added to existing 28VDC main busses.

(g) Reading and table lights, baggage lights, cabin call, aisle lights, and aft baggage flood light are powered from the vestibule circuit breaker panel 28VDC main bus. Power for this bus is supplied by one 8 gage lead protected by one 50 amp circuit breaker.

(h) The following is a list of fluorescent light circuits as shown on Drawing #386872 (Sheets 3 thru 11) dated 1-19-76. Structural approval for the power supply mounting is shown on Drawing list #386883.
Galley & Bar - Sheet #3
Galley & Bar Lights - Sheet #4
Cabin Lights - Sheet #5
Cabin Lights - Sheet #6
Cabin Lights - Sheet #7
Cabin Lights - Sheet #8
Lavatory Vanity Lights - Sheet #9
Desk Light - Sheet #10
Electrical Equipment List - Sheet #11

(i) Galley fluorescent lights, food warmer control, lavatory water heater control, coffee maker controls, hot cup controls, cabin fluorescent lights, drain heaters, and desk fluorescent light are powered from the galley circuit breaker panel 28VDC main bus. Power for this bus is supplied by one 8ga. lead protected by one 50 amp circuit breaker.

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47. Electrical - Continued:
(j) (1) Added 4610 watt load to the 115 VAC equipment bus. Wiring and equipment installed as a result of the above circuits meet the requirements of 4b.606(a) (b) and 4b.625 (a)(b) & (c). The total DC electrical load increase on this aircraft electrical system by the above circuits is 49.48 amps. The total DC electrical load, less radio and electronics is 323.81 amps. The aircraft is equipped with two (2) 300 amp generators.

48. Installed interior arrangement as shown on Drawing #386881 (1 Sheet) dated 2-23-76. Drawing List. #386883 (1 Sheet) Dated 3-01-76 and Placard List #386882 (1 Sheet) dated 3-01-76 shows drawings and placards used on this aircraft.

49. Functional check of all items installed as shown in this report had no adverse effect on other systems in this aircraft.

50. Weighed the aircraft and computed EW and EWCG and prepared a sample zero fuel weight loading in accordance with Grumman Weight and Balance report #WT-1159R-501H for S/N 172.

51. Structural approval for the above items as shown on Drawing #386883 (1 Sheet) dated 3-01-76 is FAA Form #8110-3 dated March 9, 1976, by DER SW-167, Walter T. Clark, Jr.

NOTE: Reference 337 form dated 3-9-76 for FAA Approval.

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W.O. 305

FDF

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION GADO
2-1-02

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-1159
	SERIAL NO.: 172	NATIONALITY AND REGISTRATION MARK: N903G
2. OWNER	NAME (As shown on registration certificate): Owens Illinois, Inc.	ADDRESS (As shown on registration certificate): P.O. Box 1035, Toledo, Ohio 43666

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Cooper Airmotive Inc. Executive Aircraft Service Div. Redbird Airport Dallas, Texas 75232	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	RS3834 Airframe Limited Ratings

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
March 16, 1976	Gaston D. Alexander Gaston D. Alexander

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 Agency and is XX APPROVED ☐ REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 16, 1976	RS3834	Gaston D. Alexander Gaston D. Alexander

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-~~8000~~ (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 6-2-82

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.)*

a. Installed interior emergency lighting system as shown on Cooper Airmotive, Inc., Executive Aircraft Service, Division Drawing #386218(13 Sheets) dated 3-25-69 Rev. "A" dated 6-30-69 approved by STC #SA1037SW, except for deviations as shown on 337 dated 9, March 1976, item #62 on Drawing list #386883. EAS FAA approved Flight Manual Supplement #II dated April 25,1969 applicable to this alteration.

b. Installed insulation inside the fuselage from sta. 181 to pressure dome as shown on Drawing #38681 (1 A Sheet) dated 8-21-68, except for the aft side of the pressure dome, which was installed by Grumman Aircraft Company. The Grumman Gulfstream II Specification #AE-159-I-21 Section "C" dated 11-15-67 used as a guide for installation.

c. Installed BKM Master Warning Interface device between master warning control panel and aircraft inputs according to BKM drawing list #BKM1000-501 and STC #SA1613SW dated March 1, 1973 Rev. 1 dated Sept. 5, 1974. NOTE: The warning bell is not installed.

d. Complied with FAA AD note: 74-08-09 "No Smoking, No Cigarette disposal & ash tray at galley", and 76-05-08 . Restriction for jump seat-Placard (Jump seat occupancy during taxi, take-off or landing prohibited) installed.

e. Functional check of all items installed as shown on this FAA 337 Form had no adverse effect on other systems in this aircraft. The electrical circuits installed to meet the intent of 4b.606(a) & (b) and 4b.625(a),(b),(c).

f. Weighed the aircraft and computed EW and EWCG and prepared a sample zero fuel weight loading in accordance with Grumman Weight and balance report #WT-1159R for aircraft S/N 172.

☐ ADDITIONAL SHEETS ARE ATTACHED