

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

1A16 Revision No. 24 Allied Ag Cat Productions, Inc. G-164 G-164A G-164B G-164B with 73" G-164B-15T G-164B-34T G-164B-20T G-164C G-164D G-164D with 73" wing gap February 22, 2001

TYPE CERTIFICATE DATA SHEET NO. 1A16

This data sheet which is a part of type certificate No. 1A16 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder	Allied Ag Cat Productions, Inc. 301 West Walnut Street P.O. Box 482 Walnut Ridge, AR 72476
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I - Model G-164, 1 POLB or 1 PCLB (Restricted Agricultural Category) approved January 20, 1959.

Engine	Continental W-670-6N (R-670-4) 479 lb. (+53.5) Continental W-670-16 (R-670-11) 486 lb. (+53.5) Continental W-670-6A (R-670-5) 470 lb. (+53.5) Continental W-670-240 (Gulf Coast) 516 lb. (+53.5) <i>(See G-164 NOTE 3 for operating restrictions)</i> Jacobs R-755-A2M1 503 lb. (+52.5) <i>(See G-164 NOTE 6 for optional Jacobs engine installations)</i> Pratt & Whitney R-985-AN-1, -AN-3, -25, -27, -39, -39A, -AN-14B; Wasp Jr. T1B2, T1B3 (One 4 1/2 and one 9th order crankcase damper)	
Fuel	80/87 Minimum octane aviation gasoline (R-985 series) 80 Minimum octane aviation gasoline (W-670 Series, R-755 Series)	
Engine Limits:	For all operations: (W-670-6A, -6N or -16 engines) 2075 r.p.m. (220 hp.) (W-670-240 engine) 2075 r.p.m. (225 hp.) with item 1 propeller (W-670-240 engine) 2200 r.p.m. (240 hp.) with item 3 propeller (R-985 series engines) 2300 r.p.m. (450 hp.) with item 4 propeller (R-755-A2M1) 2200 r.p.m. (330 hp.) with item 3 propeller Manifold Pressure: (R-985-AN-14B): 36.5 in. Hg (sea level) 35.5 in. Hg (3500 ft.) Manifold Pressure: (R-985-AN-1, -AN-3, -25, -27, -39, -39A, T1B2, T1B3) 37.5 in Hg (sea level) 37.0 in. Hg (1500 ft.) Manifold Pressure: (W-670 series): 28.0 in. Hg (sea level) 26.5 in. Hg (1500 ft.) Manifold Pressure (R-755): 28.0 in. Hg (sea Level) 26.5 in Hg (1500 ft.) Straight line variation between points	

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This revision incorporates the new type certificate holder and adds Model G-164B-20T.

III - Model G-164B 1 PCLB (Restricted Agricultural Category) approved November 18, 1975.**Model G-164B (with 73" wing gap) - 1 PCLB (Restricted Agricultural Category) approved November 18, 1982****Model G-164B-15T and G-164B-34T 1 PCLB (Restricted Agricultural Category) approved December 23, 1985****Model G-164B-20T, 1 PCLB (Restricted Agricultural Category) approved April 1991**

Engine	Pratt and Whitney R-985-AN-1, AN-3, -25, -27, -39, -39A, -AN-14B; T1B2, T1B3 (One 4 1/2 and one 9th order crankshaft damper) Continental/Page R-975-46/A2 Pratt & Whitney R-1340-AN-1, S1H1, S3H1 (One 4 1/2 and one 9th order crankshaft damper) Pratt & Whitney of Canada Ltd. PT6A-15AG - G-164B-15T only. Pratt & Whitney of Canada Ltd. PT6A-34AG - G-164B-34T only. Pratt & Whitney of Canada LTD. PT6A-20B - G-164B-20T only.
Fuel	R-985 & R-1340 80/87 minimum octane aviation gasoline R-975 100 minimum octane aviation gasoline PT6A-15AG & PT6A-34AG, and PT6A-20B Jet A/Jet A-1/Jet B Automotive Diesel Fuel permitted for agricultural operations when free air temperature is above +5°C (+41°F) for grade DF-2 -4°C (+25°F) for grade DF-1
Engine Limits	R-985 2300 r.p.m. (450 hp.) all operations Manifold Pressure (R-985-AN-14B) 36.5 in. Hg (sea level) 35.5 in. Hg (3500 ft.) Manifold Pressure (all others) 37.5 in. Hg (sea level) 37.0 in. Hg (1500 ft.) Straight line variation between points. R-975-46/PA2 2300 r.p.m. (525 hp.) Takeoff (5 minutes) 2300 r.p.m. (500 hp.) Max. Continuous Manifold Pressure: 525 hp. 42.1 in. Hg (Sea Level) 500 hp. 40.7 in. Hg (Sea Level) R-1340 2250 r.p.m. (600 hp.) Takeoff (5 minutes) 2200 r.p.m. (550 hp.) Max. Continuous Manifold Pressure: (R-1340-AN-1, S3H1) 600 hp. 2250 r.p.m. 36.0 in. Hg (Sea Level) 550 hp. 2200 r.p.m. 34.0 in. Hg (Sea Level) to 32.5 in. Hg (5000 ft.) Straight line variation between points Manifold Pressure: Wasp S1H1 600 hp. 2250 r.p.m. 36.5 in. Hg (Sea Level) 550 hp. 2200 r.p.m. 35.0 in. Hg (Sea Level) to 33.0 in. Hg (8000 ft.) Straight line variation between points

Model G-154B (cont'd)
Propeller and Propeller
Limits

R-985:

Hamilton Standard 2D30 hub, 6101A-12, -13, -14 blades

Diameter: 108 in. max., 106 in. min: (No further reduction permitted)

Pitch Setting: 11.75° low, 14° high (2 pos.)

At 42 in. station: 10° low, 16.5° high (constant speed)

Governor: 1A2G-5, 1A2-5 or 4A2-1

Hamilton Standard 2D30 Hub, Pacific Propeller AG-100-2 blades

Diameter: 106 in. (2% cutoff permitted)

Pitch Setting: 11.75° low, 14° high (2 pos.)

At 42 in. station: 10° low, 16.5° high (constant speed)

Governor: 1A2G-5, 1A2-5 or 4A2-1

Static r.p.m. at maximum permissible throttle setting:

not over 2070, not under 1970 (2 position)

Hamilton Standard 2D30 hub, Pacific Propeller AG-100-48 blades

Diameter: 104 in. max., 102 in. min.

Pitch Settings at 42 in. station 9.5° low, 16.5° high (Constant Speed)

R-975-46/PA2:

Hamilton Standard 2D30 Hub, Pacific Propeller AG-100-48 blades

Diameter: 104 in. max., 102 in. min.

Pitch Settings at 42 in. station 9.5° low, 16.5° high (Constant Speed)

Avoid continuous operation 1300-1450 r.p.m.

Governor: 1A4-R-975 (Pacific Propeller)

R-1340:

Hamilton Standard 12D40 hub, 6101A-12 blades

Diameter: 108 in. (2% cutoff permitted)

Pitch Setting: 11° low, 20° high

Governor: 1M12

Hamilton Standard 2D40 Hub, Pacific Propeller AG-100-48 blades

Diameter: 104 in. max., 102 in. min.

Pitch Settings at 42 in. station 10.5° low, 20 high (Constant Speed)

Governor: 1M12

Hamilton Standard 2D40 Hub, Pacific Propeller AG-100-48 blades

Diameter: 104 in. max., 102 in. min.

Pitch Settings at 42 in. station 10.5° low, 20 high (Constant Speed)

Governor: 1M12

Hamilton Standard 22D40 Hub, Pacific Propeller AG-100-48 blades 549B & up

Diameter: 104 in. (2% cutoff permitted)

Pitch Settings 11.° low, 20° high

Governor: 4G10-21

PT6A-15AG, PT6A-34AG, and PT6A-20B

Hartzell HC-B3TN-3D hub, T10282 + 4 blades

Diameter: 106 in. max., 100 in. min.

Pitch Setting: at 30 in. station low 18°, reverse 8°, feather 90°

Airspeed Limits
(CAS)

V_{ne} (Never exceed)

147 m.p.h. (128 knots)

Through S/N 548B

V_a (Maneuvering)

117 m.p.h. (102 knots)

S/N 549B and Up

V_{ne} (Never exceed)

145 m.p.h. I.A.S. (126 knots)

V_a (Maneuvering)

116 m.p.h. I.A.S. (101 knots)

Model G-164B (cont'd)	<u>G-164B-15T, G-164B-34T, and G-164B-20T</u>	
	V _{ne} (Never exceed)	157 m.p.h. I.A.S. (136 knots)
	V _a (Maneuvering)	125 m.p.h. I.A.S. (109 knots)
C.G. Range	<u>G-164B (through S/N 708B)</u>	
	R-985	(+122.0) to (+125.0) at 4500 lb.
	R-975-46/PA2	(+122.0) to (+124.8) at 4500 lb.
	R-1340	(+122.0) to (+124.0) at 4500 lb.
	<u>G-164B with 73" Wing Gap (S/N 709B and Up)</u>	
	R-1340	(+122.0) to (+125.5) at 5200 lb. (S/N 709B and up)
	R-985	(+122.0) to (+126.0) at 5200 lb. (S/N 752B and up)
	PT6A-15AG &	(+122.0) to (+125.5) at 5200 lb.
	PT6A-34AG	(+122.0) to (+125.5) at 5200 lb.
	PT6A-20B	(+122.0) to (+125.5) at 5200 lb.
Empty Weight	<u>G-164B (through S/N 708B) and G-164B with 73" Wing Gap (S/N 709B and Up)</u>	
C.G. Range	None	
Datum	+99.1 in. ahead of firewall bulkhead.	
Leveling Means	Longitudinal:	Leveling lugs welded on tubular fuselage frame 27 in. below upper longeron and forward lug at station 100, left hand side.
No. of Seats	1 (+180)	
Maximum Hopper Capacity	2000 lb. (+126.2)	
Fuel Capacity	46.3 gal. (+112.5) (One tank in wing center section) (See G-164B NOTE 3) 80 gal. (+112.5) (S/N 660B through 708B) 80 gal. (+112.6) (S/N 709B and up with 73" in. wing gap) (see G-164B Note 6).	
Oil Capacity	8.7 gal. (+94.0) (8.2 gal. usable) 2.8 gal. (+72.0) (PT6A-15AG & PT6A-34AG), and PT6A-20B	
Serial No. Eligible	Model G-164B 1B and up Model G-164B-15T, -34T, & -20T 709B & up	
Certification Basis	G-164B and G-164B with 73" wing gap: CAR 8.10(a)(1) effective October 11, 1950, and CAM 8, Appendix B, as amended March 19, 1957. Amended Restricted Type Certificate No. 1A16 issued November 18, 1975. Date of application for Type Certificate Amendment March 11, 1975. G-164B-15T and G-164B-34T CAR 8.10(a)(1) effective October 11, 1950 and CAM 8, Appendix B, as amended March 19, 1957, and applicable FAR paragraphs. Amended Restricted Type Certificate No. 1A16 issued December 23, 1985. Date of application for Type Certificate Amendment, January 23, 1983. G-164B-20T CAR 8.10(a)(1) effective October 11, 1950 and CAM 8, Appendix B, as amended March 19, 1957, and applicable FAR paragraphs. Amended Restricted Type Certificate No. 1A16 issued April 23, 1991. Date of application for Type Certificate Amendment, March, 1991.	

Model G-164B (cont'd)
Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis and CAM 8, Appendix B, subparagraph .51) and applicable FAR 23 paragraphs for the models G-164B-15T, G-164B-34T, and G-164B-20T must be installed in aircraft for certification. In addition, the following items of equipment are required:

- (a) For aircraft with no electrical system:
Pre-Stall warning indicator, Safe Flight Instrument Corporation
Kit No. 164-R, 6 volt. (Dry batteries powering this unit must be dated and replaced every six months).
- (b) For aircraft incorporating an electrical system:
Pre-stall warning indicator, (Safe Flight Instrument Corporation 12v or 24v
P/N C-35407) or P/N 164-3 Installation per drawing A3011.
- (c) Cylinder head temperature gage and manifold pressure gage.
(R975, R985, R1340 only).
- (d) Fixed Ballast Inst. STA 46.5 (G-164B-15T & G-164B-34T) or sta 45.8 (G-164B-20T) per drawing A7534.

Agricultural Dispersal
Equipment

The following Agricultural Equipment may be installed: Equipment

- (a) Sprayer dispensing installation per Gulfstream Drawing:
(1) A2901 (Trailing Edge Booms) through A/C 334B.
(2) A3740 (Trailing Edge Booms) 335B through 659B
(3) A3740 (Trailing Edge Booms) 660B and up. (R-1340 Eng.)
(4) A3723 (Trailing Edge Booms) 752B and up. (R-985 Eng.)
- (b) Dust Dispensing Installation per Gulfstream Drawing:
A1970A Sheet 6, Dust System Installation (S/N 1B through 659B).
(1) A1398 Spreader Installation.
(2) A1490 Spreader Installation.
A3709 Dust Spreader Installation (660B and up). (R-1340 and PT6A Engine).
A7740 Dust Spreader and Emergency Dump Installation -
(R-985 Eng.) S/N 752B and up.

IV - Model G-164C 1 PCLB (Restricted Agricultural Category) approved November 23, 1977

Engine

Pratt and Whitney R-1340-AN-1, S1H1, S3H1
(One 4 1/2 and one 9th order crankshaft damper)

Fuel

80/87 minimum octane aviation gasoline

Engine Limits

R-1340

2250 r.p.m. (600 hp.) Take off (5 minutes)
2200 r.p.m. (550 hp.) Max. Continuous

Manifold Pressure: (R-1340-AN-1, S3H1)
600 hp. 2250 r.p.m. 36.0 in. Hg (Sea Level)
550 hp. 2200 r.p.m. 34.0 in. Hg (Sea Level) to 32.5 in. Hg (5000 ft.)

Manifold Pressure: (R-1340-S1H1)
600 hp. 2250 r.p.m. 36.5 in. Hg (Sea Level)
550 hp. 2200 r.p.m. 35.0 in. Hg (Sea Level) to 33.0 in. Hg (8000 ft.)

Straight line variation between points

Propeller and Propeller
Limits

R-1340:
Hamilton Standard 12D40 hub, 6101A-12 blades
Diameter: 108 in. (2% cutoff permitted)
Pitch Setting: 11° low, 20° high
Governor: 1M12

M E M O R A N D U M

TO: G-164 SERIES AG-CAT OPERATORS

RE: INCREASING OPERATING WEIGHT

DATE: 4/1/77

Aerial applicators should be very aware of the legal rules which control the operation of agricultural aircraft at weights in excess of the design gross weight. The Federal Aviation Administration has accepted those regulations and recommendations as set forth in CAR 8 and CAM 8 as being the only provision wherein an applicator may operate a restricted category aircraft with hopper capacities which bring the total weight above the certificated maximum weight as called out in the airplane's Type Certificate Data Sheet.

Old timers who have certified and worked modified aircraft such as Stearman and N3N's are familiar with the CAM 8.10-3(e) flight check which was conducted to establish an FAA recognized hopper weight for agricultural operations. People who have purchased and are flying newly manufactured agricultural planes MAY NOT REALIZE THAT A CHECK FLIGHT IS STILL REQUIRED. Many of the new breed of ag planes are designed and type certificated at a maximum gross weight which does not necessarily allow the aircraft to operate at its placarded hopper weight without first conducting a CAM 8 flight check. Most hopper weights that are placarded on new aircraft are static test weights required by FAA and do not necessarily certify the aircraft for flight with that placarded load. All of the original CAM 8 regulations are still recognized and required by FAA for over-weight operation. Bear in mind the simple fact that your insurance company may refuse any claim if you happen to be in violation of any of these regulations.

The FAA has clearly stated that the provisions originally set forth for modified aircraft to allow operation in Restricted Category with an equivalent level of safety to that of an aircraft operating under an airworthiness certificate such as Normal or Utility Category can also be applied to NEWLY MANUFACTURED AIRCRAFT. This provision was adequately covered by the Preamble to Part 8 which states: "Currently effective airworthiness parts and Part 43 of the Civil Air Regulations provide for the type and airworthiness certification of

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TO: G-164 Series Ag-Cat Operators
RE: Increasing Operating Weight

DATE: 4/1/77
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aircraft built or modified for special purposes, such as crop dusting, seeding, spraying, and other special purposes." The important point to consider is that all new agricultural aircraft are built to a type design and structural analysis very similar to passenger carrying aircraft. They are invariably certified at a design gross weight which will not allow the use of a full hopper load until a CAM 8.10-3(e) flight check has been completed and recorded. It becomes then the responsibility of the owner to comply with CAM 8 regulations which govern gross weight changes.

In general these regulations are simple. Appendix "A" of CAM 8 covers possible weight increases under Sec. 7.0 through 7.3. Figure 7-1 gives recommended maximum weight increase in percent based on the manufacturer's limit load factor. Using this curve, for instance with Grumman G-164A & B Ag-Cats which are designed around a weight of 4500 pounds, you would first need to know that the design load factor is 4.2 positive g's. Following the 4.2 line upward you would find that it intersects the curve at the 35% line. Thus, the recommended weight increase for the Ag-Cat would be 135% of 4500 pounds or an increase to a recommended weight of 6075 pounds.

Now, it must be repeated - this weight is not accepted as a maximum for a new aircraft until after the owner has conducted the flight check called out in CAM 8 - Section 8.10-3(e), and the results duly recorded in the aircraft logbook.

CAM 8.10-3(e) Flight Check:

(1) The applicant should have the modified aircraft flight checked by a certificated pilot holding at least a private pilot rating to determine that it is safely controllable and operates satisfactorily in flight under the most adverse loading conditions anticipated in service. (See Secs. 8.10-4(b) and (c)). For agricultural aircraft, the hoppers or tanks should be loaded to the maximum weights selected by the applicant and discharged in flight. For other aircraft, flight checks should be made with the special purpose loads, such as equipment (or equivalent weights), installed, and with such loads removed, if the aircraft is intended to be operated in that condition. The maximum capacity weights should be approached in stages, if there is any doubt concerning the controllability or performance of the airplane.

(2) The takeoff should be made from a field of ample size or over suitable open terrain. The flight check should include maneuvers simulating the intended special purposes operations. The maneuvers should first be performed at a safe altitude over open terrain. Any undue tendency to go into a stall or dive (instability) or to roll should be considered unsatisfactory.

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TO: G-164 Series Ag-Cat Operators
RE: Increasing Operating Weight

DATE: 4/1/77
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(3) Upon completion of a satisfactory flight check, the following entry should be made in the aircraft logbook and signed by the pilot who performed the flight check:

Aircraft flight checked on -- (Date) -- by -- -- (Name) -- --
-- (Pilot certificate number) -- in accordance with CAM 8.10-3(c)
and found to be safely controllable and to operate satisfactorily
with the following special purpose load: -- -- pounds.

Following completion of the flight check, the hopper should be placarded in accordance with flight check loads. The regulations do not reference a change in maximum weight. To quote CAM 8, Sec. 8.10-4 (b)(1), "Maximum Weight - It is not required that a maximum (total) weight be established as an operating limitation for agricultural aircraft. In lieu thereof maximum weights for special purpose loads (e.g., hopper or tank capacities) should be selected by the applicant and demonstrated in the flight check in accordance with 8.10-3(e); (i) then these maximum capacities (weights) for the hoppers or tanks should be listed on placards on or adjacent to the appropriate filler covers."

Keeping these simple provisions in mind and making certain that you comply with the requirements for each of your aircraft - brand new or otherwise - will keep you out of the overweight violation columns and fully covered by your insurance.

Part 8 is the greatest compilation of good clean common sense ever to come out of any federal aviation agency anywhere in the world. Keep in step with it and resist any effort to bypass it or change it - your livelihood depends upon it!



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N8834H	Serial No. 1B	
	Make Grumman Ag Cat	Model G-164	Series B
2. Owner	Name (As shown on registration certificate) SKY TRACTOR LLC	Address (As shown on registration certificate) Address [REDACTED]	
		City HILLSBORO	State ND
		Zip 58045-921	Country US

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 Section 43.7.

Signature [REDACTED] Date 10/5/2016
FAR FSDO GL-21

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	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	
Name Michael Aasen	Address [REDACTED] City Grandin State ND Zip 58038 Country US	☒ U. S. Certified Mechanic	Manufacturer
		☐ Foreign Certified Mechanic	C. Certificate No.
		☐ Certified Repair Station	
		☐ Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual [REDACTED] 10-11-2016
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)

Certificate or Designation No. [REDACTED]	Signature/Date of Authorized Individual [REDACTED] 10-11-2016
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NOTICE

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

8. Description of Work Accomplished

N8834H

10-11-2016

Nationality and Registration Mark

Date

Removed P&W 1340-AN1, Ham. Std 12D40, and 1M12-G governor. Installed P&W 1340-S3H1G MFRS.#P-325878, and Hamilton Std. 23D40-51-7005A-18 and 4B2-P8 Governor. This installation was accomplished by Using the original Schweizer engine mounts and procedures.

This engine and propeller meets the requirements of CAM 8 App A, Sec 8.1, 8.2.

The propeller vibration check required by CAM 8 App A Sec. 8.20 has been satisfied by the Engine propeller combination approved on the Scottish Twin Pioneer Type Certificate #7A7. The 850x10 tires were removed and installed 29x111x10 tires on the original wheel and brake Assemblies. These tires are manufactured to meet MS90444 and the static load limitations meet the static load limitation of the original tires.

CAM 8 App A Sec. 8.3 was satisfied by the original fuel and oil system being used with no modifications, this includes all accessories.

The ring cowl that was previously installed on a field approval of 5-6-93 was reinstalled in accordance

With that field approval. This cowl meets the requirements of the CAM 8 App A Sec. 8.8. The fire wall is the original with no modifications and still meets the requirements of CAM 8 App. A Sec 8.8. The cooling test required by CAM 8 App. A Sec 8.4 will be accomplished on "Date" 3-30-2017 by Mike Deck Signed [REDACTED]

504-929008, and the indications were recorded and found to meet the requirements of CAM 8.40 when the numbers were applied to the formula.

The original Schweizer induction and exhaust system was reinstalled and meets the requirements Of CAM 8 App. A Sec. 8.5 and 8.6 respectively.

The throttle and mixture control is the original Schweizer system and is connected to the engine And operated the same as the original. The propeller governor is mounted on the accessory case, Which requires a shorter cable. The original control cable P/N56-3632-3355 was removed and a Shorter cable P/N 56-3632-2355 was installed. The cockpit control cable is the same and the cable Is mounted to the engine by using Schweizer P/N A1603-1 Governor arm assembly. This meets requirements of CAM 8 App. A Sec. 8.9.

The aircraft will be weighed and the battery moved to station 257.00. Factory ballast P/N A3072-1 Of 19.5 lbs was reinstalled at station 277.86. Battery installation was removed from station 185.0 And mounted at station 257.00 (see drawing). A new weight and balance form was filled out and Placed in aircraft documents. Done IAW previous exact installation.

Flight was done I.A.W. CAM 8.10-3(e):

Modified aircraft flight checked on will be checked by Mike Deck on "date" 3-30-17 Signed [REDACTED] in accordance with CAM 8.10-3(e) and Found to be safely controllable and to operate satisfactorily with the following special purpose Load 2800 pounds.

This modification was done IAW data and drawings previously filed approved on N36333 785B dated 3-14-94. It is determined that a FSM is not required, however a updated engine operating

Aircraft Weight and Balance Revision

Tail Number: N8834H		Date: 6-19-2020	
Prepared by: MICHAEL AASEN		Work Order No: NA	
		Type Certificate Data No: NA	
Aircraft Make: GRUMMAN	Model: G-164B	Serial No: 1	Time: 2896.0
Registered Owner: SKYTRACTOR LLC.		Address: [REDACTED] HILLSBORO ND 58045	
Maximum Weight		CG Range FWD AFT	
As Received; Date of Previous Weight and Balance:	Useful Load:	EW: 4225	EWCG: 122.05 Moment: 515566.5
Notes: AC INSTALLATION			
	Weight	Arm	Moment
EVAPORATOR	8	212.3	1698.40
CONDENSER	8	234.3	1874.40
COMPRESSOR	11	56.3	619.30
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
☒ As Calculated Moment 519758.60 ☐ As Weighed Weight 4252.00		New Empty Weight CG New Useful Load 122.24 -27.00	
		Signature [REDACTED]	
		Repair Agency or License No: [REDACTED]	

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