DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

A-783 Revision 10 Frakes Aviation G-73 June 11, 2012

AIRCRAFT SPECIFICATION NO. A-783

Type Certificate Holder Frakes Aviation

Claburne Airport Route 3, Box 229-B Cleburne, Texas 76031

Type Certificate Holder Record

Grumman Aircraft Engineering Corp. transferred TC A-783 to Grumman American Aviation Corporation on April 1, 1975

Grumman American Corporation transferred TC A-783 to Gulfstream American Corporation on June 1, 1979

Gulfstream American Corporation transferred TC A-783 to

Frakes Aviation on April 1, 1981

I. Model G-73, 12 PCAmM, Mallard, approved September 8, 1947

Engines 2 P & W Wasps S3H1 or Military R-1340-36, -47, -49, -51 or -AN-1

(See also Item 109 for optional engines.)

Fuel 91 min. octane aviation gasoline

Engine limits MP <u>HP</u> In.Hg. Takeoff (1 minute) 600 2,250 Max. continuous 550 2,200 34.0 S.L. 550 2,200 32.5 5,000'

Airspeed limits (CAS) Level flight or climb 220 mph (191 knots)
Glide or dive 270 mph (235 knots)

Flaps extended 125 mph (109 knots)

(Straight line manifold pressure variation with altitude shown)

C.G. range (-17.3) to (-7.4). Moment change due to retraction of landing gear

(nose and main) is +1,032 in. lb.

Datum Rear face of main wing beam (Sta. 233.65).

Leveling means Fore and aft leveling lugs located in left or right wheel pocket.

Maximum weight 12,750 lbs.

No. seats Two cockpit (-108.65); 10 cabin. (See Approved Airplane Flight Manual

for arrangement.)

Maximum baggage Forward compartment 460 lb. (Sta. 53 to 93, max. floor loading 50 lb./sq. ft.).

Aft compartment 540 lbs. (Sta. 384 to 428, max. floor loading 75 lb./sq.ft.)

Page	1	2	3	4
No. Rev.	10	8	8	8
No.				

Rev 10: Added Type Certificate holder record and reformatted all pages.

Model G-73, 12 PCAmM, Mallard, approved September 8, 1947 (Continued)

E	uel capacity	360 gal. (180 gal. in 7 c	ells in right and) for airplane serial
•	uer capacity	nos. J-49 and up. Origi J-4 and J-9, J-10 and J-1 tank in each wing. Orig is 380 gal. consisting of through J-48 also eligib	nal fuel capacity 1 is 330 gal. con inal fuel capacit 190 gallons in c le for bladder-ty	for airplane serinsisting of 165 g y for airplanes Jone integral tank pe fuel cell insta	al nos. J-1 through al. in one integral -8, J-12 through J-48 in each wing. J-1 llation in accordance
		with Grumman data. Se			ystem Fuel and Oil."
C	Oil capacity	20 gal. (Two tanks, 10	gal. each in nace	elles) (-16)	
C	Control surface movements	Wing flaps Elevator trim tab Elevator Aileron Rudder trim tab Rudder	Up - Up 70° Up 30° Up 21° Right 20° Right 25°	Down Down Down Down Left Left	18° 20°
S	erial nos. eligible	J-1 and up			
R	dequired equipment	Items 1, 102, 103, 104(a required since electrical			
	cications Pertinent to All Models Certification basis	Type Certificate No. 78	3 (Transport Cat	tegory, CAR 4a).	
P	roduction basis	None			
Е	quipment	A plus (+) or minus (-) weight change when the			tem indicates net
Propel 1.	llers and Propeller Accessories, e Two Hamilton Standard propel Diameter: 8'6-5/16" max., 8'4- blade models see Propeller spe Provision is made in the propel flight performance requirement propeller hub.	llers, hubs 23 D40-51, bla 5/16" min. allowable for c. no. 719 (Note 6). Low ller hub for a positive high	des 6533A-18 or repairs. For integritch setting 12 or pitch stop in or	erchangeable of at 42 in. sta. order to meet	252 lb. each (-79)
2.	Hamilton Standard Propeller G	overnor 4K11.			6 lb. each (071)
	e and Engine Accessories - Fuel				
102.	Two starters, Eclipse Type 141 Two oil coolers, Clifford Mfg. 9 in. Long No. B-36690 with U	Co. 10" Diamond X JAP 4 port valve UD-478	5.		27 lb. each (-42) 18 lb. each (-49)
103.	System fuel and oil (see Note 1 (a) Unusable fuel and oil is 15 (b) On L8 and L12 through L	5 lb./engine and 42 lb./en			114 lb. (-39)
104.	(b) On J-8 and J-12 through J-respectively.(c) On J-27 and subsequent us				138 lb. (-39) 102 lb. (-39)
104.	Fuel pumps (a) Pesco 2E-207, electric-dri(b) Thompson Product TFD-1			-2, and J-3)	6 lb. each (-29)
	(Serial No. J-4 and up)		cooser pump		7 lb. each (-29)
105.	Surface combustion heater AD		ot incl1'	mm on J 1:-	90 lb. each (+206)
106. 107.	Integral auxiliary fuel tanks (50 Two vacuum pumps, Type B-2				19 lb. each (+10) 4 lb. each (-49)
107.	Oil dilution system.	D 01 11010 1110001 11303-1	, 101 de-1001 II	istaniación omy.	3 lb. (-39)
109.	Engine - Pratt and Whitney W	ASP S1H1			Use actual weight increase

A-783 3 of 4

Model G-73, 12 PCAmM, Mallard, approved September 8, 1947 (Continued)

<u>LIMITS</u>	HP	RPM	HP In.Hg.	ALT
Takeoff (1 minute)	600	2,250	36.5	-
Maximum continuous	550	2,200	35.0	S.L.
	550	2,200	33.0	8,000'

(Straight line MP variation with altitude)

In order to provide adequate engine cooling, when P & W S1H1 engine is installed, cowling and intercylinder duct must be modified per Grumman Drawings 108335B, 108344, 109050B, and 109051C. Flight Manual revised pages 1, 2, 5, 6, 9, 11, 26, 30, and 35, approved May 18, 1950, required.

201. Two 9.50-16 main wheels, Goodyear L 9.50-16HBA, with brakes and 9.50-16 6-ply nylon tires 19x6.89-10 nose wheel, Bendix Type B-1, Assembly No. 145308A and 19x6.80-10 6-ply rayon tire (tire to be placarded for 80 psi inflation pressure). 21	Landir	ng Gear and Floats			
9.50-16 6-ply nylon tires 120 lb. each (+4) 202. 19x6.89-10 nose wheel, Bendix Type B-1, Assembly No. 145308A and 19x6.80-10 6-ply rayon tire (tire to be placarded for 80 psi inflation pressure). 203. Two generators, Eclipse Type 1273-3, installed on J-1, J-2, and J-3. 204. Leece & Neville 2471-G12, installed on J-4 through J-9 205. Leece & Neville 2473-G12, installed on J-10 and subsequent 306. Battery, Exide 12-TS-9L 307. Two landing lights, Grimes G-3801-1 or G-3801-3 308. Two landing lights, Grimes G-3801-1 or G-3801-3 309. Two landing lights, Grimes G-3801-1 or G-3801-3 300. Two landing lights, Grimes G-3801-1 or G-3801-3 301. Two landing lights, Grimes G-3801-1 or G-3801-3 302. Battery, Exide 12-TS-9L 303. Two landing lights, Grimes G-3801-1 or G-3801-3 304. Two landing lights, Grimes G-3801-1 or G-3801-3 305. Two landing lights, Grimes G-3801-1 or G-3801-3 306. C-4) 307. Two landing lights, Grimes G-3801-1 or G-3801-3 308. Two landing lights, Grimes G-3801-1 or G-3801-3 309. Two landing lights, Grimes light l					
19x6.80-10 6-ply rayon tire (tire to be placarded for 80 psi inflation pressure). 37 lb. each (-174)			120 lb. ea	120 lb. each (+4)	
Electric Equipment 301. Two generators, Eclipse Type 1273-3, installed on J-1, J-2, and J-3. Leece & Neville 2471-G12, installed on J-4 through J-9 Leece & Neville 2473-G12, installed on J-10 and subsequent 302. Battery, Exide 12-TS-9L 303. Two landing lights, Grimes G-3801-1 or G-3801-3 Two landing lights, Grimes G-3801-1 or G-3801-3 Too landing lights, Grimes G-3801-1 or G-3801-3 Interior Equipment 401. CAA Approved Airplane Flight Manual revised June 30, 1947. (The manual may be carried as part of or bound with the operator's "Approved Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 403. Two windshield wipers, Kearfoot Type 2 lb. each (-134) 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 194 lb. (-144) 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION BELOW slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)	202.				
301. Two generators, Eclipse Type 1273-3, installed on J-1, J-2, and J-3. Leece & Neville 2471-G12, installed on J-4 through J-9 Leece & Neville 2473-G12, installed on J-10 and subsequent 302. Battery, Exide 12-TS-9L 303. Two landing lights, Grimes G-3801-1 or G-3801-3 To landing lights, Grimes G-3801-1 or G-3801-3 Interior Equipment 401. CAA Approved Airplane Flight Manual revised June 30, 1947. (The manual may be carried as part of or bound with the operator's "Approved Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 403. Two windshield wipers, Kearfoot Type 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)		19x6.80-10 6-ply rayon tire (tire to be placarded for 80 psi inflation pressure).	37 lb. ea	ch (-174)	
301. Two generators, Eclipse Type 1273-3, installed on J-1, J-2, and J-3. Leece & Neville 2471-G12, installed on J-4 through J-9 Leece & Neville 2473-G12, installed on J-10 and subsequent 302. Battery, Exide 12-TS-9L 303. Two landing lights, Grimes G-3801-1 or G-3801-3 To landing lights, Grimes G-3801-1 or G-3801-3 Interior Equipment 401. CAA Approved Airplane Flight Manual revised June 30, 1947. (The manual may be carried as part of or bound with the operator's "Approved Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 403. Two windshield wipers, Kearfoot Type 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)	Flectri	c Fauinment			
Leece & Neville 2471-G12, installed on J-4 through J-9 Leece & Neville 2473-G12, installed on J-10 and subsequent 302. Battery, Exide 12-TS-9L 303. Two landing lights, Grimes G-3801-1 or G-3801-3 Two landing lights, Grimes G-3801-1 or G-3801-3 Tue landing lights, Grimes landing lights, Gr		• •	32 lb. ea	ch (-58)	
Leece & Neville 2473-G12, installed on J-10 and subsequent 302. Battery, Exide 12-TS-9L 303. Two landing lights, Grimes G-3801-1 or G-3801-3 To landing lights, Grimes G-3801-1 or G-3801-3 Two windshield wipers, Kearfoot Type and must retain its identity as an individual manual. Two 3- minute parachute flares, International To landing lights, Grimes G-3801-1 or G-3801-3 To landing lights, Grimes G-3801-3 To landing lights, Grim				()	
302. Battery, Exide 12-TS-9L 303. Two landing lights, Grimes G-3801-1 or G-3801-3 To landing lights, Grimes G-3801-3 To land					
303. Two landing lights, Grimes G-3801-1 or G-3801-3 Two landing lights, Grimes G-3801-1 or G-3801-3 7 lb. each ((+18) Interior Equipment 401. CAA Approved Airplane Flight Manual revised June 30, 1947. (The manual may be carried as part of or bound with the operator's "Approved Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 23 lb. each (+221) 403. Two windshield wipers, Kearfoot Type 2 lb. each (-134) 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 194 lb. (-144) 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)	302.		73 lb. (-	4)	
401. CAA Approved Airplane Flight Manual revised June 30, 1947. (The manual may be carried as part of or bound with the operator's "Approved Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 23 lb. each (+221) 403. Two windshield wipers, Kearfoot Type 2 lb. each (-134) 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 194 lb. (-144) 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. 62 lb. (- 7) The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
401. CAA Approved Airplane Flight Manual revised June 30, 1947. (The manual may be carried as part of or bound with the operator's "Approved Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 23 lb. each (+221) 403. Two windshield wipers, Kearfoot Type 2 lb. each (-134) 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 194 lb. (-144) 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. 62 lb. (- 7) The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
(The manual may be carried as part of or bound with the operator's "Approved Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 23 lb. each (+221) 403. Two windshield wipers, Kearfoot Type 2 lb. each (-134) 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 194 lb. (-144) 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
Operations Manual" but must remain in the airplane and must retain its identity as an individual manual. 402. Two 3- minute parachute flares, International 23 lb. each (+221) 403. Two windshield wipers, Kearfoot Type 2 lb. each (-134) 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 194 lb. (-144) 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. 62 lb. (- 7) The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)	401.				
identity as an individual manual. 402. Two 3- minute parachute flares, International 403. Two windshield wipers, Kearfoot Type 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
402. Two 3- minute parachute flares, International 403. Two windshield wipers, Kearfoot Type 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
403. Two windshield wipers, Kearfoot Type 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)	402	•	22.11	1 (221)	
 404. Safety belt and harness assembly, NAF 1201-1 (cockpit) 405. Sperry Model A-12 automatic pilot installation 194 lb. (-144) 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. 62 lb. (- 7) The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.) 					
 405. Sperry Model A-12 automatic pilot installation 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. 62 lb. (- 7) The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.) 			2 lb. each (-134)		
 406. Lear L-2C automatic pilot To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.) 					
To be installed in accordance with Lear Drawing No. 95600. The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)		* *	194 lb.	(-144)	
 The following placards to be installed: (1) On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.) 	406.			, _	
 On autopilot master switch, "AUTOPILOT MASTER SWITCH ON," On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.) 			62 lb.	(- 7)	
 (2) On quick disconnect switch, "AUTOPILOT DISCONNECT ON-OFF," (3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.) 					
(3) In plain view of the pilot, "DO NOT USE AUTOPILOT BELOW 450 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
TERRAIN IN CRUISE CONFIGURATION," "DO OT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
slipclutch settings measured on the ground: rudder 175 lb., aileron 50" lb., elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)		,			
elevator 75" lb. (Approach coupler not investigated; therefore, not eligible.)					
Airpiane riight ivianuai Supplement dated January 14, 1952, is required equipment.		Airplane Flight Manual Supplement dated January 14, 1952, is required equipment.			

De-Icing Equipment (Propellers, Wing and Windshield)

501.	Surface de-icers, Goodrich Type II, Model 705		
	(a) Two wing boots (removable)	24 lb. eac	th (-23)
	(b) Stabilizer boot (removable)	8 lb. each (+272)	
	(c) Fin boot (removable)	7 lb.	(+300)
	(d) De-icer installation general equipment (fixed portion)		
	(1) Mechanically cycled installation	60 lb.	(+17)
	(2) Electronically cycled installation	74 lb.	(+37)
502.	Propeller anti-icer		
	(a) Propeller lines and Hamilton Standard slinger rings	4 lb.	(- 79)
	(b) 7.5 gal. alcohol tank, pump and accessories (fluid weight 50 lb.)	62 lb.	(+ 7)
503.	Windshield anti-icer		
	(Utilizes fluid from propeller anti-icer tank)	2 lb.	(- 19)

Model G-73, 12 PCAmM, Mallard, approved September 8, 1947 (Continued)

Miscellaneous (not listed above)

601. Installation of revised wing leading edge in accordance with Grumman Drawing No. 106930. (Not eligible with Item 501 installed.)

30 lb. (- 19)

- NOTE 1. A. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system).
 - B. "System Fuel and Oil" is that amount required to fill both systems and the tanks up to the tank outlets to the engines, when the airplane is in the level attitude. "System Fuel and Oil" and all hydraulic fluid must be included in the certificated weight empty.
 - C. Fuel and oil tank capacities do not include any "System Fuel and Oil."
- NOTE 2. The following placard shall be placed in the instrument panel in full view of the pilot.

"THIS AIRPLANE SHALL BE OPERATED IN ACCORDANCE WITH SECTION 1 'OPERATING LIMITATIONS' OF FLIGHT MANUAL WHICH SHALL BE CARRIED IN THE PILOT'S COMPARTMENT AT ALL TIMES."

....END.....