

PERFORMANCE DATA*

Engines: 2 Lycoming G0-435-C2-260 h.p.
 Propellers: 2 Hartzell #HC-82 x 20-2 Blades 9333-C-3 Full Feathering

Take-off run @ sea level, Gross Weight 600 feet
 Take-off from glassy water, Gross Weight 10 seconds
 Rate of climb @ sea level 1,750 ft./min.
 Climb to 10,000 feet 10 min.
 Cruising speed @ sea level (75% Power) 170 mph.
 Cruising speed @ sea level (62½% Power) 155 mph.
 Cruising speed @ 6,000 feet (62½% Power) 160 mph.
 Maximum speed @ sea level (75% Power) 182 mph.
 Service Ceiling (Estimated) 18,000 feet
 Landing speed 62 mph.
 Single engine ceiling (5,000 lbs. gross weight) 2,900 feet
 Range (with 45 min. reserve fuel-approx.) 600 miles
 Gross weight 5,000

McKINNON-HICKMAN COMPANY
 AIRCRAFT FABRICATION ENGINEERS
 Portland International Airport
 6742 N. E. Marine Dr.
 Portland, Oregon
 GARfield 8762

*Performance figures are based upon the actual CAA test flights of "Widgeon" G 44, License No. N58828 and, while believed to be accurate, are not guaranteed by McKinnon-Hickman Company.

Litho - U.S.A.



THE *New* SUPER WIDGEON

as presented by **McKinnon-Hickman Co.**

SuperWidgeon

performance

Engines: 2 Lycoming GO 480-BIB-270 h.p.
Propellers: 2 Hartzell No. HC-83 x 20-2C/8433-3 Blades Full Feathering

Take-off run @ sea level, Gross Weight	600 feet
Take-off from glassy water, Gross Weight	10 seconds
Rate of climb @ sea level	1,750 ft./min.
Climb to 10,000 feet	10 min.
Cruising speed @ sea level (75% Power)	170 mph.
Cruising speed @ sea level (65%)	160 mph.
Cruising speed @ 10,000 feet (62½% Power) ...	170 mph.
Maximum speed @ sea level	185 mph.
Service Ceiling	18,000 feet
Landing speed	62 mph.
Single engine ceiling	5,000 feet
Range (with 30 min. reserve fuel-approx.)	700 miles

*data**

Length, 31 feet
Span, 40 feet
Height, 9 feet
Useful load, 1,450 pounds
Gross weight, 5,000 pounds

These two photos
show the powerful
Super Widgeon taking
off from a small lagoon
at a steep angle
without the use of flap.



Represented in the East by
JIM WELSCH
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For complete information

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Phone ATLantic 4-2104

* Performance figures are based upon the actual test flights of "Widgeon" C 44, License No. N86604 and, while believed to be accurate are not guaranteed by McKinnon-Hickman Company.



presenting the versatile

SuperWidgeon

the famous Grumman Widgeon

*converted by **McKinnon-Hickman Co.***

into the ideal Businessman's Amphibian





Either 270-hp. or 295-hp. 6-cylinder Lycoming engines and Hartzell propellers are installed on the McKinnon-Hickman Super Widgeons. At 5,500-lb. gross weight, useful load is 1,675 lbs., take-off run 600 ft., take-off from glassy water 10 seconds, rate of climb 1 750 fpm., and cruising speed 170 mph. at 10,000 ft. on 62.5% hp.

All-New Super Widgeon

ALL-new Super Widgeons are now being delivered to business users of aircraft. They were produced in France under Grumman license as the SCAN 30 and are the same as the American G-44A Widgeon, according to J. C. Welsch of New York, long-time business aircraft salesman who purchased them in France, where they were produced after Grumman stopped building them here. Welsch shipped them to Portland, Oregon, for custom conversion by the McKinnon-Hickman Company, which has produced numerous other Widgeon conversions. The first of the all-new Super Widgeons was delivered recently to Reading Aviation, Reading, Pa.

At Portland the airplanes were stripped of all electrical wiring, hydraulic lines and instruments. Wings and flaps are covered with metal and at the same time extra tanks are installed in the outboard panels making the total gas capacity 154 gallons (the standard Widgeon carries 108 gallons). Elevators, rudder and ailerons are re-covered with fabric. Landing gear and hull are modified for 5,500

lbs. gross weight land and water the old gross weight on the Grumman G-44A was 4,700 lbs. land and water. New tinted windshield and side windows are installed. The cockpit and cabin are super soundproofed. A new instrument panel design allows for blind flight group, all engine and operational instruments, and affords room for the installation of ADF, omni and three radios all mounted on the instrument panel. The electrical system is 24-volt with all switches and circuit breakers mounted overhead on the pilot's side. Standard seating arrangement is pilot and co-pilot or passenger seats the pilot seat is adjustable, three reclining chairs mounted in the cabin. An extra seat, making a total of six, is available when an escape hatch is installed. A third window is mounted on the right-hand side.

The McKinnon-Hickman conversion is installed using either 270-hp. Lycoming engines and Hartzell three-bladed propellers or the 295-hp. Lycoming engines. This is the only conversion using 270 or 295 hp. Lycoming engines with the over-wing exhaust

system for extreme quietness in the cabin.

The interior upholstery and exterior paint combination are made to customers' specifications. A 20,000 BTU gasoline heater is installed with outlets under each seat and at the windshield for defrosting.

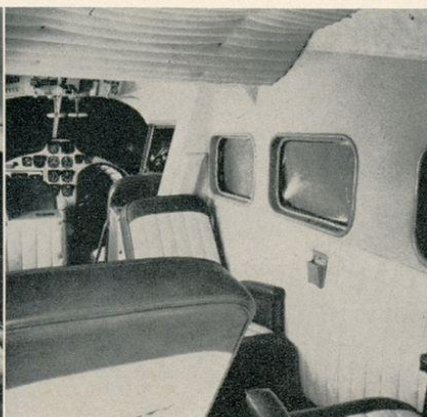
Performance specifications are as follows:

Take-off Run, ft.	600
Take-off, glassy water, secs.	10
Rate of climb, fpm.	1,750
Climb to 10,000 ft., mins.	10
Cr. Spd., SL, 75% hp., mph.	170
Cr. Spd., SL, 65% hp., mph.	160
Cr. Spd., 10,000 ft., 62.5% hp., mph.	170
Max. Spd., SL, mph.	185
Service ceiling, ft.	18,000
Landing speed, mph.	62
Single engine ceiling, ft.	5,000
Range, 30 min. res., miles	1,000
Empty Wt., less radio, lbs.	3,825
Gross weight, lbs.	5,500

The price of the new Super Widgeon, flyaway Portland, Oregon, less radio, is \$70,000.

There are some forty-nine McKinnon-Hickman Super Widgeons flying.

Three interior views of the custom McKinnon-Hickman Super Widgeon are shown below. At left is the cockpit with new instrument panel and overhead switches and circuit breakers. Seating includes three reclining chairs in addition to pilot and co-pilot seats. A sixth seat is available and cabin has a third window on the right side.



A. E. ULMANN & ASSOCIATES, LTD.

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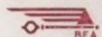
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BRITISH EUROPEAN AIRWAYS

GRUMMAN WIDGEONS

1. G-44: Total airframe time 3350 hrs. Left engine has 150 hrs. since overhaul; right engine has 115 hrs. since overhaul. Licensed to May 1953. Curtiss propellers. Gyro panel, flares, Lear ADF-12, Narco Omnigator and RCA LF two-way radio. \$11,900.00
2. G-44: Total airframe time 3197 hrs. Left engine has 235 hrs. since major. 64 hrs. since top overhaul; right engine has 571 hrs. since major. 7 hrs. since top overhaul. 2 Spare engines - one with 347 hrs. total, the other with 432 hrs. since major overhaul. Licensed to May 1953. Curtiss propellers, full instrument panel. Ship recovered 2 years ago. Standard Lear LF two-way radio, Narco Omnigator VTR-1 and marker beacon receiver. No salt water operation. Color is red and silver. \$13,500.00
3. G-44: Total airframe time 1078 hrs. Left engine has 262 hrs. since new; right engine has 478 hrs. since major. Licensed to October 1953. Hartzell propellers with reversible feature. Standard instruments, Lear LF two-way radio, Bendix PATR-10 and VHF. Modified hull and vented step. \$14,800.00
4. G-44A with G-44 hull: Total airframe time 370 hrs.; 40 hrs. on airframe and engines since overhaul. Curtiss propellers, all instruments have been overhauled, control surfaces and wings recently recovered. Licensed to June 1953. Color is white, green trim. \$15,500.00
5. G-44: Total airframe time 1050 hrs. Left engine has 200 hrs. since major; right engine has 80 hrs. since major. Licensed to September 1953. Metal propellers, gyro panel, Lear transmitter and receiver, RCA manual loop. Airplane recently overhauled - all new fabric, new paint, new plexiglass and new interior. Modified hull. \$16,500.00
6. G-44: Total airframe time 934 hrs. Engines have 275 hrs. since major. Licensed to Nov. 1953. Curtiss propellers, gyro panel, new type Grumman dual controls, Motorola VHF trans. and rec. Modified hull and vented step. Color is yellow and blue. \$18,000.00
7. G-44A: Total airframe time 1050 hrs.; 100 hrs. since overhaul. Left engine has 100 hrs. since new; right engine has 230 hrs. since overhaul. 2 Spare new engines. Licensed to March 1953. Curtiss propellers. Full gyro panel, standard Grumman Lear transmitter and receiver. Narco Omnigator with VHF, Lear Orientor and ADF. Repainted red with black trim in 1952. \$27,500.00
8. G-44A: Total airframe time 475 hrs. Engines have 100 hrs. since major. New license at date of sale. Curtiss propellers, standard instruments, radio and interior. Round wing floats. No salt water operation. \$28,000.00
9. G-44A: Total airframe time 725 hrs. Engines have 225 hrs. since new. Licensed to June 1953. Curtiss propellers and also set of Sensenich. Gyro panel, standard LF transmitter and receiver. Narco Omni with VHF transmitter and receiver. No salt water operation. Color is red with black trim \$30,000.00

A. E. ULMANN & ASSOCIATES, LTD.

March 20, 1953.

Hector Alexander