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McKINNON-HICKMAN CO.
Portland, Oregon

CAA APPROVED
AIRPLANE OPERATING MANUAL
FOR THE
GRUMMAN G-44, G-44A & Scan 30 Widgeon

WITH

LYCOMING GO 480-B1 Engines

N- CF-ODR

Serial No. 28

Approved Robert H. Stanton for
Armer M. Alcorn
Chief, Aircraft Engineering Div.
Region 4

Date January 13, 1956

SECTION I
OPERATING LIMITATIONS

(Compliance with the operating limitations given in this section is required by law.)

A. WEIGHT LIMITS
1. Landplane Operation
   a. Maximum takeoff weight - 5500 lbs.
   b. Maximum landing weight - 5500 lbs.

2. Seaplane Operation
   a. Maximum takeoff weight - 5500 lbs.
   b. Maximum landing weight - 5500 lbs.

B. CENTER OF GRAVITY LIMITS
(Inches aft of datum, which is the wing center section leading edge.)

1. For all weights
   a. Most forward C.G. limit +14.8
   b. Most rearward C.G. limit +21.0

C. POWER PLANT AND PROPELLER LIMITATIONS
The airplane is equipped with two Lycoming GO 480-B1 engines and two Hartzell Model HC-83X20-2A/8433-0 propellers.

1. Temperature Limitations
   a. Maximum permissible cylinder head temperature - - -well thermocouple   246°C (475°F)
   b. Maximum permissible oil-in temperature   107°C (225°F)

2. Engine Ratings

a. Takeoff (2 min.)	(S.L.)	3400 RPM	270 BHP	(Full throttle)
b. Maximum continuous	(S.L.)	3000 RPM	260 HP	(Full throttle)

3. Propeller Limits
   a. Pitch settings: Low 15.5°
      High auto-stop pin 22.8°
      Feather 84.0°
      (Above at 30 in. propeller radius)

   b. Diameter: 84 in. only

4. Fuel minimum octane: 80/87

5. Oil Pressure: Idling 25 psi
   Normal 65 to 85 psi

6. Fuel Pressure: 13 to 15 psi

D. AIRSPEED LIMITS

1.	Level flight or climb	175 mph (152 knots) TIAS
2.	Glide or Dive	210 mph (183 knots) TIAS
3.	Flaps extended	104 mph (90 knots) TIAS

SECTION II

PERFORMANCE DATA

A. SINGLE ENGINE CLIMB

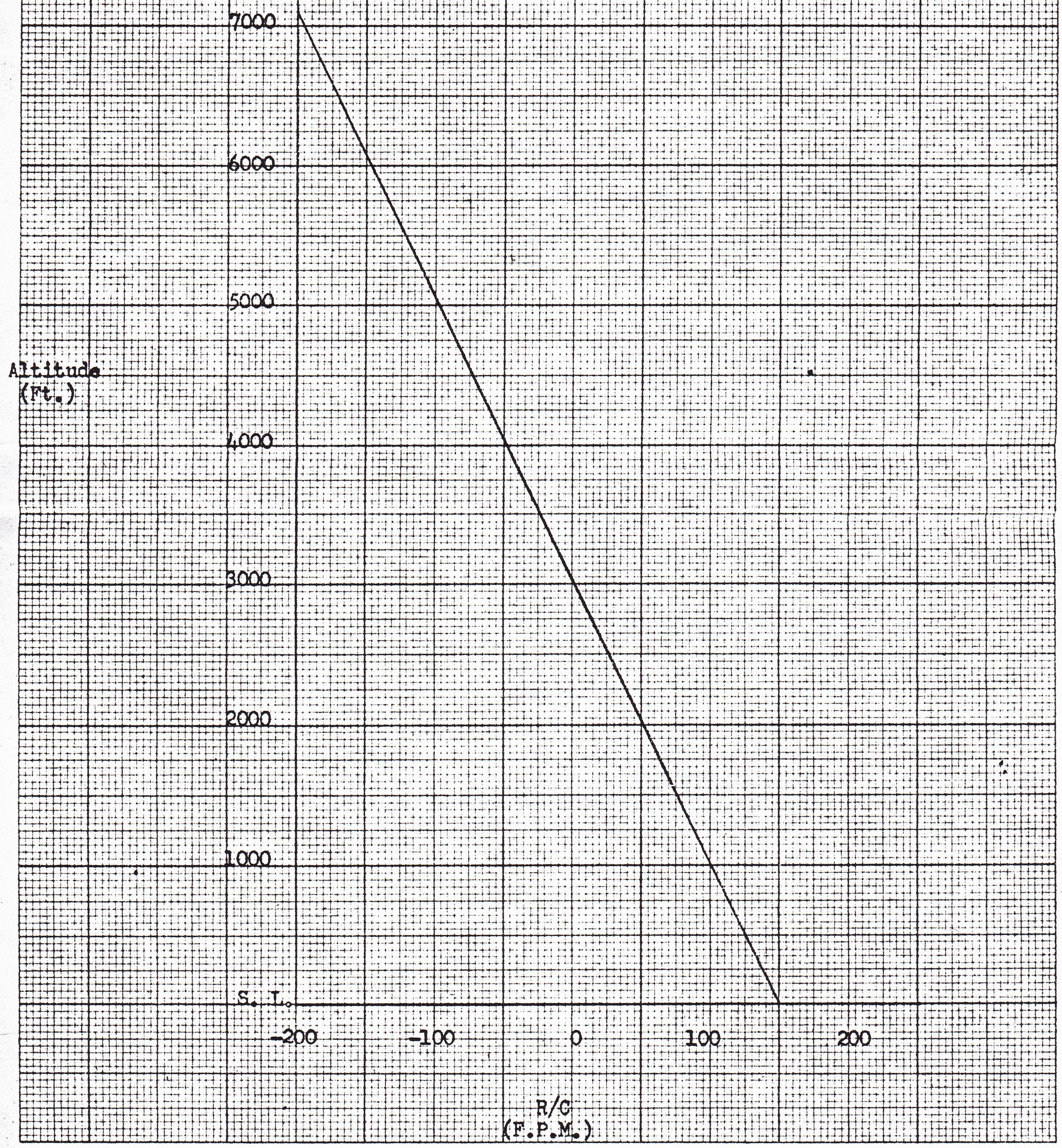
The following curve shows the rate of climb (or descent) versus altitude under the following conditions.

1. One engine inoperative and its propeller feathered.
2. The operating engine at 3000 RPM with full throttle.
3. Landing gear and flaps retracted.
4. Gross weight - 5500 pounds.
5. 95 MPH (82 knots) True Indicated Airspeed.

December 21, 1954

RATE OF CLIMB

Grumman G-44, G-44A & Scan 30 with Lycoming Co-480-El
Engines and Hartzell HC-83X20-2A/8433-0 Propellers.
One engine inoperative its propeller feathered.
Operating engine at 3000 RPM with full throttle.
Landing gear and flaps retracted. Gross weight 5500 pounds.
True indicated airspeed: 95 MPH (82 knots).



SECTION III

PROCEDURES SECTION

A. Normal Operating Procedures

No unusual or unconventional operating procedures exist.

B. One Engine Inoperative Procedures

1. Propeller Feathering: Pull propeller quadrant lever on propeller to be feathered in aft direction against stop. Apply side pressure inward to clear stop. Pull lever balance of quadrant travel.

2. Propeller Unfeathering:

(a) With starter: Push propeller quadrant lever to high RPM position (forward full travel). Follow normal procedure for starting engine with starter.

(b) Without starter: Push propeller quadrant lever to high RPM position and turn propeller unfeathering valve (located on rear upper control panel) to "on" position. Increase airspeed to 130 MPH to aid windmilling. Allow approximately one minute at 40°F temperature to complete operation. IMPORTANT: After engine is started, turn unfeathering valve to "off" position.

3. Single engine procedure when left engine's propeller is to be feathered: 95 MPH (82 knots) TIAS. Rudder trim bungee to be used to trim ship for above condition. When right engine is stopped and its propeller is feathered no unusual or unconventional operating procedures exist.