

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA2323WE

This certificate, issued to FRAKES AVIATION, INC.

certifies that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the airworthiness requirements of ~~Part~~ CAR 4a(T) of the Civil Air Regulations, dated November 1, 1943, with Amendment 04.1 dated March 8, 1944, and ~~in accordance with applicable portions of FAR 25, FAR 21.101(c) and those Special~~ Conditions established under the provisions of FAR 21.16, submitted in FAA letter to Frakes Aviation, Inc., dated August 14, 1970.
Original Product — Type Certificate Number: A-783

Make: Grumman

Model: G-73 (Amphibian)

Description of Type Design Change: Increase in gross weight and installation of United Aircraft of Canada Limited PT6A-27 or PT6A-34 engines in accordance with FAA sealed Frakes Aviation, Inc. Master Drawing List FA 5000.

Limitations and Conditions: This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane. This determination should include consideration of significant changes in weight distribution such as an increase in the fixed disposable weight in the fuselage.

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: August 14, 1968

Date received:

Date of issuance: April 27, 1971

Date amended: December 18, 1973

By direction of the Administrator



Acting

Chief, Aircraft Engineering Division

(Title)

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.

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Number SA2323WE (December 18, 1973)

Engines

Item 1. Two United Aircraft of Canada, Limited PT6A-27, optional PT6A-34.

Fuel

MIL-J-5624E, Grades JP-1, JP-4 or JP-5.
(MIL-G-5572C Avgas (all grades) for emergency use only - limited to 150 hours use between overhauls.)

Oil

UACL PT6 Engine Service Bulletin No. 1 lists approved brand oils.

	<u>E.S.H.P.</u>	<u>-27 S.H.P.</u>	<u>-34 S.H.P.</u>
Take-off	715	*680	680
Max. Continuous	715	*680	680
Max. Climb	652	**620	***680
Max. Cruise	652	**620	***680
Max. Reverse	652	**620	***680

*Available to 71°F (21.7°C) Ambient temp. (S.L.)

**Available to 69°F (20.6°C) Ambient temp. (S.L.)

***Available to 107°F (42°C) Ambient temp. (S.L.)

Engine Limits

Temperature Limits (Inter-Turbine)

	<u>-27</u>	<u>-34</u>
Take-off	(725°C)	(790°C)
Max. Continuous	(725°C)	(790°C)
Max. Climb	(695°C)	(765°C)
Max. Cruise	(695°C)	(740°C)
Max. Reverse	(725°C)	(790°C)
Starting (2 sec.)	(1090°C)	(1090°C)

Torque Limits

	<u>-27/-34</u>
Take-off	53 PSIG
Max. Continuous	53 PSIG

Gas Generator

		<u>-27/-34</u>
Take-off	38,100	(101.5%)
Max. Continuous	38,100	(101.5%)

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Number SA2323WE (Amended December 18, 1973)

Engine Limits cont.

Oil Temperature

	-27/-34
Starting	-40°C Minimum
Take-off	10°C to 99°C
Max. Continuous	10°C to 99°C

Oil Pressure at following gas generator speeds:

	-27	-34
Normal (27000 R.P.M. 72% and above)	80 to 100 PSIG	85 to 100 PSIG
Minimum (below 27000 R.P.M.)	40 PSIG	40 PSIG

Airspeed Limits (EAS)	*V _{mo} maximum operating	240 mph (209 kts)
	V _a maneuvering	147 mph (128 kts)
	V _f flaps extended	135 mph (118 kts)
	V _{10/1e} landing gear operation/extended	150 mph (130 kts)
		91 mph (79 kts)

*This speed must be reduced 5 mph (indicated) for every 1000 ft. above 10,000 ft. up to the service ceiling of 24,500 ft.

Normal C.G.

Range (Gear Extended)

(-17.3) to (-7.4) Moment change due to retraction of landing gear (nose and main) is +1032 in. lbs.

Datum

Rear face of main wing beam (Station 233.65).

Leveling Means

Fore and aft leveling lugs located in left or right wheel pocket. Lateral leveling lugs mounted on front face of station 428 bulkhead.

Maximum Weights

Landplane

Take-off	13,500 lb. (with item 106 full each side)
Landing	13,500 lb.
Take-off	14,000 lb (with item 106 full each side and item 106A (note 3) with 250 lb. minimum fuel each side)
Landing	13,500 lb.

Seaplane

Take-off	13,500 lb. (with item 106 full each side)
Landing	13,500 lb.
Take-off	14,000 lb. (with item 106 full each side and item 106A (note 3) with 250 lb. minimum fuel each side)
Landing	14,000 lb.

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Number SA2323WE (Amended December 18, 1973)

Minimum Crew One.

Number of Seats Two cockpit (-108.65); ten cabin. (See Approved Airplane Flight Manual for arrangement.)

Maximum Baggage Forward compartment 460 lbs. (Station 53 to 93, maximum floor loading 50 lbs./sq. ft.)

Aft compartment 540 lbs. (Station 384 to 428, maximum floor loading 75 lbs./sq. ft.)

Fuel Capacity Airplane Serial Nos.

J1 - J7 incl., J9, J10 & J11 165 U.S. Gals. each Wing Tank
(330 U.S. Gals. Total)
190 U.S. Gals. each Wing Tank
(380 U.S. Gals. Total)

These capacities do not include Wing Tip Flood Fuel Tanks or Wing Auxiliary Tanks. (See Item 106) 50 U.S. Gals. each float tank (100 U.S. Gals. Total). (See Item 106A) 85 U.S. Gals. each wing auxiliary tank (8 cells) (166 U.S. Gals. Total).

<u>Oil Capacity</u>	<u>Usable Oil</u>	<u>U.S. Gal.</u>	<u>Imperial Gal.</u>	<u>Weight lbs.</u>
	Port -36	1.5	1.2	11
	Starboard-36	1.5	1.2	11
		3.0	2.4	22

Maximum Operating Altitude 24,500 feet

<u>Control Surface</u>	<u>Wing flaps</u>	<u>Up</u>	<u>Down</u>
<u>Movements</u>	Elevator trim tab	Up 7.0°+0.5°	Down 28°
	(Bungee spring setting 6-3/4"		
	Service Manual page 133)		
	Elevator	Up 30°+0.5°	Down 11°+0.5°
	Aileron	Up 21°+1.0°	Down 18°
	Rudder trim tab	Right 20°	Left 20°
	Rudder	Right 25°	Left 25°

Required Equipment Items 1, 2, 101, 102, 103, 104, 105, 106, 106A (note 3), 107, 108, 201, 202, 301, 302, 303, 304, 401, 403, 407, 502, 504, 505, 602, and 701.

Item 302, battery, required since electrical power is required for auxiliary electric fuel pumps & primary engine instruments.

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
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(Continuation Sheet)

Number SA2323WE (Amended December 18, 1973)

Propellers

Item 2. Two Hartzell propellers (-87)

Hub HC-B3TN-3DY

Blades T10178HB-5

Diameter 8 feet (96 inches)

Pitch settings at 30" station

Feathered

+87.0° +5°

Take-off low pitch

+18°-20.5° +1°

Reverse blade angle

-11.0° +4°

Propeller Limits

Propeller (N _p) - Take-off	2200 R.P.M.	(100%)
Max. Contin.	2200 R.P.M.	(100%)

Engine & Access-
ories - Fuel &
Oil System

101 Two DC starter-generators 30.5 lbs. ea. (-28)
Lear Siegler Model 23048-014
Generator capacity 300 amps each

102 Two oil coolers
Harrison Model 8535233 7.5 lbs. ea. (-43)

103 Two Hydraulic pumps
New York Air Brake Co.
Model 65WE00527 System
press 1650 p.s.i. ± 15
maintained by VD pump setting 3.5 lbs. ea. (-33)
Optional Vickers Model
PV006R006B 3.5 lbs. ea. (-33)

104 Two overspeed governors
Wordward Model 210624C 4.5 lbs. ea. (-79)

105 Four fuel pumps
(a) Two Thompson Products
Model TFD-10300 electric
driven fuel booster pump 7.0 lbs. ea. (-34)

(b) Two Romec Model RG15980L
engine driven fuel booster 1.0 lbs. ea. (-32)
pump

106 Integral auxiliary fuel tanks
(50 gals. ea.) in wing tip
floats, including pump & line 19.0 lbs. ea. (+10)

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

Number SA2323WE

This certificate, issued to Frakes Aviation
 Route 3, Box 229-B
 Cleburne, Texas 76031

certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified herein meets the airworthiness requirements of Part 4a(T) of the Civil Air
 dated Nov. 1, 1943, with Am. 04.1 dated Mar. 8, 1944, and in accordance with
Regulations, applicable portions of FAR 25, FAR 21.101(c) and those Spec. Cond. estb.
under the prov. of FAR 21.16, submitted in FAA letter to Frakes Avia. dtd Aug. 14, 1970

Original Product—Type Certificate Number: A-783

Make: Frakes (Grumman)

Model: G-73 (Amphibian)

Description of Type Design Change:

Increase in gross weight and installation of United Aircraft of Canada Limited
 PT6A-27 or PT6A-34 engines in accordance with Frakes Aviation, Inc., Master
 Drawing List FA 5000, Rev. V dated 9/13/83, or later FAA approved revision.

Limitations and Conditions:

Compatibility of this modification with other previously approved modifications
 must be determined by the installer.

For additional information see Continuation Sheets 2 through 9.

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

Date of application: August 14, 1968

Date received: 1/14/88

Date of issuance: April 27, 1971

Date amended: 12/18/73; 5/1/78; 11/21/79;
 9/28/83 Revision 4

By direction of the Administrator



for L. B. Andriesen (Signature)
 Manager, Aircraft Certification Division
 Southwest Region

(Title)

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
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Number SA2323WE Revision 4

Limitations and Conditions:

Engines: Item 1. Two United Aircraft of Canada, Limited PT6A-27 optional PT6A-34.

Fuel: MIL-J-5624E, Grades JP-1, JP-4 or JP-5.
(MIL-C-5572C Avgas (all grades) for emergency use only - limited to 150 hours use between overhauls.)

Oil: UACI PT6 Engine Service Bulletin No. 1 lists approved brand oils.

		-27	-34
	<u>E.S.H.P.</u>	<u>S.H.P.</u>	<u>S.H.P.</u>
Take-off	715	*680	680
Max. Continuous	715	*680	680
Max. Climb	652	**620	***680
Max. Cruise	652	**620	***680
Max. Reverse	652	**620	***680

*Available to 71°F (21.7°C) Ambient temp. (S.L.)
 **Available to 69°F (20.6°C) Ambient temp. (S.L.)
 ***Available to 107°F (42°C) Ambient temp. (S.L.)

Engine Limits

Temperature Limits (Inter-Turbine)

	-27	-34
Take-off	(725°C)	(790°C)
Max. Continuous	(725°C)	(790°C)
Max. Climb	(695°C)	(765°C)
Max. Cruise	(695°C)	(740°C)
Max. Reverse	(725°C)	(790°C)
Starting (2 sec.)	(1090°C)	(1090°C)

Torque Limits

	-27/-34
Take-off	53 PSIG
Max. Continuous	53 PSIG

Gas Generator

	-27/-34
Take-off	38,100 (101.5%)
Max. Continuous	38,100 (101.5%)

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

FAA FORM 8110-2-1 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

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(Continuation Sheet)

Engine Limits - Cont'd

Number SA2323WE Revision 4

<u>Oil Temperature</u>	-27/-34
Starting	-40°C Minimum
Take-off	10°C to 99°C
Max-Continuous	10°C to 99°C

Oil Pressure at following as generator speeds:

	-27	-34
Normal (27000 R.P.M. 721 and above)	80 to 100 PSIG	85 to 100 PSIG
Minimum (below 27000 R.P.M.)	40 PSIG	40 PSIG

Airspeed Limits (EAS) * V_{MO} maximum operating 240 mph (209 kts)
 V_a maneuvering 147 mph (128 kts)
 V_F flaps extended 135 mph (118 kts)
 $V_{LO/LE}$ landing gear operation/extended 150 mph (130 kts)
 91 mph (79 kts)

*This speed must be reduced 5 mph (indicated) for every 1000 ft. above 10,000 ft. up to the service ceiling of 24,500 ft.

Normal C.G. (-17.3) to (-7.4) Moment change due to retraction of
Range (Gear Extended) landing gear (nose and main) is +1032 in.lbs.

Datum Rear face of main wing beam (Station 233,65).

Leveling Means Fore and aft leveling lugs located in left or right wheel pocket. Lateral leveling lugs mounted on front face of Station 428 bulkhead.

Maximum Weights

<u>Landplane</u>	
Take-off	14,000 lbs. (See Note 3.)
Landing	13,500 lbs.
Max. Zero Fuel	12,800 lbs. (See Note 3)

<u>Seaplane</u>	
Take-off	14,000 lbs. (See Note 3)
Landing	14,000 lbs.
Max. Zero Fuel	12,800 lbs. (See Note 3)

Minimum Crew One

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 810-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
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Number

SA2323WE

Revision 4

Number of Seats Two cockpit (-108.65); ten cabin. (See Approved Airplane Flight Manual for arrangement.)

Maximum Baggage Forward compartment 460 lbs. (Station 53 to 93, maximum floor loading 50 lbs./sq. ft.)

Aft compartment 540 lbs. (Station 384 to 428, maximum floor loading 75 lbs./sq. ft.)

Fuel Capacity Airplane Serial Nos.

J1 - J7 incl., J9, J10 & J11 165 U. S. Gals. each Wing Tank
(330 U. S. Gals. Total)
J8, J12-48 190 U. S. Gals. each Wing Tank
(380 U. S. Gals. Total)

These capacities do not include Wing Tip Float Fuel Tanks or Wing Auxiliary Tanks. (See Item 106) 50 U.S. Gals. each float tank (100 U.S. Gals. Total). (See Item 106A) 83 U.S. Gals. each wing auxiliary tank (8 cells) (166 U.S. Gals. Total).

<u>Oil Capacity</u>	<u>Usable Oil</u>	<u>U.S. Gal.</u>	<u>Imperial Gal.</u>	<u>Weight lbs.</u>
Port	-36	1.5	1.2	11
Starboard-36		1.5	1.2	11
		3.0	2.4	22

Maximum Operating Altitude 24,500 feet

<u>Control Surface</u>	<u>Wing flaps</u>	<u>Up -</u>	<u>Down 30°</u>
<u>Movements</u>	Elevator trim tab	Up 7.0° ± 0.5°	Down 28°
	(Bungee spring setting 6-3/4" Service Manual page 133)		
	Elevator	Up 30° ± 0.5°	Down 11° ± 0.5°
	Aileron	Up 21° ± 1.0°	Down 18°
	Rudder trim tab	Right 20°	Left 20°
	Rudder	Right 25°	Left 25°

Required Equipment Items 1, 2, 101, 102, 103, 104, 105, 106, 106A (note 3), 107, 108, 201, 202, 301, 302, 303, 304, 401, 403, 407, 502, 504, 505, 602, and 701.

Item 302, battery, required since electrical power is required for auxiliary electric fuel pumps & primary engine instruments.

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 8110-2-1 (10-66)

This certificate may be transferred in accordance with FAR 21.47.

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	<i>Number</i>	SA2323WE	Revision 4
<u>Propellers</u>	Item 2.	Two Hartzell propellers (-87)	
		Hub HC-B3TN-3DY	
		Blades T10178MB-5	
		Diameter 8 feet (96 inches)	
		Pitch settings at 30" station	
		Feathered	+87.0° 15°
		Take-off low pitch	+18° 1°
		Reverse blade angle	+11.0° 14°
<u>Propeller limits</u>	Propeller (N _p) - Take-off	2200 R.P.M.	(100%)
	Max. Contin.	2200 R.P.M.	(100%)
<u>Engine & Accessories - Fuel & Oil System</u>	101	Two DC starter-generators 30.5 lbs. ea. (-28)	
		Loar Siegler Model 23048-014	
		Generator capacity 300 amps each	
	102	Two oil coolers 7.5 lbs. ea. (-43)	
		Harrison Model 8535233	
	103	Two hydraulic pumps	
		New York Air Brake Co.	
		Model 65WE00527 System	
		press 1650 p.s.i. ± 15	
		maintained by VD pump setting 3.5 lbs. ea. (-33)	
		Optional Vickers Model	
		PV005R006B 3.5 lbs. ea. (-33)	
	104	Two overspeed governors	
		Woodward Model 210624C 4.5 lbs. ea. (-79)	
	105	Four fuel pumps	
	(a)	Two Thompson Products	
		Model TFD-10300 electric	
		driven fuel booster pump 7.0 lbs. ea. (-34)	
	(b)	Two Komac Model RG15980L	
		engine driven fuel booster	
		pump 1.0 lbs. ea. (-32)	
	106	Integral auxiliary fuel tanks	
		(50 gals. ea.) in wing tip	
		floats, including pump & line 19.0 lbs. ea. (+10)	

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 8130-3-1 (10-80)

This certificate may be transferred in accordance with FAR 21.47.

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United States of America
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	<i>Number</i>	SA2323WE	Revision 4
<u>Engine & Accessories - Fuel & Oil System, Cont'd</u>	106A	Wing auxiliary tanks are installed in each wing (4 cells each) outboard of main tanks. Capacity 83 gals. each (Total 166 gals.)	100.0 lbs. ea. (+216.8)
	106A	(a) Two solenoid valves General Model AV-1 (Modified)	1.5 lbs. ea. (+10)
	107	Two airframe fuel filters Aerospace Model 111-879	1.0 lbs. ea. (=18)
<u>Fuel Flow Meter</u>	108	General Electric Two transmitters GE8TJ64GEZ Two indicators GE8DJ142LWT	1.5 lbs. ea. (-86) 1.2 lbs. ea. (-140)
	or	Foxboro Two transmitters P/N 1/2-2-81-228 Two indicators P/N AR204A-1D Totalizer P/N AT204-17 / AT205-3 Signal Conditioner P/N PC-426	.50 (-86) .75 (-140) .75 (-140) 1.60 (-50)
<u>Landing Gear and Floats</u>	201	Two 9.50-16 main wheels, Goodyear L 9.50-16HBA with brakes and 9.50-16 10-ply nylon tires	120.0 lbs. ea. (+14)
	202	19 x 6.89-10 nose wheel, Bendix Type B-1, Ass'y. No. 145308 A, and 19 x 6.80-10 6-ply rayon tire (Tire to be placarded for 85 p.s.i. inflation pressure)	37.0 lbs. (-174)
<u>Electrical Equipment</u>	301	Generator, see item 101	
	302	Battery, Exide 12-TS-9L	73.0 lbs. (-4)
	303	Two landing lights Grimes C-3801-1 or C-3801-3	7.0 lbs. ea. (+18)

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 8110-2-1 (10-88)

This certificate may be transferred in accordance with FAR 21.47.

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	<i>Number</i>	SA2323WE	Revision 4
<u>Electrical Equipment, Cont'd</u>	304	Main Inverter, Flite-Tronics Model PC-15A	7.75 lbs. (+40)
		Standby Inverter Flite-Tronics Model PC-15A	7.75 lbs. (+40)
<u>Interior Equipment</u>	401	FAA Approved Airplane Flight Manual dated November 21, 1979 (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	23.0 lbs.ea. (+221)
	403	Two windshield wipers Kearfoot Type	2.0 lbs.ea. (-134)
	404	Safety belt and harness assembly NAF 1201-1 (cockpit)	
	405	Sperry Model A-12 automatic pilot installation	194.0 lbs. (-144)
	406	Lear L-2C automatic pilot to be installed in accordance with Lear Drawing No. 95600	62.0 lbs. (1-7)

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 NOT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION." Servo slip clutch settings measured on the ground: rudder 175"lbs., aileron 50" lbs., elevator 75" lbs. (Approach coupler not investigated; therefore not eligible.)
 Airplane Flight Manual Supplement dated Jan. 14, 1952 is required equipment.

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 8110-2-1 (10-89)

This certificate may be transferred in accordance with FAR 21.47.

United States of America
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Number SA2323WE Revision 40

407 Cabin Heating System
Consisting of the following Hamilton Standard Components:
One Bleed Air shut-off valve
P/N 748829-2
One Bleed Air shut-off valve
P/N 747704-1
One Bleed Air temp-control valve
P/N 738385-2
One Cabin temp sensor; P/N 738490-1
One Venturi; P/N 747777-1
One Duct temp sensor; P/N 738489-1
One Electronic temp controller
P/N 738491-4
One Cabin Air temp selectro
P/N 738488-1

407A Cabin Cooling System
All components for installation 407, plus
One water separator; P/N 738386-2 3.5 lbs. (+446.5)
One refrigeration package
P/N 738443-2 21.5 lbs. (+446.5)

De-icing Equipment
(Propeller, Inlet
Duct & Pneumatic
Surface Boots

502 Propeller de-icer
B. F. Goodrich de-icer kit
#77-490-1
504 Inlet de-icer boot
B.F. Goodrich; P/N 5E1484
505 Inlet de-icer boot
B. F. Goodrich; P/N 5E1575
506 Surface Pneumatic de-icer
Boots, Prakes Aviation, Inc.
Kit No. PA5090
602 Instrument vacuum system.
One regulator and safety
Valve, Bendix; P/N 38E85-1 1.6 lbs. (+241)
One vapor filter
Bendix; P/N 44E03-1 1.9 lbs. (+241)
One ejector
Bendix; P/N 19E17-5 .75 lbs. (+241)
One check valve
Bendix; P/N 557-18 .64 lbs. (+248)

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 8110-2-1 (10-80)

This certificate may be transferred in accordance with FAR 21.17.

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Number SA2323WE

Revision 4

De-icing Equipment
(Propeller, Inlet Duct
& Pneumatic Surface
Boots, Cont'd)

One check valve
Bendix: P/N 557-18
Refer to Crammen Mallard C-73
Service Manual for proper
vacuum adjustment.

.64 lbs. (+251)

Pre-stall Warning 701

One lift transducer Safeflight
C-37207
One summing unit Safeflight
087206
One control shaker Safeflight
C-37202

1.5 lbs.ea. (-21)

2.0 lbs.ea. (-2)

1.2 lbs.ea. (-125)

Certification Basis

(See page 1)

Production Basis

None

- NOTE 1. A. Current weight and balance report including list of equipment included in certificated weight empty, 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 fuel tanks up to outlets and to maximum on oil tank dip stick 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 placards shall be placed in the instrument panel in full view of the pilot:

- A. "THIS AIRPLANE SHALL BE OPERATED IN ACCORDANCE WITH SECTION I 'OPERATING LIMITATIONS' OF FLIGHT MANUAL WHICH SHALL BE CARRIED IN THE PILOT'S COMPARTMENT AT ALL TIMES."
- B. "REDUCE V_{NO} 5 M.P.H. (INDICATED) FOR EVERY THOUSAND FEET ABOVE 10,000 FEET."

NOTE 3. The fuel management chart in the limitation section of the AFM must be strictly adhered to.

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 8110-2-1 (10-80)

This certificate may be transferred in accordance with FAR 21.47.

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United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate

Number SA2323WE

This certificate, issued to Frakes Aviation
Route 3, Box 229-B
Cleburne, Texas 76031

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 4a of the Civil Air Regulations.

Original Product—Type Certificate Number: A-783
Make: Frakes (Grumman)
Model: G-73 (Amphibian)

Description of Type Design Change:

Increase in gross weight and installation of United Aircraft of Canada Limited PT6A-27, PT6A-34 or PT6A-34AG engines in accordance with Frakes Aviation, Inc., Master Drawing List FA 5000, Rev. V dated 9/13/83, or later FAA approved revision.

Limitations and Conditions:

FAA Approved Airplane Flight Manual dated April 28, 1972, and Airplane Flight Manual Supplement dated June 28, 1972, or later FAA Approved revision are required. Compatibility of this modification with previously installed equipment must be determined by installer.

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: August 14, 1968

Date received: 1/14/88

Date of issuance: April 27, 1971

Date of approval: 12/18/73, 5/1/78; 11/21/79;
5/28/83; 6/11/92 Rev. 5

By direction of the Administrator



Michele M. Owsley, Manager
Airplane Certification Office

(Title)

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United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2323WE (December 18, 1973)

Engines

Item 1. Two United Aircraft of Canada, Limited PT6A-27, optional PT6A-34.

Fuel

MIL-J-5624E, Grades JP-1, JP-4 or JP-5.
(MIL-G-5572C Avgas (all grades) for emergency use only - limited to 150 hours use between overhauls.)

Oil

UACL PT6 Engine Service Bulletin No. 1 lists approved brand oils.

	<u>E.S.H.P.</u>	<u>-27 S.H.P.</u>	<u>-34 S.H.P.</u>
Take-off	715	*680	680
Max. Continuous	715	*680	680
Max. Climb	652	**620	***680
Max. Cruise	652	**620	***680
Max. Reverse	652	**620	***680

*Available to 71°F (21.7°C) Ambient temp. (S.L.)

**Available to 69°F (20.6°C) Ambient temp. (S.L.)

***Available to 107°F (42°C) Ambient temp. (S.L.)

Engine Limits

Temperature Limits (Inter-Turbine)

	<u>-27</u>	<u>-34</u>
Take-off	(725°C)	(790°C)
Max. Continuous	(725°C)	(790°C)
Max. Climb	(695°C)	(765°C)
Max. Cruise	(695°C)	(740°C)
Max. Reverse	(725°C)	(790°C)
Starting (2 sec.)	(1090°C)	(1090°C)

Torque Limits

	<u>-27/-34</u>
Take-off	53 PSIG
Max. Continuous	53 PSIG

Gas Generator

		<u>-27/-34</u>
Take-off	38,100	(101.5%)
Max. Continuous	38,100	(101.5%)

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United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

<u>Engine Limits cont.</u>	<i>Number</i> SA2323WE (Amended December 18, 1973)
	<u>Oil Temperature</u> -27/-34
	Starting -40°C Minimum
	Take-off 10°C to 99°C
	Max. Continuous 10°C to 99°C

Oil Pressure at following gas generator speeds:

	-27	-34
Normal (27000 R.P.M. 72% and above)	80 to 100 PSIG	85 to 100 PSIG
Minimum (below 27000 R.P.M.)	40 PSIG	40 PSIG

Airspeed Limits (EAS)	*V _{mo} maximum operating	240 mph (209 kts)
	V _a maneuvering	147 mph (128 kts)
	V _f flaps extended	135 mph (118 kts)
	V _{10/1e} landing gear operation/extended	150 mph (130 kts)
		91 mph (79 kts)

*This speed must be reduced 5 mph (indicated) for every 1000 ft. above 10,000 ft. up to the service ceiling of 24,500 ft.

<u>Normal C.G.</u>	(-17.3) to (-7.4) Moment change due to retraction of
<u>Range (Gear Extended)</u>	landing gear (nose and main) is +1032 in. lbs.

<u>Datum</u>	Rear face of main wing beam (Station 233.65).
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<u>Leveling Means</u>	Fore and aft leveling lugs located in left or right wheel pocket. Lateral leveling lugs mounted on front face of station 428 bulkhead.
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<u>Maximum Weights</u>	<u>Landplane</u>
	Take-off 13,500 lb. (with item 106 full each side)
	Landing 13,500 lb.
	Take-off 14,000 lb (with item 106 full each side and item 106A (note 3) with 250 lb. minimum fuel each side)
	Landing 13,500 lb.
	<u>Seaplane</u>
	Take-off 13,500 lb. (with item 106 full each side)
	Landing 13,500 lb.
	Take-off 14,000 lb. (with item 106 full each side and item 106A (note 3) with 250 lb. minimum fuel each side)
	Landing 14,000 lb.

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United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2323WE (Amended December 18, 1973)

Minimum Crew One.

Number of Seats Two cockpit (-108.65); ten cabin. (See Approved Airplane Flight Manual for arrangement.)

Maximum Baggage Forward compartment 460 lbs. (Station 53 to 93, maximum floor loading 50 lbs./sq. ft.)

Aft compartment 540 lbs. (Station 384 to 428, maximum floor loading 75 lbs./sq. ft.)

Fuel Capacity Airplane Serial Nos.

J1 - J7 incl., J9, J10 & J11 165 U.S. Gals. each Wing Tank
(330 U.S. Gals. Total)
190 U.S. Gals. each Wing Tank
(380 U.S. Gals. Total)

These capacities do not include Wing Tip Flood Fuel Tanks or Wing Auxiliary Tanks. (See Item 106) 50 U.S. Gals. each float tank (100 U.S. Gals. Total). (See Item 106A) 85 U.S. Gals. each wing auxiliary tank (8 cells) (166 U.S. Gals. Total).

<u>Oil Capacity</u>	<u>Usable Oil</u>	<u>U.S. Gal.</u>	<u>Imperial Gal.</u>	<u>Weight lbs.</u>
	Port -36	1.5	1.2	11
	Starboard-36	1.5	1.2	11
		3.0	2.4	22

Maximum Operating Altitude 24,500 feet

<u>Control Surface</u>	<u>Movements</u>	Up	Down
Wing flaps		Up	Down 30°
Elevator trim tab		Up 7.0°±0.5°	Down 28°
(Bungee spring setting 6-3/4"			
Service Manual page 133)			
Elevator		Up 30°±0.5°	Down 11°±0.5°
Aileron		Up 21°±1.0°	Down 18°
Rudder trim tab		Right 20°	Left 20°
Rudder		Right 25°	Left 25°

Required Equipment Items 1, 2, 101, 102, 103, 104, 105, 106, 106A (note 3), 107, 108, 201, 202, 301, 302, 303, 304, 401, 403, 407, 502, 504, 505, 602, and 701.

Item 302, battery, required since electrical power is required for auxiliary electric fuel pumps & primary engine instruments.

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United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA2323WE (Amended December 18, 1973)

Propellers

Item 2. Two Hartzell propellers (-87)

Hub HC-B3TN-3DY

Blades T10178HB-5

Diameter 8 feet (96 inches)

Pitch settings at 30" station

Feathered +87.0° ±5°

Take-off low pitch +18°-20.5° ±1°

Reverse blade angle -11.0° ±4°

Propeller Limits

Propeller (Np) - Take-off	2200 R.P.M.	(100%)
Max. Contin.	2200 R.P.M.	(100%)

Engine & Access-
ories - Fuel &
Oil System

101	Two DC starter-generators Lear Siegler Model 23048-014 Generator capacity 300 amps each	30.5 lbs. ea. (-28)
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102	Two oil coolers Harrison Model 8535233	7.5 lbs. ea. (-43)
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103	Two Hydraulic pumps New York Air Brake Co. Model 65WE00527 System press 1650 p.s.i. ± 15 maintained by VD pump setting Optional Vickers Model PV006R006B	3.5 lbs. ea. (-33) 3.5 lbs. ea. (-33)
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104	Two overspeed governors Wordward Model 210624C	4.5 lbs. ea. (-79)
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105	Four fuel pumps (a) Two Thompson Products Model TFD-10300 electric driven fuel booster pump	7.0 lbs. ea. (-34)
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	(b) Two Romec Model RG15980L engine driven fuel booster pump	1.0 lbs. ea. (-32)
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106	Integral auxiliary fuel tanks (50 gals. ea.) in wing tip floats, including pump & line	19.0 lbs. ea. (+10)
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United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

		<i>Number</i>	SA2323WE	Revision 4
<u>Engine & Accessories - Fuel & Oil System, Cont'd</u>	106A	Wing auxiliary tanks are installed in each wing (4 cells each) outboard of main tanks. Capacity 83 gals. each (Total 166 gals.)		
				100.0 lbs. ea. (+216.8)
	106A	(a) Two solenoid valves General Model AV-1 (Modified)		1.5 lbs. ea. (+10)
	107	Two airframe fuel filters Aerospace Model 111-879		1.0 lbs. ea. (+18)
<u>Fuel Flow Meter</u>	108	General Electric Two transmitters GE8TJ64GBZ Two indicators GE8DJ142LWT		1.5 lbs. ea. (-86) 1.2 lbs. ea. (-140)
	or	Foxboro Two transmitters P/N 1/2-2-81-228 Two indicators P/N AR204A-1D Totalizer P/N AT204-17 / AT205-3 Signal Conditioner P/N PC-426		.50 (-86) .75 (-140) .75 (-140) 1.60 (-50)
<u>Landing Gear and Floats</u>	201	Two 9.50-16 main wheels, Goodyear L 9.50-16HEA with brakes and 9.50-16 10-ply nylon tires		120.0 lbs. ea. (+4)
	202	19 x 6.89-10 nose wheel, Bendix Type B-1, Ass'y. No. 145308 A, and 19 x 6.80-10 6-ply rayon tire (Tire to be placarded for 85 p.s.i. inflation pressure)		37.0 lbs. (-174)
<u>Electrical Equipment</u>	301	Generator, see item 101		
	302	Battery, Exide 12-TS-9L		73.0 lbs. (-4)
	303	Two landing lights Grimes C-3801-1 or C-3801-3		7.0 lbs. ea. (+18)

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FAA FORM 8110-2-1 (10-03)

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)

	<i>Number</i>	SA2323WE	Revision 4
<u>Electrical Equipment, Cont'd</u>	304	Main Inverter, Flite-Tronics Model PC-15A	7.75 lbs. (+40)
		Standby Inverter Flite-Tronics Model PC-15A	7.75 lbs. (+40)
<u>Interior Equipment</u>	401	FAA Approved Airplane Flight Manual dated November 21, 1979 (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	23.0 lbs. ea. (-221)
	403	Two windshield wipers Kearfoot Type	2.0 lbs. ea. (-134)
	404	Safety belt and harness assembly NAF 1201-1 (cockpit)	
	405	Sperry Model A-12 automatic pilot installation	194.0 lbs. (-144)
	406	Lear L-2C automatic pilot to be installed in accordance with Lear Drawing No. 95600	62.0 lbs. (1-7)

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 NOT USE AUTOPILOT BELOW 300 FEET ABOVE TERRAIN IN
APPROACH CONFIGURATION." Servo slip clutch settings
measured on the ground: rudder 175" lbs., aileron 50"
lbs., elevator 75" lbs. (Approach coupler not
investigated; therefore not eligible.)
Airplane Flight Manual Supplement dated Jan. 14, 1952
is required equipment.

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FAA FORM 8110-2-1 (10-80)

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 SA2323WE Revision 4

- 407 Cabin Heating System
Consisting of the following Hamilton Standard Components:
One Bleed Air shut-off valve
P/N 748829-2
One Bleed Air shut-off valve
P/N 747704-1
One Bleed Air temp-control valve
P/N 738385-2
One Cabin temp sensor; P/N 738490-1
One Venturi; P/N 747777-1
One Duct temp sensor; P/N 738489-1
One Electronic temp controller
P/N 738491-4
One Cabin Air temp selectro
P/N 738488-1

- 407A Cabin Cooling System
All components for installation 407, plus
One water separator; P/N 738386-2 3.5 lbs. (+446.5)
One refrigeration package
P/N 738443-2 21.5 lbs. (+446.5)

De-icing Equipment
(Propeller, Inlet
Duct & Pneumatic
Surface Boots

- 502 Propeller de-icer
B. F. Goodrich de-icer kit
#77-490-1
- 504 Inlet de-icer boot
B.F. Goodrich; P/N 5E1484
- 505 Inlet de-icer boot
B. F. Goodrich; P/N 5E1575
- 506 Surface Pneumatic de-icer
Boots, Frakes Aviation, Inc.
Kit No. PA5090
- 602 Instrument vacuum system.
One regulator and safety
Valve, Bendix; P/N 38E85-1 1.6 lbs. (+241)
One vapor filter
Bendix; P/N 44E03-1 1.9 lbs. (+241)
One ejector
Bendix; P/N 19E17-5 .75 lbs. (+241)
One check valve
Bendix; P/N 557-18 .64 lbs. (+248)

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 8110-3-1 (10-80)

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 SA2323WE

Revision 4

De-icing Equipment
(Propeller, Inlet Duct
& Pneumatic Surface
Boots, Cont'd

One check valve
 Bendix: P/N 557-18
 Refer to Cushman Hallard C-73
 Service Manual for proper
 vacuum adjustment.

.64 lbs. (+231)

Pre-stall Warning

701

One lift transducer Safeflight
 C-37207
 One summing unit Safeflight
 087206
 One control shaker Safeflight
 C-37202

1.5 lbs. ea. (-21)

2.0 lbs. ea. (-2)

1.2 lbs. ea. (-125)

Certification Basis

(See page 1)

Production Basis

None

- NOTE 1. A. Current weight and balance report including list of equipment included in certificated weight empty, 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 fuel tanks up to outlets and to maximum on oil tank dip stick 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 placards shall be placed in the instrument panel in full view of the pilot:

- A. "THIS AIRPLANE SHALL BE OPERATED IN ACCORDANCE WITH SECTION I 'OPERATING LIMITATIONS' OF FLIGHT MANUAL WHICH SHALL BE CARRIED IN THE PILOT'S COMPARTMENT AT ALL TIMES."
- B. "REDUCE V_{10} 5 M.P.H. (INDICATED) FOR EVERY THOUSAND FEET ABOVE 10,000 FEET."

NOTE 3. The fuel management chart in the limitation section of the APM must be strictly adhered to.

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 8110-2-1 (10-88)

This certificate may be transferred in accordance with FAR 21.17.

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