

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA4774NM

This Certificate issued to SEAPLANE WORKS, INC.
119 HEATHER RIDGE
ROCHESTER, NEW YORK 14626

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.
(See Continuation Sheet)

Original Product Type Certificate Number: A-734

Make: GRUMMAN

Model: G-44, G-44A, and SCAN Type 30

Description of Type Design Change: Removal of the two existing engines and installation of one AVCO Lycoming Model TIO-540-J2BD and one LTIO-540-J2BD engine with Hartzell Model HC-C3YR-2UF/FC9587A-10 and HC-C3YR-2LUF/FJC9587A-10 propellers in accordance with an FAA approved copy of Turbotech, Inc. Drawing List Report TT-7, dated September 28, 1989, or later FAA approved revision.

Limitations and Conditions: The approval of this change in type design applies to Grumman Model G-44, G-44A, and those SCAN Type 30 airplanes listed by serial number in the Type Certificate Data Sheet. This approval should not be extended to aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any other previously approved modification will introduce no adverse effect on the airworthiness of that aircraft. A copy of this Certificate must be maintained as part of the permanent records for the modified aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. (See Continuation sheet page 3)

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: March 30, 1987

Date reissued: Mar 3, 1993; Sep. 4, 1997;
Jan 29, 2004; Nov. 30, 2009; Aug. 4, 2010

Date of issuance: October 6, 1989

Date amended:



By direction of the Administrator

Haifa Haj-Sib
(Signature)

Supervisor, Technical & Administrative Support
Staff, Los Angeles Aircraft Certification Office
(Title)

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

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Regional Office of the transfer of this Supplemental Type Certificate.

The FAA will reissue the certificate in the name of the transferee and forward it to him.

TRANSFER ENDORSEMENT

Transfer the ownership of the Supplemental Type Certificate Number _____

to *(Name of transferee)* _____

(Address of transfer) _____
(Number and street)

(City, State, and Zip code)

from *(Name of grantor) (Print or type)* _____

(Address of grantor) _____
(Number and street)

(City, State, and Zip code)

Extent of Authority (if licensing agreement): _____

Date of Transfer: _____

Signature of grantor *(In ink)*: _____

Supplemental Type Certificate

(Continuation Sheet)

Number SA4774NM

Date of Reissuance: Mar. 3, 1993; Sep. 4, 1997; Jan. 29, 2004; Nov. 30, 2009, Aug. 4, 2010

Description of Type Design Change (Continued) - Civil Air Regulations (CAR) Part 4a - Used CAR 4a as amended on 4/7/50, except that Section 7 of CAR 04, dated 7/1/44, was used for flight test performance and § 23.25(a)(2) was used instead of CAR 4a.723.

Limitations and Conditions (Continued): - In order for an airplane to be eligible for this installation it must: 1) meet the wing centersection conformity inspection criteria of Turbotech Report TT-6, dated 9/28/89, or later FAA approved revision, and: 2) meet the airplane useful load criteria of § 23.25(a)(2).

Airplanes equipped with this modification must be operated in accordance with an FAA approved copy of the new Airplane Flight Manual (AFM) for this installation, dated 10/6/89, or later FAA approved revision. NOTE: This FAA approved AFM currently applies only to those G-44, G-44A or SCAN Type 30 airplanes previously approved for operation at 5500 lbs. gross weight and which are equipped with 152 gallon fuel tank systems. Aircraft approved for operation at any other gross weight or which are equipped with any other fuel tank system arrangement will require further FAA approval and AFM revision.

For inspection, see the new AFM for limitations, placards and markings.

NOISE LEVEL - The corrected noise level of this aircraft is 79.6 dB(A) determined at the maximum normal rated power of 2400 RPM and 38.0 inches of manifold pressure.

No determination has been made by the FAA that the noise levels of this airplane are or should be acceptable or unacceptable for operation at, into or out of, any airport.

The above statement notwithstanding, the noise level stated above has been verified by and approved by the FAA in noise level test flights conducted in accordance with Part 36, Appendix F "Noise Standards: Aircraft Type and Airworthiness Certification". The aircraft noise is in compliance with all Part 36 noise standards applicable to this type.

- END -