

GRUMMAN AMERICAN AVIATION CORPORATION

MODELS: Grumman (Navy) J2F-3, J2F-4, J2F-5 and J2F-6 (Approved 5/6/47)

SPEC. NUMBER: L-17-2

(Eligible for Certification in Limited Category only.)

(Holder of Limited Type Certificate: R.B. Utterback, Long Beach, CA.)

Engine	Wright R-1820-30, -34, -50 or -54
Fuel	R-1820-30 - 87 octane R-1820-34 and -50 - 91 octane R-1820-54 - 100 octane
Engine limits	R-1620-30: Maximum, except takeoff (2600 ft.) 36 in. Hg., 1950 rpm (770 hp) (Sea level) 36 in. Hg., 1950 rpm (755 hp) Takeoff (five minutes) 36.5 in. Hg., 1950 rpm (770 hp) R-1820-54: Maximum continuous (low blower) (Sea level) 38.5 in. Hg., 2100 rpm (900 hp) (8000 ft.) 36.2 in. Hg., 2100 rpm (900 hp) Takeoff (five minutes) (Sea level) 42.5 in. Hg., 2200 rpm (1050 hp) (3700 ft.) 41.0 in. Hg., 2200 rpm (1050 hp)

	Maximum continuous (high blower) (9300 ft.) 41.5 in. Hg., 2100 rpm (800 hp) (14700 ft.) 37.6 in. Hg., 2100 rpm (800 hp)
Propellers	Hamilton Standard 3D40 hub; 6101A-13 or -14 blades; 33D60 hub; 6383A-13 blades
Airspeed limits	Glide or dive - 259 mph
Maximum gross weight	J2F-3, J2F-4 -- 6530 lbs. J2F-5, J2F-6 -- 7185 lbs.
C.G. range	20.7 percent (96 inches) to 38 percent (103.9 inches) gear down
Datum	78.2 inches forward of jig point (notch on edge of step located at intersection of hull-fuselage division line and station 3A)
MAC	63.1 inches L.E. MAC 81.3 inches
Other Operating Limitations	Navy Technical Orders 32-39 and 40-38 for J2F-3 and J-F-4; and T.O. 21-46 for J2F-5 and J2F-6
Certification basis	Limited Type Certificate No. 17 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness for Export

EQUIPMENT:

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for such aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "EQUIPMENT" above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certifying C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of all passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."

NOTE 3. The following statement must appear on the Operation Limitations: "This airplane must be operated at all times within the limitations set forth in Navy Technical Order No. 32-39 and 40-38 for the J2F-3 and J2F-4, and Navy Technical Order 31-46 for the J2F-5 and J2F-6 except for limitations specifically called out in Aircraft Specification AL-17 in which case the values given in the specification must be observed. A copy of the pertinent Navy Technical Order and aircraft specification AL-17 must be carried during flight." In all cases, it will be the responsibility of the applicant to secure copies of the Navy Technical Orders. The C.A.A. does not have these documents available for distribution.

NOTE 4. If any repairs or modifications are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a C.A.A. representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

NOTE 5. Prior to obtaining certification for night operation, the airplane position lights must be installed in compliance with the requirements of CAR 3.538 and the following:

- (1) Position Lights
 - (a) Wing Tip - The present type lights are satisfactory if equipped with 15 candlepower lamps.
 - (b) Tail - The present tail lights are not satisfactory and must be replaced with a certificated unit.
- (2) Position Light Circuit and Control
The position lights (wing tips and tail) shall be controlled by one SPST switch. The circuit should be protected by its own fuse

or circuit breaker. The individual wing tip and tail light switches with dim and bright positions and the dimming resistors presently installed shall be removed.

(3) Other Exterior Lights

With the exception of the landing lights, any other exterior lights are not required and may be removed if so desired.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington 25, D.C. Attn: A-298.