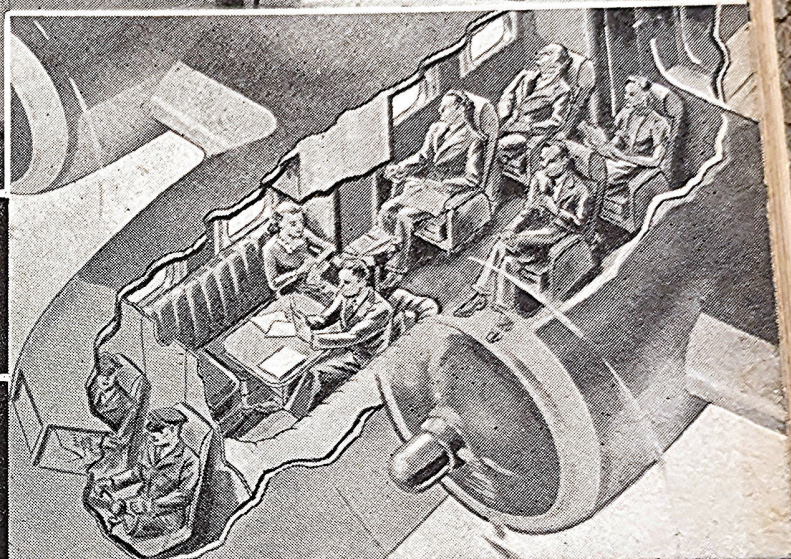


## Grumman Hatches

### a MALLARD



**O**UT of Grumman Aircraft's "preserve" at Bethpage, L. I., the Mallard (at left and above) has now risen to fly with the growing U. S. amphibious flock.

The sleek, new airplane, bigger than its predecessors, the Duck, Widgeon and Grey Goose, is currently taking CAA certification tests and company schedules call for full production by early winter. Cruising at 180 m.p.h., the Mallard can carry eight to 10 passengers 600 miles without alighting. In tests it has reached a top speed of 215 m.p.h. Its tentative selling price is \$100,000.

The Mallard may serve as a flying station wagon for mining and lumber companies whose holdings are scattered in wildernesses where airfields are uneconomical. In most such areas near-by rivers, lakes or bays offer abundant natural harbors. Markets with perhaps even greater possibilities are the feeder-line and commutation services. The manufacturers expect flocks of this type of

plane to be used in metropolitan areas that have both water and land ports. Several air lines serving New York have already placed orders for the amphibian. One company plans to use the Mallard between Manhattan and LaGuardia Airport.

The new craft is driven by two 600-hp. Pratt and Whitney "H" Wasp engines and ground-lands on tricycle gear—unusual for amphibians. The wing spread is 66 feet eight inches; the over-all length, 48 feet four inches. Both the nose, where cargo can be stored, and the hull of the flush-riveted ship are reinforced to withstand the buffeting of water landings and take-offs.

The designer has created a luxurious cabin (inset, above) that can be decorated to suit the customer. A galley is in the rear. The soundproof interior holds four conventional seats and two three-seat lounges, between which a table can be fitted. Ventilating and heating systems are adjustable.