

# The International Grumman Star



The Official Publication of the Grumman Owners & Pilots Association

FOR OWNERS AND PILOTS OF ALL GRUMMAN AMERICAN LIGHT AIRPLANES

Volume XLV, Number 5

September/October 2020



## Grumman Owners & Pilots Association

"Building on our proud AYA heritage..."

THE INTERNATIONAL TYPE-CLUB FOR GRUMMAN OWNERS AND PILOTS

HOME ▶ EVENTS ▶ AIRCRAFT ▶ SCHOLARSHIP ▶ MARKETPLACE ▶ SUPPORT ▶ JOIN US ▶ ABOUT US ▶ MEMBERS AREA ▶ CONTACT

Site search

Join us | Donate



GOPA's new website goes live!

... and Live, On-Field Tech Demonstrations (Ken Blackman & Ron Levy, replacing a vacuum pump)

### Considering buying a Grumman?

Let us show you just what it is that makes Grumman aircraft so special and revered by their owners and how you can get your very own "Grumman Grin".

Start Here

JOIN US

GET INVOLVED

## HIGHLIGHTS

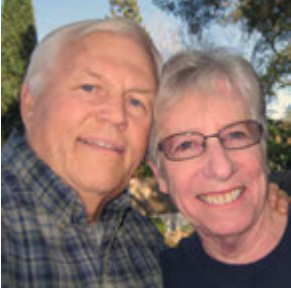
Secretary/Treasurer, p. 2  
New Star Masthead, p. 2  
President's Report, p. 3  
Lauren Larsen Winner, p. 3  
Flash from the Past, p. 4  
PFP Video Update, p. 4  
Dicey Miller Award Winner, p. 5

Scholarship Update, p. 5  
Insurance: Storms, p. 6  
Decision Making, pp. 6-7  
Lifetime Membership Awarded, p. 7  
New Website News, pp. 8-9  
Ask The Experts, p. 9  
Welcome New Members, p. 10

Nostalgia: GA7 Cougar, pp. 11-15  
Unique AA-1B, p. 16  
AA-2 Patriot, p. 17  
Nordkapp Adventure, p. 18  
Warner Mounts Shutting Down, p. 19  
Litter Box, p. 20  
Cats at Play, back cover

## Secretary/Treasurer

by: Stew Wilson, Secretary/Treasurer



Out with the old, in with the new! One might think it is early January, but I am specifically referring to the AYA and

GOPA. What an exciting time of change for the Association. New name, fantastic new web site, new programs!

A lot of folks worked long and hard behind the scenes to make it happen. Also, the unprecedented participation of the membership in responding to surveys and voting to provide valuable guidance and feedback during the entire process.

Here at GOPA Headquarters, it will be business as usual. We will provide the same level of assistance and response that has been in effect for many years. You can still reach us at 530-295-7158 or email us at [sec@grummanpilots.org](mailto:sec@grummanpilots.org).

Hopefully, there will not be too many glitches with the rollout of our new web site. You can still renew your membership online, and look up other members on the database. Be sure to have a look at the new site and all the information it has to offer.

Who ever said you can't teach an old dog new tricks? Woof Woof!

## Vanity Plates

Do you have a custom vehicle license plate featuring an aviation theme? Personal aircraft theme? Send a good quality photo to [editor@grummanpilots.org](mailto:editor@grummanpilots.org) and I will compile a photo collage of the submissions. Who has the most unique offering?

### GOPA DATA AS OF JULY 28, 2020

Total Members.....	680
Life Members.....	4
Type Club Complimentary.....	.3
AA1 Aircraft.....	.80
AA5 Aircraft.....	423
AG5B Aircraft.....	47
GA7 Aircraft.....	1
Other Aircraft.....	17
Investment Account.....	\$51,392
Checking Accounts.....	\$11,170
Total Funds*.....	\$62,562
Scholarship Fund.....	\$7,589
Convention Fund.....	\$12,000

\*Note: Includes Convention Fund

## Star Masthead

With our new association name comes the need for a new masthead for our magazine. Please send in your mock ups and lets see what we can do. If we get a winner I will send them a 16" X 20" enlargement of the first issue we use the new masthead on.

Thank you for your ideas, please send along to [editor@grummanpilots.org](mailto:editor@grummanpilots.org).

## GOPA APP

Our web site host, Wild Apricot, has a member app that you can use to keep track of your Events, Profile, all GOPA Events and has a searchable Member database. Check out the Apple App Store or Google Play for 'Wild Apricot for Members'.

## SureFly

SureFly has (finally) received FAA certification for its Tach2 signal converter. This little box converts the SIM P-lead signal to the negative-going pulses needed by the Horizon tach and to a 0-5V square wave needed by Garmin and other EFIS.

Contact SureFly for price and delivery.  
Les Staples

# GOPA Contacts

[www.grummanpilots.org](http://www.grummanpilots.org)

See Top Cats on back cover also

### PRESIDENT

Overall GOPA programs, planning, management, activities, and operations. Contact with media, AOPA, and other type clubs.

### VICE PRESIDENT

Suggested convention locations, guests, activities, and seminars. Overall convention operations.

### SECRETARY/TREASURER

Dues, renewals, address changes, membership information, *Star* mailing concerns, purchase of Service Bulletins and Letters, ADs, back *Star* issues, and GOPA insignia/memorabilia.

### EDITOR

Acceptance and editing of articles, classified and paid ads for the *Star*, technical questions of a general nature for Ask the Experts, calendar items, and events.

### ELECTRONIC SERVICES DIRECTOR

[esd@grummanpilots.org](mailto:esd@grummanpilots.org) or (403) 258-3135

Maintenance and administration of the GOPA web site and GOPA e-mail services. Web site coverage of GOPA events. On-line membership services and on-line registration for GOPA events.

### REGIONAL DIRECTORS

Events and activities on a regional or local level. Suggestions and recommendations for meetings or destinations for GOPA trips.

### PROGRAM DIRECTORS

**Insurance:** Norris Hibbler (800) 466-4944  
[ins@grummanpilots.org](mailto:ins@grummanpilots.org)

**PPF:** Bob Reed,  
[ppf@grummanpilots.org](mailto:ppf@grummanpilots.org)

**Archives:** GOPA Headquarters  
[archive@grummanpilots.org](mailto:archive@grummanpilots.org)

**Safety Director:** Bob Reed (717) 505-8513  
[safety@grummanpilots.org](mailto:safety@grummanpilots.org)

**Technical:** **Vacant, looking for a volunteer**  
[tech@grummanpilots.org](mailto:tech@grummanpilots.org)

**Scholarship:** Patricia Metz (403) 258-3135  
(530) 387-5200 (fax)  
[scholarship@grummanpilots.org](mailto:scholarship@grummanpilots.org)

This newsletter contains material contributed by members of the American Yankee Association, Inc., or reprinted from other sources. The information constitutes the advice and opinion of the contributor and does not necessarily have the approval of the Federal Aviation Administration or the American Yankee Association, Inc. It is the responsibility of the reader to determine the legality and airworthiness of any advice before acting on it. The American Yankee Association, Inc. shall not be held responsible for the actions of members or readers.

## The American Star

*The American Star* (ISSN 0746-0120) is published bimonthly by the American Yankee Association, Inc., 472 Campo Court, El Dorado Hills, 95762. Printed In U.S.A. Copyright ©2020 American Yankee Association. All rights reserved.

Periodical postage paid at Shingle Springs, CA, and at an additional mailing office. The editorial office is located at 2595 Meadow Lane, Cameron Park, CA 95682.

**Postmaster:** Send address change to *The American Star*, P.O. Box 1531, Cameron Park, CA 95682.

Membership dues are \$60 per year, an initiation fee of \$7.50 is charged to new members.

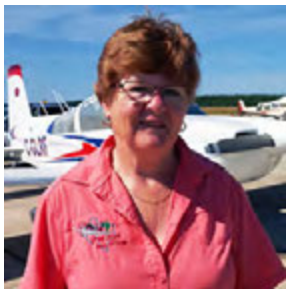
**Change of address:** Please notify the Secretary of any change of address at least four weeks before moving. Correspondence relating to membership information or dues should be directed to: Secretary, American Yankee Association, P.O. Box 1531, Cameron Park, CA 95682, [sec@grummanpilots.org](mailto:sec@grummanpilots.org)

**Send correspondence and submissions** to: Don Metz, Editor, *The American Star*, 704 Sherman Ave. SW, Calgary, AB T2W 0N2 Canada, [editor@grummanpilots.org](mailto:editor@grummanpilots.org)



## President

by: Sharon Spence, GOPA President



### Apologies:

First of all: my apologies to all who were offended by my opening comments in the last *Star*

“Happy Covid 19”. This was meant to be a satire statement and I deeply apologize for offending anyone by it.

Secondly, my apologies go to Sarah Philpott for misspelling her last name and misstating the reason for her resignation from the SPC on the agenda that went out for the General Membership Meeting.

It is never my intent to offend anyone and sometimes I forget that not everyone has my sense of humor.

### The Budget:

Was passed with a small surplus, remembering that a budget is a forecast, and with Covid-19 hanging around things can happen that we have no control over. We need to work hard to keep our membership happy and growing.

### Annual General Membership Meeting:

Our first “Virtual Annual General Meeting” (for a first try) went very well. There were 41 in attendance from all different Regions. It would have been nice to have more – but then with it being during the week in the afternoon – the timing was not maybe all that great for those who were working. Next one maybe on a weekend!

**With regret:** Charlie Adams has resigned as our Technical Director. Thank you for all your time and service Charlie. You will be missed.

**In Search of:** New Technical Director. If you or you know someone who is qualified to take on the position of Technical Director, please contact myself at [pres@grummanpilots.org](mailto:pres@grummanpilots.org).

Excellent comment from an attending member: “For people who cannot attend the conventions/meetings, maybe some part of future conventions can have an “online” element”.

This is certainly something that can be addressed and analyzed by those in

the “know.” Thank you Kevin Churchill for that suggestion.

Thank you to all who took the new Website Tour and the many compliments. It makes it all worthwhile.

### Congratulations:

To the three very worthy recipients of the Dacey Miller Award: 2020 Recipient John Sjaardema,

Lauren Larsen Award: 2020 Recipient Bob Reed,

Life Time Membership: 2020 Recipient Steve Peach

To view a brief recount of their contributions to AYA and GOPA see this issue.

### Official Logo:

We are in search of some artistic talent. Even if you can’t draw or create a logo, send us an idea or rough sketch. I would like to see some ideas for Official type logos (golf, dress and t-shirts, caps, bags, etc) as well as some fun logos (for t-shirts, tank tops, caps, bags, etc). We could have transfers made, you buy the transfer and put it on any type of shirt you want. Ideas are always welcome, please submit “something” by September 30, 2020, to [pres@grummanpilots.org](mailto:pres@grummanpilots.org).

### Three Month Membership:

Due to the launching of the new website the GOPA Board has passed a motion to put the “Three Month Trial Membership” on hold until December 2021 at which time the Board will re-evaluate the program.

### 50<sup>th</sup> Anniversary of the Traveler:

Good luck to Kathrin Kaiser in celebrating the 50<sup>th</sup> Anniversary of the Traveler, 21 August 2020, Bonn-Hangelar, EDKB. I am sure there are many of us who wish we could attend.

### Stories:

As you are all aware there is not much happening in the way of “fly-ins” with the Covid 19 restrictions in force all around the world. So, if you have any travel stories or just plane Grumman stories, send them into the *Star*.

### Thank you:

There are so many people to say “thank you” to. To try and list everyone would be disastrous as I know I would miss someone. So, THANK YOU to each and everyone who has given of themselves to this organization for without YOU we would not be.

## Lauren Larsen Award

by: Sharon Spence, President

The Lauren Larsen Award is given to the person(s) who most exemplifies the spirit of the Grumman Owners & Pilots Association over the previous year. The GOPA Board of Directors have approved the nominee for the 2020 Lauren Larsen Award, Bob Reed.

Bob and his love for the Grumman aircraft, safety and flying in general exemplifies the spirit of the Grumman Owners & Pilots Association.

Bob accepted the position of Safety Director when Ron Levy retired after 20 years of service. Shortly thereafter the then current PFP Director, Jim Viola, resigned as the PFP Director due to job commitments and Bob stepped up and took on the PFP Directorship as well as maintaining the Safety Directors position.

Bob found his passion: Safety, Flying and Maintenance.

This past year, under Bob’s direction, the Pilot Familiarization Program (PFP) has flourished:

- ✪ The whole program has been revamped and brought into the 21<sup>st</sup> century
- ✪ It has been broken into two Syllabi -Flying and Maintenance
- ✪ 36 CFI’s all vetted with certifications on file. No other Type Club has this type of “Safety/Maintenance/Flying” quality program
- ✪ Flight schools have recognized the value and joined the program
- ✪ Owner/mentor program for the new owner

Professional videos are being developed for the program, two completed at the time of this nomination, Flying and Maintenance Tips. Why Grumman and Which Grumman are being filmed as well.

Congratulations Bob on being selected as the 2020 Lauren Larsen Award Recipient.





## Flash From The Past: Reply To GOPA President

Good Morning and thank you for reaching out to me. I will happily answer your survey questions.

1) How did you find out about the Grumman Owners and Pilots Association (formerly AYA)?

I have known of the group formerly known as AYA for many years. In 1978 a young man named Ken Blackman hired me as a brand new CFI at his and Jan's business at KPAE called SkyTrek Aviation. This was back in the Dicey Miller days! I flew the full line up of American/Grumman/Gulfstream airplanes from the original AA1 Yankee to the new (then) GA7 Cougar. At one time we had both serial number 001 and 459 AA1 at Paine field and I regularly flew both of them. Later I bought SkyTrek from Ken and Jan and operated it for another several years as SkyTrek Pilots Association when Ken moved on to his Maintenance and Modification business, Ameromod. I continued to work with Ken doing some sales of the new Sensenich prop STC for the Tiger, and some test pilot work on several projects including the SparrowHawk O-235L2C engine mod and his Turbo Tiger mod. Several of us started a for-

mation flight demonstration team called the Damn Yankees and flew many air shows together with our five airplanes. Of course since the AA1 series was not certified for spins we could not do any aerobatics but we did do very close formation flying. Here is a picture of us after a show at the Paine Field Airshow. Left to right kneeling, Bev Hanson, Bill Crump, Cliff Johnston, Ken Blackman, and me. In the back is Ray Brown, our Director of Maintenance. Of course the plane is Ken's beloved N5792L. I did my first 5000 hours as a flight instructor in our fleet of 22 AAxx series airplanes, including 500 ish hours in the Cougar.

2) What inspired you to join?

I was a longtime member of the AYA when Ken and Dicey started it, and helped Ken publish the *Star* back when we printed it on our offset press and folded, stapled and put stamps on each copy. Boy those were the days. Eventually, I sold the flight school and moved on, but kept in touch with Ken and did lots of flight reviews with him in Tiger N28268. I also did many ferry flights for him for planes he sold or needed to get to his shop or home again. I finally let my membership lapse, and moved on, but

always kept in touch with Ken. I joined as a trial member just now again as I was interested to see what the organization had become. I sadly will not join as a full member, as I am 99% out of flying, but as I said, just curious about the organization.

Thanks again for reaching out, and the best to you and the AYA. It's hard to say GOPA:)

Dave Wheeler

## PFP Video Update

By: Bob Reed, PFP and Safety Director



On July 27<sup>th</sup>, four volunteer AA5's flew into Deck airport, in Central Pennsylvania, to participate in a video project detailing preflight inspections

on all AA5 variants. What was originally forecast on Friday night - as a VFR day at the 9 AM Saturday start time - became problematic with fog and overcast skies.

Ron Levy arrived on-time, flying an IFR flight. The last two, flying VFR, arrived at noon.

Ron gave an extremely detailed preflight on a Tiger, the base aircraft for the project.

Larry Forster's Traveler and Lisa Wood's Cheetah were used to demonstrate those preflight items that differ from an AA5B.

It was an interesting and informative day, as Ron's preflight is very, very thorough. As I write this, I am in the process of editing several hours of film into a projected 30 minute preflight video for members on the new GOPA website.

Watching the project firsthand, I think all Grumman pilots - new and veteran alike - will benefit from watching our production. From a safety standpoint, a thorough preflight helps lead to another safe and successful flight.



*The Damn Yankees. Left to right kneeling, Bev Hanson, Bill Crump, Cliff Johnston, Ken Blackman, and me. In the back is Ray Brown, our Director of Maintenance.*



## Dacey Miller Award: John Sjaardema

by: Sharon Spence, President

The Dacey Miller Award is THE most prestigious recognition given to a person who has given exceptional life time service to the Grumman Community. The recipients of the Dacey Miller Award are nominated and then voted on by the GOPA Board of Directors.

There have been only five previous winners of the Dacey Miller Award in the history of the American Yankee Association. They are: Ken Blackman, 2008; Liz Lane, 2009; David Fletcher, 2011; Andre Everaert, 2012 and Dick Martin, 2015. This is a very prestigious list of dedicated American Yankee Association members.

Nominees for this award are not presented to the Board every year even though there are some worthy recipients, the terminology of "Exceptional Lifetime Service" puts the recipients in a category of their own.

This year's recipient of the Dacey Miller Award is well known throughout the Grumman community. He joined the AYA on October 31, 1989, and has remained a member in good standing and a strong supporter of the AYA for the past 31 years. John has presented maintenance seminars and hands on demonstrations of the Grumman aircraft at Oshkosh and at the AYA Conventions for as long as I can remember.

He has given Exceptional Life Time Service to the Grumman Community and is well deserving of the Dacey Miller Award.

John is the owner/operator of Excel-Air Services, located on the Jasper County Airport in Rensselaer, IN. Congratulations John.

I am sorry this presentation cannot be given at the 2020 Convention which was to be held in Fredericksburg, TX. So, I ask you all to give John the recognition he deserves by emailing, texting, on facebook or even better yet by calling. I know he is a very busy man so he may not be able to take calls, but leave a message to congratulate him as he is well deserving.

John has been notified and his plaque will be sent to him. Hopefully we can recognize him at the next convention.



## GOPA Scholarship Update

by: Pat Metz, Scholarship Administrator

I am happy to report that one of our 2020 recipients has completed her PPL. Abigail Fletcher was able to do this just in time to take her Dad flying for Father's Day. I'm sure he was a proud Papa! Abby worked very diligently to finish off her license.

On behalf of the Scholarship Committee, we are so grateful to the members who have made donations to the

fund since last year's convention. We have received about \$1500 so far. With no convention this year, where our major fundraising is done, this is just a friendly reminder that you may make a donation at the time of your GOPA renewal or through the GOPA website, <https://grummanpilots.org/Scholarship>, or contact Secretary/Treasurer Stew Wilson at +1 (530) 295-7158 or [sec@grummanpilots.org](mailto:sec@grummanpilots.org)

Thank you for your continued support!



## Insurance: Storms

by: Viviane Hibbler, Insurance Director



It's that time of year again. We are getting emails from the various

aviation companies alerting us of insurance limitations being put in place on the East Coast and/or the Gulf. When this season of hurricanes starts, underwriting restrictions prevent us from being able to comply with requests made by our insureds. For example, if a plane is insured at liability only, we are unable to endorse the policy to include hull coverage during this restricted period. In addition, we cannot increase hull values unless a quote has already been given and is in the company's system. We cannot offer quotes in the states where the restrictions are mandated until the storm subsides.

Most of the companies offer relief to insureds if they can minimize the damage to their aircraft by moving his/her aircraft out of harm's way, usually about 75 – 100 miles from the warning area (varies with different companies). The insurance company will reimburse you up to \$500.00 for expenses. We have had many insureds take advantage of this.

A note to keep in mind here – if you do reside in one of the states that can be hard hit by weather, do you have another pilot who would be available to move your aircraft if you are unable to do so. Most of the time, an insured would be able to move the aircraft himself. However for those who travel or who may be out of the country, that will not be possible. We have had instances where an insured was looking for another pilot to move his aircraft, and we were trying to get that pilot approved at the last minute.

You may also want to assess the wind resistance of your hangar. The hangar doors are usually the first to go in a storm. Be sure to check them out. Besides hurricanes, tornadoes understandably pose a great threat to aircraft though these claims are rare. Unlike other hull claims, where it is easy to determine how and where the plane was damaged, with a tornado claim, there's

no telling how exactly the plane has been damaged. If it was picked up and dropped somewhere, how did it land – is an engine tear down necessary, was the plane bounced on its landing gear, what other parts may have to be replaced? The process of determining damage is more involved since the extent of damage is uncertain.

What can often happen with such a claim, items may have to be replaced which have already deteriorated due to wear and tear. Full replacement cannot be paid for by the insurance company. They can only offer a pro-rated amount to replace a new part for an old one. We may see this same scenario with prop strikes. Sometimes engines have to be overhauled half way to TBO due to the type of claim. When this happens, depending on the damage, the insured can get an overhauled engine or one with fewer hours. Understandably the insurance company cannot provide a zero time engine to replace one with 1000 hours. Part of that expense will need to be picked up by the insured.

## Poor Decision Making Reigns Supreme

by: Bob Reed, Safety Director



When I started flying 33 years ago, I will never forget my brother Don, a military pilot, telling me that 85% of all accidents are attributed to pilot error. That

was a difficult concept for me to grasp.

When I started research for this article, I planned to do a year in review of accidents. However, when I came across this one, I stopped, scratched my head and decided to take a closer look.

*On January 21, 2020, a Grumman AA5B, was substantially damaged after it impacted trees near Tallahassee, Florida. The private pilot was seriously injured, and the passenger sustained minor injuries. The pilot stated that earlier in the day, they completely fueled the airplane's fuel tanks with 52 gallons of*

*fuel then departed CHN about 0830 and flew to EDN. They landed about 1230. About 1400 they departed for CHN. The pilot further stated that he was going to stop for fuel somewhere along the route, but did not know where. The airplane was in cruise flight at an altitude of 10,500 feet, about 1.5 hours into the flight, when the engine "sputtered." Tallahassee (TLH), Florida was the closest airport, so the pilot contacted the TLH control tower and declared an emergency. He then stated that the right fuel gauge indicated a little over a 1/4 tank (the left fuel gauge did not work). The airplane was about seven miles from TLH at 5,000 feet when the pilot determined it would not reach the runway and set up for an off-airport landing.*

*Examination of the header fuel tanks in both stub wings reveal no fuel in the right header tank and less than one teaspoon of fuel in the left header tank.*

*The pilot held a flight instructor certificate with ratings in rotorcraft-helicopter, and instrument helicopter. He also held a private pilot certificate with a rating for airplane single engine land.*

Here is my list of observations:

Mistake #1 – The round trip distance is 618 miles. Beyond the POH range profile, which stops at 594 NM under the maximum range at 55% cruise power. This should underscore the need to refuel at the destination before the trip even starts.

Mistake #2 - After flying for four hours, why not fuel up at EDN? According to reports on AirNav, the price is the lowest in the area. It's a simple credit card self-serve. There is no observable reason not to refuel here.

Mistake #3 - So, let's assume the pilot had some reason not to refuel at EDN, maybe the pump was broken or the field was out of fuel. There were three airports not far south of EDN where a 20 minute hop to refuel would have worked quite well.

Mistake #4 – not visually verifying fuel at EDN before flight. Looking at a sectional chart, the flight from EDN to the crash site was approximately 90 miles and climbing to 10,500 should have been around 55 minutes of flight time without winds. Fifty five minutes to empty equates to about 10-12 gallons of



fuel. I know in my Tiger, when the fuel gets to 5 gallons per tank, I can't visually verify it, the tank looks empty. Even if this guy had all his fuel in one tank it would appear to be about empty. The other would be empty.

Mistake #5 – Climbing to 10,500' when you know you need to refuel. I can't speak for everyone, but I think the psychology, once you've expended the time and energy to get to 10,500 feet, is to stay there and cruise as long as possible.

Mistake #6 – Flying with a known defect in the fuel gauges. The pilot admitted the left fuel gauge was inoperative. And apparently the right gauge was wholly inaccurate, indicating ¼ tank when it was empty.

Mistake #7 – Flying the plane illegally without repairing the fuel gauges. CFR 91.205 stipulates that for operations with a standard category airworthiness certificate, an operable fuel gauge is required.

Over my 33 years of GA flying, I've been asked by passengers, how safe is it to fly in a small plane? My answer always is..."85% of all accidents are pilot error. If you fly in a well-maintained plane, in good VFR weather, with a well-trained pilot who exhibits good judgement, it is very safe."

As for the remaining 15%, I've had an engine failure and an electrical failure and both incidents were handled without injury to persons or property.

Jake Haines, my USAF pilot buddy, reminded me today about the military harping on errors throughout the "judgment chain" or "Swiss cheese model". Their theory is that not one particular event, decision or action (or lack thereof) will cause planes to fall out of the sky, however, several actions/decisions certainly will, as is the case here. All those mistakes listed here are the "holes" in the Swiss cheese lining up and resulting in a perfectly preventable accident.

While Jake prefers to use a plethora of politically correct terms, I prefer to think of it as, "Wouldn't it be grand if we could eliminate Poor Decision Making".

In another 2020 accident, a pilot, age 64, with three passengers onboard decided to demonstrate an aerodynamic stall. During the stall, the right

wing dropped, and the plane entered an unrecoverable flat spin until impact. Thankfully, no one was killed. It would never occur to me, or any thinking pilot, to demonstrate a stall with a fully loaded airplane. The spins I've done in a Cessna 172 were limited to the "Utility Category" with no rear seat passengers. Really poor decision making.

While we can't impact everyone in the entire Grumman fleet, let's shoot for zero accidents by GOPA members in 2020-2021. The message to all our GOPA members is:

- ✪ Use proper planning for all facets of the flight
- ✪ Fly within your personal limitations.
- ✪ Fly with a plan and always have multiple options for that plan
- ✪ Don't be lazy.
- ✪ Don't be cheap.

## Lifetime Membership Awarded

Proposal: to induct Steve Peach as a Lifetime Member into the Grumman Owners & Pilots Association.

The Board of Directors of the Grumman Owners & Pilots Association have nominated and approved Steve Peach of Cochrane, Alberta, for consideration as a Lifetime Member of GOPA.

Per the Grumman Owners & Pilots Association Bylaws, this nomination was presented to and passed by the Board of Directors at the GOPA Board of Directors Electronic Meeting held July 7<sup>th</sup>, 2020.

Steve joined the American Yankee Association in August 1983, and has been a continuous member for 37 years.

He was awarded the prestigious Lauren Larsen Award in 1995 for his efforts in producing the Maintenance Compendium, which is for sale in the GOPA Store

Steve served as:

Regional Director from 1988-1996

Vice President from 2002-2004

President from 2004-2006

Past President from 2006-2008

Steve served as Co-Chair in 2009 for the Red Deer, AB, Convention

Steve, once again, served as Regional Director from 2010-2019

Steve also serves on the Scholarship Committee

Steve's services to the American Yankee Association in key Leadership Positions total 23 years of service.

I am sure that after 23 years of service to the AYA there are many, many more reasons to nominate Steve for a Lifetime Membership but I really don't think it is necessary.

Steve has given in so many different ways and has asked nothing in return. The Board believes a Lifetime Membership in the Grumman Owners & Pilots Association is the least we, as an organization can bestow upon him.

At the Grumman Owners & Pilots Association General Meeting, the membership approved a Lifetime Membership in the Grumman Owners & Pilots Association for Steve Peach.

Respectfully Submitted on behalf of the GOPA Board of Directors





## GrummanPilots.org Goes LIVE!

by: Barbara Foster, SPC

Have you visited our new GOPA website yet? We are at a new address: GrummanPilots.org and there is SO much to see!

### Transitioning from AYA to GrummanPilots.org

Most of the content from AYA, including all of your member records, has already been transferred to the new site. That job will be completed by early Fall. Now, typing in AYA.org will also take you to the new site. From today forward, all materials will direct people to GrummanPilots.org as the official website for The Grumman Owners & Pilots Association (Formerly known as The American Yankee Association, AYA).

### Logging in for the first time:

When you log on for the first time, you will need to re-establish your password, so "Log-In" with your regular AYA credentials. If you can't login then click on "Forgot Password", the system will send you an email to re-set your password. You can RESET either with the old password or a new one. Click on "Remember me"

and you will be set to log in automatically from then on.

Problems with Log-on? Contact our trusty webmaster, Don Metz, [web@grummanpilots.org](mailto:web@grummanpilots.org).

### A Quick Tour

Many of the old stand-bys are in their normal places, Events, Members Directory, Scholarship, but there are also many exciting new topics.

On the HOME page, look for:

*The Showcase*, highlighting why we are different and DEFINITELY worth joining PLUS an amazing Parade of Grummans.

*"Considering Buying a Grumman?"* takes you on a tour of the "buying journey" from Why Grumman/Which Grumman through our classified ads and shopping on-line, and on to Support with our new Mentors Program, PFP, and Cockpit Cool.

*GOPA: THE Grumman Type Club* explains eight Great Reasons to join a Grumman TYPE Club in addition to following other blogs and forums. (There is also a direct link to this article in ABOUT US).

*Cat Tales* displays featured recent articles from *The Star*, new name: *The International Grumman Star*.

In AIRCRAFT:

Bob Reed's *amazing video* illustrating "Why Grumman?" And visit the full *parade of our Grumman Family*, compete with multiple comparisons.

In SUPPORT/PFP:

Check out another Bob Reed contribution, a video highlighting our amazing *PFP Program*.

In JOIN US:

*Getting Involved*: Over two dozen ways to get active in GOPA.

In ABOUT US:

*GOPA Gives Back and Members Helping Members*. "GOPA is people" and these stories show how wonderful our people can be.

*GOPA and the FAA* – tells how our TYPE club has influenced FAA airworthiness directives.

In the MEMBERS Area:

Our massive libraries on *FLYING*, *OPS* and *MAINTENANCE* have been organized and beautifully presented.

Our *PFP Manuals* have been newly refreshed. Are you a CFI? Consider applying to be a PFP Instructor, the Application is right in this section.

*"Getting the Word Out"* - A new Members Communication Hub! Interested in hosting a Fly-in? The form is here. Interested in becoming a Mentor? The form is here. Watch for new "informational post-cards" to leave on windscreens of non-member Grummans and mini-posters that you can print out at home and put up at your FBO or local maintenance shop in both North American and European/A4 format!

It has been my privilege, as your Strategic Advisor, to contribute to the strategy, navigation and content of the new site. Our thanks to our web development wizard, Alan Marsden, for its design and creativity, and to our webmaster, Don, for its functionality, for moving TONS of content from the old site to the new and for always finding the right picture to show how special our Type Club is.

So, ENJOY! And share! Our website is our most important tool for showing people how wonderful and valuable GOPA is and why they should JOIN TODAY!

Contact me if you have new ideas!  
Barbara Foster, SPC Program Manager,  
[spc@grummanpilots.org](mailto:spc@grummanpilots.org).



... and Live, On-Field Tech Demonstrations (Ken Blackman & Ron Levy, replacing a vacuum pump)

**Considering buying a Grumman?**

Let us show you just what it is that makes Grumman aircraft so special and revered by their owners and how you can get your very own "Grumman Grin".

[Start Here](#)

[JOIN US](#)

[GET INVOLVED](#)



**GOPA NEWS**

**GOPA - The Grumman Type-Club**

**Cat Tales**

First Perspective - Flying





## New GOPA Program: New Owner/Mentor

by: Barbara Foster, SPC

GOPA members have big hearts. So many of us have kindly given a quick tour or a short "try-me" flight to someone who was curious about Grumman and interested in whether it was the right plane to buy.

SPC has formalized this generous outreach into the new Owner/Mentor Program (details at <https://grummanpilots.org/Owner/Mentor-Program>).

Becoming a mentor is a purely volunteer role. It is part of GOPA's new strategy to support a potential buyer through his/her journey. The new website is laid out to follow that journey, starting with "Why Grumman?" and "Which Grumman?" in AIRCRAFT; to shopping in the MARKETPLACE; to Mentor, PFP, and Cockpit Cool in SUPPORT and finally to Membership in JOIN US.

There is no vetting process for GOPA Mentors like there is with PFP. Each member takes his/her own responsibility for how far they mentor. For example: just do a walk around and answer questions; take someone up for a quick test flight; help them find a GOPA-recommended A&P for the pre-flight check or even walk with them, step by step through the buying process...as a GOPA mentor, it is your choice.

Registering to be a GOPA Mentor is quick and easy. In many ways, the system is parallel to our PFP program with the CFI requirements! Just go to our new communications hub, <https://grummanpilots.org/Getting-The-Word-Out> and click on the electronic Mentor's form. Fill in your name, contact info, and Region, then hit "Submit." Your form then goes to Les Staples, our VP and Mentor Collection Point, then on to the appropriate Regional Director. When a visitor to our website goes to our Mentor page, they are automatically guided to the appropriate Regional Director, who will then match them with a Mentor in their area.

We know that many of you mentor informally but hope that you will also step up and become an official GOPA Mentor today.

## Ask The Experts

**Question:** The flaps on our 1977 Tiger AA5B go down. But not up. I have replaced the switch and checked the voltage to the motor and everything checks out. Limit switches also check out. I switched the connection to the motor to retract the flaps, but then they wouldn't go down. Now I'm thinking it may be to the motor or motor brushes? Or maybe a bad ground?

**Answer:** If you can put voltage on the flap motor and it runs one direction and reversing the polarity it runs the other, the motor is OK.

This becomes a job for a wiring diagram and a voltmeter. You (or your A&P, to be legally correct) need to remove one motor lead (so that it doesn't run) and trace the voltage from the flap switch to the limit switches and motor until the problem is located. My guess will be a dirty or out-of-adjustment limit switch.

Les Staples A&P IA

**Question:** I have a 1976 Cheetah with the standard compression O-320. The carburetor was overhauled by a capable facility less than 50 hours ago. In order to develop full power for takeoff, I must consistently lean the mixture almost 1 inch before takeoff. If I do not do that, maximum static RPM is about 2100. If I aggressively lean, the max RPM is 2350. My mechanic says that in order to correct this, the carburetor needs to be sent to a shop with a flow bench to make the proper adjustments.

Is there some other approach to correcting this problem? This is a Marvel-Schebler 10-5009 carburetor. In all of the many different carbureted aircraft I have flown over 50 years I have never experienced this before, except at high altitude airports. My field elevation is 1500 ft.

**Answer:** That much increase indicates you may be sucking a lot of hot air and exhaust gases into the engine. Hot air or a leaking exhaust clamp into the air box will cause a rich mixture.

Before you spend a thousand plus changing the carburetor, and still have the same problem, I would look closely at the Carb air box valve and the seals around the airbox. Nearly all the first time Cheetahs here have long since lost all the foam seals on the bottom of the airbox.

Some, from the outside, we can nearly stick a pencil between the fiberglass nose bowl flange and the airbox

touching the muffler, the original seal is often missing.

Cheetahs and 75 Travelers made before 1978 did not come with silicon seals on the carb heat valve, they all leak and sometimes the valve is installed backwards, assuring it will always run on hot air. Silicon seals can be retrofitted.

If the #4 cylinder exhaust clamp leaks even a little bit, the CO2 will make its way past the carb heat valve creating an extreme rich mixture and low engine performance.

David Fletcher

**Question:** I have some problems with the nose Landing gear of my Grumman AA1B, when I land on a grass runway, clicks are heard at the torque tube. Could you tell me if it is possible to repair it and tell me where is it possible to order a new one.

**Answer:** We have the overhauled eight bolt improved Torque tubes with new torsion bars in stock at 1900 exchange. Installation at Fletchair Fleet Support is 10 hours labor. Somewhat more if you have the shock struts installed.

David Fletcher

**Answer:** I would also like to recommend you have your AA1B inspected as soon as possible by an experienced Grumman engineer. Who are your engineers,? I know of at least two in Belgium I could recommend.

It looks very likely that you will need a replacement nose leg torque tube. The clicking you are hearing is a failed bonded joint on the torque tube or a cracked torque tube.

These can not be repaired within Europe by maintenance companies.

There are no new manufactured torque tubes available, only repaired overhauled tubes by either Fletchair or Clayton Engineering. I would recommend you contact Flymoore in the UK who are now Fletchair's distributor for Europe.

I emailed you on the 1st of April this year notifying you that I had sold my Grumman stock to Flymoore and gave you their contact details, but in case you have lost them they can be found here. <https://www.flymoore.co.uk/grumman-parts/>

If you have any problems obtaining a replacement from Flymoore please let me know, because I'm still helping them.

Kind Regards, stay safe.

Ian Matterface



# GOPA NEWS



## Welcome New Members

We wish to welcome all our new members who have recently joined the GOPA. We hope you value your membership, and take advantage of the many programs and activities we have to offer.

First Name	Last Name	Town	State	Region	Phone	E-mail	Model	Airport
Michael	Palm	Middletown	RI	1	401 363 1794	mikepalmri@gmail.com	AA5A	KEWB
Wayne	Toher	Danbury	CT	1	203-743-5100	wayne@reliantair.com	AA5B	KDXR
Jeffrey	Kidd	Norcross	GA	3	404-664-9833	Jkidd@ix.netcom.com	AA1A	KHMP
Eric	Thorn	Arlington	VA	1	443-691-9801	ethor003@gmail.com	AA1A	KVKX
Matthew	Berniard	Jacksonville	NC	1	3375041106	dr.berniard@gmail.com	AG5B	KOAJ
Patrick	Dennehey	Cameron Park	CA	6	949-813-5336	pdennehey@gmail.com	AA1C	O61
Ken	Faire	La Canada	CA	6	8184007562	Ken@desser.com	AA1	KCLM
Lawrence	Svihla	Fort Monroe	VA	1	757 868 1060	flydoc69@hotmail.com	AA5A	KPHF
Carlos	Arche	Amarillo	TX	5	8064207897	caarche@gmail.com	AA5	H81
William	Bixenman	Saltville	VA	1	8033673574	wrbix@aol.com	AA5B	KVJI
Christopher	Heck	Augsburg	Bavaria	7	+49 173 3938335	chris@sonic-force.net	AA5	EDMA
Michael	Rees	Cincinnati	OH	2	5132330222	wings2av8@yahoo.com	AA5A	KLUK
Larry	Sheets	Anthem	AZ	5	602-689-9953	lsheets688@gmail.com	AA1A	KDVT
Kevin	Worley	Athens	WV	1	304-716-6006	kworley@livelycpa.com		KBLF
Rodger	Plymate	Roswell	NM	5	3609103630	cj525driver@hotmail.com		KROW
David	Smith	Marana	AZ	5	520-425-7032	djsaviation@gmail.com		KAVQ
Steve	Yin	Del Mar	CA	6	8582456490	Steveyin1@gmail.com		KCRQ
Travis	Caffrey	Huntsville	AL	3	541-227-4295	jarcaf@gmail.com	AA5B	KHSV
Jeff	Quebe	Ft Worth	TX	5	972-467-6701	jeff@jrquebe.com	AA1B	7TX4



The public checking out 51R and 801X at AYA 2019.

## DEADLINE for Submissions

**For the November/December *American Star*: Monday, October 2**  
**For the January/February *American Star*: Monday, November 30**

Send all submissions for publication in *The American Star* (articles, letters, questions for the Experts, and advertisements) to:

**Don Metz, Editor, editor@grummanpilots.org or 704 Sherman Ave. SW, Calgary, AB T2W 0N2 Canada,**

*Note: Submissions for publication should be sent to the Editor, not to GOPA Headquarters. Submissions become property of GOPA. Photos will be returned on request. Disks will not be returned. Please send your articles via e-mail (preferred), or on disk with hard copy. We can use almost any file format. Send e-mail to editor@grummanpilots.org. PLEASE DO NOT SEND ZIPPED FILES. Plain text is preferred but not necessary for both e-mail and physical submissions. Any questions please contact the Editor.*



# Nostalgia

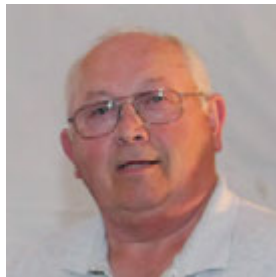


<b>Manufacturer</b>	Gulfstream American
<b>Model</b>	GA-7, Cougar
<b>Years Built</b>	1978-79
<b>Number Built</b>	115
<b>Type</b>	Twin Engine 4-Seat Retractable
<b>Wingspan</b>	36'9"
<b>Length</b>	29'7"
<b>Height</b>	10'4"
<b>Empty Weight</b>	2,569 lbs
<b>Gross Weight</b>	3,800 lbs
<b>Useful Load w/ Std Useable Fuel</b>	846 lbs
<b>Engine(s)</b>	Lycoming O-320-D1D 160 hp @ 2,700 rpm
<b>TBO</b>	2,000 hrs
<b>Useable Fuel (Std)</b>	80 US gal
<b>Useable Fuel (Max)</b>	114 US gal
<b>Takeoff Gnd Roll</b>	1,000'
<b>Takeoff Over 50'</b>	1,850'
<b>Rate Of Climb</b>	1,160 fpm
<b>Landing Over 50'</b>	1,330'
<b>Landing Gnd Roll</b>	710'
<b>Stall Speed (V<sub>so</sub>)</b>	63 kts
<b>Max Speed</b>	168 kts
<b>Cruise Speed (75%)</b>	160 kts
<b>Cruise Altitude</b>	8,500'
<b>Cruise Range (w/45min Reserve)</b>	840 nm
<b>Service Ceiling</b>	17,400'
<b>Wing Loading</b>	20.65 lbs/sqft
<b>Power Loading</b>	11.88 lbs/bhp
<b>Propeller(s) Diameter/Pitch Type</b>	Hartzell 73" Constant Spd

## THE GA-7 Cougar

by: Ken Blackman

*Continued from the July/August American Star*



I think that it was the shortest four hours of my life but those few landings and a little engine out work show as the required time in my log-

book. Other than that, and my demo flight at Las Vegas, we knew very little of the Cougar as we headed out on the 3,000 some odd mile trip which crossed the continental USA diagonally. We all learned a lot before reaching home.

I had a long list of prospects to demonstrate the plane to and had done my own homework with the bird in order to avoid embarrassing myself during a demo. By the time the Air Fair came two months later, I had gotten pretty good with the plane. I had seen it do amazing feats and had not found its teeth. I was convinced it would forgive you for about anything you could find to screw up. One thing about the GA 7, is it is very difficult to slow down quickly, without dumping gear and flaps, which made it interesting to fly in formation! With all of my 30 or so hours in the Cougar I felt confident to fly with the team in it. Through most of the routine, which lasted just 10 minutes, I was either in the lead position or solo, there were several times when I had to get on the wing of one of the single engine planes or maneuver among them. One such time was when I found out that a Cougar will not only exceed, but stay together, above VNE.

The routine called for me to accelerate out of the lead position of the V formation you saw in the Sept/Oct Issue and on our masthead of the *Star*. I would climb to 1,000' AGL, 800 feet above the other four planes that were changing into a diamond formation, and make a descending 200 degree turn to line up with the runway behind, and above, the others who had already made their turn and were headed in toward show center. They were in slow flight and I was to pass under them at top speed just as we passed the show center point, then

pull up as soon as Slot Man, Bev Hanson, saw my tail in his windshield. Very impressive! (After all it WAS an airshow).

Well, I misjudged my turning time and realized I was going to have to hurry to catch the formation by the center stage point. I cranked N721GA hard over into the right turn and leaned forward to look up at the airport and keep the four other planes in sight. With all the levers to the wall, and with my eyes glued on the formation, I dived at the ground. The Cougar is not blessed with the green house of the 2 place, or even the forward and upward visibility of the 4 place singles, so I was leaned all the way forward in order to see the other planes out the top of the windshield and was in no position to keep watch on the instruments. I rolled out of my climbing turn lined up with the center line of Runway 16 and began to gradually pull out of my descent. Still hoping to catch the slow flying diamond formation, I kept everything to the wall using the rest of the altitude I needed to lose to build more speed. It looked like it was going to work out perfect, as I leveled off about 50 feet lower than the other planes that were appearing to fly backwards by this time, and I eased back in the seat to prepare for the up coming vertical ascent. Just as I was about to go screaming underneath the formation my eyes caught a glimpse of the airspeed indicator. The needle was well on the north side of the red line! WELL ABOVE VNE...about 15 knots or so above!

I wasn't about to do anything sudden at this point, not even reduce power! Bev called me 'clear' as the four planes disappeared from the windshield, then repeated the word twice more. I had began easing back on the yoke with a steady pressure which I increased ever so gently. My pull-up turned into more of a roundhouse swoop and I was near the end of the runway before it was safe to haul it on back in my lap to point the nose vertical and see just how much attitude I could gain before running out of airspeed.

The maneuver turned out to be a thing of beauty, even though not as planned exactly, and I learned two things about the Cougar. It stays together even when badly abused and it will go vertical for more than 2500 feet when the pull-up

*continued on page 12*



# Nostalgia



*continued from page 11*

is entered at around 200 knots indicated.

The rest of the routine consisted of ending the vertical climb in a full rudder wingover followed by dumping the gear and flaps and holding in all the rudder for a low speed slip that allowed me to get back to earth like a falling rock and make a low pass at minimum control speed with a Bob Hoover style Tennessee Waltz down past show center, then a tight turn back for a short field landing of about 500 feet. I again misjudged my touch down point and had to add power to taxi up to the intersection where I joined the four singles who had landed on the opposite end of the runway.

After we had parked and taken our bows we discussed the routine. We would repeat the performance the following day and some changes were in order!

Demonstrating the Cougar became a real fun thing for me, especially to someone who was an experienced twin pilot or who had given a fair amount of multi-engine instruction. This kind of prospect would cringe at the thought of inviting disaster by such antics as chopping power on the inboard critical engine, while in a full blown "tail shaking" left departure stall, then pushing the right rudder pedal to the stops and, with full right aileron, attempting to make a climbing turn into the full power engine! Their disbelief that anyone would try such a thing was only exceeded by their astonishment that the plane did it! This became my favorite trick.

Soon after taking delivery of N721GA the Western Flyer wanted to do a three airplane comparison between the three newcomers into the little twin category. They set up a fly-off between the Beech Duchess, Piper Seminole, and the GA Cougar. The idea was to have dealer representatives for each aircraft bring them to Tacoma Industrial Airport, Washington, where the staging would take place. The idea was to fly all three planes, with the Western Flyer reporter in the left seat, the Dealer Rep in the right seat, leaving the back seats for the other two Reps to see what was done and how the competition stacked up to their's.

Dave, the Reporter, had flown the Cougar before and decided to start off with it. Everyone saddled up in their respective positions and we were off to the business end of the runway.



The opening maneuver was full gross weight short field take-off and max performance climb out. With four adult men, about 90 gallons of fuel, and the airplane full of big King avionics and C-111 A/P in the panel, we were at least at gross weight!

I coached Dave through the procedure and the Cougar did an admirable job of getting off and up with its load as it was. TIW Airport is about 150' MSL and the day was about standard. We hung onto 1,000 FPM for the first thousand or so feet then nosed over to cruise climb of 140 knots and 500 FPM until reaching 5,500 MSL where we were to play games.

Dave first put the bird through a series of stability checks, which it did with ease, then a few standard commercial maneuvers such as lazy eights, chandelles, and steep turns. There were no surprises and the Cougar had duly impressed all on board. Now came time for the fun stuff!

Gear down at 145 knots, flaps soon thereafter, and it seemed like we were going backwards! The indicated air speed dropped like a rock until we were in slow flight at about 60 KIAS. Dave did some turns and kicked a few pedals, to which the plane reacted "rock solid" like she enjoyed it. He eased off the remaining power and pulled up into a straight ahead, power-off stall. With the tail shaking real good he made gentle left and right turns with the VSI showing about 900 FPM decent. He released back pressure to let the air-speed build to about 70 and did both left and right slips which increased the decent to over 1500 FPM. I told him, at this point, to pull back into a stall again,

stay in the "full down-and-dirty" configuration, and put in full power. Dave looked sideways at me for a moment and said; "OK." He got a good grip on the yoke and shoved the white levers to the stops, gave it a bunch of right rudder and the nose leaped up to about 30 degrees. The airplane shook like a wet cat and the vsi began coming up until we had a positive rate of climb which settled in at 300 FPM. We had dropped to about 3500 feet, prior to adding power so Dave let it keep shaking as we gradually gained a couple of hundred feet.

I told him to do a left departure turn, still shaking, so he let it roll left until we had about 25° of bank. I cocked my right foot and right hand, to be ready to save the day if it became necessary, and said; "Are you ready for a thrill?"

Knowing what was about to happen, he nodded and said; "If you are." With that, I pulled back number one to the back stop and Dave went full right everything! At first the Cougar yawed to the left and the left wing dropped off another 10 degrees before Dave fully caught up and had things going the intended direction. I think I heard some obscenities from the "peanut Gallery" before the left wing came up level and the plane began a slow right turn at about 5° and came on around to about the heading we started from.

Dave eased the yoke forward to halt the stall and let it accelerate to 85 knots, sucked up the gear and then flaps. There is little pitch change when changing configurations so I had told him to do it "hands off". The back seat passengers were noticeable by their silence during all this.



# Nostalgia



Level at 4500 feet, all that remained was the speed run which Dave did without my help. Full throttles and props gave a true airspeed of right on 170 knots and 75%, by the manual, trued out to 164 knots. We headed back to the field for a short field landing and to swap airplanes for the next stage of the fly-off.

Setting up the approach, Dave had everything hanging out and airspeed nailed on 85 by half mile final. I had him leave it that way until we were about 1000 feet from the intended touchdown point. Reaching that, I had him ease back power and slow to 70 and cut the rate of descent from 500 to 200 FPM. About 10 feet above the numbers I had him pull the remaining power and round out. He over flared and we ballooned about 20 feet. A burst of power was required to prevent dropping in and caused a fair float when things got back under control. We missed our spot by a couple of hundred feet but were still able to make the first turn-off, 1,200 feet from the threshold. Once the rubber meets the road, the Cougar will stop very short, thanks to a good set of double puck brakes. We taxied in and parked beside the Piper. The Beech Dealer was on the field and they were to have brought the Duchess up to the transit line after the "ramp rats" had finished washing it. No Duchess was in sight yet.

There was a broken cloud deck, about 8,000 feet, which was displaying a large hole over the airport at the time. Dave wanted to shoot his pictures in the sun so he requested the Beech Rep go see if he could get his plane on line. He returned a few minutes later with a load of excuses why he was walking instead of taxiing. It finally was revealed that his boss flat did not want to have the plane in this photo! He felt the dwarfing effect of it being shown beside the Cougar would have been detrimental to the "Beech Image" Dave proceeded to take the photos of only the two other airplanes! This was not the only lack of cooperation we were to see from the Beechcraft folks.

Photos taken, we boarded the Seminole and set out to run the same schedule of events. I was seated in the left rear seat next to the "so far Airplaneless" Beechcraft Salesman. The Piper was a "posh" little plane, but the last word there is all important. The Seminole is nothing but a "Twin Arrow" and seemed rather cozy compared to the mammoth back seat of the Cougar.

The takeoff roll seemed about the same as that of the Cougar, in spite of the extra 40 HP and much smaller airplane. The rate of climb, however, seemed to be about 200 FPM better. I don't know

how the weights compared, not being familiar with this airplane. Reaching 5.5, Dave set about his business in the same sequence as before. Everything went pretty routine until we reached the point where we did the departure stall. The Seminole (and Duchess) have counter rotating props, which eliminates "P" factor, and critical engine. (The Cougar doesn't have this feature and, obviously, it doesn't need it.) The Piper Salesman made the statement; "Well, if the Cougar can do that turn into the running engine, with non counter rotating engines, this thing should be able to do it."

Dave said he was game, if everyone else was, but he insisted on starting at 6,000 feet! We all concurred so he started climbing. Reaching level six, Dave tried it straight ahead, first, just to see what would happen. The buffet came on in the tail and the power came back on the left engine. It seemed to be holding, straight ahead, then Dave tried a turn to the right. This deepened the stall and... WHAM...The sequence of aerobatics that followed have no name I know of! Something of a half left snap roll, into a modified split S, and an altitude loss of more than 2,000 feet! "Enough of that!" Dave got things under control, checked for damage, (airframe and underwear) and finished the flight checks which proved that the Cougar was a tad faster airplane.

The short field landing was made, without any screw-ups, but it still was not able to make the same turn off we did with '1GA.

Back on the ramp, the Piper guy and I had a good talk, while Dave and the Beech Rep went to try to get the Duchess out of the protective custody of it's owner. Tom, the Piper Rep had nothing but praise for our Cougar. He was firmly convinced that it was a much better airplane, in about every way, than what he was pedaling. One thing, for sure, he would never try to do something not in the book again! When you're beat, you're beat...might as well congratulate the victor and part friends, was his attitude!

The case with the Beech was not the same, however, as we soon saw Dave walking back up the ramp alone. They wanted to wait until the weather was better, they had a chance to clean the plugs,

*continued on page 14*





# Nostalgia



*continued from page 13*

let the airport cat have her kittens, and what ever else, before flying their prize possession. What they were really after was not having to haul Tom and I along to see just how poorly it would probably do against both planes.

Dave apologized to both of us, and we took the hint and left. Dave did get to fly the Beech after that, which was a very anti-climactic episode, as his article stated, as they refused to allow an engine to be pulled below 6500 feet, and the cloud bases had then dropped to around 5500 feet. About 9 months later the same reporter accompanied me to Savannah to ferry back N795GA, our first '79 Cougar. He got a good two days of red carpet and kid glove treatment from everyone in the high command and we had a very good flight back to San Jose, CA, where we left the Cougar and brought a Tiger back to Everett, WA, that had been ferried by another pilot from the factory to there while we flew the twin. We had loaded in a good portion of the spare parts department's inventory, and our own baggage, which put us only 75 lbs. below gross with the 118 gallon full fuel load at take-off.

We departed SAV early morning, made one fuel stop in Louisiana, and were in Albuquerque, NM, by evening. A good Mexican dinner and a good nights sleep, and we were off again by 8:30 AM. We hadn't done anything but fly straight the previous day so we thought it time to break the monotony since we figured the engines were well broken in by this time. Level at 10.5, over Winslow, AZ, we brought back the left engine to let it cool down, then feathered it. You have to consider that we were over 7,000 feet ground elevation, in an airplane that had a published single engine service ceiling of 3,800 feet! The airspeed bled off to 110 knots, indicated, and everything settled down, trimmed for the conditions, and the Cougar loped on along holding 10,500 ft. just fine. Dave did a few turns, including one steep one that lost us a couple of hundred feet, then got back on our heading for Flagstaff VOR. He pulled the yoke back to an IAS of 85 to try to get back the altitude we lost in the maneuvers. It returned, plus a couple hundred more, in the "zoom" but when he nosed over to get back to 110 indicated, he lost most

of what he had regained. A quick spin of the "whiz wheel" told us that we were at more than 12,000 ft. density altitude and the girl just didn't want to get much higher. Opening the right cowl flap and backing off the right engine to 2600 RPM and about 17 inches of max. manifold pressure, we settled for a single engine cruise of 100 knots indicated airspeed and 10,400 ft. MSL.

We decided to stay there for a little while, to be sure it would hold when we got a sudden surprise. A Cessna Centurion went zipping by our right wing! Dave grabbed the mic, turned to 122.9 (hoping the turkey was on that frequency) and transmitted ; "Congratulations, 210, you just burned a twin! Now, let's BOTH pull an engine and see who wins the race!" Going back a few months, to the late November, 1978 GA Dealer Convention, Jan and I were to ferry N767GA back to Everett. We had spent the better part of a week in Savannah, and side-tripped to Langley AFB, VA, for a two day tour of the NASA spin test center, then flown back to Savannah in a Tiger that Maynard Crosby was ferrying. The Cougar had been rejected, by me, for a poor paint job, and it was finally ready to go by late afternoon. We considered staying one more night but the weather forecast was not promising for the morning so we got underway in order to keep our planned schedule to be in Wichita that night.

We made our first fuel stop in West Memphis, just before nightfall, to check everything out. I was very tired, from the past week's activities (sleep was not on the agenda) and had a very strong urge to call a cab instead of a fuel truck. I didn't, and we were soon flying off into the sunset, literally.

This is going to sound like one of Van Swofford's "I did something dumb" articles, but really, I did just that by not calling the cab. Jan has a thing about becoming a part of the airplane, when we take trips, in that she has a cable connected between the gear handle, or flap switch, and her eyelids. By pattern altitude she was out cold!

I climbed above the haze layer and set up for cruise at 10.5. There was nothing but clear magenta horizon in front and the air was perfectly smooth. I took a timed speed check between the first two

VORs enroute and confirmed 157 knots ground speed. This Cougar had a Century IIB autopilot that gave me heading hold but not altitude hold. I usually set in my "cardinal heading", on long legs over other than mountains, rather than fool with the VORs. This time was no different. With my seat scooted full aft, legs outstretched, A/P on Hdg., the drone of the two Lycomings was just the lullaby it took to put me in full accord with Jan.

I remember the beauty of the vivid sunset, then the next thing I can recall was total black, except for the stars! It took me a moment to come to full consciousness and realize what had happened. The first thing I looked at was the altimeter. I can't swear where all the needle might have traveled but it was within 50 feet of where I last remembered it being! Next I looked at the fuel gages which were down to nearly half tanks. I had written down all the data needed to make that ground speed calculation so I grabbed the scratch pad and found the time over the last check point. Nearly three hours had passed!

I figured the ground speed, I had gotten on that check, into the distances I had listed enroute, tuned in Wichita VOR, cross checked with another VOR, and pinpointed our location. I tuned in the other appropriate frequencies and; Wichita Approach, Cougar 767GA, uh..." There are several things about the Cougar that are not reflected in the manual. While true that the plane has a fantastic glide ratio, both in the clean and dirty configurations, being capable of out gliding a Cessna 172 with gear and flaps down and props in flat pitch, there is a way of losing much altitude in a short distance when called for. In the "dirty" configuration, a full cross-control slip will produce a very rapid rate of decent. That over-sized rudder will crank the side of the fuselage out into the relative wind and create a great "speed brake" effect. One such experience was approaching Reno, NV, from the east late one afternoon. There were two of us on board and about half fuel. We just popped over the eastern hills, at about 5,000 ft. above field elevation when we got our landing instructions from the tower. They cleared me for a straight in to the west bound cross runway. This wouldn't have been



# Nostalgia



so bad except that the threshold was less than 5 miles away! Not to be a traffic hazard to a string of jets inbound from the south and north, all trying to share the south bound main runway, I elected to comply with the instructions. My associate, also a pilot of past years, asked if I could get it down and I said, "No Sweat". I dumped the gear and began easing off the power as fast as I could and not crack any jugs. I then got full flaps down and went full pitch on the props, grabbed full carb heat, to get all the drag I could from the props, short of shutting down both engines. When the airspeed hit 110 knots I went full crossed controls and let the airspeed stay where it was. The VSI pegged at -2,000 FPM and the airport began to grow rapidly. The controller had also requested we land short of the runway intersection which effectively gave me about 3,000 feet at a density altitude of more than 7,000 MSL.

We were on half mile final when I released the controls for straight ahead flight. I had to squeeze in a little power to make the runway, touched down on the numbers and easily made the first turn off. Dick, my passenger, was more than amazed at the feat he had just seen, and so must have been the tower controller. We were on the taxiway when he asked for a position report.

The other end of this subject, the clean configuration glide is around 13.5:1. This is at best glide speed, gear and flaps up, and props feathered. That calculates to almost 25 miles, from 10,000 ft. at gross weight and no wind! Compare that to a Cessna 172 at a little over 16 miles and about 22 miles for a Cheetah. For another yardstick, the glide of my old 310 was little more than 10 miles from 10,000 ft. (By the way, a Yankee would go about 14 miles and the Trainer/ TR2, about 16.)

My experiences in the GA-7 could fill a fair sized book, but I think this is

about all I'll relate to you in this article. I won't get into details on performance charts, etc, because there are enough old magazine articles around for one who is interested enough to dig up and read. Anyone who really is interested can call me and I'll be able to come up with a copy of the book numbers or copy an old article.

As for prospective Cougar buyers, there are some real fine buys out there on these planes, ranging from a low of about \$35,000 to around \$55,000. The price doesn't always dictate the condition, times, and equipment as many people don't know what they have, what it is worth, or exactly what the parts situation is or might become. My advice is to check all ad's and service bulletins, making sure the one on the props has been done, and that the published engine and airframe time is recorded on the original cockpit Hobbs meter and not on a "maintenance" Hobbs that is actuated by an air switch, the gear, or other part time recording device. The cockpit meter will show a good 30% higher time than would a recording tachometer (which the Cougar didn't have) so, if that is where the seller is getting the advertised time, a 1900 hour plane could really only have slightly more than 1300 hours real use time. If a maintenance Hobbs has been installed, however, it could effectively go the other way. On the parts issue, there is potentially more there than we have to worry about on the singles. There simply does not exist a stock of airframe parts and they would have to be made on order and at what ever price the market might carry. Wag Aero has lots of sub assemblies that no one could use except a factory, and most of the vendor parts are available from many sources.

Anyway you look at it, the Cougar was one heck of an airplane, when Introduced, and remains one fine piece of equipment today. If you have an urge to

own a light twin, you will not find a more delightful and more utility versatile one than the Cougar. It will haul a good load for a very long way at a nice speed on a small amount of fuel. The airplane is the nearest thing to an "idiot-proof" twin built, that has an engine on each wing, which is borne out by its excellent safety record over the past seven years.

The great shame of aviation, is that this airplane never got the opportunity to fully develop into the potential line of light twin engine 4 and 6 seat models with from 160 to more than 300 HP as the design suggests. The factory had plans to bring out a 6 place version, with 235 HP engines, and I have a copy of a work-up, done for Grumman by Williams Research, giving the data for a turbo-prop pressurized version, using a pair of 305 SHP turbines. The drawing of the plane is a real beauty with those long slender nacelles. This would have really been a new category of plane, an affordable prop-jet for six and bags!

We have had a few requests for developing larger engine mods for the Cougar, and have done some preliminary work-ups on turbos for the existing engines, 180 counter rotating, 200 injected, and 235 to 260 HP 540 series Lycomings. We have also looked at the additional seating potential and some speed mods which could be done.

The problem is that there are so few of these airplanes to be potential mod candidates that recovering the R&D costs would be a real distant possibility. It just doesn't seem a feasible project for a modifier to undertake these projects without a sugar-daddy who is willing to front the bucks with no guarantees of the results. Some day, someone will make some of the changes many of us have dreamed of. When this happens, if I am not involved in the project, I sure hope I get the chance to fly it.



*Some recent Lauren Larsen Winners.*



# Nostalgia



## Unique AA-1B

by: Ken Blackman

Not really weird but an interesting story that was told (by me) not long ago on the GG. This was the AA-1C "Spin Trainer" that was never produced although the brochure you came up with listed it as an option. You should be able to find the post in the GG Archives, for anyone interested in reading it, so I won't go deep into it here. Briefly, there were unforeseen problems discovered during the last flight test (with FAA onboard) that stopped further pursuit of the option. It was determined there was not enough demand for it to spend more time and money on it but the brochures had already been printed and it remained to be listed.

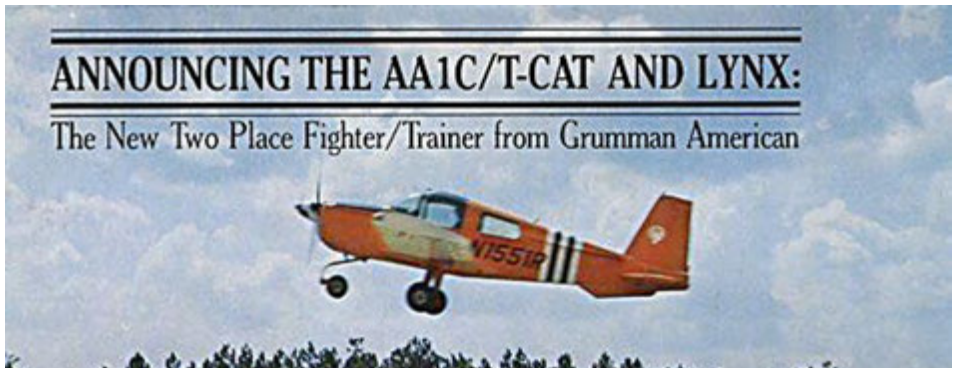
That aircraft was an AA-1B with all the -1C changes. N1551R had the dual (angled) ventral fins, side fuselage strakes and leading edge (outboard) spoilers removed and the rivet holes plug-riveted and was repainted as a "T-Cat". It became part of the Grumman American Flying Club at Savannah for employees to rent and train in.

Gulfstream, after taking over the company, sold off the airplanes at "sealed bid auction" to employees and Van Swoford (infamous early AYA figure and Past President and an engineer working there at the time) was the bid winner.

He flew the airplane for a few years, modified it to 125 HP and added my dorsal fin, then sold it and it ended up in the Seattle, Washington, area. It went through three owners here, and we did a few annuals on it, eventually aiding in its sale to a guy in Nebraska. It was a very nice plane and flew great.



John Edwards plane as it looks now, above, and what it looked like in the brochure, below. Bottom left is the cover from the January/February 1987 Star featuring the spin test plane in NASA livery and with the test equipment.



It was very evident, looking inside the aft fuselage, that there were lines of rivet buck-tails where the strakes had been installed but the heads were covered with filler and paint externally. It is listed, separately, on the AA-1B Type Certificate Data Sheet with the statement that is, in all respects, an AA-1C but it will forever remain (legally) an AA-1B.





# Nostalgia



## Member Uncovers American Aviation Patriot, AA-2

By: Fred Fillinger, reprinted from the January/February 1994 *Star*

Back in the early '70s, I read up on airplanes so I could pick one to learn to fly and then go buy. I remember that American Aviation (they used to be on a local field where I soloed an AA-1B) first designed a 180 HP 4-place dubbed the AA-2 Patriot. American abandoned the project, then reportedly slapped together the Traveler in only a few months.

They simply took an AA-1 fuselage box and turtleback, stretched it, tacked an extra wing section onto each wing, and extended the movable wing parts aft. They took two more AA-1 vertical fins and turned them sideways to make a tail. This "Plan B" approach resulted in the AA-5 Traveler in 1972, base price \$13,595. Its TAS beat the 172's and 140's by a noticeable bit, it looked a lot better, and it flew really nice. Still does, I've owned one for 17 years. It finally became the more popular Cheetah/Tiger with mostly just new plastic parts and a new tail. How much of good engineering is just plain luck?

I was at a local uncontrolled field a while back, and a guy there said I should go into a certain storage shed and look at a pile of parts that were supposed to be some sort of Grumman that somebody owned, he didn't know who. I did as instructed, and there it was, N488AA in definite Patriot Blue. I may be wrong, but I think it's the prototype with the same name as the paint. When American moved to Savannah a lot of stuff and many employees didn't. Many years ago, the FBO there gave me a complete set of new, 1974 red and black interior fabric. All colors of fabric were in plastic trash bags inside an old Amish barn on the field, and they wouldn't answer any questions about how they got there.

I flew back home for a flash camera, returned and took some pictures. I did some research in my archives of Grumman articles from old aviation mags, Jim Bede, outspoken as usual, told *AOPA Pilot*, "It was really tragic. It was big, it was slow, and it was a dog." I found a quote in *Flying* magazine, December 1971, where Russ Meyer (then American president) said, "...damn, that was a

nice flying airplane." The article said the project was abandoned due to potential certification and start-up costs (52.5 million in '71 dollars). It didn't mention that the plane was in an accident. Several of the pieces are damaged, but the gear is intact and minor places like a wingtip are dinged, suggesting it was not an ordinary crash. The top of the fuselage above the passenger seat is wrinkled also, as if it flipped over in a storm.

There's little honeycomb and few rivets anywhere, in the Super Glue tradition, and it has a single, left-side door that wraps well up into the top of the fuselage. The *Flying* article suggests that American did not like sliding canopies.

The landing gear is weird, being straight, round, tubular steel attached not to a tubular wing spar, but to a chord-wise member inside the wing. The arrangement looks stiff, and its appearance (thin, spindly legs under big wings) suggests this may have been just for prototype purposes. If you also attach the gear where these legs are and locate the gas tanks where they are, it could make a retractable someday.

The big tubular wing spar our Grummans have is not there, and, presumably, inside the one-piece wings are standard fore and aft spars. The wings attach to the fuselage with metal fittings that look a bit cheesy, two bolts fore and two aft. With the single-piece wing all glued up, and the stress on the wing attach fittings and landing gear attach points buried inside, it looks like a potential maintenance problem.

In terms of size, it looks longer than a Tiger, but nothing firewall forward was there to measure exactly. Guessing at the probable width of the missing wingtips, the wings (rectangular no taper) measured out to a wingspan similar to an AA-5 with quite a bit more chord (over 60 inches, real "barn doors"). The wings are a bit laminar flow, like the Yankee, and curious are the Fowler flaps. The vertical tail is standard Grumman; the horizontal parts were too buried in the rubble to evaluate. Width was about 40 inches where you sit, but overall interior room looked minimal.

You can look at a pile of Mooney parts and be badly fooled, but if this is the Patriot, I have the feeling Jim Bede was right. It's hard to imagine this big plane would be as fast as a Tiger, and it would have been expensive.

If any others reading this know more, or can find out, it would be great to see more in *The Star* about the American Aviation Patriot.





# Travelogue



## Nordkapp Adventure

by: Kathrin Kaiser

Hi to you all,

I am Kathrin from Bonn/Germany and I am at this moment standing at the Nordkapp, the absolute northern most point of Europe and it feels like I am at the end of the world.

If the earth would be flat and I would look down south I could see you all. I want to share some thoughts with you.

I know about the ups and the downs we have with Grumman.

I know about the work and the money it needs to maintain the plane.

I know about the limits of this plane and a lot of people said she isn't perfect.

But I ask you: What or who is perfect?

I also know my own Grumman brought me to this point. In the last few days I flew with her more than 2500 NM to be here. She is giving me a freedom, like nobody can do. Right now I feel free like never before. With all my horses I owned in the past, I never could jump that high to get the same feeling. And I jumped very high. I sold them to become a pilot and bought this plane.

As a sign for the connection between my old and my new passion I named my Grumman "PEGASUS".

It doesn't matter how much I paid for this plane, she is a wonderful gift in my life. Because she gave me the wings to grow beyond myself. Please realize I never was sitting in a small plane two years ago. I knew nothing about flying or planes and all this stuff what I'm addicted to now.

This jewel amongst all aircraft will have it's 50th anniversary in less than one month.

What a unique reason to celebrate.

I can't wait to see all the younger sisters of my plane (N° 0031).

I can't wait to learn to know you all and talk with you about your experience.

I can't wait to fly, to eat, to drink, to dance and of course to laugh together with you.

We will have a lottery with useful high quality prizes that you will love. But I think the "Main Prize" is that we are a family where everyone grants each other their joy with a Grumman.

Hope you are there too!

XOXO from Nordkapp - Your Kathrin  
[www.grummanflyin.edkb.de](http://www.grummanflyin.edkb.de)



*The Lofoten, a group of little islands and looks breath taking.*



*In Lapland (north part of Finland) together with a female helicopter pilot from the local search and rescue. She helped me a lot when I had trouble with my plane and had to wait for a mechanic some days with no a place to stay.*



*After I arrived at the northernmost airfield in Europe, I was so excited because it was an emotional adventure to be there.*



## Warner Mount Business Closing Down

by Guy Warner



I have been manufacturing my Warner Mounts for the past eight years, but I am now closing the business down.

I have six mounts for the pilot side and four mounts for the passenger (co-pilot) side left in my inventory. I will be selling those mounts at a 33% discount, for a per unit price of \$95.00, which includes free shipping within the continental USA. For each mount sold, I will be donating \$25.00 to the GOPA Scholarship fund. I will not be manufacturing any additional mounts.

The mounts are constructed out of plate aluminum bar, and solid aluminum rod. The finish is a satin black powder coat. The attachment hardware is stainless steel. Each mount comes with a RAM rectangular plate with 1" ball already attached to the mount. The Warner Mount readily connects to the windshield bow by removing two screws on the bow, replacing them with the slightly longer stainless steel machine screws that are provided, sliding on the mount, and tightening down the stainless steel locknuts. Unlike other mounting solutions, my mounts provide a vibration free, solid means of attachment and will not fall off at inopportune times like some suction cup mounts.

**Please note:** the mounts are not compatible with the two-seater Gruman models. There may also be compatibility issues with certain stalk map lights that are in the area right in front of the windshield bow on the pilot side.

In order to mount a portable, GPS, tablet, phone, camera mount or other device, additional RAM components are necessary. They may vary according to the device, but typically consists of a double socket arm for 1" ball, a snap-in cradle for the device that has a 1" ball attached to the back of the cradle, or an adaptor plate that serves as the connection between the cradle and the double

socket arm. Sounds complicated, but it's really pretty simple.

The RAM components permit you to adjust the position and the tilt of the mounted device within the limits of its travel. I no longer carry the additional RAM components that may be necessary for your mounting solution, but recommend that you check with GPS City out of Las Vegas, NV, at [www.gpscocity.com](http://www.gpscocity.com). They are very helpful, reliable, and are competitively priced on their RAM components.

If you are interested in obtaining one of my Warner Mounts, please contact me at:

Guy Warner  
[guy.warner1@verizon.net](mailto:guy.warner1@verizon.net)  
(727) 4606215 cell

To all of my previous customers: I hope that you have been enjoying using the mounts that you have purchased. It has been my pleasure building these mounts and I certainly appreciate your business! Please, be well and stay safe.

*To the right is the mount that is for sale, below are extra pieces you typically need to mount a tablet- not included.*



# The Litter Box

Classified ads are free for GOPA members. No commercial or business ads. GOPA is not responsible for errors or omissions. Each ad will run once per submission; advise the editor prior to deadline if you want the ad to continue. Send ads to Don Metz, Editor, The American Star, 704 Sherman Ave. SW, Calgary, AB T2W 0N2 Canada, fax (403) 233-9506, or editor@grummanpilots.org.

**For Sale: 1/10 Share of 1979 Grumman Cheetah N26913** Hangared @ KSJC (Alto Vista Flying Club) IFR certified, well maintained, regularly flown, highly available, low-cost and a joy to fly! 6086 TT, 3071 SMOH, 1736 STOH, 1551 SPOH. Fully funded engine reserve. 50hr oil change and oil analysis interval. Good compressions 74/80, 78/80, 74/80, 78/80. High compression and Power Flow exhaust STCs. Cruise with 115+ TAS @ 7.2gph. S/N AA5A-0808. Annual due 01/2021. All logbooks. JPI EDM 830 engine monitor, Garmin GNS430W GPS w/ Glidescope & Traffic, GTX345 ADS-B 1090ES I/O, GMA347 audio 4-place intercom, Narco MK12D+ w/ Glidescope, Century 1 autopilot, Horizon P-1000 Tach, Davtron M655 OAT, M800 Chronometer, Dual PTT, 406MHz ELT. Updated interior 2017, Sensenich prop, 51gal long range tanks, 737lbs useful load, Aux Power Port, Wheel pants, Airplane cover. Online reservation/tachsheet. Regular club meetings. \$110/month (hangar/insurance/base annual/taxes/overhead), \$36/hour dry (reserves/oil). Asking \$8,000 (includes ~\$3,500 pro-rata share of reserves). Contact: Christoph Bohmann, E-mail: [grummanpilots.c@unlimitedcuriosity.net](mailto:grummanpilots.c@unlimitedcuriosity.net)

**For Sale: 1976 Grumman Cheetah \$42,000**, well maintained and updated! IFR Certified Garmin GTN-750 with GMA35 remote audio panel, Garmin GTX-345 transponder,

ADS-B in/out, 406MHz ELT w GPS feed, Century 1 autopilot w GPS/VOR/ILS feed. Overhauled prop, tach, air speed, attitude indicator, DG, altimeter, and VSI. Great looking instrument panel! New/Overhauled Mags, Plug Wires, Vacuum Pump, Fuel tanks, Fuel pumps, Carburetor, Oil/Fuel flex hoses, and exhaust system. Wingtip strobes and LED landing light. MoGas STC. Good paint, interior, windshield, hangered. Complete logs from new. All AD's complied with. Excellent records. Airframe 3950 hrs TT, Engine 1950 SMOH. Contact Dan Fauber, owner, Granbury, TX, 817-579-1241.

**For Sale: Exhaust System for Tiger.** Have replaced the exhaust system in my Tiger with a Power Flow System. Selling all parts of old system. Muffler shroud and exhaust pipes and clamps in good shape. Muffler needs repair or replacement. \$175 plus shipping. Contact Tony at (508) 457-9227 or [pirri@comcast.net](mailto:pirri@comcast.net)

**Wanted: Grumman Tiger**, looking for a nice low or mid time Tiger to get my instrument rating. This is for my own personal use. I am NOT a dealer, broker or re-seller. Looking for; no damage history, IFR equipped and complete logs. The more upgrades/improvements, modifications and avionics the better! I am a qualified cash buyer willing to pay fair market value. Might also consider a perfect AA1C with 160 hp, long range tanks and with all upgrades, speed mods and improvements. Please email, call or text Michael Coppola 607-731-0129, [mcoppola44@yahoo.com](mailto:mcoppola44@yahoo.com)

**For Sale: Nose bowl from 1978 Grumman Tiger** removed for upgrades to LoPresti cowl. In very good condition. \$150 or make offer plus shipping. Willing to fly to a GA airport within 400 mile radius of Norfolk, VA for one way gas. For additional info, contact J. Trombino at [josephtrombino@email.com](mailto:josephtrombino@email.com) or text to 757-403-2438 (I don't pick up unknown numbers but will read texts).

**For Sale: AA5 Side canopy windows**, New in box, Light green tint, AA5B Exhaust system, Complete, in good serviceable condition, AA-1 prop spinner bulkhead – Condition-NEW, Glen Florence, [Gflorenc55@yahoo.com](mailto:Gflorenc55@yahoo.com), 586-292-1849

**For Sale: Electric tow for Grumman.** It's an Aero-tow E-200. Dual-battery electric tow currently set up for my Tiger. Excellent condition, recently new batteries, easily moves your plane. Check out at <http://www.aero-tow.com/E200.html>. New price \$1,590.00. My low price is \$900 if you'll pick it up in Crawfordsville, Indiana. Contact [rotorguy@aol.com](mailto:rotorguy@aol.com) or text to 317-374-4142.

**Wanted: Grumman Traveler or Cheetah.** Low to mid-time engine hours. Clean inside and out. IFR a plus. Ready to go. Contact: Wayne, [engco3@gmail.com](mailto:engco3@gmail.com)

**Wanted: aft console 102344-55** for Grumman AA1B TRAINER 1974 # 354 cv.pilot76@gmail.com

## GRUMMAN AMERICAN LYNX:

Before you consider any other trainer, read the news.



**A whole new "Performance Package"**  
The AA-1C/T-cat and the deluxe Lynx have some new and nice numbers than their predecessors. Up first, new air 115 horses, which means several things. A new higher cruise speed of 134 mph, even higher rate of climb, an increased useful load. Maybe the only two place trainer airplanes now using the new 100 octane low lead fuel, and, if you need it, there's even an optional spin package available for the AA-1C/T-cat.

**New Outlook**  
Sun visors are a new option that give you a new outlook, especially when you're making one of those late afternoon landings on runway two seven. As for the panel, the same care goes into its design as goes into the panel of our Gulfstream Jet. Everything looks right, seems right, it's right where it belongs.

**New Sound Proofing**  
Because we know both school and business-owned two place will spend a lot of time on cross country flights, we actually cut cabin noise dramatically with a new Whisper-50 sound on the canopy and

**New Stabilizer**  
In rough air its brand new tail will make you feel like the AA-1C is on rails. Slow the Lynx as T-cat and take onto final approach and she seems to become a much bigger and more stable airplane. That's

choice of colors you'd expect for an airplane many business pilots buy as their personal transportation. With the AA-1C/T-cat, smart, leather-like vinyl seating material, and attractive, color coordinated carpeting, an all part of the styling choice you have. Lynx gives you the same interior fabric and carpeting choice as Cheetah, and its own distinctive exterior paint design in a choice of colors. Both come in the super protective paint known as DuPont "MILRON." You also

### Performance and Specifications

	AA-1C/T-cat	LYNX	AA-1C/Foxcat	Other Models
Empty weight	1900 lb.	2150 lb.	1850 lb.	2000 lb.
Max gross weight	2800 lb.	3000 lb.	2750 lb.	2900 lb.
Max fuel capacity	55 gal.	65 gal.	50 gal.	60 gal.
Cruise speed	134 mph	138 mph	130 mph	135 mph
Climb rate	1000 ft/min	1100 ft/min	950 ft/min	1050 ft/min
Max altitude	10,000 ft	10,000 ft	10,000 ft	10,000 ft
Max speed	150 mph	155 mph	145 mph	150 mph
Max range	1,500 miles	1,600 miles	1,400 miles	1,500 miles

**Standard Equipment**  
 - 100 Octane Fuel System  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade

**Optional Equipment**  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade

**Equipment List**  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade

**Performance and Specifications**  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade  
 - 100 Octane Fuel System Upgrade

**JOIN THE FORCE**  
**GRUMMAN AMERICAN AVIATION CORPORATION**  
 P.O. Box 2206 • Savannah, Georgia 31402  
 (912) 964-3000 Telex No. 544410  
 Member of GAMA

Please send the more information about:

Two Engine	Control	Demonstration	Flight
Four Place	Tiger	Flying	Center
Four Place	Cheetah	Dealer	Proposal

take off worry free

your insurance co-pilot  
has you covered



formerly Aircraft & Marine

[fourniergroup.com](http://fourniergroup.com)

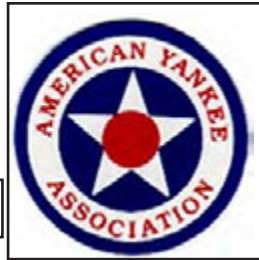
## GOPA Store

Check out the online GOPA Store, <https://grummanpilots.org/>, or see the inside back page, for these and other GOPA logo items.

M/J/F 21



AYA Cap,  
various colors.



AYA Patch- 3"  
or Decal- 2"



AYA T-shirt

Logo Wings Pin



The American Star Color  
Covers, 16" X 20"

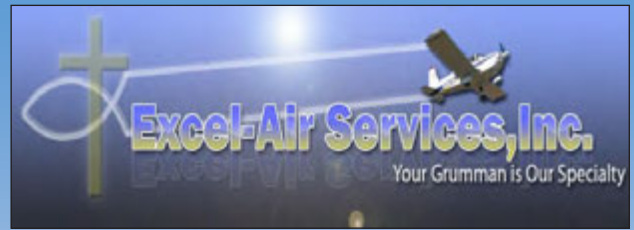
*GOPA logo items will  
be added as they are  
developed.*



Approach  
Aviation Video  
Series

## Time to Renew Your GOPA Membership?

Login, Member Menu, My Member File, the first box shows your membership expiry date. You can renew online at Join/Renew, Member Payments or Call the Secretary/Treasurer with your information.



# Aircraft Maintenance:

- Annual Inspections
- Repairs and Alterations
- Airframe and Powerplant
- Instrument Panels
- And More!



5% Discount on Most Parts with Proof  
of AYA Membership!

Local: 219-866-5587

Toll Free: 888-913-9235

Excelairservices@gmail.com

2326 W. Clark St.

Rensselaer, IN 47978

Located on Jasper County Airport  
(RZL)

**Check us out at**  
**[www.excelairservices.com](http://www.excelairservices.com)**  
**For more details!**

**ADVERTISING NOTICE**

Although we take reasonable precautions to confirm the veracity of advertisements, the American Yankee Association does not endorse and will not be held responsible for the actions of any particular company. We urge you to seek references for any advertiser if you deem that appropriate and to take normal business precautions to protect yourself and your aircraft investment.

**DISPLAY ADVERTISING RATES**

Number of Issues, Prepaid  
(There are six issues per year, pricing is based on the number of issues used per year.)

	1-2	3-5	6-9	More
<b>FULL PAGE:</b>	\$300	\$240	\$180	\$148
<b>2/3:</b>	\$190	\$154	\$115	\$93
<b>1/2:</b>	\$143	\$115	\$88	\$71
<b>1/3:</b>	\$88	\$71	\$55	\$44
<b>1/4:</b>	\$66	\$53	\$40	\$33
<b>1/6:</b>	\$55	\$44	\$33	\$28
<b>1/10:</b>	\$44	\$35	\$26	\$22

GOPA members receive a 5% discount.

Confirm space availability *before* sending your ad. Contact the Editor, editor@grummanpilots.org.

Ad copy should be .pdf. Payment must be made in advance, payable to American Yankee Association, and mailed to:

**GOPA Secretary, P.O. Box 1531  
Cameron Park, CA 95682**

**THE COMPANY STORE**

Insignia

- AYA patch (3-inch) ..... \$5.50
- AYA decal (2-inch) ..... \$1.50
- Grumman Patch ..... \$5.50

The American Star

- Back issues.....Call Secretary
- Star index (through 2016).....\$10.00
- Full-color Star cover enlargement..\$20.00  
16 by 20 inches. Specify issue.

Service Information\*

- GA7 ADs (Per set).....\$5.00
- GA7 SBs (Per set).....\$10.00
- GA7 SLs (Per set).....\$10.00
- AA5 ADs (Per set).....\$15.00
- AA5 SBs (Per set).....\$20.00
- AA5 SLs (Per set).....\$30.00
- AA1 ADs (Per set).....\$15.00
- AA1 SBs (Per set).....\$20.00
- AA1 SLs (Per set).....\$30.00

Maintenance and Operation Compendium

All Star Maintenance Articles from 1976 through May/June 1999.....\$47.00+ shipping\*

AYA Memorabilia

- AYA baseball hats. One size fits all, specify Red, White,.....\$20.00
- AYA document portfolio .....\$15.00
- AYA T-shirt white or ash.....Small - XXXL.....\$18.00

*Prices subject to change without notice. Prices do include shipping.*

*\*For Service Information, please add \$14.00 shipping for Europe or \$16.00 for Australia and New Zealand. For the Maintenance and Operation Compendium, please add \$5 shipping for destinations in the U.S., \$6.00 for Canada, \$14.00 for Europe, or \$16.00 for Australia and New Zealand.*

*Except as noted, all prices include postage and handling. To order, please forward full payment in US funds to:*

**GOPA Secretary  
P.O. Box 1531  
Cameron Park, CA 95682**

M/S/O '21

**PARTS FOR YOUR GRUMMAN?**

**WE'VE GOT THEM!!!**

HAVING THE LARGEST STOCK OF SPARE PARTS, A HUGE LIBRARY OF TECHNICAL RESOURCE DATA, AND A KNOWLEDGEABLE AND EXPERIENCED STAFF, WE ARE DEVOTED TO PROVIDING THE SPECIALIZED SERVICE EQUAL TO THE PASSION YOU HOLD FOR YOUR GRUMMAN AIRCRAFT.

*Grumman only since 1974*

FAA PRODUCTION APPROVAL  
# PMA PQ612SW



**103 TURKEY RUN LN.  
COMFORT, TX 78013**

**TOLL FREE: (800)329-4647  
(830)995-5900**

**FAX: (830)995-5903  
parts@fletcher.com**

**ASK ABOUT OUR  
AYA & AIRCRAFT RESTORATION  
DISCOUNTS!**

<http://www.fletcher.com/>

## Grumman Owners & Pilots Association

P.O. Box 1531  
Cameron Park, CA 95682  
Address Service Requested

## PERIODICAL MAIL

### CATS AT PLAY

**Sep 5, Welshpool, EGCW, The 15th Annual Great Welshpool Fish and Chip Fly-in, Graham Baker, [aa5bajo@gmail.com](mailto:aa5bajo@gmail.com)**

**Sep ?, Trier, EDRT, Fly-In Trier, Germany, in negotiation at this time,**

**May 10-13, 2021, (T82) Fredericksburg, TX, GOPA 2020, Scott, [GOPA2021@grummanpilots.org](mailto:GOPA2021@grummanpilots.org), area info- <https://www.visitfredericksburgtx.com/>**

**May-June, 2021, Oban, Scotland, GOPA Europe/Grumpy Gathering, Sandy Mitchell, [sandymitchell@onetel.com](mailto:sandymitchell@onetel.com)  
Events and dates will no doubt be changing as we progress through the COVID-19 pandemic.**

Please see <http://www.grummanpilots.org> for a complete current listing of events.

### TOP CATS

#### **President**

Sharon Spence  
Box 254,  
Cochin, SK, S0M 0L0  
(306) 386-2191  
(306) 441-9525(c)  
[pres@grummanpilots.org](mailto:pres@grummanpilots.org)

#### **Vice President**

Les Staples  
5301 Localizer Ct.  
Granbury, TX  
76049  
(817) 219-0637 (c)  
[vp@grummanpilots.org](mailto:vp@grummanpilots.org)

#### **Secretary/Treasurer**

Stew and Karen Wilson  
P.O. Box 1531  
Cameron Park, CA 95682  
(530) 295-7158  
[sec@grummanpilots.org](mailto:sec@grummanpilots.org)

#### **Editor**

Don Metz  
704 Sherman Ave. SW  
Calgary, AB T2W 0N2 Canada  
(403) 258-3135  
[editor@grummanpilots.org](mailto:editor@grummanpilots.org)

#### **Past President**

Guy Warner  
2707 Sedgefield CT E  
Clearwater, FL 33761  
(727)771-8679(h)  
727-460-6215(c)  
[pastpres@grummanpilots.org](mailto:pastpres@grummanpilots.org)

#### **Region 1–Northeast**

(MA, NH, VT, NY, RI, CT, ME,  
PA, NJ, WV, VA, DE, MD, ON,  
NS, QC, NB, NF, PE)  
Graham V. Smith  
232 Osgood Rd  
Milford, NH 03055  
(603) 673-6629(h)  
[ne@agrumanpilots.org](mailto:ne@agrumanpilots.org)

#### **Region 2–Great Lakes**

(KY, IL, IN, OH, MI, WI)  
Robert Hess  
228 Hilton Ave.  
Rockford, IL 61107  
(815) 222-4100  
[greatlakes@grummanpilots.org](mailto:greatlakes@grummanpilots.org)

#### **Region 3–Southeast**

(NC, SC, FL, GA, MS, AL, TN)  
Ronnie Mowery  
155 Upwind Leg Rd.  
Gilbert, SC, 29054  
(330) 807-9082  
[se@grummanpilots.org](mailto:se@grummanpilots.org)

#### **Region 4–Central**

(AB, SK, MB, IA, MO, KS, NE,  
MN, ND, SD, MT, WY)  
Doug Reetz  
Box 1252  
Estevan, SK S4A 2H8  
Canada (306) 421-1421  
[central@grummanpilots.org](mailto:central@grummanpilots.org)

#### **Region 5–Southern**

(TX, OK, AR, LA, NM, AZ,  
CO, UT)  
Scott Sanders  
124 Coterie Place  
Boerne, TX 78006  
(361) 720-1734  
[southern@grummanpilots.org](mailto:southern@grummanpilots.org)

#### **Region 6–Pacific**

(CA, NV, HI, WA, OR, ID, AK,  
BC, YT)  
Kim Muinch  
20926 Clearview Ct  
Bend, OR, 97702  
(541) 848-3600  
[pacific@grummanpilots.org](mailto:pacific@grummanpilots.org)

#### **Region 7–Europe**

Yogi Beck  
Schellnhäuser Str. 11  
36325 Feldatal  
+49-178-2634500  
[europe@grummanpilots.org](mailto:europe@grummanpilots.org)

#### **Region 8–Australia/New Zealand**

**Looking For An Eager Volunteer**  
[oznz@grummanpilots.org](mailto:oznz@grummanpilots.org)

#### **Norris/Viviane Hibbler,**

**Director of Insurance,**  
2306 East Evergreen Blvd.,  
Vancouver, WA 98661-4319  
(360) 694-1303, (800) 466-4944, or fax (360) 694-8249  
[ins@grummanpilots.org](mailto:ins@grummanpilots.org)

**The GOPA Phone Number is (530)295-7158.  
The Canada/USA country code is +1**