



# The International Grumman Star



The Official Publication of the Grumman Owners & Pilots Association

FOR OWNERS AND PILOTS OF ALL GRUMMAN AMERICAN LIGHT AIRPLANES

Volume XLVII Number 4

July/August 2022



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

## Secretary/Treasurer

by: Stew Wilson, Secretary/Treasurer



The generosity of our members never ceases to amaze me. Once again we collected over \$8000 at the convention in

Fredericksburg which is enough to provide for multiple awards in 2023. We have now awarded more than \$103,000 in scholarships in the 21 year history of the program. This is but one thing that distinguishes us from other type clubs. It is difficult to compare these groups because the sizes, and therefore, resources available, vary greatly. This is where the volunteer nature of GOPA comes into focus.

In order for an organization the size of GOPA to offer the wide array of benefits that we do, there is by necessity a large amount of volunteer work being performed. This takes many forms. The entire Board of Directors and elected officers are volunteers. Likewise, all our Program Directors are volunteers. In addition, many people who attend our conventions volunteer to do a variety of tasks to ensure the success of the event.

In short, it is my belief that for an organization of our size, we offer tremendous value to our members. From the Newsletter and web site to the PFP Program to scholarships and technical support, our track record is impressive and I am proud to be a small part of it.

## GOPA DATA AS OF JUNE 3, 2022

Total Members.....	782
Life Members.....	4
Type Club Complimentary.....	.3
AA1 Aircraft.....	.97
AA5 Aircraft.....	481
AG5B Aircraft.....	50
GA7 Aircraft.....	1
Other Aircraft.....	17
Investment Account.....	\$27,162
Checking Account**.....	\$35,077
Total Funds*.....	\$62,339
Scholarship Fund.....	\$12,787
Convention Fund.....	\$12,000
*Note: Includes Convention Reserve Fund	
** Includes Convention Income	

## Cover Photo

The cover for this issue is a montage of GOPA 2022 moments. From the welcome Marque clockwise; the first three place winners of the Ken Blackman Memorial Wing Nut Toss, eliminations in the newly renamed Kat Wells Memorial Grumman Limbo, final night banquet in the Pacific Showroom, the Cockpit Cool class, zeroing in on the Precision Taxi, the seminars and in the center is the GOPA 2022 People's Choice winner, Chris Richards.

## Cover Photos

Would you like to receive a free 16x20 inch color enlargement of the *Star* cover featuring your photo? Please forward good quality, interesting, aviation related photos to the editor. Color covers may also be purchased. See the company store inside the back cover.

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

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## The International Grumman Star

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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, Grumman Owners & Pilots 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 International Grumman Star*, 704 Sherman Ave. SW, Calgary, AB T2W 0N2 Canada, [editor@grummanpilots.org](mailto:editor@grummanpilots.org)



## President's Report

by: Bob Reed, President



WELCOME. Never in my wildest dreams, did I ever imagine becoming President of GOPA, yet here I am. First, a bit of history...

I bought into the Grumman family in April of 1996 purchasing Traveler N5805L, serial number 5. Once I started flying Grumman's, I never looked back.

The most memorable flight in the Traveler was a cross-country with three students aboard headed to Kitty Hawk. It was a fantastic learning experience for the students, heavily loaded with minimal fuel onboard, we had to refuel every hour on the 500 NM round trip.

I joined AYA a month before buying the Traveler. In the early days of ownership, the AYA was an invaluable resource. I attended numerous fly-ins, most notably, one held by Ron Levy wherein we all weighed our airplanes. Shockingly, the Traveler was 100 pounds heavier than indicated on the W&B sheet – lesson learned. Conventions, maintenance tips and fly-ins all provided me with value.

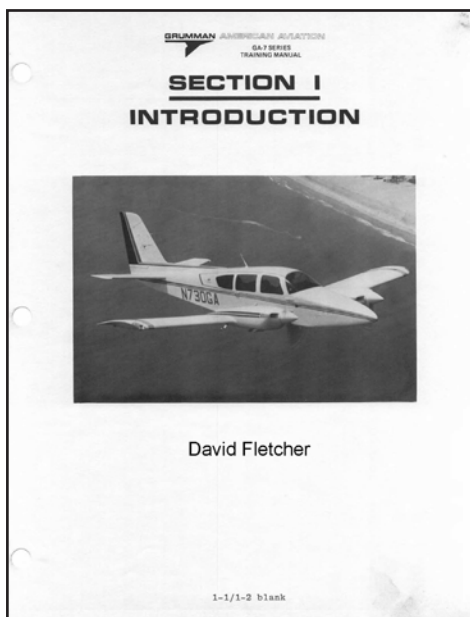
Fast forward to November 2000 and the Traveler was sold to buy an available 1978 Tiger at my local airport, Donegal Springs. Coming up on the 23rd year of ownership, the old bird has been through avionics upgrades (2), engine overhauls (5), interior refurbishment (1), and most recently a brand-new paint job (Jan. 2021 *Star*). I now look forward to a few years of fun flying in the fully refurbished Tiger. I already have a trip to Exuma in the Bahamas planned for May, 2023.

As Association President, my goals for the next two years are to:

- ✪ Revive fly-ins. Regional Directors were tasked with planning six fly-ins for the summer months. Cats-at-Play should provide opportunities for all.
- ✪ Revive discount programs at selected vendors.
- ✪ Refocus the budget to provide funds for projects that create value for our membership.

- ✪ Embrace maintenance and flying videos for exclusive use by GOPA members.
- ✪ Increase membership by 300 - enjoining new members while retaining current ones.

I invite ANY member with good ideas, to reach out to me and discuss. I'm here to help improve your Association.



David Fletcher

## GOPA Constitution and Bylaws Committee (C & B Committee)

Many thanks to all who volunteered to be part of this very important and worthwhile committee. There is a lot of work to do and I believe we have "just" the committee to do it. The members of this committee are:

- ✪ Dennis Oparowski, Region 1 Director
- ✪ Tom Dyer, Region 3 Director
- ✪ Mike Nichols, Falls Church, VA
- ✪ John Kreidel, Meridian, Idaho
- ✪ Lynda Airey, Coppell, TX
- ✪ Sharon Spence, Past President

What a great group. Thank you for your dedication, time and expertise.

Sharon Spence, President,  
Grumman Owners & Pilots Association

## grummanpilots.org

David Fletcher has shared his GA7 Training Manual with GOPA members. You can find it in the Members Area, Grumman Flying Operations and Safety.



Last February longtime GOPA member and club Secretary/Treasurer Stew Wilson received the Wright Brothers Master Pilot Award. Paul Koscheka, FAA Sacramento Flight Standards District Office, presents Stew with his award while Karen looks on.



# 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	City	State	Region	Phone	Email	AC Model	Home Airport
Michael	Miller	Bullard	TX	5	2103816879	1mc.miller@gmail.com	AA1A	3F9
Gilbert	Alexander	Oro Valley	AZ	5	520-544-8191	gilalex@q.com	AA5B	57AZ
John	Bohman	Monona	WI	2	608-345-163	john.t.bohman@gmail.com	AA5	KMSN
Wendall	Fischer	Weston	ID	6	4357735579	Wcfischer02@gmail.com		
Brice	Gibson	West Jordan	UT	5	8014770774	brice@bricegibson.com		U42
William	Gilbert	Chipping Norton	Oxfordshire	7	+447791241653	enstoneaviation@hotmail.com	GA7	EGTN
Evan	Karpf	Twin Mountain	NH	1	603-325-5470	drevannh@gmail.com	AG5B	8B2
Robert	Ehrhard	Jasper	IN	2	812-639-7153	raehrhards@gmail.com	AA5B	KFRH
Michael	Galloway	Joshua	TX	5	214-883-5532	flyaa5a@yahoo.com		KCPT
David	Princehorn	Caves Beach	NSW	8	+61 419720177	dprincehorn@gmail.com	AA1C	YMND
Craig	Rochlis	Temecula	CA	6	+52 755 113-6722	craigrochlis1950@gmail.com	AG5B	
Captain Dino	Belfiore	Catania CT	Italy	7	01139-095-444157	commanderpilotb737@gmail.com		
James	Clark	Prattville	AL	3	334-549-5780	JscClark135@aol.com	AA5A	1A9
Rex	Hayes	Dawsonville	GA	3	6784140494	rexhayes4020@hotmail.com	AA5A	GE09
Micah	Stark	La Quinta	CA	6		micahsstark@gmail.com	AA5A	KTRM
Randy	Wientjes	Metropolis	IL	2	6186386612	randywientjes@gmail.com	AA5B	M30
Chris	Brashears	Ventura	CA	6	8053400205	c99hris@hotmail.com	AA5B	OXR
Eric	Brown	Gastonia	NC	3	7045020369	eric@picniclevideo.com	AA1B	KAKH
Terry	Carraway	Aberdeen	MD	1	4432554196	tcarraway@comcast.net		
Mark	Hiatt	Corvallis	OR	6	5417400616	mark.hiatt.1957@gmail.com	AA5B	KCVO
Richard	Jackson	Cambria	CA	6	805-286-7316	tech_director@hotmail.com	AA5	PRB
Kevin	McCanles	Overland Park	KS	4	8166655513	mccanles@gmail.com	AA5B	MKC
Ethan	Samuel	Dearborn	OK	5		msghurst@sbcglobal.net	AA5B	1K4
Michael	Solomon	Dallas	GA	3	7704036005	michaelsolomon@gmail.com		
Seuk	Kim	Springfield	VA	1	703-582-3161	seuk.kim@gmail.com	AA1A	KJEF
James	Olson	Honolulu	HI	6		FirstClassFlight808@gmail.com	AA1B	KHNL
Steven	Suter	Santa Rosa	CA	6	707-322-8332	normalsaline1@mac.com		KSTS



# 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	City	State	Region	Phone	Email	AC Model	Home Airport
Albert	Sykes	Sealy	TX	5		albertsykes@yahoo.com	AA5	1XA7
Chris	Brashears	Ventura	CA	6	8053400205	c99hris@hotmail.com	AA5B	OXR
Terry	Carraway	Aberdeen	MD	1	4432554196	tcarraway@comcast.net		
Todd	Ellison	Pelham	AL	3	2052534300	toddellison@gmail.com		
Jonathon	Hendrickson	Saint Charles	MO	4		jonathon.hendrickson@gmail.com	AA5B	
Mark	Hiatt	Corvallis	OR	6	5417400616	mark.hiatt.1957@gmail.com	AA5B	KCVO
Vishal	Hurrichund	Johannesburg	Gauteng	9	27824117798	vishal.hurrichund@omwealth.co.za	AA5A	EAGLES CREEK
David	Perry	Onancock	VA	1		Sailor410@aol.com		
Chuck	Self	Minden	LA	5	3184696331	chuck_self@hotmail.com	AA5B	MNE
Michael	Solomon	Dallas	GA	3	7704036005	michaelsolomon@gmail.com		
Colin	Sommer	Broomfield	CO	5		csommer@aeroscopeinc.com		
Blake	Thomas	Conway	AR	5	501-472-2951	Btthomas1992@gmail.com	AA5B	KCXW
Scott	Webster	Plant City	FL	3	813-416-5442	swebster1218@gmail.com	AA5A	KBOW
Janine	Gregson	Sydney	NSW	8	61418976795	docjini@me.com	AA5B	YWVA
John	Price	Deer Trail	CO	5	303-249-2183	jprice@netecin.net	AA5A	CO17
Timothy	Prouty	N Providence	RI	1		prouty_tim@yahoo.com	AA5B	KSFZ
Thomas	Smith	Southaven	MS	3	6233134228	tomfls1@gmail.com	AA5B	08MS
Trey	Thriffley	Pooler	GA	3	229-224-0311	trey.thriffley@flyqis.com	AA5B	SAV
Rick	Velasquez	Puyallup	WA	6	2532244428	rick@cimcopnw.com	AA5A	02WA
Corey	Wells	Highland Village	TX	5		corey@cl-wells.com		

## DEADLINE for Submissions

**For the September/October *Grumman Star*: Monday, August 1**  
**For the November/December *Grumman Star*: Monday, October 3**

Send all submissions for publication in *The International Grumman Star* (articles, letters, questions for the Experts, and advertisements) to: **Don Metz, Editor, [editor@grummanpilots.org](mailto:editor@grummanpilots.org)**

*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](mailto:editor@grummanpilots.org). PLEASE DO NOT SEND ZIPPED FILES. Plain text is preferred but not necessary for both e-mail and physical submissions. Please don't embed images, send them as a file. Any questions please contact the Editor.*



## Insurance: Territory

by: Viviane Hibbler, Insurance Director



With Summer just around the corner, many of you are thinking

of traveling outside the Continental US. Since every policy is different, it is important to review the covered territory of the policy you currently have. If you have changed carriers over the past years, it is critical that you do so if you will be traveling. We will outline the covered territories of the companies that write most of the Grumman policies.

**AIG** Policy Territory found on page 12 of the definitions – means within the political boundaries of the United States of America, Mexico, Central America, Canada, The Islands of the West Indies (excluding Cuba) and while enroute between places therein.

**Global Aerospace** Policy Period/territory found on page 2 of definitions – within the United States of America, Canada, Mexico or the Bahama Islands or while en route between points therein. The Islands of the West Indies can be added by endorsement for a flat premium of \$250.00.

**US Specialty/Tokyo Marine** - When and Where you are covered found on page 4 of definitions - within the United States (excluding Alaska and Hawaii) Canada, Mexico, or while en route between these points excluding U.S. Sanctioned Countries. If your policy includes the Expansion of Coverage (Form AIP 1543) the territory is expanded to include the Islands of the West Indies (excluding Cuba and Haiti).

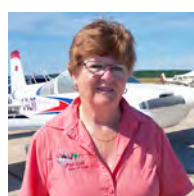
**USAIG** - When and where you are covered found on page 1 of definitions – in the United States and its territories and possessions, Canada, Mexico, the Bahamas and the Islands of the West Indies or while en route between these places.

**Starr Aviation** Policy Period/Territory Page 3 of definitions – while the aircraft is within the United State of America, Canada, Mexico, the Bahamas and the Caribbean Islands or en route between points therein.

The West Indies are divided into three groups: The Bahamas, the Greater

## Changing Roles

by: Sharon Spence, Almost Past President



Thank you to everyone for giving me the opportunity to serve an incredible four years as your President. You gave me the opportunity to

accomplish the goals I had when I first ran for your President. It is because of “YOU”, the Membership, that we now have a name that encompasses “all” the Grumman light aircraft and in honor of our past history adding the tag “Building On Our AYA Heritage” I believe we have honored our past and moved our organization into the 21st century. Thank You.

There was a huge decline in membership in the past – not just in our organization but also in many others – but we are one of the few organizations that have turned that around and continue to “grow.” I believe it is because we are a “people” organization. You can read articles, listen and watch videos, text messages etc BUT there is nothing like actually “having someone, in person, answer the phone, meeting at a convention or fly-in” and this is “who we are!” We answer and/or return phones calls when called. We are People, not machines and this is what makes the Grumman Owners & Pilots Association “the” organization to belong to. People helping People.

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Antilles, and the Lesser Antilles. The Greater Antilles are made up of Cuba, Haiti, Jamaica, Puerto Rico and the Dominican Republic. The Lesser Antilles are made up of three groups – Virgin Islands, Bahamas Archipelago and Windward/Leeward Islands. Included are: the Virgin Islands, Anguilla, Saint Kitts and Nevis, Antigua and Barbuda, Montserrat, Guadeloupe, Dominica, Martinique, Saint Lucia, Saint Vincent and the Grenadines, Barbados, and Grenada; and The Bahamas and the Turks and Caicos Islands and those of the South American shelf, including Trinidad and Tobago, Aruba, Curaçao, and Bonaire.

If you travel to any of these areas, it is important to have a copy of your covered territory with you. You should actually always carry a copy of at least the

## New Region 1 Director

by: Dennis Oparowski, Region 1 Director



Hello GOPA members. I am truly honored to be your newest Region 1 Director. I want to thank Graham Smith for his dedication to this region and

for trusting in me to fill his shoes. I come to you with a clean slate, looking for new ideas and your support. I will be contacting all of you soon through the [GOPAne@grummanpilots.org](mailto:GOPAne@grummanpilots.org) email and asking you for your suggestions and collaborations on what you would like your Region 1 festivities to be and hopefully some of you will want to participate a bit more as a area coordinator within your State.

I started flying in 1979 as an Army Aviation Enlisted Soldier in which I retired after 27 years of service. My wife and I have owned a 1976 Cheetah since 2009. I am also a Retired FAA (PMI) Primary Maintenance Inspector holding an A&P Certificate. I had more fun in that position than any other job in my life. I met some of the greatest aviators and maintenance professionals in the world. I retired from the FAA in August of 2021. In between I've work in various aviation related positions.

I truly want to hear from you about your ideas and look forward to spending some time with you during some BBQ cookouts, lunches, and maybe even a group weekend trip at a location near you.

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first two or three pages of each renewal policy which identifies you, your aircraft, and the policy period wherever you go. Several years ago we had a client who flew over a TFR. He called us in a panic asking for his policy number and copy of the policy itself. This is a rare occurrence, but you never know when or why you might need to have it with you.

We have heard that in Canada, proof of insurance is sometimes requested during ramp checks. For many years, Mexico required its own policy in Spanish. However, in more recent times, they have been satisfied just to see “Mexico” noted in your policy. If you feel better obtaining a Mexican policy, they are available for an additional premium.



# GOPA 2022 Review



## Scholarship Fundraising Fredricksburg 2022!

by: Pat Metz, Scholarship Director



Thank you!  
Thank you! Thank you!  
Thank you! To all the members who attended convention and provided or purchased items from the silent auction which raised \$6062,

to members who purchased from our sale items, 50/50 draw and to those who made cash or online donations, thank you all! We raised a record total of \$8100! A special thank you to Cindy Daly who worked tirelessly in obtaining items from our corporate friends for the auction. And also a thank you to those who donate throughout the year. You will all help fulfil the dreams of more young aviators. These funds will add to the \$103,000 GOPA members have provided in scholarships since 2002!



There is no written summary of the Convention this year so we will try and tell the story through photos.

Thanks to the following for sharing their photos with me- and you; Jim and John Arndt, Walt Porter, Dave Scalia and Dave Ohser.

You can also check out the convention Daily Coverage on the website, there is a link on the Homepage.



## Convention Volunteer Van Drivers

by: Don Cochran,

This year's convention attendees in Fredericksburg, Texas, were treated to a great time with many new activities and events to enjoy. What a great time it was for new and old convention attendees alike. With so much going on, providing the van transportation was a challenge for all the van drivers. As is usual with convention volunteers, they were up to the challenge providing rides for everyone with minimum wait times. Thank you to all of the convention volunteers for your efforts and especially to these volunteer van drivers.

- ✪ Bill Marvel
- ✪ Lynda Airey
- ✪ Tom Dyer
- ✪ Cliff Daugherty
- ✪ Dwane Ferguson
- ✪ Jim Clark
- ✪ Mike Whitson
- ✪ Ronnie Jones
- ✪ Rick Velasquez
- ✪ Jim Arndt
- ✪ Bill and Cindy Daly
- ✪ John and Louise Brouillette
- ✪ Steve and Susan Jones
- ✪ Don and Cathy Cochran



*People's Choice winning aircraft and owner, Chris Richards.*

## Time to Renew Your GOPA Membership?

Login, Member Menu, My Member File, Membership.

You can renew online or Call the Secretary/Treasurer with your information.



# GOPA 2022 Review



*Kathrin Kaiser was finally able to receive her 2021 Lauren Larsen Memorial Award from President Sharon.*



*John Cotter receives the 2022 GOPA Lauren Larsen Memorial Award from President Sharon.*



*John supervises a Rigged Preflight contestant.*



*Air Rally winners Mike Babin and Brenda McClintock, receive their winning plaque from organizer David Beaman.*



*The first ever winner of the renamed Kat Wells Memorial Grumman Limbo was Dave Ohser. He received his winning plaque from Limbo organizer Guy Warner.*



*Rick Velasquez, a First Time convention attendee, receives his Spot Landing winning plaque from Bob Pattee.*





# GOPA 2022 Review



*Scott Sanders presents a plaque to the Most Recently Licensed Pilot, Greg Brandon, who received his license at 4:00 PM the same day!*



*Spot Parking Ace Zack Wells receives his plaque from organizer Alan Airey.*



The Precision Taxi this year was quite a bit more difficult than in the past. There was a roughly figure 8 course with three sets of colored balls. Initially it was nose wheel over the white balls, right wheel over the red balls and the left wheel over the blue balls.



*Andrew Guazzerotti receives his Precision Taxi plaque from Bonnie Porter, Bill Marvel and Riva Neam.*

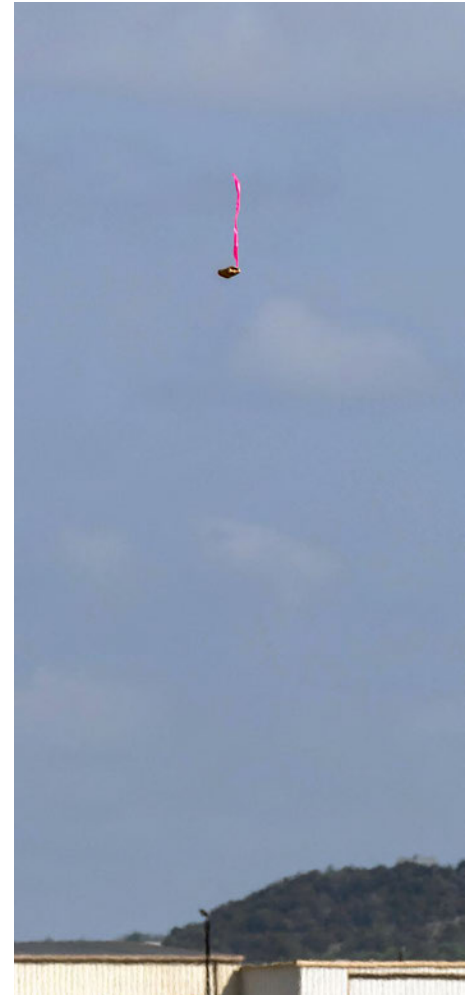




# GOPA 2022 Review



Quite often it was standing room only during the Grumman Limbo and Precision Taxi events which took place in front of the Hangar Hotel.



The Flour Drop winners, David and Kathrin with Mike, and the winning sequence. It's just that easy...





# GOPA 2022 Review



The Ken Blackman Memorial Wingnut Toss generated quite a bit of competition. Below are the three finalists.

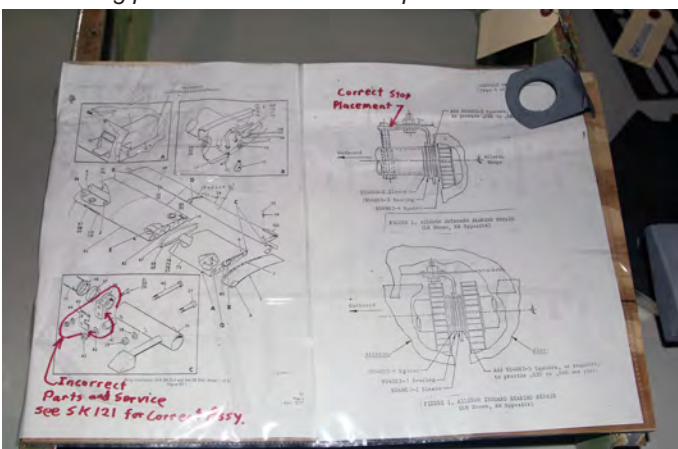


We had over 50 First Time convention attendees, amazing. Here they are being welcomed by Cliff and Jeff.

Some of the Grumman Limbo action.



Fletcher, just down the road from the convention, brought a few examples of proper and improper maintenance. They also had staff on hand everyday selling parts we need as well as parts we didn't know we needed.





# GOPA 2022 Review



*The Precision Parking event was a little different this year. You were required to taxi into a parking spot with an airplane on each side- denoted by chalk lines, and make a 180 degree turn, without going off the imaginary edge of the ramp, and get centered and in the correct position for the tie down rings. Most everyone did a good job!*



*A new game this year was Musical Airports. The participants had a great time.*



*The Pacific Showroom, below, was an excellent venue for our windup banquet. Lee Ziegenhals did an excellent job with the sound and video all through the convention. This added to the members ability to enjoy the events.*





# GOPA 2022 Review



MANY THANKS TO OUR GENEROUS DONORS AND SPONSORS!



Fournier Group, our insurance advisers and suppliers once again donated the pins everyone received.



## GOPA on Facebook

The GOPA group has broken 1,000 members. Thanks to everyone who uses and supports this group. Some of the donated and sponsored items.



Blue Sky Sun Visors "Beat the Heat, Haze, Glare and Fatigue"



## Have a Trio A/P?

There is a Facebook group devoted to the certified Trio: <https://www.facebook.com/groups/1360176940998440/?ref=share> Jeff Johnson at Grumman Parts is the group Admin and Jeff Odum at STC group is the moderator.





# REGIONAL EVENTS



## Gulf Coast Regional, Lunch Fly-in

By: Scott Sanders, Regional Director



Not content with just having recovered from the Fredericksburg convention with 170 of my closest friends, I decided that since two weeks

had passed it was time to gather up again and do a little socializing with food, friends and airplanes.

It had been several "covid years" since we had flown into Lake Jackson, Texas, where the great little "Runway Café" is located at Gulf Coast Regional Airport. Since we typically have decent turnout anytime we gather there I put out the notice and sure enough, the members responded. Seven planes and 13 people arrived on Saturday morning with four of those in attendance being first timers to one of our lunch fly-ins.

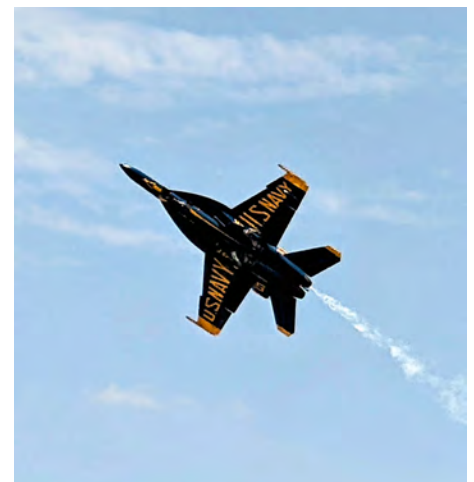
Among those joining us for the first time were Dennis Scalia and his wife Susie from Westlake, Louisiana; Glen Thomas from Galveston, Texas who only recently bought a Tiger and joined GOPA; and John Willis from Katy, Texas. John bought his Tiger from long time member Jeff Simmons from Houston

after Jeff moved into a Cirrus, but Jeff came along with John anyway and still maintains his GOPA membership. He said although his Cirrus is a nice airplane and has air conditioning, it's not nearly as much fun to fly as his old Tiger.

One of the best things about the Runway Café is its proximity to the Texas Gulf Coast and the fresh seafood. The shrimp, oysters, crab, flounder, gumbo and Po'Boys were enjoyed by all along with plenty of great conversation and tall tales about our many flying adventures.

Since several newer members were in attendance, we all made some new friends and even planted the seeds for our next fly-in event. So stay tuned!

And by the way, if you're not in the process of planning a fly-in in your region, what are you waiting for? Anyone can do it with hardly more than a couple of emails and phone calls and I promise you'll be glad you did it. That airplane of yours was built to fly and a GOPA fly-in is a great way to make use of it. So get started!





# REGIONAL EVENTS



## Wings Over South Texas Airshow, Kingsville, TX,

By: Scott Sanders, Regional Director



Just like our Texas GOPA convention, the Naval Air Station Kingsville finally decided that it was safe enough to hold their big

“Wings Over South Texas” air show after cancelling due to the pandemic last year. As icing on the cake, the Blue Angels were slated to perform at the show so that sounded like the perfect combination to justify a fly-in for our region.

As it turned out, GOPA President Sharon Spence and First Husband Jim Hamel were still on their annual sabbatical from the Canadian cold and residing in South Texas for the winter, so it was an easy drive for them to join our small group. Bill and Cindy Daly ended up having to drive down from Sunrise Beach as their plane was still getting its annual checkup, but Les and Brenda Staples from Pecan Plantation flew their Chee-tah down to Kleburg County Airport (next to the fabled King Ranch). I had already landed there in my Tiger with my 90 year old mother Zelda as my wife Susan had driven down the day before. With three cars at our disposal, the ground transportation issue was solved and saved us from having to rent a very expensive van.

The airport manager even had a wonderful reception table laid out with breakfast tacos, fresh fruit and cookies for us all.

After lunch and light shopping in downtown, a few from our group went over to explore the King Ranch Museum while the rest checked into the hotel for a nap.

Once everyone got checked into the hotel, we discovered that the Blue Angels pilots and all their entire support crew (including Fat Albert and his crew) were staying at the same hotel. This gave our group ample opportunity to visit with those guys and gals in the elevators and lobby. Those folks are just as impressive on the ground as they are in the air.

Friday evening’s happy hour in the hotel lobby was followed by dinner at a Mexican restaurant in town that delivered absolutely dreadful service and



only slightly better food. It seems that just about all of us had stories to tell of similar experiences at restaurants these days, apparently a result of the pandemic related labor issues in the hospitality industry. Fortunately, we all got fed and watered eventually and everyone kept a good attitude.

The next morning after breakfast some of our group went onto the Texas A&M campus and visited the John E. Connor natural history museum before loading up and heading to the airbase for lunch and the airshow. There were plenty of static displays of military and coast guard aircraft to inspect and even “That’s All Brother”, the famous C-47 that led the

airborne invasion of Normandy was on the ramp. After a number of parachute jumpers and acrobatic shows the famous Blue Angels put on their typical outstanding performance and the 80,000 to 90,000 folks in attendance were not disappointed.

After another very pleasant happy hour of visiting and storytelling that evening, we enjoyed a much better dinner than the previous night and all had a good time. The next morning brought a low overcast, but everyone managed to get away with no difficulties. After such a long time since our last fly-in, it was very nice to have a chance to relax and get caught up with our good GOPA friends. You should have been there!





## From Grumman to RV...

By Bill Marvel, The RV14A guy

That very title likely puts me on thin ice with *STAR* readers. Some may regard it as abandoning my long affiliation with AYA (now GOPA) and its aircraft line, but such is not the case. Please stay with me as I explain.

Marti and I joined the AYA back in 1982 and I'm a lifetime member, a former AYA president, former *STAR* Editor and Lauren Larsen award recipient. Our first airplane was a 1976 Tiger that we bought in 1977 and flew for 5000 hours and 29 years. That airplane, N74608, is now on the east coast and I follow it on Flight Aware. It reliably took us all over the U.S., Canada, Mexico, the Bahamas and Alaska. We had incredible experiences with the airplane and made Grumman friends the world over. But we sold it in 2006, after building an RV-8A I first flew in 2002. We put 1700 hours on the -8A, sold it to a pilot in Florida and built our current RV-14A in 2016.

I have long maintained that dollar for dollar, the Tiger is the best value, single engine aircraft in its class – four seat, fixed gear and fixed pitch prop. I still have that view. It does everything well – speed, fuel economy, cost of maintenance, load carrying ability, high altitude

capability, comfort and is the easiest airplane to get into and out of I have ever flown. It fit our mission, long distance travel, just perfectly. I had no reason to do anything but keep flying it. That's how the 5000 hours and 29 years occurred...

Our transition from Grumman to RV started one day, for reasons I still cannot explain, when it struck me out of the blue that I wanted to build an airplane. I'm an engineer by education, hold an A&P/IA and maintained our apartment buildings myself for many years. I enjoyed working with tools. Once the thought of building an airplane entered my brain, I could not shake it. Long story short, I investigated options and chose the RV line and specifically the RV-8A, a two seat, tandem aircraft. Marti was fully on board with this totally new adventure and agreed to help. It was 16 months from kit delivery to first flight and we worked on it almost full time. We continued to fly the Tiger but building was captivating and sometimes I got up at 3 AM unable to sleep, drove to Torrance airport, and worked on the project. Every day I saw the progress we made and that was motivation to do more the next day. I don't think heroin or cocaine could be more addictive!

Suffice it to say that we completed the -8A in 2002 and sold the Tiger in

2006, just prior to moving from Southern California to Colorado. Unlike So Cal, we have a phenomenon here called winter and it gets cold! The back seat of the -8A did not heat well and there never were instruments back there. Marti had seen the RV-14A prototype at Van's in Oregon and asked if we could build one. It was side-by-side, had two separate heat controls and she had her own instruments. I concurred and the rest is history. But let's roll the clock back and cover some missing information.

When we finished the -8A in 2002, we had two airplanes, it and the Tiger. We have no children and only rarely had people in the Tiger's back seats. It wasn't long before we realized we could take the same bags we normally had in the Tiger and put them in the forward and aft baggage areas of the -8A. With the 180 HP engine and constant speed prop in the RV, plus electronic ignition, we could cruise at 155 knots TAS at 7.5 gallons an hour. With 42 gallons of fuel, range and endurance were stunning. We flew it all over the country and eventually realized that aside from not needing to financially support two airplanes, this one met our traveling mission better than did the Tiger. And in a nutshell, that's how we made the transition. In our case, it wasn't planned in advance but just evolved.

Am I suggesting others do the same? Not necessarily. If you have a Tiger (or any airplane) that meets your mission, you have an appreciating asset you can, and should, continue to fly. Building even the "easy" RV kits take time, money and patience. You have to learn a great deal and doing so is not in everyone's playbook. Plus, there is the age aspect. Marti and I are both in our 70s and I know many GOPA members are also. I'm lucky I can still curl up in a ball and do the "Grumman positions" but not all can. Building an airplane requires a lot of that and it will cost more than just keeping the airplane you already have. Yes, one downside of Grumman's is parts support and that is just a reality one has to deal with. But selling a perfectly functional Tiger to start an aircraft construction project is something one should think long and hard about prior to going down that road.



Bill and Marti bashing rivets.





*The finished panel.*

project and will be both frustrating and rewarding at the same time. Are you prepared for that? For us, building the airplanes we did and when we did it worked out very well. But we remain indebted to N74608 for giving us the experience and motivation to continue our pursuit of aviation for 54 consecutive years and counting.

Editor's note -- the author is a past president and editor of the former AYA, a life member and a Lauren Larsen award winner.

*Ta Da... the finished airplane.*

Are there benefits to building if you choose? Certainly. As the manufacturer, you can legally do all inspections, maintenance, modifications and alterations. Install any avionics and flight control systems you want, all without FAA permission. And capability is awesome. Our un-certified Dynon autopilot, for instance, requires only button pushes and throttle movement to fly a complete flight plan, terminating with an ILS to minimums, and will go to the holding fix and enter the holding pattern all by itself. As a builder, the freedom to do just about anything you want is all yours.

Buy a used homebuilt? That is certainly an option but with the caveat that it needs to be inspected first by someone you trust who knows the type of airplane to make sure you don't get someone's nightmare. Buyer beware applies. With a used experimental, you can still do everything yourself, except for the annual inspection, which has to be done by either the builder or by any A&P. An IA is not required.

In summary, you have options. Keeping a good, performing Grumman aircraft that meets your mission is probably the choice that makes sense to most. If you have a desire to build something, that works also, but keep your age and health, not to mention building time and cost, in mind. This is not a weekend



*When you build a second RV, you're known as a "repeat offender." These are our two, painted the same and taken at AYA '19 by Walt Porter in Fernandina Beach, FL.*



## Windshield Bow Ball Mount

by: Bob Reed

Tired of your suction cup mount dropping your iPad in your lap? I was.

In 1996, Bob Dillon introduced the Ultimate GPS bracket thereafter known as the Dillon Mount (\$87.50 in 1996).

Subsequently, Guy Warner introduced a new version based on the RAM ball mounts which became known as the Warner Mount. I own two.

I have engineered the 3<sup>rd</sup> generation, smaller and more efficient, known as the (Reed) Bow Ball Mount in black powder-coat.

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Contact me at: [bob.reed1@com-cast.net](mailto:bob.reed1@com-cast.net) or call 717-505-8513 (landline)





## Ask The Experts

### Weight & Balance Question on my AA5 Traveler

Is there someone at the organization that could clarify a question for me on the proper Arm dimension I should use for my 1974/75 AA5 Traveler.

My manual that came with the aircraft that I purchased last year, states the following; LICENSED EMPTY WEIGHT ARM (in.) = 80.3"

The GOPA web based W&B Calculator for my aircraft has the AIRCRAFT CG (before fuel, passengers and baggage) ARM = 83.0"

This is a substantial difference!

If I were to load my aircraft with weight in the back, using my manual number of 80.3" would be within the envelope. But I would be outside the envelope using the website Arm of 83.0"

So since owning the aircraft I have been conservative and used the website 83.0" but many times what I would like to haul puts me out of the envelope so I end up hauling less and making multiple trips.

So, after my long winded rambling, can you tell me if I will be safe using the manuals 80.3" Arm when calculating W&B on my beautiful little AA5 Traveler?

One other bit of information for you, the flight manual lists the empty weight as 1271 lbs., and my aircraft actual weight is 1369 empty as listed in the logs and confirmed by weighing the aircraft during the pre-buy inspection.

Thank you, Jerry

### Answer:

I believe what you need to do is the following:

As your aircraft has recently been weighed, you need to use the Empty Weight and Empty Weight Moment from that document. Your A&P should have provided a new Weight & Balance Document, and written the new EMPTY WEIGHT and EMPTY (weight) MOMENT in your airframe logbook.

The 80.3 vs. 83.0 is really useless information. The only thing that matters is the Empty Weight and Empty (weight) Moment. From these two values, the EMPTY (weight) CG could be calculated. I don't have those values, so I cannot offer an opinion as to whether

the "LICENSED EMPTY WEIGHT ARM (in.) = 80.3" which is more appropriately referred to as the Empty Weight CG, is correct. As our aircraft do not have an EMPTY WEIGHT CG Range, it is useless information.

So for your aircraft, if you are using the Excel spreadsheet available on the GOPA web site, put your aircraft's EMPTY WEIGHT value in cell B10. Put your EMPTY MOMENT in cell D10. You will see the spreadsheet will calculate the "Arm" for you in C10.

The rest of the spreadsheet should work for you as expected. A couple of cautions:

Do Not change any of the values in A1 through E7. These are the correct values, as taken directly from the Type Certificate, for an AA5.

Hope this helps. John Cotter

### Results:

John,

I followed your suggestion and referred to aircraft log book entry's for the accurate CG and verified all the math from the original W&B calculations by the factory back in August of 1974, all the way through the eight changes for removing and adding things over the years. The result is that my current "Licensed Empty Weight" is 1362.6 pounds, the CG is 81.91 and the current useful load is 837.41 pounds.

This small amount of change from 83.0 to 81.91 was just what I needed to comfortably haul a little more in the back seats with confidence I will be within the CG flight envelope.

Thank you for your assistance.

Jerry

## Fine Wire vs Massive Electrode Plugs, Two Views

Fine wire plugs will last close to 2000 hours. My original set is from 2005 - about 1600 hours. And they don't foul, period. Just checking Tempest fine wire prices, the increase is pretty staggering and reflects a shortage of iridium, which went from \$1500/oz in April 2020 to \$5500/oz now.

But another advantage is improved performance. Aviation Consumer tested fine wire plugs several years ago and determined that there is a fuel savings (or power increase) of about 2 to 3 percent over massive electrode plugs. Aviation Consumer believed that's due to the spark being more exposed and causing more complete combustion. Whatever the reason, I noticed a small performance increase. If you opt to save fuel and fly about 100 hours a year, assuming \$5.50/gal, you will pay for even the present high cost of the fine wires in about 6 years.

Larry Tatsch, Tiger 28350



Aviation Consumer photo.

## 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'.

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**For Sale: 1976 AA5B**, number 0233. One owner, always hangared, no damage, low time. Interested parties can email me and I will call them back. Roy Payment, [totoh@sonic.net](mailto:totoh@sonic.net)

**For Sale: A Narco AT-150 25Mhz Transponder** in working order with installation tray. Only removed from my AA-1 due to the change in the EU Mode S. Offers over £200 (\$270) plus postage and packing invited. Andy, [andy.leahy@bpglimited.co.uk](mailto:andy.leahy@bpglimited.co.uk)

**FOR SALE: Set of 3 Superior O-360 cylinder assemblies** complete with pistons and rings. Time since new is 966 hours. Compression good when removed from a Tiger. Price is \$400 each plus shipping or \$1500 for the set. Contact Stew Wilson at [sec@grummanpilots.org](mailto:sec@grummanpilots.org) or 530-295-7158.

**Wanted:** I would like to purchase a U.S. based Traveler, Cheetah or Tiger. If you are considering selling yours, please contact Chris Olenick at [ceeole@mn.com](mailto:ceeole@mn.com) or 859-414-2302.

**For Sale: Horizon Electronic Tach**, Setup for O-320/Cheetah, \$100, [don@grummanpilots.org](mailto:don@grummanpilots.org)

**For Sale: EI function modules** only- FM-Flow-60, FM-FP-30, and FM-VA-50. They work with the EI UBG-16 Ultimate Bar Graph. Make offer if you need one. [don@grummanpilots.org](mailto:don@grummanpilots.org)



The flight line on Monday and below, the Welcome Reception.



Almost no where is safe with some of our droppers... : )

**CATS AT PLAY**, continued from back cover,

Sep 25, KLBE, Latrobe, PA, Sunday Brunch @ Denunzio's on the field, Bob Reed, [bob.reed1@comcast.net](mailto:bob.reed1@comcast.net)

GOPA 2023, May 1-4, 2023, Palm Springs, KUDD, see info under the Events listing, Anne Marie Raddel

May 25-29, 2023, EDRY, Speyer, Germany, Annual European Fly-in, [info@grumman-traveler.de](mailto:info@grumman-traveler.de).

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## PERIODICAL MAIL

### CATS AT PLAY

**June 25, KPAN, Payson, AZ**, breakfast at the Crosswinds Cafe, 7:30AM  
**July 9, CYEN, Estevan, SK**, 11:00 - 4:00 Fly-in BBQ, Doug Reetz, see website for details, [central@grummanpilots.org](mailto:central@grummanpilots.org)  
**July 9, KSPG, St. Petersburg, FL**, Lunch at 11:30, see website for details, Guy, 727-460-6215, [pastpres@grummanpilots.org](mailto:pastpres@grummanpilots.org)  
**July 10, KIGQ, Lansing, IL**, Meet at the Restaurant for lunch, noon, Robert Hess, 815-222-4100 [greatlakes@grummanpilots.org](mailto:greatlakes@grummanpilots.org)  
**July 16, KJNX, Johnston Regional Airport, NC**, Lunch at the Low and Slow Smokehouse, 11:00, [se@grummanpilots.org](mailto:se@grummanpilots.org)  
**July 16, KLNS, Lancaster, PA**, Fly-In Lunch, 11:00, Bob Reed RSVP [bob.reed1@comcast.net](mailto:bob.reed1@comcast.net)  
**July 16, KPCW, Port Clinton, OH**, Bob Hess, [greatlakes@grummanpilots.org](mailto:greatlakes@grummanpilots.org)  
**July 17, KMOV Martha's Vineyard**, see our website for details, Dennis, [ne@grummanpilots.org](mailto:ne@grummanpilots.org)  
**July 23, KAUN, Auburn, CA**, Meet at Wings Restaurant at noon for Lunch, Stew, [sec@grummanpilots.org](mailto:sec@grummanpilots.org)  
**Aug 6, CYQW, North Battleford, SK**, 11:30 - 3:00, fly-in BBQ lunch. Sharon, [pastpres@grummanpilots.org](mailto:pastpres@grummanpilots.org)  
**Aug 20, KLZU Gwinnett County Airport Briscoe Field GA**, Lunch at The Flying Machine, 11:00, [se@grummanpilots.org](mailto:se@grummanpilots.org)  
**Aug 19-22, EDKB, Bonn-Hangelar, Germany**, Grumman and Friends, <https://www.grumman-traveler.de/>  
**Aug 27, KSAC, Sacramento, CA**, Meet at noon for lunch at Aviators Restaurant, Stew, [sec@grummanpilots.org](mailto:sec@grummanpilots.org)  
**Aug 27, KFCI Richman Executive VA**, Fly-In Lunch, 11:30, Bob Reed, [bob.reed1@comcast.net](mailto:bob.reed1@comcast.net)  
**Sep 10-11, EDRT, Trier, Germany**, Annual European Fly-in, Yogi Beck +49-178-2634500, [europe@grummanpilots.org](mailto:europe@grummanpilots.org)  
**Sep 24, SC00 Woodruff, SC**, 14th Annual Triple Tree Fly-in, important to see GOPA website for details, [se@grummanpilots.org](mailto:se@grummanpilots.org)  
**Sep 24, (WLW), Willows, CA**, Meet for lunch at noon at Nancy's Restaurant, Stew, [sec@grummanpilots.org](mailto:sec@grummanpilots.org)  
**Sep 24, KCNU, Chanute, KS**, Arrive in the morning, see website for details, Steven Jones [sajhvac@yahoo.com](mailto:sajhvac@yahoo.com)  
*continued on page 20*

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

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