

The AOPA Air Safety Foundation is pleased to recognize recent graduates of the Flight Instructor Refresher Course

Atlanta FIR 4/78

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Allender, Ted, Vero Beach, FL
Arnold, J.L., Woodstock, GA
Bahner, Carl, Montgomery, AL
Baker, Charles F., Milledgeville, GA
Barland, Edwin S., Marietta, GA
Battle, Dorsey, Enterprise, AL
Bell, Odie G., Enterprise, AL
Bell, Omer, Crestview, FL
Blackwell, Clyde, Memphis, TN
Blanq, Steve, Clemson, SC
Blanton, Philip T., Atlanta, GA
Blaylock, Charles F., Howell, MI
Boyd, G.G., Columbus, MS
Brannan, Robert E., Stockbridge, GA
Brinson, Jack, Savannah, GA
Campbell, Dal C., Ocean Springs, MS
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Coile, Bennett E., Morrow, GA
Cole, Harold L., College Park, GA
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Cooper, Russ, Stuart, FL
Cowell, Samuel, Huntsville, AL
Crosby, Charles L., Memphis, TN
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DeLong, Thomas, Huntsville, AL
DeRoia, Dale D., Savannah, GA
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Doeman, Raphael G., Tucker, GA
Dore, Robert, Rutland, VT
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Edwards, James, Birmingham, AL
Ethier, Alex, Chamblee, GA
Farrington, J.C., Danville, GA
Fischer, Milan J., Columbus, OH
Foley, Martin, Huntsville, AL
Gammon, Terry, Nashville, TN
Gano, H.D., Pensacola, FL
Gertson, Franklin, Albany, GA
Gibson, George L., Montezuma, GA
Giles, James, Moultrie, GA
Glenn, Lawrence E., Dothan, AL
Goodman, Howard, Jeddah, SA
Grant, Spencer H., Stockbridge, GA
Gray, David Z., Hastings, FL
Griffiths, D.C., Decatur, GA
Gunter, Robert, Enka, NC
Gunther, Leo, Marietta, GA
Hardman, James G., Moultrie, GA
Harms, Roger, Pooler, GA
Harris, Carl, Tuscaloosa, AL
Hart, Roy J., Marietta, GA
Head, Alfred, Marietta, GA
Herring, Nancy, Charleston, SC
Holladay, J.S., Augusta, GA
Hoppmann, Fred W., Robins AFB, GA
Huggins, Eugene, Marietta, GA
James, Charles R., Cola, SC
Jennings, H.T., Stone Mountain, GA
Johnson, William M., Marietta, GA
Jones, Donald, Bessemer, AL
Keahey, Leo T., Hampton, GA
Keeton, James H., Lithia Springs, GA
Key, Gary E., Parrish, AL
Kinney, Richard J., Ft. Pierce, FL
Klingenbeck, R.F., Enterprise, AL
Knight, Wade, Martinez, GA
Lackey, James, Bay Minette, AL
Ladd, Frank C., Bloomingdale, GA
Lanford, Wayman, Greenwood, SC
Lange, Henry B., Bakersville, NC
Lawrence, John W., Prattville, AL
Lay, Donna, Birmingham, AL
Lea, Frank A., St. Simons Island, GA
Lines, Doug, Vero Beach, FL
Littell, Lester, Chattanooga, TN
Loucks, D.C., Riverdale, GA
Lowery, William D., Albany, GA
Luck, E.J., Norcross, GA
Manning, Gail W., St. Simons Island, GA
McBride, Ralph C., Marietta, GA
McDonald, Harry, Boone, NC
McLain, Carlton R., Mooresville, NC
McLaughlin, James T., Homesville, GA

Manis, Joe, Maxton, NC
Manning, John W., Hampton, GA
Morgan, Bob, Panama City, FL
Morrison, Robert J., Summerville, SC
Nastawa, Richard C., Jonesboro, GA
Nickerson, Chuck, Stone Mountain, GA
Oden, Robert L., Riverdale, GA
Openshaw, Carl, Union, MS
Osborn, Allan C., Montgomery, AL
Overson, Claude L., Cantonment, FL
Parker, Terry A., Montgomery, AL
Parr, William J., Stone Mountain, GA
Patterson, Larry R., Dalton, GA
Phillips, Patricia R., Athens, GA
Quirk, Ronald E., Atlanta, GA
Ricks, Clarence T., Douglasville, GA
Robertson, Donald R., Savannah, GA
Rogers, Star Lee, Atlanta, GA
Rupp, Clarence J., Marietta, GA
Rutland, Jerry, Ft. Benning, GA
Ryan, Thomas, Milwaukee, WI
Scott, Roger, Dunwoody, GA
Sennett, John M., Tonawanda, NY
Shaw, Bernard, Lithonia, GA
Sheddan, James T., Aiken, SC
Shehee, Jimmy, Geneva, AL
Shook, W.E., Riverdale, GA
Sikes, Fred, Birmingham, AL
Sientz, H.A., Macon, GA
Smith, Kenneth B., Montgomery, AL
Smithson, Walter A., Nashville, TN
Sowell, J. Don, Panama City, FL
Stafford, Maurice, Staten Island, NY
Stixrud, Thomas P., Avondale Estate, GA
Stone, G.A., Atlanta, GA
Stratton, Neil, Magnolia, OH
Taylor, Frank M., Auburn, GA
Thomas, Ray, Charleston, SC
Thomason, Perry, Americus, GA
Thomasson, W.I., Andalusia, AL
Thomson, Arthur B., Sylvania, GA
Thurmond, G.E., Stone Mountain, GA
Vaughan, James W., Atlanta, GA
Waddell, Charles D., Milledgeville, GA
Ward, Patrick, Nicholson, GA
Warnock, Charles, Smyrna, GA
Watson, William H., Waynesboro, GA
Watts, William, Marietta, GA
Weir, Charles D., Douglas, GA
Wheeler, Ralph F., Smyrna, GA
Whitton, F.E., Atlanta, GA
Wicker, Rush R., Enterprise, AL
Williams, Billy Clyde, Talladega, AL
Williams, Charles D., Ormond Beach, FL
Young, Robert C., Bessemer, AL
Zito, Jeffrey R., Atlanta, GA

Cincinnati FIR 4/78

Bailey, Gordon J., Warren, OH
Beljan, John R., Dayton, OH
Belknap, Charles E., Ft. Wayne, IN
Bloom, Melvin M., Rome, OH
Bryson, Ralph W., Lancaster, OH
Calvary, Francis, Battle Creek, MI
Carraway, Joe, Selma, IN
Carolus, David T., Dayton, OH
Chesano, Daniel, Battle Creek, MI
Christensen, Kenneth, Ottsville, PA
Cosart, Robert J., Lima, OH
Cummins, Ralph, Trotwood, OH
Curry, Robert P., Fairburn, OH
Davis, John C., Crestwood, IL
Denhardt, J.C., Newark, OH
Densmore, Dale C., Parma, MI
Dewberry, Otis Lee, Hopewell, VA
Doehler, Walter F., Vandalia, OH
Dover, Robert L., Mentor, OH
Emmerick, Daniel, Newport, KY
Fairbanks, Don, Cincinnati, OH
Fairbanks, Pat, Cincinnati, OH
Fee, Charlene, Painesville, OH
Fleischmann, William, Lake Forest, IL
Gallagher, James, E. Meadow, NY
Gay, Joe, Fairborn, OH
Giantsos, Nicholas, Toledo, OH

Greenbaum, Gary, Chicago, IL
Guffy, Patrick, Miamisburg, OH
Hall, Roy, Battle Creek, MI
Harrison, James R., W. Carrollton, OH
Hembrough, Mike, Fairborn, OH
Hilker, Carl F., Mason, OH
Hogan, Clifford, Hamilton, OH
Ihle, Eber J., Middletown, OH
Ingersoll, Charles, Amherst, OH
Johnson, William I., Mt. Lebanon, PA
Jones, Ronald R., Huntington, WV
Keeney, Andrew, E. Lansing, MI
Koning, A.W., Fairborn, OH
Lancaster, Thomas, Lexington, KY
Lane, John M., Lebanon, OH
Langoni, Donald, E. Lansing, MI
Lee, Dennis R., Dayton, OH
Lupinski, Brian, Dayton, OH
Marino, Frank J., Warren, OH
Martin, James R., Delaware, OH
Maulding, Robert L., Dayton, OH
Mayo, Dale, Ottsville, PA
Mensching, James J., Akron, OH
Messenger, Ashley, Brewster, OH
Miles, William A., Lexington, KY
Minor, Elmer P., Campbellsville, KY
Mitchell, Morris, Cuyahoga Falls, OH
Pantoja, Santos, Sumter, SC
Panzarella, Philip, Fairborn, OH
Petersen, Roger, Newport, KY
Pircher, Othmar E., Frankfort, KY
Riemer, William B., Janesville, WI
Riewler, Mark, Cincinnati, OH
Rowland, William O., Athens, OH
Rusinko, George M., Avon Lake, OH
Sachs, Robert E., Dayton, OH
Schwab, H.J., Dayton, OH
Shreder, Robert, Fairborn, OH
Shroder, Richard, Lebanon, OH
Sims, Bobbie, Gary, IN
Smith, Mary Jayne, Vienna, OH
Smith, Sherman A., Jackson, MI
Spalding, Robert M., Cincinnati, OH
Steinke, Mark R., Tipp City, OH
Sturgill, Ralph, Fairfield, OH
Sutherland, Leon C., Cincinnati, OH
Tillar, Gerald, Cincinnati, OH
Truax, Stephen P., Williston, VT
Varner, Walker S., Knoxville, TN
Wallace, Kenneth R., Vienna, OH
Watson, Paul H., Zionsville, IN
Whitfield, David J., Aurora, OH
Woodmansee, John W., Washington CH, OH
Wright, Verle Ivan, New York, NY
Young, Jacques E., Xenia, OH

Indianapolis FIR 4/78

Allen, Joseph W., Lafayette, IN
Almonrode, Joseph J., Saratoga, IN
Antoon, David, Satellite Beach, FL
Baldwin, Thomas B., Lansing, IL
Bartheck, Donald, West Bend, WI
Barton, Jay A., Kokomo, IN
Bishop, Richard A., Greenwood, IN
Bosse, Fred, Myrtle Beach AFB, SC
Braden, Wayne H., Allegan, MI
Brode, Roger M., Schaumburg, IL
Clark, Ray, Washington, IN
Cline, Lawrence A., St. Charles, IL
Cordell, Carl D., Hagerstown, IN
Crouse, Joy, Pendleton, IN
Cuencu, R.M., Columbus, IN
Deardorff, Ross, Indianapolis, IN
Delp, Charles B., Crawfordsville, IN
Dick, L.B., Ft. Wayne, IN
Dickmeyer, Dolph, Ft. Wayne, IN
Donat, Walter E., Rome City, IN
Dorstewitz, Donald, Delton, MI
Duncan, Steven A., Dayton, OH
Erickson, Wallace, Lomstonk Park, MI
Euler, Robert, North Vernon, IN
Fisher, Ralph E., Lebanon, IN
Fuller, Estan, Brownsburg, IN
Fults, Ron, Flint, MI
Galloway, Hugh C., Terre Haute, IN
Gambold, John, Coatesville, IN

Garriott, John W., Westfield, IN
Gengler, John P., Beaver Dam, WI
Good, Richard R., Kewanna, IN
Govus, Steven, Monon, IN
Griffin, Jerry J., Clinton, IN
Hames, Herbert F., Livonia, MI
Hankins, Paul T., Newaygo, MI
Hardy, Spencer J., Howell, MI
Harkey, Robert M., Indianapolis, IN
Harger, Richard N., Kalamazoo, MI
Hasenleder, Edward D., Saginaw, MI
Holleman, Charles F., W. Lafayette, IN
Hutchins, Dennis R., Kalamazoo, MI
Haupt, Phyllis, Indianapolis, IN
Jackman, Clarence E., Monon, IN
Jackson, George, Carlisle, IN
Jackson, James D., Indianapolis, IN
Johnson, Mathew B., Indianapolis, IN
Kegley, Alfred P., Kokomo, IN
Keller, Gerald C., Kokomo, IN
King, William D., Huntingburg, IN
Kiser, Harold R., Peru, IN
Knight, Robert L., Peoria, IL
Knopf, Roger, Muskegon, MI
Kohlmeier, Robert L., Carbondale, IL
Kruckeberg, Dennis W., Greenwood, IN
Lambarth, Paul, Saline, MI
Lambert, W.C., Westfield, IN
Lerchen, Leroy, Park Forest, IL
Lucas, Earl Y., Mundelein, IL
McCallister, James A., W. Lafayette, IN
McKee, Murray, Greenwood, FL
McLean, Donald, Mt. Vernon, IL
McNay, Eugene H., Indianapolis, IN
Mancini, John, Indianapolis, IN
Martino, Mike, Monticello, IN
Maxim, Walter, Bolingbrook, IL
Mercer, David C., Warsaw, IN
Miller, Gregory L., Sullivan, IN
Morgan, John P., Birmingham, MI
Morgan, Mike, Indianapolis, IN
Morrison, George E., Ottawa, IL
Mosier, Phillip D., Marion, IN
Mowers, Brian, Kalamazoo, MI
Mullen, John R., Rockford, IL
Nelson, Larry L., Fairmont, IN
Niswander, William, Battle Creek, MI
Orbaugh, Donald G., Elwood, IN
Peltier, Donald F., Mt. Pleasant, MI
Pollock, Robert W., Delavan, IL
Quisenberry, Carter E., Olney, IL
Rautenberg, Edmund E., Speedway, IN
Riley, Donald E., Chicago, IL
Robison, Lester, Peru, IN
Rodriguez, Donovan P., Benzonia, MI
Rolfe, Charles D., Camby, IN
Root, Dan, Bristol, IN
Ross, Noel J., Indianapolis, IN
Rounkle, James A., Schaumburg, IL
Rummel, Homer E., Rushville, IN
Schaap, Daniel O., Grand Rapids, MI
Schaner, Richard W., Whitmore Lake, MI
Schnepf, Carl, Indianapolis, IN
Schneidewind, Jack, New Holstein, WI
Sieb, Charles W., New Paris, OH
Shure, Steven W., Indianapolis, IN
Sloan, Gerald J., Alpena, MI
Snyder, William, Indianapolis, IN
Spanninga, Phillip E., Jenison, MI
Steinbuch, Darrell A., Indianapolis, IN
Stiles, Leo A., Pekin, IL
Storch, Charles, Kokomo, IN
Stubleete, Gary, Columbus, IN
Sullivan, Russ D., Riverdale, MI
Sutton, Cruthers, Lafayette, IN
Taylor, Roy E., N. Manchester, IN
Templeton, Charles M., Brownsburg, IN
Thibault, Leo, Tinley Park, IL
Troy, Richard, Greenfield, IN
Tyner, Thomas S., Indianapolis, IN
Uridel, L. G., Union Mills, IN
Weiss, James R., Cleveland, OH
Williams, Dave E., Indianapolis, IN
Wilson, Bobby, Akron, OH
Wognum, John, Matteson, IL
Woodstatter, Robert S., Terre Haute, IN
Woodward, Gail A., Bellaire, MI

Tigers on the Trail

Ferry flight points up good cross-country capabilities of light, four-seater

by DON DOWNIE / AOPA 188441

■ ■ The more you fly the Grumman American Tiger, the better you like it. After some 30 hours chasing two Tigers by the tail in a two-week period, I found that the sleek, feisty four-placer does sneak up on you. The cockpit grows, the castoring nose wheel becomes a way of life, the plushy interior appointments become accepted, and the comfortable 150- to 170-mph cruise is a luxury to be enjoyed.

It's a long trip from Savannah to San Francisco by any vehicle but with the Grumman American Tiger it's a stimulating way to cross these great United States.

The weather was deceptively clear when I signed the simple paper work at Grumman's new, spic-and-span Air Center in Savannah. A tour of the busy factory assured us that the four-place 150-hp Cheetahs and 180-hp Tigers are tumbling off the assembly line at a brisk rate. Our airplane, N28558, carried serial number 681 near the end of a 12-month production cycle with a 50-50 division between Cheetahs and Tigers.

Grumman American has keyed its approach to "At last, the simple airplane!" Thus, there really isn't too much pre-flight on the Tiger. A hinged engine cowling opens the dependable 180-hp Lycoming carbureted engine for easy access, and proved a large plus when we ran a battery down a few days later and needed a jump.

Checking the four fuel sumps required a special fuel sampler cup with a welding-rod-sized probe to be inserted into each beneath-the-wing quick drain, a posture not appropriate for a new suit. The airplane has now been improved with extended probes to ease this under-wing chore.

Following the simple-airplane theme, you'll find the baggage compartment door has a simple rotating door latch with no redundancy. The back seats fold forward to make a station-wagon back for outsized baggage or freight.

Climb aboard and there's a snug, comfortable, well-appointed cockpit. Again, simplicity is retained, particularly in the basic airplane, which is priced at \$30,940. To give the potential customer for N28558 a choice of his own options, our ship carried only one Narco Nav/Com 11 and no transponder. However, our personal procedure with a brand-new airplane delivery (and this makes new aircraft #50 since World War II) is to go VFR daylight only.

The manual indicates that the big 180-hp Lycoming is designed to start on the left mag only, because of an impulse starting system that fires the magneto at 20 degrees before top dead center during the starting cycle. Lycoming advises that starts on both mags can result in backfiring and possible starter damage. (A simple preventive arrangement is used by many homebuilders with similar engines. They wire the mag switches from L to R to "both" and then to "start." In the start position, only the left mag is connected.)

Super cockpit visibility has always been part of the basic Grumman American single-engine layout, and the Tiger is no exception. In fact, until you've spent a few hours at the controls, you can get the feeling that you're sitting "on" the airplane rather than in it. There are no blind spots during taxiing unless somebody is directly behind you.

The castoring nose gear takes some little time to achieve a working familiarity. Our check pilot's suggestion to "treat it just like a tailwheel in reverse" made good sense, and we reveled in the ease of parking so satisfactory in the older taildraggers. Brakes are required to turn at speeds up to at least 15 mph where the rudder begins to have some effect.

There was no effort for a maximum performance take-off from the factory since the Tiger and I had some familiarization to accomplish. Even with slow application of the throttle, acceleration was rapid and you knew that the big engine in the 2,400-pound gross weight airplane could produce good takeoff performance. Takeoff roll at gross weight is listed at 865 feet with a modest rate of climb of 850 fpm.

Cruise performance in this breed of aircraft is built into a design with just enough wing area to get the job done. Any more than enough wing area to allow a good climb will slow you down in cruise. Thus the 31½-foot wing with 140 square feet of area figures out at a loading of 17.15 pounds per square foot and is comparable with other high-performance aircraft.

Even on your first takeoff, you are almost inundated by the "private fighter" sales theme of the Grumman American line. Here is an airplane that is agile, has superb visibility, and is truly fun to fly. We circled Savannah's Municipal Airport and headed northwest VFR toward Atlanta, with a weather update planned en route at Augusta.

After 45 minutes of flying into deteriorating weather, it seemed the better part of valor to land and talk nose-to-nose with a NOAA weather briefer. Then we detoured southwest around a lingering front heading for Birmingham and called it quits for the night at Auburn, Ala.

A cold snap put Alabama temperatures down to the mid-20s, so we had the exercise of rubbing frost off airframe and windshield at dawn. Fortunately, an early-rising mechanic showed up with a can of alcohol and a rag so that the chilly wing-surface preflight was expedited.

The Tiger leaped into the cold air and we rolled out along the main highway toward Memphis. Scattered snow squalls dotted the route and, to make things a bit more interesting, the VOR receiver decided to roll over and play dead approaching busy Memphis International Airport.

However, the communications half of the unit stayed with us, so we called Memphis Approach for vectors to the

Grumman American Tiger is designed as simple four-seater, cruises 139 knots (160 mph) with its 180-hp engine. Photos by the author.



quiet West Memphis Airport. Resignedly, Approach worked our primary target with vectors across the Mississippi River and a good nose bearing as the International field went below minimums with snow and fog.

We found no radio shop at West Memphis but were directed back across the river to the neat, close-to-town Unicom of Dewitt Spain Airport where Tommy Bondurant's avionics staff traced down an intermittent solid-state gizmo. The VOR performed flawlessly for the remainder of the trip.

We were off the ground at Memphis shortly after 1 p.m., made a brief fuel stop in Springfield, Mo., and were in Des Moines (target for the night) before 6 p.m., despite headwinds and a cruise below 3,500 feet agl. That Tiger really gobbles up the ground.

Since Lycoming recommends break-in at a high 75% power, fuel consumption figures would be unrealistic, particularly with the rich mixture settings used at the lower altitudes required to stay out of the brisk headwinds we faced; i.e., 60 knots from 280 degrees at 12,000 feet. Under these conditions, you follow freeways, read the signs on water towers, count cows, and admire the heritage of the Western Plains in the rubble of ranch houses and isolated clusters of austere buildings that are a warm, loved home to someone. This is a view of America you'll never see and feel from the higher altitudes.

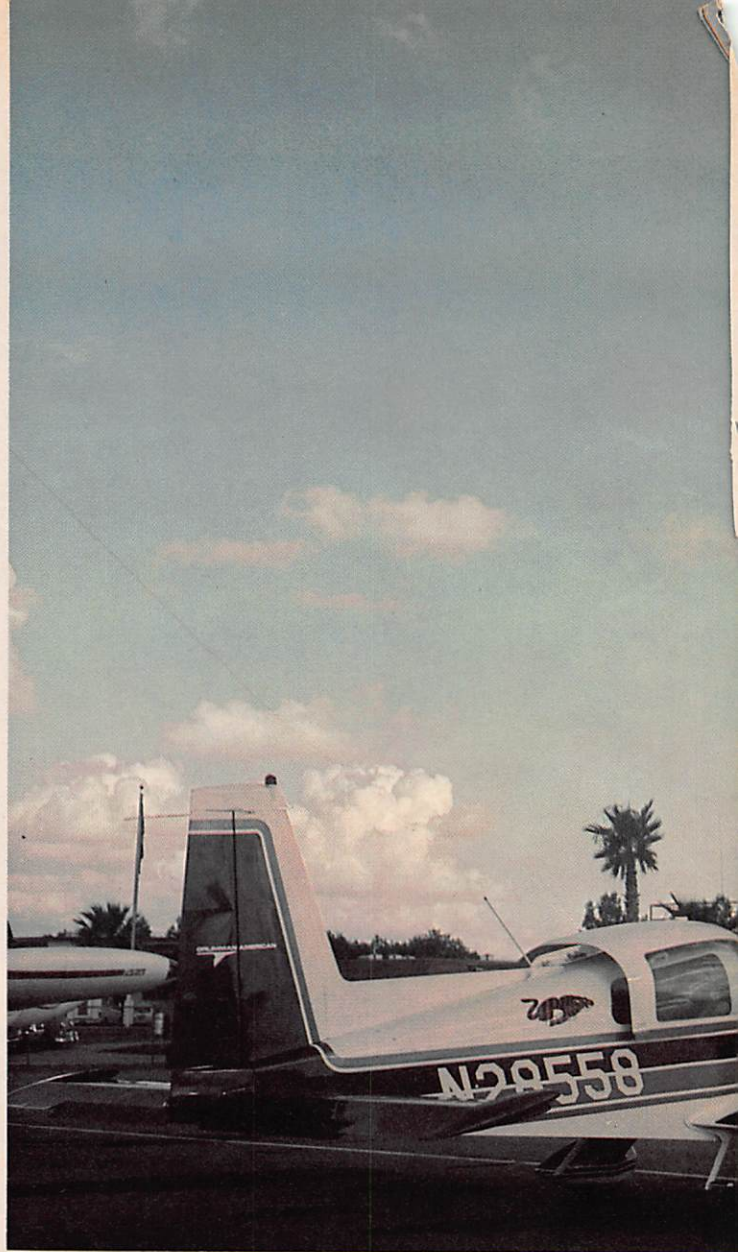
We picked up a passenger at Des Moines and headed for Garden City, with its good restaurants, FSS, and NOAA facilities, and on to Pueblo before bad weather took over. We half-heartedly scheduled for Gunnison, Colo., in the middle of the Rockies, but Denver Flight Watch easily talked us out of that destination with a forecast of heavy snow within three hours. Watching the local TV weather-cast from a motel later, we found that they had been 110% correct.

The next day it was all of an hour and 20 minutes south to Las Vegas, N.M. That was the same day that Albuquerque's Sun Port was closed to air carrier traffic for six straight hours. TV coverage of this unusual weather phenomenon only confirmed the conclusion made by almost a dozen weather-bound members of the "flying cowards' club" that Las Vegas, N.M., was a fine place to spend another night.

The next morning, after again cleaning off the frost, two of us plus full tanks and ample baggage took off from the 6,866-foot-high airport at perhaps 250 pounds under full gross weight. Takeoff from brake release to liftoff in 40°F weather was 30 seconds followed by 7 minutes to climb to 10,500 feet at the recommended 90-mph conservative cruise-climb, full throttle, and leaned to a guesstimate of the proper mixture (an EGT gauge would have helped). There, at 32°F, 2,500 rpm, and full throttle on the fixed-pitch prop, we were indicating 115 knots, which converts to a true of 159 mph.

The popular 122.0 MHz Flight Watch took our PIREP north of Albuquerque, gave us weather en route to our filed destination of Winslow, and then relayed that Farmington had just "gone under." Flagstaff had 200 feet and a half-mile with light snow and fog. Then the specialist painted a glowing "severe-clear" picture south of course through Truth or Consequences, Deming, Tucson, and on into the hazy Los Angeles basin.

We received the word loud and clear, particularly after eyeballing the unfriendly skies over Grants, N.M.; we turned south and refiled into Deming with an eventual



Sliding canopy, large window area allow good ground cooling, "super" in-flight visibility. Castoring nosewheel aids maneuverability on the ground.



Flight instruments and one navcom radio typify basic ferry panel, which leaves the choice of avionics options open for eventual customer.



fuel stop at Silver City, N.M. Leaning properly at altitudes of 8,500 feet and 10,500 feet, we used 23 gallons of fuel in 2 hours and 22 minutes, for a very respectable average of 9.3 gph. Our indicated air speed was 110 to 115 knots at 2,500 rpm with full throttle and an outside air temperature of 32°F; true airspeed ranged between 152 and 165 knots. The cabin heater worked fine and the cockpit was strictly a shirtsleeve environment.

While refueling in Silver City, we hovered around the coffee pot and met Robert N. Johnson, President of Coronado Skyways, Inc., of Albuquerque. He asked if we were flying the Tiger and then commented that he operated four of them in flight schools in Albuquerque and Roswell, N.M. Johnson volunteered that he liked the high-powered Tiger for high-altitude training because "I can get an honest hundred-hour inspection in not more than 7 hours on the ground." He also commented that the honeycomb cabin structure was quite crashworthy; it seems that one of his renters made a series of mistakes and hit the ground with considerable vigor, but without injury.

From Silver City to Tucson for an overdue lunch was right down Interstate Highway 10. Frankly, Tucson Approach was not enthralled with a nontransponder visitor for their main airline terminal; but they suffered through it with only a couple of vectors to identify.

The Tiger's in-flight visibility is no greater loved than when heading into a smoggy sunset in the Los Angeles basin. If this had not been our home territory, the better part of valor would have been a stop at Palm Springs. However, once we heard Chino Tower giving routine landing instructions to 150s for touch-and-go's, we decided to continue on to the Long Beach headquarters of Performance Aircraft, owner of our airplane.

When we had landed, company President Joe Geiger confirmed that he'd just as soon have the airplane go north to Hayward, their base just south of Oakland—that meant another three hours with the Tiger. When you're flying in your own state, programmed for two-miles-a-minute in an older taildragger, the near 170-mph cruise of the Tiger made the Golden State shrink by one-third. Flight plan at a little under three miles per minute and you'll hit your ETAs within fractions.

After unfolding from N28558, one of Performance Aircraft's pilots asked casually, "Where did you bring it in from—Long Beach?" "No, the factory in Georgia," was the reply, and it was just a matter of course. Then came a chance to head back toward Southern California with yet another Tiger, N28563. The price was right and the elapsed time certainly beat our scheduled Boeing 737 commuter flight.

We also had the opportunity to try the Tiger for size at Santa Paula's 2,800-foot airport and shoot some much-needed air-to-air photos. The airplane proved excellent for the chore, and it easily tucked in close to the camera plane; here's a spot where both maneuverability and visibility are a must.

Looking back on almost a full week of living with a Tiger, you see an agile cat with plenty of power. The Tiger is a simple airplane to fly, yet has the performance to belie this simplicity. Interior appointments are both functional and completely comfortable, even if you happen to be six feet two. The interior emphasis is on quiet class. The castoring nose wheel, while not a favorite at the start of this ferry flight, became a delightful part of the Tiger's maneuverability on the ground.

As Grumman American chooses to merchandise it, the Tiger is truly a "private fighter"—and at the same time "the simple airplane." □



Four fuel sump drains on the Tiger are checked with a special fuel sampler cup.



Mercedes-Benz unveils a new kind of performance automobile: the 300SD Turbodiesel Sedan

Its turbocharged engine boosts power and torque and transforms Diesel performance, yet fuel appetite is actually cut. And this advance is matched by the car itself—the most capable, most sumptuous Diesel in Mercedes-Benz history.

The 300SD Turbodiesel Sedan: the boldest forward stride since Mercedes-Benz built the world's first production Diesel automobile 42 years ago.

Moving with the smooth ease and eager response you might expect only from a gasoline engine, the new Mercedes-Benz 300SD Turbodiesel Sedan responds vividly to your throttle foot even at low speeds...even in highway passing...even on long uphill climbs.

Meanwhile, the Turbodiesel retains that workhorse efficiency you can only expect from a Diesel—sipping the cheapest automotive fuel sold in America, devoid of spark plugs and carburetors and

points, all but immune to conventional tune-ups.

In a single technical masterstroke, the most desirable traits of a gasoline and a Diesel engine have been blended into one. An advance significant enough to make this not just a new kind of Diesel but a unique new kind of car.

Five supercharged cylinders

That masterstroke is turbocharging of the 300SD's five-cylinder engine.

Named after the turbine princi-

ple it follows, a turbocharger harnesses the engine's own exhaust gases to radically increase the supply of air fed into the cylinders—literally *supercharging* them with air for more volatile combustion.

Turbochargers have appeared on many types of engines, but never until now on the engine of a Diesel automobile. The effect is amazing. Maximum power is boosted by 43 percent, for example, and maximum torque by 46 percent.

And the driving experience