

GRUMMAN AMERICAN ASSEMBLES THE STRONGEST PRIVATE FIGHTER FORCE IN ITS HISTORY.

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Business people, technicians, doctors, teachers and lawyers all continue to join the Grumman American Volunteer Group... to protect America's freedom to fly fast, preserve America's fuel, and protest the high costs of buying, flying, and maintaining airplanes. ★ ★ ★

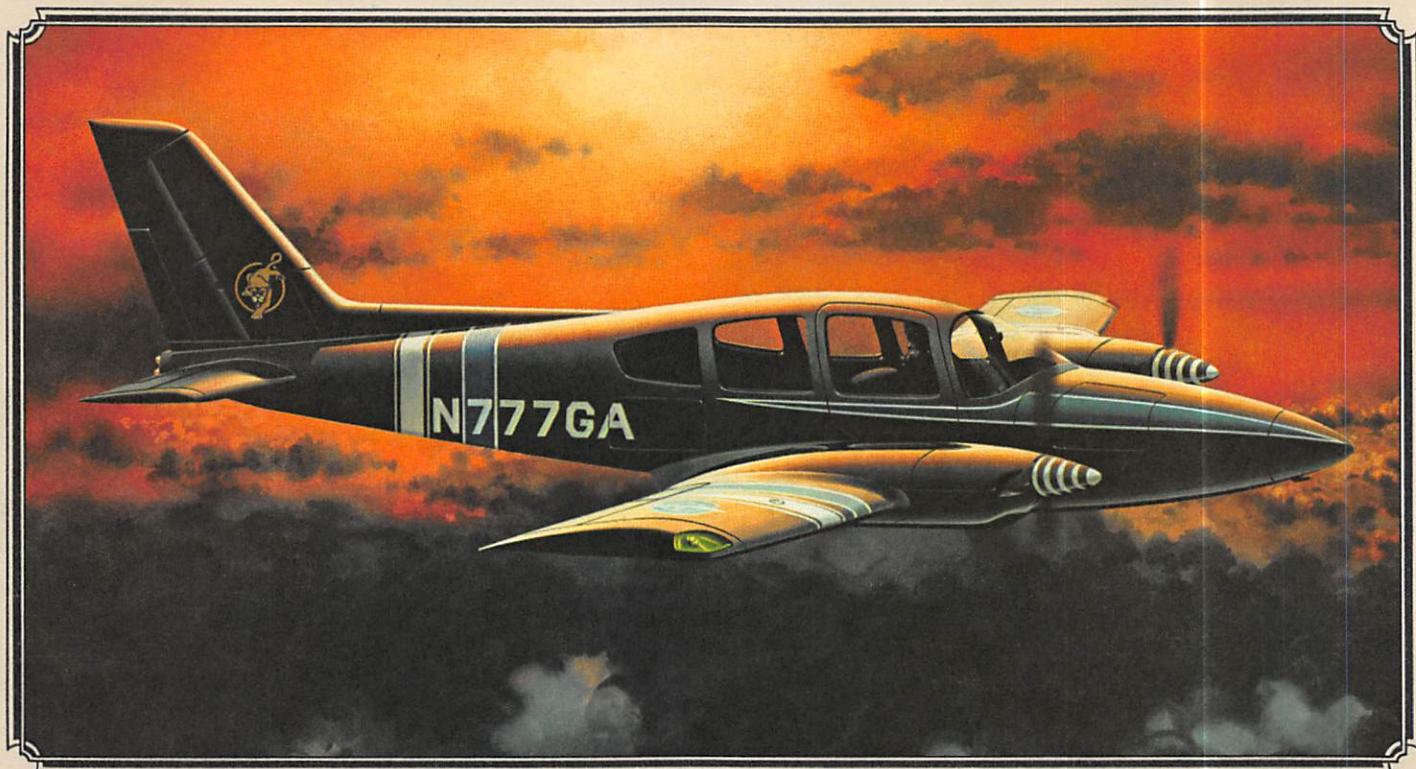
See full story on next page.

WEATHER REPORT: *Sunny and clear.
Grumman American.
At Last. The Simple Airplane.*

SAVANNAH

★★★★★ SAVANNAH,

Grumman American



New Cougar Night Fighter

"AS DIFFERENT FROM OTHER LIGHT TWINS AS NIGHT AND DAY," SAY THE ENGINEERS AND TEST PILOTS.

It was back in '51 that progress like this was last made in twin engine performance, when a flight was made from start to stop on one engine. In between, the state of the art has improved — gradually.

But now from the Grumman wind tunnel comes a twin that moves it a giant step, a giant step not only in performance, but also in performance for the price.

What's so different about the Grumman American Cougar? The single engine pilot can step into this airplane with new comfort and confidence. Example: in his Bonanza or 210 he's used to control

as long as the airplane is above the stall, whereas in other twins he faces new critical control speeds above the stall with one engine out. In the Cougar he doesn't. Chop an engine and he's still got control right down to the stall. Ever heard of that before in a conventional twin?

What's so different? The Cougar delivers speeds that might not seem possible on just two 160 hp engines, burning $\frac{1}{4}$ less fuel than the next largest twin — about the same used by the larger, single engine models. It's a fighter. Compare its speed, horsepower, and operating cost with any other twin. And consider maximum

range of over 1,000 miles.

And then, compare the price. For the Grumman American Cougar gives you the speed and reliability and comfort of a twin at a price some people are paying today for a luxury single. And if that sounds too good to be true, remember that so did our Tiger. And so did our Cheetah. At first.

★ ★ ★



See it, fly it, wait for it. The Night Fighter from Grumman American. It beats the daylights out of the others.

Invasion Force Ready

Four New Simple Airplanes Roll Out of America's Newest Fighter Factory.

NEW TIGER

Still 170 mph with 180 horsepower. Still fixed gear, fixed pitch simplicity. But now that performance is surrounded with a new quiet atmosphere — including a new double thick windshield and a whole new QUIET PLEASE insulation package to seal out a lot of slipping-through-the-air noise. To go with our new ear appeal, we added some nifty new styling interiors to add new eye appeal as well.

★ ★ ★



NEW CHEETAH

What would you change on the Cheetah when it's already Plane of the Year*? Certainly not the 157 mph with 150 hp. So we put on a new QUIET PLEASE insulation package with the double thick windshield to make its cruising comfort something else.

*Named 1976 Plane of the Year by PLANE & PILOT Magazine.

★ ★ ★



NEW LYNX AND T-CAT

Enter the Lynx and AAIC/T-cat, fast and fun two placers very different from the previous Trainer and TR2. A big new stabilizer adds a very solid feeling. The engine is now 115 horsepower. The fuel is now 100 octane (the only trainer designed to take 100 octane). Cruise at 134 mph, climb at 750 fpm, a new cabin-quieting Whisperlip canopy and QUIET PLEASE insulation package, attractive, deluxe interior and exterior styling for both models. They are very neat, quiet, practical, economical little wind whistlers.



What's Behind a Grumman American Fighter like Jim Schultz?



DeKalb, Illinois. Jim Schultz is a businessman who has been flying for twenty-five years. In that time, he's flown sixty or seventy airplanes by his own count. "The best of all of them," he says, "have been Grumman Americans."

Jim Schultz owned a two place Grumman American, and recently traded it for a Tiger. "It's faster at every power setting than you say it is," he recently wrote us. "It climbs faster, uses less fuel, and cruises better. Speed in flying is what it is all about, isn't it?" And lots of Grumman American pilots agree with Schultz when he says "Their airplanes are easiest to park, to manhandle, to hangar, to see out of, to maintain, to enjoy flying in, and they are really beautiful airplanes."



The Simple Airplane Idea

The real beauty behind Grumman American's Private Fighters is the way they're designed and built, following the tried and true engineering principle that 'less is more'. Rivets, for example, are virtually eliminated in favor of space-age bonded construction, which smooths surfaces so they can slip through the air faster. The weight and complications of hydraulic struts, doors, and steering mechanisms on single engine

models are gone. The results are not only less weight and fewer things to fix, but better visibility and comfort with a canopy, and a much more maneuverable airplane on the ground with a castoring nosewheel.

Look into Grumman American's skyrocketing success and you find airplanes that fill the need of many pilots for fast airplanes that are inexpensive to buy and maintain. Look farther and you see planes that are beginning to fill a need for all pilots, for a way to fight the rising costs of fuel, yet still move quickly and reliably on their business rounds.

So behind Grumman American's Private Fighters was a determination to build a different kind of airplane in tune with a new time of flying, and from their success has come a fourth power in a business until very recently dominated by but three manufacturers. In fact, Grumman American is already number three in production of single engine models. * * * * *

The Grumman Corporation

Few people today in or out of flying don't know and respect the name Grumman. Its history from the nineteen thirties on has been one of building machines that fly strong and fast, whether headed for a military mission, to the moon, or on a business trip. And the special abilities of Grumman people are now at work behind Grumman American airplanes. The new Cougar twin, for example, has taken its turn in the Grumman wind tunnels. And the new Grumman American plant in Savannah, where Cougar, Tiger,

Cheetah and Lynx airplanes roll out with the most prestigious of all corporate jets, the Gulfstream II, is a facility carefully designed and put in-



to place in the Grumman tradition. It helps put behind Grumman American airplanes service and parts back-up systems that assure Grumman American dealers and buyers like Jim Schultz the fast reaction time they demand when a need arises. * * *

A NEW WAY TO LEARN TO FLY

Grumman American Flying Centers are growing in number across the country. Using the most up to date texts and techniques in aviation, Grumman American personnel, chosen for their ability to teach as well as fly, are establishing enviable records in the percentage of students who earn their ratings, in basic, and in advanced commercial and instrument courses. * * *



Join the Force



GRUMMAN AMERICAN AVIATION CORPORATION

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