



Grumman Owners & Pilots Association

Building on our proud AYA heritage.
GrummanPilots.org

GOPA AA-1 Series Tips

Flight Operations:

1. Do not allow the flap selector switch to spring back to neutral following flap deployment. It will may overshoot, enter the retract position, and retract the flaps.
2. Also, while braking effectiveness may be increased by raising flaps after touchdown, attention must not be diverted un- necessarily from control of the aircraft during rollout. When runway length permits, leaving the flaps down and holding the nose up during rollout provides significant aerodynamic braking and reduces brake and tire wear.
3. Airspeed control is of utmost importance, especially in the original AA-1 with the “slick” wing. Flying characteristics of these aircraft are substantially different from a Cessna 150/152. If you participate in our Pilot Familiarization Program (strongly recommended), you will see first-hand the problems that can develop on final approach with too little or too much speed. Flying characteristics of these aircraft are substantially different from a Cessna 150 or 152. Proper arrival planning to ensure pattern entry at the right speed is essential. Several hours of instruction from a GRUMMAN PROFICIENT FLIGHT INSTRUCTOR should be considered mandatory.
4. Flaps are of little use except to change pitch attitude and increase drag, and to improve short field landing performance. Slipping the aircraft, however, with or without flaps, has been found to be very effective for losing altitude without increasing airspeed. The use of full flaps on all landings is recommended by the POH except in the most extreme wind conditions. Failure to use full flaps increases the chance of “skagging” the tail on landing.
5. Do not turn base to final with full flaps. If you need flaps, set them as needed on final.
6. The AA-1 wing stalls sooner at a higher speed, and more sharply, and with less warning than the AA-1A/B/C's cuffed wing. Pilots experienced only in the later versions should obtain transition training before flying an AA-1.
7. During landings, it is extremely important to keep the nose wheel off the ground as long as possible and control the lowering of the nose wheel to the runway. Keep the nose wheel off the ground as long as possible. Landing nose wheel first, or even on all three wheels at the same time, is virtually guaranteed to cause a porpoise situation, from which recovery is very difficult. A go-around is the only sure cure for porpoising. Proper airspeed control on final approach is the best way to avoid this situation. Think of it this way, in a Grumman, the only purpose of the nose wheel is to keep the propeller from striking the ground during taxi. It is not intended to absorb landing loads.
8. The stock 108 HP models should not be pulled into the air prematurely or abruptly, as they easily get behind the power curve.