

NORTH AMERICAN  
AIR TRAINING COLLEGE  
SPRINGBANK AIRPORT, SITE 16, BOX 7,  
R.R. 2, CANARY, ALBERTA

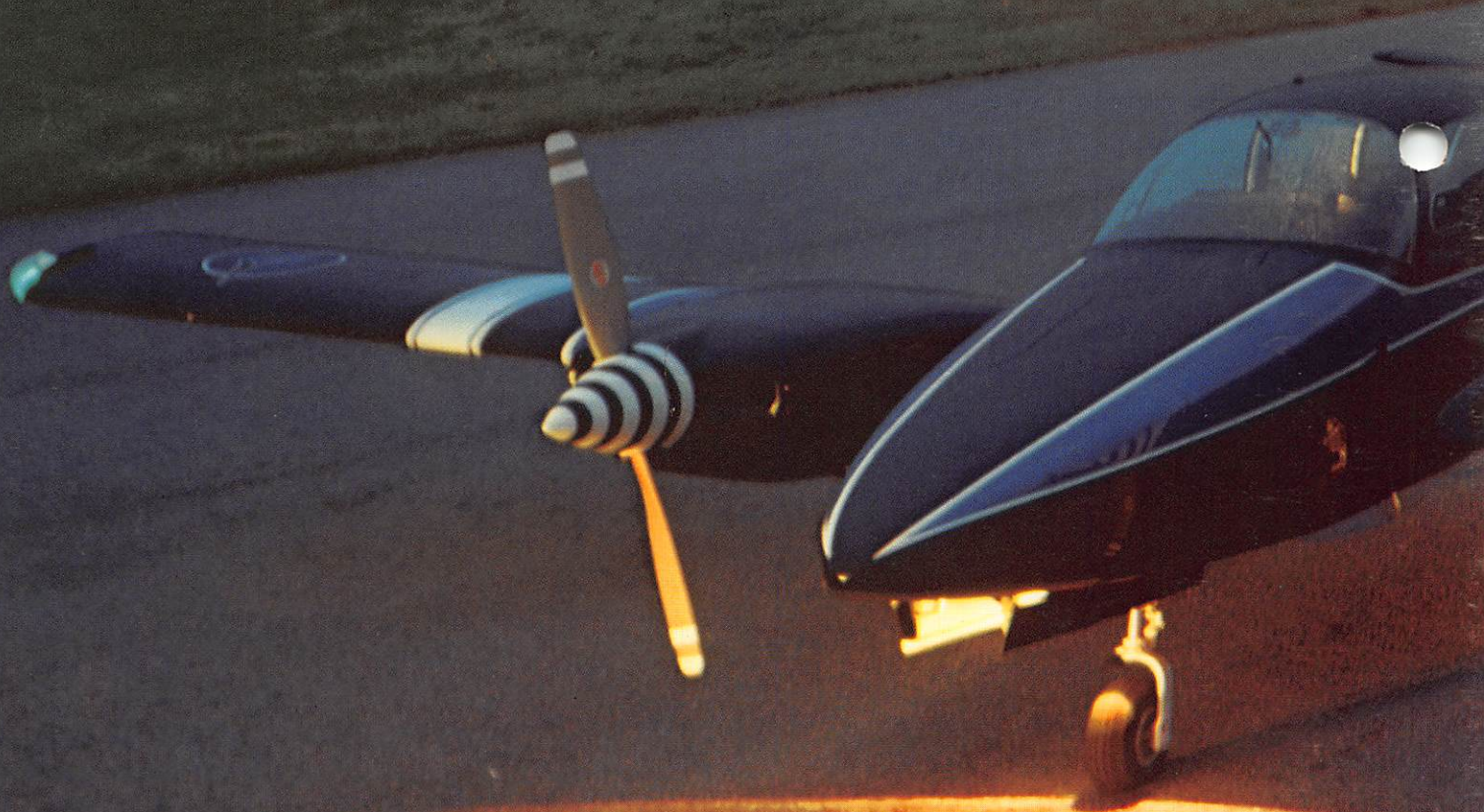
---

GRUMMAN AMERICAN  
**COUGAR**  
THE NIGHT FIGHTER

---

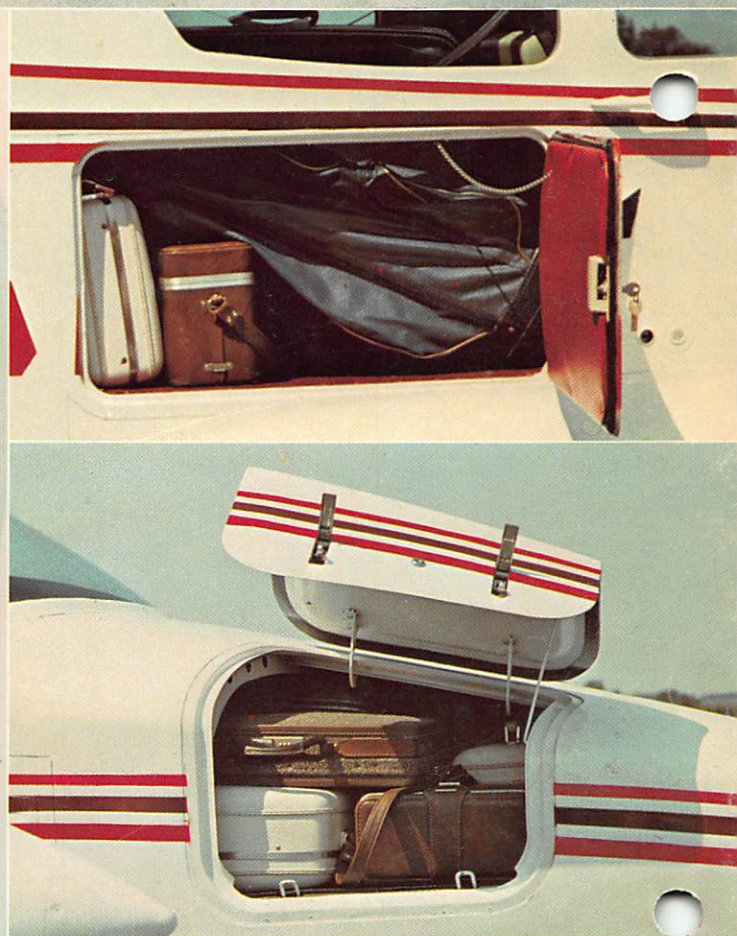
It can shoot down almost any argument  
for a luxury single engine airplane or a  
"pretty efficient" twin.

---





## How we make the Cougar a nice place to do business.



### The seating.

The styling and comfort have always been strong points with Grumman American. Our airplanes love to fly, and we intend to give pilots and passengers some very pleasant surroundings. As you might expect, the Cougar meets those requirements beautifully, also, with an impressive choice of exteriors and interior colors and the fabrics to meet the desires of both the corporate or private owner. Interiors are chosen for their practicality, too, so hard use in training and charter work has been part of the consideration in their choice.

### The space.

One advantage of buying an airplane with a basic concept that's new is that you get luggage space that's been designed to take into account today's way of traveling and carrying clothes, business and sports paraphernalia. Cougar gives you practical space in spades, and it carries *things* as nicely as people. The rear seat backs even fold down flat to turn the Cougar into an aerial station-wagon. Or air ambulance.

And then when the cabin space is loaded to your liking, you can begin loading the handy nose baggage compartment with the remaining things that other airplanes would be leaving behind.





**We told our engineers to expect it to be flown by a professional pilot. We also told them not to count on it.**

One of the most beautiful things about the new Cougar doesn't have anything to do with styling, but with the way the panel and controls all seem to be right where they belong. Grumman and Grumman American have a lot of experience in this area with all kinds of pilots, designing as they do the cockpits for the most sophisticated military fighters, for the most advanced corporate jet, the Gulfstream II, the easy-to-fly-in-a-tough-environment Ag-Cat, and popular single engine airplanes. We believe by now we know what should go where and why, to ease and simplify the job of monitoring instruments and moving switches and controls.

As we see it, two kinds of pilots will be spending lots of time in a plane that flies as fast and well yet costs as little to maintain as our Cougar: the professional and the businessman pilot. With this cockpit, we think both of them will feel just fine when they settle down in the left front seat of the Cougar.



## How we made the Cougar a better airplane to fly.

**We asked our engineers to make it friendly to fly on two engines — and keep it friendly on one.** There's more to the Cougar than a lean and clean design that flies away from the old *add more hamfat, add more horsepower* way of doing things.

The Cougar is different in the way it flies. Grumman American engineers were told to tame this twin in the wind tunnel, to lower critical flight speeds so the single engine pilot could come aboard and feel at home. And so even the professional would enjoy a new built-in safety factor.

Instead of asking new multi-engine pilots to accept a new, minimum control speed *above* the normal stalling speed of the airplane on one engine as other twins require, our engineers have designed in a stability factor that moves single engine controllability right down close to the stall. To the pilot this means as long as the Cougar remains above normal stall speed, it can be controlled on one engine.

Now you know why we say the Cougar is as different from other twins as night and day.





plane is still a major business aircraft decision factor, too.

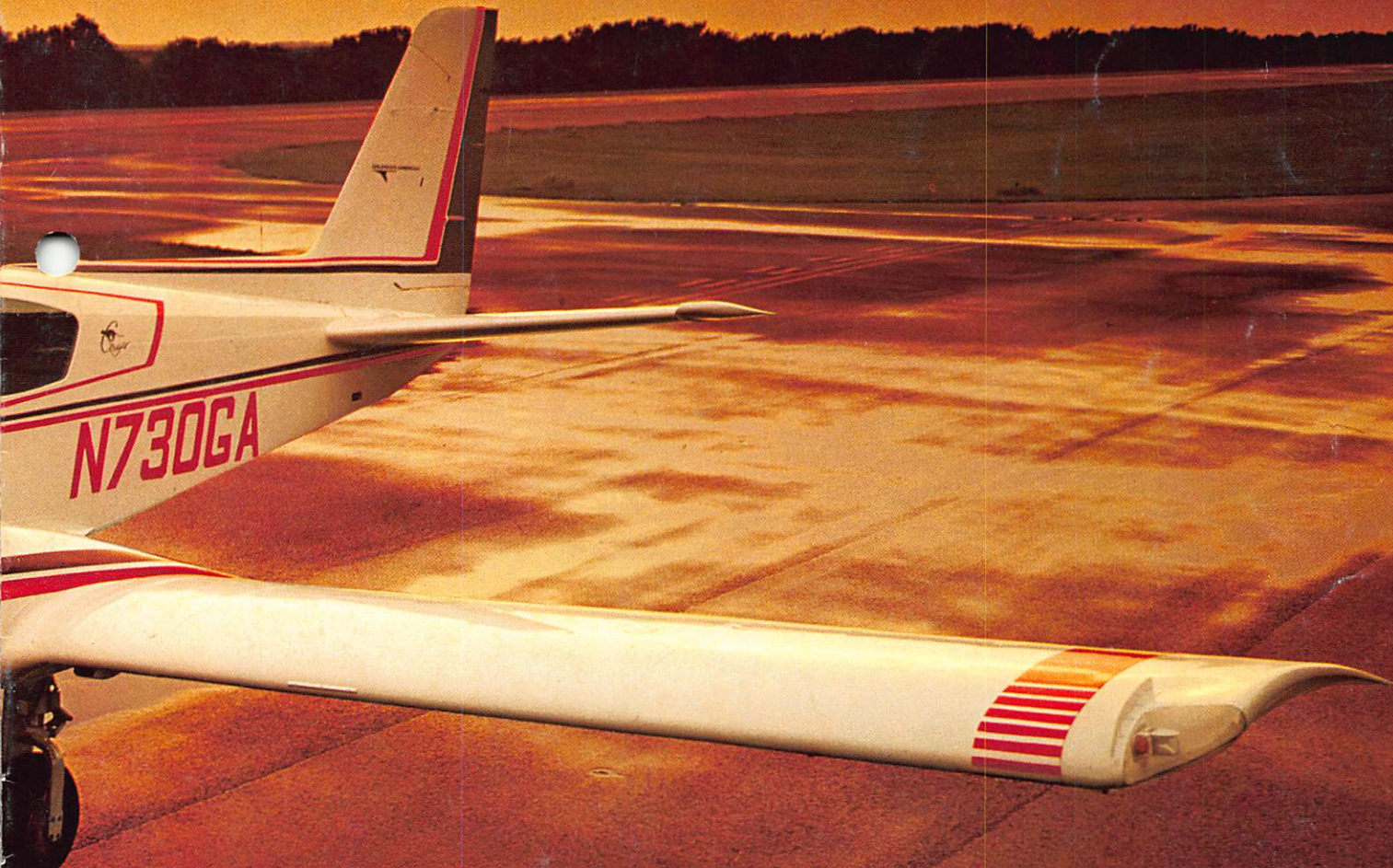
And fast, really fast, because that's why business buys an airplane to begin with.

So you have in the Cougar the business twin that nobody else offers you — Grumman American's incredible efficiency, speed, and reliability at a selling price and maintenance costs almost any business can afford. When Grumman American does it, you know it isn't done with mirrors, but with the kind of imaginative engineering that has catapulted our single engine airplanes into the big 3, made the Ag-Cat the world's most desirable ag plane, and made our Gulfstream II jet the most prestigious corporate plane of them all.

We arrived at the Cougar the same way — with massive sections of the airplane bonded and smooth without the rivets that slow you down, with simple free-fall hydraulic landing gear that does away with the weight and worry of electric drive motors and much, much more.

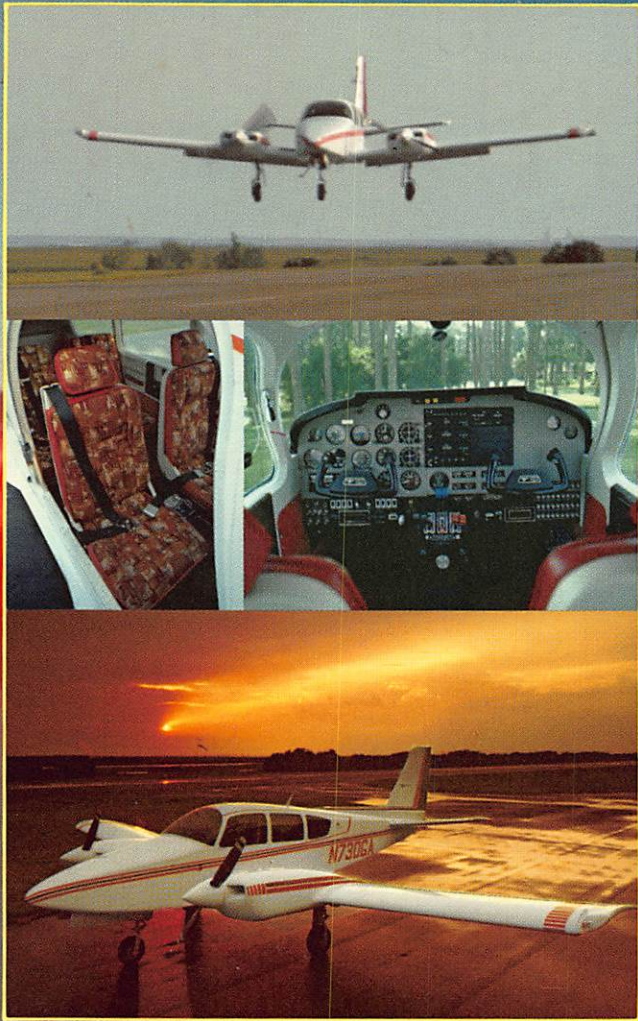
But don't just listen to *us*. See our competitors first, gather their literature and put down all the numbers in front of you, including insurance rates.

When you're finished it won't even be close — it'll be crystal clear. Cougar will be the easiest to buy and justify of all.



\*BASED ON FLIGHT EVALUATION A MAJOR AVIATION INSURANCE UNDERWRITER HAS OFFERED PREMIUM RATES 30%-50% LOWER THAN FOR A COMPARABLE TWIN.





There isn't room here to talk about the expected things like craftsmanship and stretch out space you'll find in a Cougar. Only about surprising things you can't turn your back on. Start with a very practical price, a top speed of 200 mph, over 900 nautical mile range with reserves, two 160 hp Lycomings that burn less fuel than any other production twin ever—little more, in fact, than a big single. Then consider stall and single engine control speeds so low you might not believe them in an ad (so read what the editors who have flown it say). Cougar. It drives confidence up and insurance rates down.\* A colorful brochure is yours by writing Department F at the address below.

**GRUMMAN** AMERICAN AVIATION CORPORATION

P.O. BOX 2206, SAVANNAH, GEORGIA 31402  
(912) 964-3000 TELEX NO. 546470

Member of GAMA

\*BASED ON FLIGHT EVALUATION A MAJOR AVIATION INSURANCE UNDERWRITER HAS OFFERED PREMIUM RATES 30%-50% LOWER THAN FOR A COMPARABLE TWIN.