GRUMMAN AA-1 Yankee A Model Guide

GRUMMAN AA-1 Yankee A is a single-engine piston aircraft in the AA-1 family (AA-1, AA-1A, AA-1B, AA-1C). The only variant-level data supplied is a parts-catalog entry: the AA-1A and AA-1B Trainer models use a Lycoming O-235-C2C engine. Family registry data shows up to 2 passengers, so expect a two-seater.

KEY TAKEAWAYS

- The catalog lists a Lycoming O-235-C2C engine for the AA-1A and AA-1B Trainer models.
- Engine mounts: Lord part J6113-5, 8 per aircraft, with PMA parts listed for this installation.
- Family-wide maxima, not this variant's figures: up to 108 kt cruise, 380 nm range, 14000 ft ceiling.
- No weights, V-speeds or fuel data were supplied. Get them from the POH and the airframe's own paperwork.

ENGINE AND MOUNTS

The parts catalog lists AA-1A and AA-1B Trainer models with one Lycoming O-235-C2C. Lord engine mount J6113-5 is used, 8 per aircraft. The maintenance drawing is S5723, and the PMA column is marked. The AA-1C Tom Cat and Lynx differ: O-235-L2C, mount J7402-24, 4 per aircraft.

MANUFACTURER HISTORY

The catalog notes that the AA-1, AA-1A, AA-1B and AA-5 were formerly built by American Aviation. The builder later appears as Gulfstream American Corp., formerly Grumman American Aviation, which was sold to American Jet Industries in mid-1978. Registry data names American General as the manufacturer.

FAMILY-LEVEL PERFORMANCE CONTEXT

The registry covers the whole AA-1 family, with maxima across variants: up to 380 nm range, 108 kt cruise, 14000 ft service ceiling, 700 kg maximum takeoff weight and 2 passengers. These are upper bounds for the family. Do not read them as this variant's performance.

SAFETY NOTES

- Confirm the installed engine and mount part numbers against the airframe records. The AA-1C uses a different engine and mount from the AA-1A and AA-1B.
- Catalog notes say to obtain parts without a PMA marking from the type certificate holder.

AI-aggregated guide for the GRUMMAN AA-1 Yankee A · sources: ENGINE MOUNTS (#100774) · generated 2026-10-18 · Reference only, not for flight. Check the original documents before relying on this guide.