

Moving along into 1981 we all look forward to doing more flying, better weather, weekend flyins, vacation time, and for the fortunate ones who will be able to tie all the circumstances together just right, Oshkosh, the AYA Internation Convention and Fondulac - National Aerobatic Championships.

This will be two fantastic weeks of aeronautical splendor for anyone who can make the "Big Three" beginning August 1st and concluding August 15th. Right in the middle, August 6, 7 and 8, is our own annual extravaganza at Lake Lawn Lodge, Delavan, Wisconsin.

In planning the 1981 convention, including the selection of the location, much work is required. The search for a place that meets all criteria the Association has set is a painstaking task. Adequate motel, restaurant and meeting facilities which has a reasonably closeby airport that has an acceptable runway length, fuel, parking, restrooms, etc. and is preferably an uncontrolled field. Believe it or not, there are not that many places in the whole country that measure up to these requirements, let alone in such a small area as would be within close proximity to Oshkosh!

Lake Lawn Lodge was recommended by past Vice President, Dave DeRamus and midwestern regional Director, Chuck Pantera. With this suggestion, the AOPA directory was consulted for a general description... ..so far, so good.....Call the number given for more details and approach them with the idea that a crazy bunch of Yankee drivers ascend on their airport and thoroughly enjoy themselves for a couple of days or so. The first concern of the prospective establishment is that they will make some money from hosting our convention. The second is to figure out if we would run off more business than we brought or if we would actually draw people to see our airplanes, both on the ground and in action. After several phone calls, over a couple of weeks, most of the negotiations and details were sorted out. The 1981 International AYA Flyin Convention was on at Lake Lawn!

Never having seen the place, I had a mental picture of the layout which I hoped was somewhat close to the actual complex. When I received the sample brochure, I could not have been more pleasantly surprised....Perfect....Absolutely perfect. The facilities, recreational areas and airport are all part of the total package as if it were made to order. Every requirement we had set down was met plus many more desirable attributes as a bonus. The enclosed brochure will show you what I am describing.

I am sure the Lake Lawn Lodge folks will be doing their best to make sure our 1981 International Flyin Convention is a great success because they know we will be back again. In order for them to help us,

they need all the assistance we can give them. We can start by getting our reservations in as soon as possible. With mutual cooperation we can all enjoy the best AYA Flyin ever held. Everything is being prepared for you and all that will be needed is lots of members attending. We certainly hope we will see many of you at the convention.

Reprinted below is the rate schedule and reservation information for your planning. As published in last months newsletter, there is an alternative choice of accomodations, for those who cannot handle a 3 night minimum room charge at Lake Lawn Lodge, about a mile or two from the airport. The reservation information for the Delivan House Hotel is to call 414-728-9117 or 414-728-4232. There are rental cars available in the area should anyone want ground transportation. Two other motels nearby are Evergreen Motel - 414-728-5454 and Conley Motel - 414-245-6115.

It is permissable to pitch a small tent, or "sleeping bag" it under the wing, so long as no fires are built, (for obvious reasons) at the airport. The resort mangement would obviously prefer we all rented rooms, however they agreed to cooperate with the Associations request to accomodate all attending members. The Association requests of any members, who wish to camp, that they return the courtesy by not causing the resort any problems or embarassment. Please abide by any requests, or restrictions they may have. They, and the AYA will thank you.

One thing, concerning room reservations and occupancy, is that the resort is hoping to accomodate as many guests, as possible, during this peak season, and prefers to have at least double occupancy in all rooms (so equipped) and would appreciate our cooperation in voluntarily "doubling up" in the case of individuals attending "solo". Past conventions have commonly seen more than "doubling"... "tripling" and "quadrupling" has been more the case as roll-a-way beds and sleeping bags have been known to turn a double room into accomodations for 6 to 8 people.

Most of us will be trying to keep our expenses to a minimum and it only makes sense to "pairoff" by "prearrangement" or "on the spot" in the case of those planning to attend by themselves. Splitting a room is splitting the cost so if you want to share, but don't have a potential roommate, let me know and I'll list your name and number in the next newsletter.

I have talked to many members, during the past few weeks, who are planning to be part of the 1981 AYA International Convention. We should have a record attendance and we look forward to meeting as many of you as possible. We will be sending an RSVP card, with the next issue of the newsletter, for you to fill out and return to the AYA, which will enable us to plan the banquet and facilities for our meetings. We hope you will all return the cards...either way... and that we'll see you at the flyin.

-Editor

LAKE LAWN LODGE

The following people have become members of our association during the past month. It is the sincere wish of the association, if a member and staff that you find the AYA everything you anticipated it would be.

Paul Lazrus  
6135 Eleven Mile Rd. #4  
South Lyon, MI 48178  
AA-2A W9990U

Ed N. Burke  
738 McClure Rd.  
Kelowna, B.C., Canada V0H-1S0  
AA-2A C-GEUD

William E. Saltzman  
14333 E Garvey Blvd.  
Baldwin, CA 91706  
AA-1C W9704U

Danny B. Long  
1402 Marilee Lane  
Arlington, TX 76014  
AA-1B W9582U

John G. Hunsley  
PO Box 109  
Tahoe Vista, CA 95732  
AA-2 W9660U

Herman H. Hulse  
PO Box 100  
Mantoloking, NJ 08738  
AA-1B W1360R

Richard L. Tracy  
1156 Myrtle Lane  
Deerfield, IL 60015  
AA-1 W9707U

Charles E. Allen  
Rd. 8, Box 275  
Binghamton, NY 13901  
AA-1 W9131U

Jack Fieber  
505 Highlander Way  
Howell, MI 48843  
AA-1 W9590U

The following changes and corrections should be corrected on your membership lists and new members added.

Change of Address

John Elin  
3 San Benito Ct.  
Walnut Creek, CA 94596

Margaret Manning  
632 Garden City Dr.  
Monroeville, PA 15146

Corrections

J. A. (Mike) Bowers W9550U should be W9550U  
Bob Hummel should be Hummel, (sorry about that Bob)

REGIONAL NEWS

From the northeast comes the following word from Dick McChesney and a very successful early spring flyin.  
The northeast flyin, March 22nd at Westerly State, R.I. was a big success with sixteen AA-1 series and one AA-2 enjoying spring VFR.

Seven non-members showed up, all due to my ad in Trade-A-Plane or the notice in GA News.

Bob Trinquier, our Rhode Island member, did a fine job of managing the spot landing contest. The winner was Mike Talpas from New Jersey who got a \$15 cash sweepstakes prize (and was told that we expected him to use it for AYA membership!) Bob Trinquier recruited Arthur Maynard and five other members of the Rhode Island CB Club to help with the spot landing contest where they were stationed with walkie talkies along the runway and immediately transmitted the distances to the recorder so were able to stay up with it no matter how fast the contestants came by. It worked out good. Of course I had to scatter them once just for fun with a low pass down the side of the runway at 175 MPH!

All the non members/new faces were given membership applications and info on the Wisconsin National Flyin. We should pick up a few new members of the seven.

Thanks for the support from our other regular members too: Lauren Larson, Walter Eisenmann, Herm Hulse, Don Holden, Jim Taylor, Wendell Clark, Harry Eckert and Ray Arthur. Walter Eisenmann put on the aerobatics show for us as he did a quick series of landings in Lauren's 160 HP Yankee.

See you all in WISCONSIN!

#### FROM THE NORTHWEST.....

All AYA members are cordially invited to attend the spring SPA (Skytrek Pilots Association) flyin at Sekiu, Washington. This semi-annual event is hosted in the spring by Skytrek Pilots Association and in the fall by the AYA Northwest region. 1981 is the 3rd year we've ascended on the sleepy little fishing resort town of Sekiu (See-Que) and awakened everyone in the area. The Clallum County airport authority, the town of Sekiu, Port of Port Angeles and all officials, as well as the towns people have grown to look forward to the "weekend of Yankeemania" in their town.

The two day event includes a saturday night dinner & party, fishing sunday morning, an air show (Yankee style) early sunday PM, in addition to all the normal horseing around saturday and sunday. This is a very fun flyin and one we hope you can make. There are lots of new AYA members, in the northwest region, and this is a great opportunity for us to all meet each other.

Below is a reprint of the SPA newsletter which announces the flyin and gives the details.

"It's Sekiu time again. As springtime arrives we all start thinking about places to go and things to do in the airplanes, and of course Sekiu immediately comes to mind. This spring we will hold our third annual flyin at Sekiu on Saturday and Sunday, April 25th & 26th.

Generally, we try to leave Paine Field about 10:00 AM on Saturday and have a good flight to Sekiu arriving there about 11:30 or so. Usually there are some low passes by a few to announce our arrival there. Some time we get around to getting the rooms and some lunch. Dinner is about 8:30 or so and party until who knows.

Sunday morning for those that want, there is early morning salmon fishing, (some of the people are still up from the party) and then our traditional mini air show. The Damn Yankees will fly and then a few solo performances. Around 3, 4, 5, 6 or whenever we start heading for home.

It is always a really fun weekend for all. The American Yankee Association is of course invited as our guests so there will be an abundance of our neat little airplanes.

This year, for the first time, a new group of fliers called "Charlie's Angels" will be joining us. They are a group of pilots who have formed a club of common bond for the love of flying. There are quite a few different types of airplanes, so don't pick on them too much."

See you there,

Ken Blackman

#### COMBINED WEST COAST FLYIN - MAY 30th & 31st

The northwest and southwest regions will get together for the 3rd annual west coast AYA flyin at Ruth, California's Flying AA Ranch. Last year saw 28 people, despite difficult enroute weather, and we are hoping for double that this year.

Situated in the northern California coastal mountain range, Ruth Airport/AA Ranch is one of the most beautiful & peaceful aeronautical get-away's you ever can hope to find. Though there is plenty to keep you busy and something for everyone, the lack of phones & TV's, clean crisp mountain air, crystal clear stream and tall fir trees make it a real escape. The excellent restaurant, saturday bar-b-que and hay ride (that's right - a real hay ride) are not to be missed.

The place, for you who haven't seen it, is complete with swimming pool, lounge, tennis courts, horseshoe pitch, horseback riding, bike rentals, hiking and even trout fishing. The airport is adjacent to the ranch and is 3100 feet paved. They have 80 & 100 octane fuel available so plan accordingly.

Reservations will be made individually and deposits sent as follows: Call 707-574-6227 and reserve your choice of accomodations. They require a deposit which they will ask for accordingly at the time you contact them.

The management will hold the motel open exclusively for association members and invited guests until 2 weeks prior to the date. Get your reservations in early as the choice rooms go quickly. By the way, the ranch also has tent sites for those of you who wish to pitch your own. If you don't want to bring your own tent - they'll rent you one already up complete with cots & lights.

Let's make the 1981 Westcoast AYA Flyin something to never be forgotten.

SEE YOU THERE!

TIPS & TIDBITS

I talk to a lot of GA owners, during the course of my daily duties, and am asked many questions regarding service, parts, mods, etc.; plus several about the flying realm of things. Recently, a member asked a question, resulting in quite a lengthy discussion, that prompted the idea of this article. Another member's question made the thought of a regular question & answer article, in each issue, seem like a great idea. I have been referred to as "the dear abby" of Yankeeland so why not do a column and see how it goes.

This will be the first of these articles, using questions, put to me recently, and giving my suggestions and recommendations accordingly.

(Q) From Texas comes the comment that everytime he takes off in his AA-1A, the initial liftoff is good but the plane then wants to settle back down a bit causing pucker factor levels to climb faster than the airplane. He wanted to know if this was normal.

(A) Sounds to me as if you are "popping" the plane into the air. Lots of pilots will tend to leave all three wheels planted until well past flying speed during the takeoff roll, especially if they are a bit on the heavy side of gross in a plane that is a bit on the light side of available power. Many airplanes have a natural positive angle of attack when the nose gear is still on the runway which causes them to gradually lift off when sufficient airspeed is attained. This is not so with the stock 2 place Grummans, especially the AA-1 and AA-1A with the original nose strut. Unless you pull back, they will remain on the runway until the tires fly apart! What happens when you wait until the airspeed reaches 70+ MPH before rotation is that the airplane leaps briskly from the ground, with a sudden nose high attitude which causes a momentary reduction of airspeed. This results in settling back into ground effect, a stall warning horn usually, and a compulsion to pull the yoke back even further which compounds the problem. You can get behind the powercurve real easy at this point, which is one of the ways our airplanes achieved their reputation of being nasty little things that don't really want to fly (as told by brand "X" drivers).

The solution I recommended to this member was the technique I have used for my 9 years of flying the Yankee (and anyother airplane, for that matter) which is to lift the nose wheel, ever so slightly, at about 50 MPH indicated airspeed. I mean only about 2 inches off the pavement. This gives the angle of attack needed for a smooth, natural liftoff. The airplane will fly when it wants to and this will vary according to load and temperature, etc. factors. It's all in understanding the airplane. This will help cure the "sinking feeling" and both you and your airplane will be happier (not to mention your passengers) as well as ensure safer operations.

The second item comes from Pennsylvania concerning prop clearance:

PROBLEM - After bending the 2nd prop in a row, while taxiing in rough places, a Yankee owner called me to buy a prop. After the two incidents were explained, I asked how much prop clearance his airplane had. His answer was "not much", which is about the case with a stock AA-1 & AA-1A, but this particular case was one in which the owner installed 600 X 6 main tires (replacing the low profile 15X600X6) without realizing that this cannot be done without replacing the nosefork with the angled type from the "Trainer" model or later 2 and 4 place airplanes.

GA Service Bulletin No. 71-13 Item 4 states the requirements for changing to the larger main tires which includes changing the nosefork. This is for prop clearance. The FAA requires seven inches, minimum, to be legal, and for very good reason.

Any modification you do to your airplane, you must make sure you know what you are doing and have all the facts needed to do the whole job and do it right.

#### GULFSTREAM AMERICAN CORP. STATUS

As if watching a soap opera on TV, the plot thickens around Alan Paulson and his Gulfstream American Corporation's shuffleing of airplanes. As he buys, sells, changes partners and his mind, our airplanes remain in limbo. G.A. sends out flowery promotion on the remaining 1979 inventory and how they are continuing product support until such a time as a new owner is found for the light aircraft product line. Support it yes, but the cost of that support is going wild. At the moment, the only way a service center can guarantee (or even quote) prices is to first call the spares department for a price, ask it be returned to them, by telex, to be assured that they won'd wind up being billed more for the parts than they sold them for. To make matters worse, G.A. has cut off their incoming WATTS line which forces the dealer to use his own nickle to obtain this information.

Parts prices are being increased as much as 100% to 400% in some cases so be prepared. For example, one main fairing assembly (NO MOUNTING HARDWARE INCLUDED) is now \$368.00! This is up from \$161.00 a short time ago. A Tiger wing assembly went from \$1,875.00 to \$2,100.00, then \$2,700.00, to \$4,380.00 within a little over a year. This makes purchasing used parts and fixing damaged ones more of an option than in the past. The day of the "disposable wing" is now gone! My advice is to you owners is to stockpile parts that you will eventually need. If you have the chance to buy anything, you could stock pile parts on speculation you may need it some day or trade it for something else. The best advice is don't bust anything!

-Editor

#### SWAP SHOP

This column should become a popular item in the times to come, with the previously described parts situation being as it is. Since no one else is using it, I will list a few articles available from Ameromod

Corporation.

1. O-235-C2C (108 hp) with all accessories except mags, harness and vacuum pump. 588TT since new, compression mid 70's, excellent condition, still on AA-1B mount as removed for 150 hp installation. Privately owned since new. \$3,000.00 outright with soft mount. (Will include exchangeable mag, vac. pum, cores).
2. Cheetah engine controls - 3 sets.
3. O-320-E2G (150 hp) with all accessories, 1152 TT since new, oil compression mid 70's. Just removed for 180 hp conversion. Perfect engine for 2 place conversion, ready to bolt in and go. \$3,500.00 outright.
4. Traveler/Cheetah propellers - good condition, removed for 180 hp conversions. \$450.00 each
5. Traveler/Cheetah engine mounts and many miscellaneous used AA-5 series parts.
6. Repairable left Yankee wing (damaged in first bay outboard of wingroot) will sell as is or repaired - Call for price.
7. 2 place tail feather parts and control surfaces, fair selection available plus many miscellaneous used parts.

Contact Ken Blackman or Del Poindexter at 1-800-426-1690 or 1-800-562-4368 (in Washington state) for information.

Now, that's what I've got - What do you have lurking around the hangar? Whether you are an individual or have a business such as mine, let's let the membership know what you have that can save them bucks over new parts. I feel this is a very important situation since someone may fly a possibly unairworthy airplane rather than pay through the nose for the part they keep on patching together or ignoring entirely until it quits.

-Editor

#### GROUP INSURANCE

The initial response to this item, in the last issue, has been enough to pursue the issue. Norris Hibbler, who is the proud daddy of "Sweet Girl", (a very beautiful 1973 AA-1B which just got a 150 Lycoming stuffed under the cowl) and a strong AYA member, is in the aviation insurance business and is the one who is putting this program together for the Association. Attached to this newsletter is an application form for anyone interested in seeing if they can save on insurance through the group deal. If you want to try - just fill it out and mail it direct to Norris.

There is no obligation so give it a shot. The more potential people on the program, the better the rates will come back.



Mail the completed form to:

Norris Hibbler  
2107 NE Village Green Dr.  
Vancouver, WA 98664

--- ELECTIONS --- NEED --- CANDIDATES ---

We have to elect new officers in less than 3 months....We need people to vote for! We need at least two candidates for President, Vice President and Secretary/Treasurer. So far, we only have one brave soul up for Vice President which is Van Swofford. Come on all you patriotic Yankee drivers, get in there and help build this association! We need your help!

SPEAKING OF NEEDING HELP....

Ken Blackman could sure use help with the newsletter. This has become a gargantuan of a workload, and when added to my other duties, it seems like an almost impossible task to get this publication written, edited, printed and mailed out each month. This is why I have not been able to have a newsletter in your hands each month during the past months.

I accepted the responsibility of newsletter editor, on the basis that I would have a bit of help with it but that help just hasn't been available most of the time. I don't want to say I'm "crying uncle", but I guess I am. It takes a good 50 to 60 hours of my time to produce each newsletter, plus I spend an average of about 2 to 3 hours each day talking to members, and prospective members, in person or on the phone (7 days a week) about their maintenance problems, flying experiences and problems, personal problems, etc. and explaining the Association, it's functions, etc.

Speaking of the telephone time, I have offered my company toll-free lines to the Association and believe me, the members do use it. The problem is that the telephone company is now charging an average of about 36¢ per minute for those lines and a quick estimate of AYA calls seems to be some 10 to 15 hours each month. Some of this does lead to sales of parts which helps to justify the expense to the company, however much of it is just conversation. I would appreciate it if you members would help me out by calling on the commercial lines when the reason for the call is strictly for your own benefit or for the Association and try to keep time down on the WATTS calls as much as possible. These \$1,000+ phone bills are eating my lunch!

I sincerely thank you for your consideration in this matter and I hope to hear from some volunteers to help with the newsletter. Dave Wheeler has been a tremendous help with printing the publication and all the staff here has pitched in to help staple, fold, stuff and stamp when the time comes. Also, Bev & Jean Hanson have been helping along this line as well as doing some of the typing. We need input from all the regional directors, as well as from the membership, to help fill the pages. Also, anyone who feels they would be qualified and capable of doing this job of Editor, I would gladly pass it on to them. The

newsletter is the heart beat and sole adhesive of the American Yankee Association and must be done in a reasonably professional and timely manner.

I'm open for suggestions. Sorry to have to unload on you all this way, but we all have to get things off our minds.

Thank you,

Ken Blackman, Editor

### AIRPLANES FOR SALE

We have a couple of unusual airplanes to list this issue. The first is one of the best, if not the best equipped American Yankee in the world.

The airplane belongs to Russ Adams, and has for many years. He stepped out of the league and bought a Rockwell 112TC so the Yank is for sale (along with his wife's Cessna Cardinal). The description (briefly) is as follows:

N6136L AA-1-0336

1970 YANKEE CLIPPER

#### Options and Mods:

1. Customer wheel fairings.
2. Modified cabin air vents.
3. 3 position strobe lights (wing tip and belly).
4. Hat shelf in baggage compartment.
5. Super sound proofing.
6. Fully upholstered upper instrument panel & glare shield.
7. Canopy sun curtain.
8. Two separate intercom systems; Push-to-talk button in yoke.
9. Full function electronic digital timer/clock unit.
10. Radaire 4 cylinder EGT/CHT engine analyzer with bayonet probes.
11. Canopy cover.

#### Avionics: (mostly King Silver Crown - some Narco spectrum)

1. King KX175B (720 ch) Com/Nav with Glideslope receiver.
2. King KX175 (360 ch) Com/Nav - KI214 VOR and Glideslope.
3. King KR-85 ADF with KI-225 remote indicator.
4. King KT-75R remote Transponder.
5. King KMA-20 audio panel and 3 light marker beacons.
6. Narco DME-190 - 3 function digital DME.

#### Miscellaneous:

1. All rocker switches replaced with bat-handle toggles.
2. Reserve battery powered instrument panel light & map light.
3. AA-1B/C console with inspection panels (simplifies inspections).
4. Full gyro panel and heated pitot.
5. Late model control yokes (AA-1B and later - all 4 place, '73 and up).

Notes:

1. Virtually free of even light corrosion.
2. Instrument panel plastic is like new - rear window trim is also excellent condition.
3. New 600 X 6 Goodyear flight special main tires.
4. Original off white interior is a "9" on scale of "10".
5. Paint is about an "8", original white on red scheme in Imron.

Normally we don't go into so much detail but this airplane has so much it's hard to know where to stop. Russ has left '36L in the care of Ken Blackman to sell so contact Ken at the published numbers on address sheet.

Ken Blackman is now offering "SNOUT", 1977 AA-1C modified, for sale. This airplane was used to certify the Cheetah cowling conversion and was featured in a previous newsletter. Ken just doesn't need two airplanes and with the STC finished, well, might as well sell it. The full description is as follows:

N9711U - 1977 AA-1C modified with a 125 HP engine, extended baggage compartment, Tiger dorsal fin, hidden com antenna, full custom fairings, fully soundproofed, the whole front end of a Cheetah, (extends nose 10 inches) and custom paint. (600 hrs TT, 135 since top to 125 HP.) Avionics were not the priority, therefore the standard Com 11A/Nav 11 is the package. If you want to own an original "one of a kind" customized airplane that cruises 150+ MPH on under 7 GPH, call Ken Blackman again at the numbers on the back of this publication.

AD's AND SERVICE BULLETINS

We have been lucky again so there is nothing new to report at this time on the FAA and manufacturer's squawk list.

MODIFICATIONS AND STC's

Anyone who is waiting for the Maynard Crosby/Ameromod version of the 150/160 horsepower conversion can call Ameromod Corporation for details. It is all done and ready (all 39 pages of it) for delivery.

Options approved with STC SA1208NW are Tiger dorsal fin, STC SA1009NW; Battery relocation, STC SA1209NW. Also, the AA-1C elevator and spar stiffener may be added and you can use the C.G. range of an AA-1C on the AA-1 and AA-1A. The AA-1B can use both the 1600 lbs. gross weight and C.G. of the AA-1C.

All 0-320-A and -E series (150 HP) and 0-320-B and -D series (160 HP) engines are approved for installation.