

THE AMERICAN STAR

The Official Publication of The American Yankee Association, Inc.

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Texan Gene Plazak's AA-1A Tail-Dragger



We've all heard about the really slinky sexpot and we've even thought we've seen one or two in our time, but here is one in the flesh - well, maybe in the metal. Gene Plazak is well pleased with his machine, its appearance, and its performance. First flight tests have been completed and flight figures have outperformed his initial expectations. For those with a bent for an extra few miles per hour plus one handsome looking flying machine may well be wanting to talk to Gene when his STC is issued. Gene plans, if all goes right, to have this bird at Delavan.



OFFICIAL PUBLICATION FOR OWNERS AND PILOTS OF ALL GRUMMAN AMERICANS

Editorial

This, the second issue of **The American Star**, is my second effort on behalf of our group. While I felt fortunate in receiving some plaudits for my first efforts things were held in perspective well because I got a few criticisms too. This is as it should be. I want your comment on how you feel we can improve **The American Star** so that it can continually give you what you want. Naturally, all the suggestions received may not be incorporated since some are bound to be contradictory to others and I have to select which seems more appropriate or more popular. Please don't let that sort of thing discourage you from comment. Please, help me do a better job.

The photographs of Gene Plazak's Tail-Dragger on the cover is an example of what one of the good things is bound to be; one of the bad things in the minds of a few was the seemingly "heavy" coverage of administrative matters such as the second-class mailing. We'll try to hold this down but we'll continue to carry it where we feel it is in the best interests of the membership to be informed on these subjects. We want more photos for our pages but they must be in black and white (not black and white reproductions from color prints or color negatives). They should be clear and of good contrast. Where possible, we'd like to have at least 5"x7" prints and would prefer 8"x10" prints. Smaller are acceptable but will usually mean we'll have to reproduce them in a smaller size in

the Newsletter.

This is Fly-In Season and we sure would like to see many of you at the various Fly-Ins we have in our regions each year. These can be very interesting and enjoyable events and the more there are there the most enjoyable it usually is... We recently had an excellent Fly-In up in the Poconos of Pennsylvania that was well attended and most enjoyable. There will be many during the coming months and I would urge each of you to make as many as you can. If you have attended them in the past you know that it can be a mighty nice way to spend a day or two; if you haven't attended one in the past then you have a treat in store for you. We'll cover most of these events on these pages but reading about a Fly-In is no where near like what it is to join in person.

Preparations are underway for our trip to Delavan and we're looking forward to it a little more every day. I am looking forward to seeing some of the old faces from last year and, hopefully, a lot more new faces that will be there for the first time. I made an effort to convince you to come to Delavan in the last issue; I hope I was successful with many of you. It will be a great time!


Robert R. Longo, Editor

Birth Announcement

After a Gestation period of over a year, the **Dixie Yankees Formation Team** was born on January 8, 1983. Our current President, Dick McChesney, has been attempting to organize an East Coast formation team for quite a while starting way back before he gave up being a Connecticut Yankee and moved to the sunny South. Unfortunately, our planes and pilots don't occur in quite the concentration that is found in the Everett, Washington, area so it's been kind of tough getting a group together.

Finally the weather cooperated and we had our first practice in Orangeburg, South Carolina, midway between all the team members' homes. Except for a late start due to some early morning coastal fog and a hard-to-start "Pocket Rocket," all went well. As with all infants, we have a long way to go in terms of knowledge, skill, and coordination.

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Editor
Robert R. Longo

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However, we are in the capable hands of Dick from Pineville, NC and Charlie Towers from Beaufort SC, who are both former Naval Aviators and very talented formation instructors. Our other team members are Jerry Broughton and Marshall Kanarais from Charlotte NC, and yours truly from in and around Savannah, GA.

We have much yet to accomplish before we go "public" but weather and personal schedules permitting, we hope to have something ready to show at Lake Lawn. In the meantime, in recognition of our birth, have a cigar, but don't smoke it too near the airplane.

Van Swofford

Phoenix Fly-In

Arizona members of the American Yankee Association attended a Fly-In Breakfast on April 17th in Phoenix. The gathering of the clan was at the Phoenix-Litchfield airport. Sixteen bright and shining faces (well, since it was for breakfast the faces weren't really too bright and shining) turned out as well as six bright and shining airplanes (they don't care if it's for breakfast). An enjoyable time was had by those present and plans were made to have several subsequent fly-ins in the area throughout the coming year.

Raymond J. Spall

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NORTHEAST REGIONAL FLY-IN at Birchwood in the Pennsylvania Poconos

We have some good news and some bad news on our spring Fly-In at Birchwood in the Poconos on April 23rd and 24th. First, the bad news - the weather was so down on Sunday we cancelled the 24th and consequently missed seeing a lot of people and their planes who planned to come in on the 24th.

The good news is that we had twenty one GA airplanes come in on Saturday carrying 31 people - plus a Cessna 150 with Bob Duffey from Factoryville, PA who wishes he had one of our brand of airplanes (and just might in the near future). He got a ride from Jim Mason in his 150 hp AA-1 with a 5-color military paint job that may just be the best paint in the country; Mr. Duffey had a big smile on his face for the rest of the day. This airplane of Jim's is for sale, by the way, and somebody is going to own a really fast,

good looking, very fairly priced, bird. Call 301/676-2849 for details.

The morning started off for me by meeting member Mike Baker of Annapolis at Baltimore-Washington airport's south ramp in his AA-1B along with Glenn Connor, a non-owner and non-member but not for long I'll bet, and then Dennis Diantonio in his just purchased AA-1A. Our three aircraft departed Baltimore in a flight of three in formation. The aircraft controller announced "Caution, Wake Turbulance, Yankees departing." as we left for Harford County Airport to meet with Jim Mason where we flew formation - a flight of four, all the way to Birchwood Fly-In Resort. Mike, Glenn, and Dennis all have considerable formation flight training from the military; we just had a blast. Robert Williams also joined the group once landed and plans are to



Both photos on this page are of the really classy looking AA-1 owned by Tom Hershey of Washington Grove, Maryland. N5976L is certainly one of the better looking AA-1s in the East and it made an excellent addition to the group at Birchwood-Pocono. In general, the planes that came into the Fly-In were a step above average and a little more.



This is a unique airplane in that it is the second production airplane built. N309AA is owned by Dennis Paradise of Newmarket, New Hampshire and bears Serial Number AA1-0002. The airplane is in good condition and Dennis is currently planning to replace the engine with a 150 hp model.

meet and form a Northeast Section of the Damn Yankees flight formation foundation. I understand our new Editor and Publisher, Bob Longo, also may be interested in formation teamwork as he has considerable experience; right Bob?

Ken Pielich and his lovely bride Marcy, won the spot landing contest and I believe that Walter Eisenmann had honorable mention!

Marcy kept track of all the people coming in for me as they landed and checked to see how many non-members we had join us for the day as the percentage was quite high. 25% of the planes and people were new faces. Thanks a bunch, Marcy; I owe you guys lunch! Table I shows almost

a complete listing of those who flew in. I know one plane got away just before lunch and I'm not sure who it was. The other twenty plus the Cessna are listed. One of these people was Dennis Diantonio who was so impressed he wrote a check and joined on the spot so our hats are off to you, Dennis. Glad to have you aboard. We have, I'm sure, at least 2-3 more applications on their way to Dale Gavey.

The people, including the airport manager Tom Lilly, at Birchwood were all very friendly and accomodating. We were offered sailplane rides at a 5% discount to our group and there were gliders going off all afternoon.

If any of you know of a place, preferably an airport,

Harry Eckert of Walden, New York attended the Birchwood-Pocono event with N9218L, an AA-1. This is another example of one of the really excellent planes at the fly-in. The dorsal fin sets off the two-place model with an added touch of class. A really nice looking airplane.



TABLE I

Pilot/Owner	Home Base	Model	N No.
Ray Arthur	Stowe, MA	AA-1A	N9232L
Mike Baker	College Park, MD	AA-1B	N8983L
Greg & John Clauser*	Bala Cynwyd, PA	AA-1A	N9394L
Dennis Diantonio†	Fairfax, VA	AA-1A	N6393L
Robert F. Duffey*	Factoryville, PA	Cessna	N83496
Harry Eckert	Walden, NY	AA-1A	N9218L
Walter Eisenmann	Caldwell, NJ	AA-1B	N6113L
Jim Gates	Capitol City, PA	AA-5B	N28001
Tom Hersey	Gaithersburg, MD	AA-1	N5976L
Larry Kennedy*	Andover, NJ	AA-5	N9500L
Lauren Larsen	Blatimore, MD	AA-1	N6214L
Bob Longo	Danvers, MA	AA-5B	N74620
James Mason	Harford County, MD	AA-1	N5742L
Leo McDonald	Lakewood, NJ	AA-1B	N9615L
George Nelson*	Hazelton, PA	AA-5B	N74860
Dennis Paradise+	Rochester, NH	AA-1	N309AA
Ken & Mary Pielich	Caldwell, NJ	AA-1B	N1651R
Walt Porter	Tew-Mac, MA	AA-1A	N6375L
Dick Robertson	Morristown, NJ	AA-1B	N8877L
Joe Scarborough*	Elkton, MD	AA-1A	N9264L
Robert Williams	Hazelton, PA	AA-1B	N9872L

* Non-Member

† Joined at the Fly-In

+ This is the second production airplane

that might be an ideal location for one of our Fly-Ins, please let me or our new Editor, Bob Longo, know as soon as possible so we can plan for our Fall Fly-In soon enough to get a three month notice for the AOPA Pilot Calendar and other magazines as well. In the meantime, Ron Salny from New Jersey called the day after the Fly-In to find out if we had a rain date for the cancelled Sunday of the Fly-In since Sunday is the only day he has off. Ron and I will have our own little Fly-In as it seems a 160 hp engine rests in his T-Cat and we're about 6 gallons each to half-way for a meet.

Lauren Larsen

Top Right - Lauren Larsen's machine, N6214L, complete with a 150 hp modification. A nice looking airplane and a really fine performer. Right Center - Bob Longo's '76 Tiger, N74620, has seen over 2000 hours since he bought it, fully IFR. Bottom Right - An unidentified yellow, white, and black AA-1 series that makes a snappy looking machine even snappier, a nice one. Below - Jim Mason's AA-1 with a five-color military paint job and a new 150 hp installation. This is a really nice looking airplane and technically one of the better paint jobs seen. The ship's for sale at a pretty fair price.



Service Letters, Service Bulletins, and Airworthiness Directives

Over the years the American Yankee Association has accumulated a number of AA and GA Service Letters, Service Bulletins, and Airworthiness Directives for both the AA-AA-1 and AA-5 series airplanes. We're currently in the process of cataloging this material and are planning to fill in the missing information. This is going to be somewhat of a lengthy task but we are making progress and expect to be complete well before the end of '83.

This material is being segregated by model number and by type of information. When complete, we'll offer it to the membership in two basic types of packages. First, we'll break down the Service Letter, Service Bulletin, and Airworthiness Directive into their own group for each model airplane. By that I mean that the owner of a AA-1 will be able to order all Service Letters for his airplane as a package; they will not be available individually. He could also buy a complete set of Service Bulletins or a complete set of Airworthiness Directives as a set. The second group we'll make available will be the complete package of all three types of information for a particular model. The models we'll include will be the AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, and the AA-5B. Since these will have to be Xeroxed (or similar) copied to order they will usually take a couple of weeks to make and another couple of weeks for postal delivery. Prices will vary due to the wide variation of material for a specific model (as an example, the AA-1 has very significantly more information applying to it than does the AA-1C which was in production for a much shorter time. Prices will also include the cost of packaging and shipping. No subscription service will be included though files will be constantly updated so that the information will always be up to date. Since GA is no longer issuing either Service Letters or Service Bulletins the only thing left is the AD's and they'll be sent to owners as they are issued; your file should then be kept up to date in this way.

Watch the pages of "The American Star" for availability of this information; we'll announce it as soon as we have them.

Robert R. Longo

Battery Replacement

Service Letter 75-2 from Grumman American covers replacement batteries for both the AA-1 and AA-5 series airplanes. There continues to be a problem in this area with the FAA indicating concern over the number of reports they are receiving about this problem.

The **only** batteries approved for replacement for our airplanes is the Gill 6-GCAB-9 and the Rebat S-25 and **no other** should be used. Gill literature indicates that the PS6-9 is also acceptable but this is incorrect, it is **not** acceptable. The problem with anything but the acceptable replacement is that the height is slightly greater and when the battery box cover is installed the vent plugs are blocked. The other batteries "appear" to be acceptable but they aren't and usually cause problems. Check your airplane battery to

make sure you're using the right one; if not, replace it before you wind up with a problem that could cause you more trouble than it's worth.

Robert R. Longo

Chrome Discs On Your Brakes

A year or so back I read an article in one of the larger aero publications promising that Cleveland's Chromed discs were the greatest thing since canned beer. The pitch sounded a little like the fellow was involved in a scam to sell the Brooklyn Bridge. I decided that if even half of what he had to say even approached the actual situation then they might well be a good investment. I bought a pair of these chrome discs at \$125.00 each (though I understand that since then there has been a price increase) and had them installed during my January annual. Their big advantage was touted to be an 80% increase in braking effectiveness and a prolonged life of forever and three days. When they were first installed they were only about 66% as good as the old mangy, and rusted discs. By the time ten hours had gone by they were up to what the older ones had been and by twenty five hours they were showing some significant improvement. They're now up to about sixty hours and while I'm still not all that sure that they're the greatest thing since canned beer I am getting a very good feeling about them. There is significant improvement in general overall braking (maybe as much as 40% or more) and they hold much better than the old ones ever did during run-up.

My next evaluation comes as to wear and I'm even more impressed here. Bear in mind I live reasonably close to the ocean so salt air is a factor though not a really large one. My old discs were well pitted with corrosion and used to wear out a set of pads in something like 65 to 70 hours (and that was right down to the rivets). With the chrome discs the present brake pads have been on for some 60 hours and would certainly appear to good for 2 to 3 times as much wear as they've had thus far. I am very pleased! And, I can say in all honesty, that they are great! Maybe not all the fellow who wrote the initial article might think but they're still well worth the investment. Highly recommended.

Robert R. Longo

Standby Vacuum System

In the last issue of "The American Star" I was pretty enthusiastic about the new standby vacuum system being marketed by Precise Flight in Bend, Oregon. Since the writing of that review I've received my system, had it installed, and have used the airplane for some 10 or more hours and while I do not have a lot of experience I have experienced enough to pass on a few things I've found out. Nothing bad but a couple of things to consider and to be aware of if you get one.

First off, the installation time of one to two hours claimed by the Manufacturer turned into just under four. The shop that does my work is a Grumman shop with a lot of depth in most every area. He encountered a couple of problems that need a little discussion. The vacuum connection to the engine ties into the rubber hose connection at the base of the induction manifold of the left front cylinder. No mention was made about clearances providing space for sufficient vacuum intake but the crack, and that's all it was was a crack, between the end of the manifold and the connecting manifold. For this reason the intake manifold

was removed and drilled out to provide adequate area to assure good vacuum availability.

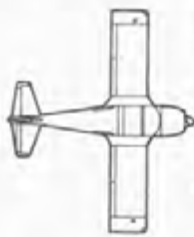
The installation was clean and neat. An asbestos wrap was added, though not required, in the vicinity of the exhaust pipe to assure no overheating problems. This kind of extra care was also part of what took more time than original indicated. The liberal use of tie-wraps also helped to make the neat installation.

Then came operation. When we fired up the engine the vacuum gauge showed 6" Hg even at a very low idle. The extra vacuum being pulled off the intake manifold made the engine run very rough. It took almost a couple of turns on the idle mixture to gain even a reasonable amount of roughness down in the 600 rpm range. In normal operation this low idle roughness is very apparent. On roll out with the engine at its lowest idle it is particularly noticeable and it takes a little getting used to.

Another characteristic that got my attention was the other night at about 10:00 in the PM when I was 12 miles out over the ocean east of the Boston TCA and Approach Control asked me to climb from 2,500' to 3,500'. Of course being 12 miles out over the water at 10 in the nighttime didn't really help the situation either. In any event, when I added power slowly the engine got particularly rough and held pretty rough until I was at full throttle when it settled back down to a nice steady purr. As I started adding throttle I noted some fluttering in the vacuum needle that settled down as soon as the engine smoothed out. It would appear that as power was added and the ambient pressure between the manifold vacuum and outside pressure drew closer the shuttle valve apparently did a little "bouncing" and this variation in vacuum source caused the engine roughness. This was no problem but it was a little unexpected and in the dark out over the water kind of caught my attention.

That's about it. The system seems to work very well and it is gratifying to see 6" Hg on the vacuum gauge when the engine is idling on the way to the runway. Knowing that the gyros are up to speed early gives a little edge that we all can appreciate. All-in-all, the system works well and is, in my opinion, more than justified. It helps me enjoy my Tiger just a little more.

Robert R. Longo



Ken Blackman's Maintenance Tips and STC's

High on the priority list of many owners is replacing the Plexiglass throughout their airplanes including windshield, rear and side windows, and navigation light covers. The prices Gulfstream wants is nothing short of insanity. For example, a rear window for a Cheetah or Tiger is \$320.26, \$156.25 for the 2-place airplanes! The bare 2-place canopy is \$912.62 and \$871.58 for the windshield. For the bonded to the bow job for 4-place model windshields you really get a bargain at \$2,518.58!

Obviously, they don't plan on a real turnover on these parts or they really do take us for fools. To keep from totalling your airplane for a busted piece of Plexiglass here is what can be done to avoid wearing a helmet and goggles.

At least three "bubble blowers" now make replacement Plexiglass parts for all of our airplanes. L. P. Aero Plastics

in Pennsylvania and Cee Bailey and Aircraft Windshields in the Los Angeles area. The prices are similar from all three with Bailey being a bit higher. I won't detail all the prices but to take the 2-place 1/8" tinted prices above as an example, try \$175.60 and \$193.40 respectively for what you can expect. These companies offer 3/16" and 1/4" thicknesses and both cream and grey tints as well as clear. The thicker items are about 10% to 25% more than the 1/8" thickness but it's well worth it in the longer life expectancy and the lower noise level. You can fit up to 1/4" thickness windshields in all models and canopies for the 2-place airplanes. 3/16" is about as thick as you can get fitted in side windows and 3/16" thickness windshields and canopies work best on the 2-place birds. All 4-place should use 1/4" thickness such as that used on the '77 to '79 Tigers and Cheetahs. All 4-place models should have bonded bows since they all come from the factory that way. 2-place models since '74 also were bonded and should be done so at replacement time.

Ameromod has a good system for bonding the 2-place canopies and windshields and for trimming the canopy and drilling all the holes required for mounting. This is one area where the factory parts are better since they have all the holes jig-drilled whereas the others have none and are only rough trimmed. After numerous aggravating attempts at trimming, filing to fit, drilling, etc. a fixture was designed and constructed to jig-drill all those holes in the 2-place canopy and the trim them with a router. The correct bonding agent was researched and tested and another jig was devised to align and pressure bond the bows to the Plexiglass. It took a few screwed-up jobs to get it all down to a workable science but the result is a good looking job and easy to install in the field.

We were able to get one manufacturer to make dark grey rear windows which look really sexy with the regular grey windshield and canopy for the 2-place airplanes. They are also available for the 4-place models on order. To give an example of a complete 2-place set in 3/16" thickness grey or green tint bonded to the bows (exchange) the total tab ran \$995.00 plus shipping and installation. Another \$500.00 should cover these things and you've got it all, even with new seals.

Now to discuss installation. This process is quite a job and is very delicate. There are lots of tricks in a successful installation and, if done wrong, can result in a short life expectancy if not a busted part during installation. The best advice I can give is to not tackle the job yourself unless you have the experience, a good shop to work in, proper equipment, and some qualified help. If you take it to a shop that has never done a job on a Grumman you'll pay lots for their learning curve and you might have done as well yourself. I have been asked to write out a detailed set of instructions which I plan to do to save quite a bit of telephone time explaining it to owners and other mechanics when the situation comes up. Anyone who needs to get serious about replacing their Plexiglass can call me to discuss their particular case and I'll try to help. I'll try to develop an understandable and detailed set of instructions in the near future.

Navigation light lenses are available at about half the Gulfstream price. I have not personally seen this product but have been told they're good. These also have to be drilled but using the old ones for patterns works very well. The manufacturer would probably make a better price on these if he had a large order which perhaps could be generated through the Association. These are items which will eventually be needed on all airplanes and many need them now! If the price could be brought down to about \$15.00

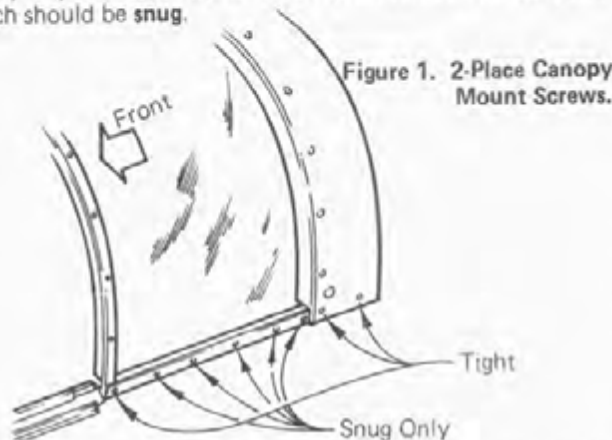
per set in large quantities (such as 200 sets) would you be interested in getting them? If so, please drop a card or letter to Ken Blackman, P. O. Box 3052, Everett, WA 98203. If we get enough interest I'll go shopping for prices.

AA-1 SERIES CRACKED CANOPIES

Is your canopy cracked vertically from one of the bottom screws attaching it to the rail? If so, you're not alone! The sad part is that a simple addition to preflight inspection procedure could have prevented 90% of these and knowledge of what to do and not do could cover the remaining 10%.

Most of the vertical cracks run from the first screw back of the front canopy bow. This is caused by the front screw (attaching the bow to the slide rail) backing out and allowing the airflow around the side of the canopy to pull outward on the canopy. Many times this screw will fall out and, not only will the canopy glass crack but the metal strip outside the bottom of the canopy will catch in the slipstream and bend it back. This is so common that about 50% of all 2-place Grumman Americans either have, or have had, this problem.

To prevent this, use a Phillips head screwdriver on your pre-flight inspection and tighten down the lower front screws on each side prior to every takeoff. **Only the front one!** The following screws forward of the rear skirt **must only be snug** or cracks can come from them being too tight. The back two screws through the skirt should be **fully tightened** in addition to the front screw. The sketch in Figure 1 should clarify any confusion as to which screws should be **tight** and which should be **snug**.



The splined nuts pressed into the recess inboard on the canopy rail (outer track assembly) contain fiber lock material and may be worn out. If you do not feel the screw "drag" on the nuts when they're installed you can either replace them or use "Lock-Tite" to keep from having to over-tighten the ones between the bows. The front screw may be too short to reach through the glass, bow, and the fiber center of the splined nut. If thicker than stock plexiglass has been installed all the screws, in fact, may be too short. To check this, attach the rails with the canopy off. There should be at least one thread protruding through the splined nut (be aware that if the screws are too long they will drag on the inner track assembly and must be shortened).

One last thing, the older the plexiglas the more brittle it becomes. Be careful when you do anything to your canopy or windshield because they are **not cheap!** If you have any questions or if anything needs further explanation telephone me at 206/353-3559 (on your nickel of course).

IMPORTANT FAR AC-43 CHANGES AIRCRAFT MAINTENANCE

FAR 43.2 - changes what can be called **major** or **top overhaul**.

This concerns the local shop type of **major** or **top overhaul** and requires all specific manufacturer's instructions be followed to the letter or the work can only be considered as **repair** work and will not count for new **Time Before Overhaul** time.

FAR 43.5 - now requires any preventive owner maintenance to be signed off by the owner in the log books. This includes and maintenance, preventive maintenance, rebuilding, and alteration as titled by FAR part 43. This is especially for anyone who is doing their own work either in whole or in part.

FAR 43.9 - is changed to **exclude** responsibility of a licensed mechanic, AI, or Repair Station for any work **not specifically done by them**. In simple language, "If a shop or A&P, etc. replaces your tail light and the next day your nose gear falls off, **he is not liable for it**. You can't sue him! (This may sound stupid, but it happens - lots of times - it has to us.)

In general, all owners who ever do any of their own work should obtain a copy of FAR 43 and get familiar with its contents. It could be very important to you.

PARTS STATUS

This is just a brief article to advise of a few things that are happening. Several Service Center operators are working to obtain outside sources for as many parts as possible to circumvent the high Gulfstream prices. Parts now available are as follows:

Fiberglass Main Fairing Shells (Large)	\$75.00 ea
Fiberglass Wing Root Access Fairings	†\$60.00 ea
Fiberglass Inboard Main Fairings	†\$60.00 ea
Fiberglass Dorsal Fins	†\$95.00 ea
Fiberglass Nose Wheel Fairing (All)	*\$70.00 ea
Fiberglass Small Main Fairings	
Nav Light Lens Cover (Except AA-1)	\$27.50 ea
New Mufflers-AA-5Series (Muffler only)	\$550.00 ea

Windshields, canopy, and other transparent panels for all models may be purchased from various sources and bonding is being done by Ameromod as well as some field installations (see Maintenance Tips column).

Many other parts and components are readily available without paying Brother Alan his prices - the best suggestion is to call before you buy anything and see what alternatives exist. Ken Blackman can be reached days at the phone number shown on page twelve.

† '75 AA-5, AA-5A, and AA-5B only.

* For 15x6.00x6 Tires.

STC's AND MODIFICATIONS

115 HP / SENSENICH MODIFICATION FOR 108 HP O-235-C2C ENGINE

As reported last issue, Ameromod is in the process of developing a Supplemental Type Certificate to install a Sensenich propeller on the AA-1, -1A and -1B airplanes which will allow a continuous RPM of 2800 allowing the development of 115 HP. This has now been given certification, as of May 19th, 1983, for all planes equipped with the AK132 oil cooler installation. Ameromod is de-

veloping it's own oil cooler kit which will be significantly less than the \$1,446.83 price from Gulfstream. When the O'Berg Filter is approved (also covered in the last issue) it may reduce temperatures enough to allow certification without an additional oil cooler. For those with an interest, the Sensenich propeller and STC should be available by the time you read this. Contact Ken Blackman at 206/353-3559 for details and availability.

O'BERG FILTER

The last issue contained a report on this up-coming product being developed by Ameromod in conjunction with O'Berg Industries. Progress is going well and a complete new unit is being designed which has cooling fins and a more easily adaptable configuration for mounting in aircraft. Numerous changes were required to satisfy the FAA so the decision was made to start with a whole new casting for aviation use. The new one will be better, smaller, and lighter than the present automotive unit. Watch these pages for progress on this project.

AA-1 SERIES AUXILIARY FUEL

The auxiliary fuel system for the AA-1 Series airplanes, which has been STCed for nearly three years but only able to be installed in Ameromod's facilities pending full FAA/PMA, is finally getting down to the wire for field-installable kits becoming available. If no other road blocks appear these kits may be available within 30 to 60 days. The systems are for either 10 or 20 additional gallons of useable fuel located in the wings.

Several airplanes are now flying with these systems installed with great success (and range) so you can say that it is a tried and proven modification. As soon as the PMA date is recognizable, Ameromod will begin accepting orders for both versions of the system. Weight and Balance calculations are necessary to be sure you can legally install them in your plane and, if necessary, to determine if you will have to relocate your battery. There is a 5% gross take-off weight increase automatic with both systems but you must be able to fill all tanks and fit a 170 pound pilot within the envelope. A real weight and forward CG increase is in progress but the FAA is being a real bear about the whole thing so, for now, we have to live with what we have. For those with a specific interest, collect your Weight and Balance figures and call Ken Blackman to discuss your particular situation.

Ken Blackman

AYA '83-

This edition of the "Star" will be the last one you will receive before our big annual event at Delavan so, for those new members and others who have never attended one of our past conventions, here's what you can expect.

1. The general purpose of the Fly-In is to hold our Annual Association Business Meeting during which new officers are installed, various subjects are reported on, discussed, and brought to a vote of the attending members. (This year we have some important business.)

2. Equally important is the opportunity for members to meet each other, discuss and compare airplanes, see and fly various modifications, meet and talk with AYA leaders, and show off your own birds and skills through displays and contests. (Nice trophies are presented to the winners, too.)

3. There are seminars given on maintenance and modifications which may prove invaluable to your airplane and

can save you significant money in keeping your airplane flying and making it better by doing the best modification for your particular flying requirements.

4. Each year we try to attract a guest, or guests, to speak at our two evening banquets. We also have members who have backgrounds or other areas of interest to speak during these segments of the convention.

5. All-in-all, there is something for everyone to take back home and apply to your daily life with your airplane and lasting friendships come from your attendance.

LAKE LAWN LODGE - you received a brochure in the last issue of the "Star" showing you what the place has to offer. Believe me, this does **not** do the place justice! It can't be described in print or photos - you just have to experience it. If you bring along your family they will have **plenty to do** other than live and breath airplanes which really helps keep peace in the family!

DATES - the selected timing, August 2nd, 3rd, and 4th falls on Tuesday, Wednesday, and Thursday. This mid-week schedule was chosen to allow people to attend either week-end at Oshkosh and take in our event as well. Also, there is not a three-night minimum reservation required at Lake Lawn Lodge during the week where there is on weekends. There isn't as much conflicting air traffic in and out of the airport either, which leaves us better off for our flying events. It's also true that we have experienced a better turnout ratio with previous mid-week Fly-Ins than week-end events during the past three years. We expect to have one hundred plus members turn out this year; prepare now and be one of them.

SCHEDULE OF EVENTS

Tuesday, the 2nd - Registration and check-in during the afternoon and an "early bird" cocktail party beginning at 7:30 in the PM. Be advised there will be a "War Bird" fly-in at Delavan on Monday and there will be numerous high speed airplanes in the pattern then so beware. Tuesday is the rain date so check Monday's weather before coming in on Tuesday. Minitor Unicom! If they're there, you might be advised to hold off your arrival until after 3:00, they should pretty well be cleared out by then.

Wednesday, the 3rd - The brave and the bold will be waking up the late sleepers by flying a "Dawn Patrol" mission around 7:00 in the AM to be followed by breakfast in the coffee shop at 8:00. The rest of the day will be time to gather at the airport for a full day of getting around to other people and airplanes, flys mods, wring out your bird, clean it up for the next day's judging, and whatever comes natural. That evening will begin with cocktails from 6:00 to 7:00 and our first evening banquet from 7:00 to 8:00. The remaining part of the evening will consist of a seminar on maintenance, modifications, pilot techniques, slides, movies, videos, etc. of various fly-ins and Van Swoford's now traditional contest on "Aircraft Recognition." Time and availability permitting there will be a guest speaker.

Thursday, the 4th - This day begins with a buffet breakfast at 7:30 in the AM and will be followed by scheduled events at the airport. Judging of aircraft for the eight different categories, a flour bombing and spot landing contest, modified aircraft flight and performance demonstrations, and more maintenance seminar sessions using aircraft for actual hands-on demonstrations. (For example, Ken Blackman will clean and adjust a canopy to open and close effortlessly using someone's own airplane that badly needs this done.) Thursday evening will begin with cocktails at 6:00 in the PM, our second evening banquet at 6:30 followed by

the Annual Business Meeting at 7:30. This will, in turn, be followed by our featured speaker and the Awards Presentation Ceremony. The full detailed schedule will be mailed to all who have prepaid and registered and will be available to all others at registration time.

Cost for the Convention fee of \$45.00 per person (\$40.00 prepaid) covers two banquets, one breakfast (including tips), rental of a van or wagon to run back and forth to the lodge and town, and covers the cost of awards and the extra printing and postage generated in promoting the event. The lions share, about \$35.00, goes to banquet and breakfast related expenses for the benefit of those who are curious. Your own motel expenses are, of course, paid direct by you.

The more the better... Promote this event! If you come in contact with another Grumman American owner, please invite them and give them a copy of this information or explain it to them. Be sure to have them contact the Secretary/Treasurer to pre-pay if they're interested. Carry this information with you whenever you are around an airport and post a notice on your local airport bulletin board.

Camping At Lake Lawn's Airport... Limited camping is permitted so long as you follow these simple rules (this is a special privilege extended to us by the lodge):

1. **No Fires!** (Coleman type stoves and grills excepted.)
2. **No Trash!** (Be very tidy and don't mess it up.)
3. The back row, and against the fence, behind your airplane is the **only** place you can pitch a tent. Campers are **not** allowed on the airport but may possibly be OK in, or near, the airport parking lot. First come first served will be the rule of thumb.

Ken Blackman

Van Swofford..... AYA Personality

My aviation career began back in 1970 while a freshman in high school in Erwin, Tennessee. I got turned on to flying on an airline flight to visit my sister, who was a stewardess with United at the that time. I began reading "Flying" magazine and hitting up my Dad (a B-24 pilot in the Second War to End All Wars) for flying lessons. What I got from him was the promise to pay for the second half of a private pilot license. Two years later the words "I have my half" brought about an immediate trip to the airport, where I sought out "one of those Yankee things." Three months later I was a private pilot; the biggest thrills of my life occurring in two AA-1As, N9414L and N9202L.

The years 1973 through 1978 were mostly spent in Auburn, Alabama in pursuit of a degree in aerospace engineering. While at Auburn most of my flying took the form of competition in the National Intercollegiate Flying Association. In 1977, along with two partners, I bought my first airplane, an AA-1B, N6267L. Six Seven Lima was to die hard in 1978 - a dumb old Cessna 150 chose to land on top of our bird, bending every external surface that could be bent.

From Auburn I ventured clear across the country to Everett, Washington, where I worked as an aerodynamic performance engineer on the Boeing 747 program. Flight testing proved to be the most interesting part of the job, climaxing with a record-breaking flight - takeoff at 850,000 pounds gross weight, with a simulated engine failure at rotation. A very interesting experience.

I spent a short time in Tullahoma, Tennessee as a wind tunnel project engineer in the Air Force's Arnold Engineering Development Center until contract changes sent me on my way to Savannah. Gulfstream American brought me in to

design interior installations for Glufstream III's, but after a year transferred me to Acoustics Engineering where I am now. In mid-1981, an orphaned AA-1C sitting out on the "back forty" was put up for bids and I was fortunate enough to win! This is my current mount, N1551R, the "Pocket Rocket" in which I have enjoyed many hours in the past year and a half.

As far as flying experience itself, I hold a commercial ticket with instrument and seaplane ratings. Eleven years have accumulated about 560 hours with most of it in the various models of American Aviation aircraft as well as substantial amounts of simulator time in such varied aircraft as the 747, Gulfstream II, and T-37. And, yes, I still get a little nervous when I see a Cessna 150 circling overhead.

I have been the Vice President of the American Yankee Association for the past couple of years and have enjoyed it a great deal. With the help of the membership I hope to become your President this year; I look forward to that as well and feel that I can do much for the association in that position. I hope you'll give me your vote.

Van Swofford

Letter From The Prez.....

After we lost Mike McCumber and his beautiful Yankee in his fatal crash last fall, his friend and mentor John Stager did a series of tests duplicating the known conditions as closely as possible. John's tests were reported in the September/October Newsletter of last year by Ken Blackman.

As many of you know, Yankee Serial Number AA1-0001 is NASA N501NA and was used as a general aviation spin test aircraft by NASA Langley Research Center. Over a period of time, they spun Yankee N501NA of 529 separate occasions for a total of 3,559 turns. In 16 instances the tail mounted recovery parachute was deployed after other recovery techniques had failed. The test pilot, Jim Patton, was able to recover the other 513 times with various combinations of control inputs. It should also be remembered that Jim Patton is an experienced and professional experimental test pilot particularly suited to this kind of testing and his level of spin recovery success would be markedly higher than for the average pilot.

In December of 1982 I mailed a copy of our September/October issue of the Newsletter to the research engineers at Langley and asked for their comment on John Stager's tests and conclusions. In mid-April I received a response from Paul Strough at Langley.

Paul's basic warning is consistent with ours: **"Don't spin your Yankee - spins are prohibited in this aircraft."** Other excerpts from Paul Strough's letter are as follows:

"The waving of the wings during the turn preceding the crash could have been 'wing rock' at the stall that the pilot was unable control using rudder and aileron inputs."

"The tendency for the airplane to roll off to the right in a right turn is consistent with similar NASA tests. The roll off may occur before full aft stick is reached, and the roll off is strongest in the initial stall break."

"When the airplane departs, it will probably roll inverted with a steep nose down attitude as it enters the incipient spin. The airplane will then probably pitch up to a less steep attitude, but with the nose still below the horizon, as it completes the roll and enters an erect spin."

Paul also said that if a pilot enters an incipient spin at low altitude he should not "forget it" as our article suggested, but always try to recover the aircraft to controlled flight. It is better to impact the ground under control as the crash is more likely to be survivable.

Paul found it disconcerting that John's G-Meter was covered during the tests and that the load factors were grossly exceeded. Those "Plus Eight" and "Minus Three" readings are pretty severe numbers and, as Ken said in an earlier issue: "Beware of that snake that is waiting to bite you!"

The complete NASA Yankee spin test reports will be available at our annual meeting in Delavan; maybe some of the test films as well.

Dick McChesney

Secretary/Treasurer's Corner

Well, half the year is over now - remember Delavan and our National Fly-In and Annual Meeting - and make your reservations **now** if you haven't done so already... I have been putting information in some aviation publications and we have still been getting some **late** renewals - everyone is welcome and we need you, but... late renewals have caused a lot of financial planning problems and next year it's going to be necessary to renew **before February 1, 1984**. Please keep this in mind when you get your notice to renew your membership or you'll have to pay the initiation fee as you did when you first joined. We now have 449 members with some still straggling in from time to time. Over 300 were renewals but just under 200 had renewed by February 1st. **Please help us with this problem next year and renew as soon as you're notified;** it will help all of us. Keep in mind that there are a lot of Grumman Americans out there, both 2-place and 4-place, that do not have a home with us. I hand out applications at every airport I go to... if you need some applications for this purpose, just drop me a card and I'll try to get them out practically by return mail. Lastly, I want to welcome all new members aboard, I hope your stay will be both enjoyable and lengthy.

Dale Gavey

CLASSIFIED ADVERTISING

1978 Tiger, 1200 TT, dual Com 120's with intercom plus four David Clark headsets, Nav 124 with HSI 100 and Century I autopilot, CP135, ADF 141, AR500 encoder, dual strobes, Alcor EGT, white, brown, and orange paint, excellent condition, will sell with fresh annual. Art Gillson 707/438-2827 days or 707/422-6216 evenings.

1975 AA-1B, 1575 TT, Escort 110 w/t sw and headset, original and above ave. Hangared at Stockton, CA. Call Norman Milne at 209/477-0536.

AA-1C Lynx, 1800 TT, engine 25 hrs since new, 1 com, 1 nav, cruise prop, March annual, Navy paint scheme, sun screen, Hobbs meter. Priced right. Ferdinand (Ferd) Hanssen at 405/234-2448.

1973 AA-1B, CF-CHX, very clean, 2300 TT, 300 SMOH, 300 new prop, fresh CofA, fresh 100 hr. Narco 12B Localizer/glideslope, Narco Escort 110 Localizer, Narco ADF 31-A, Edoaire transponder, marker beacon, Pointer ELT (new). Full or half share available, based at Toronto Island. 416/591-5555 or 416/656-4067.

AA-1C w/150 hp conversion, long nose (Cheetah cowling), full fairings, dorsal fin, sound proofing. Super sharp paint

job, 2 year AYA trophy winner. Narco Com 11A/Nav 11, CHT, 160+ mph cruise. Ken Blackman 206/353-3559.

1973 AA-1B, 1800 TT A&E, canopy cover, custom poly paint, sharp airplane. Will sell with fresh annual. Marilyn Strickland, contact through Ken Blackman 206/353-3559.

For Sale: Parting out a 1977 AA-5B. Good red interior, repairable right wing, good right aileron and flap, vertical stabilizer. Ken Blackman, 206/353-3559.

Weld overhaul cylinders - work done by ECI with serviceable tags. 2 in stock for Lycoming O-235-C2C part number 71828. Chrome barrels. Special price. **Engine mount** - used. Part number 501110-901, fits AA1-0001 to -0347 and -0349 to

VOTE!

Presidential and Vice Presidential Candidates.....

This time every year it's time to vote for your favorite candidates for office. This year we have need for two offices to be filled, that of President and Vice President. The ballot for your vote is included on page 11; use it and vote. The time element this year is a little tight so we ask that you act promptly so that you can be sure your vote will be counted. Simply fill out the ballot, stick it in an envelope, and send it to the American Yankee Association, Inc., Post Office Box 515, Colma, CA 94014. Act now!

We have a single candidate for the office of President. He is **Van Swofford** who has been our Vice President for the past two years. An encapsulation of his background is shown elsewhere in this issue. We have two candidates for the office of Vice President. The first is **Betty McNabb** who was featured as our "AYA Personality" in the last issue of our publication. It was her photo that appeared on page 9. Go back and read this article for a refresher of what Betty has to offer our group in the way of aero background, she is quite an accomplished lady. The other candidate is **Dick McChesney**. His background was covered in the issue of our Newsletter that preceded the convention last year.

It's important that you vote; these people will be important to our future. As voted by the membership in '82, the office of Secretary/Treasurer became an appointed one and is currently filled by Dale Gavey. Please, act promptly since we are running a little late and we need your response soonest to be sure you're vote counts. Your vote must be in the Colma, California Post Office Box by July 27th to be counted so please don't delay.

Robert R. Longo

1983 BALLOT The AMERICAN YANKEE ASSOCIATION, Inc.

PRESIDENT

- Van Swofford
 Other _____

VICE PRESIDENT

- Betty McNabb
 Dick McChesney
 Other _____

PLEASE VOTE AND MAIL IMMEDIATELY!

-0432. Has slight bend in one tube - can be straightened. **Wheel pants** - used, matched set. Part numbers 804020-16 and -17, with mounting brackets. Fits AA-1 with 15 x 6.00 -6 main tires. Excellent condition, these are the fiberglass type. Color is red and white. **Center Console** - fits AA-1B series. Goes between seats. Part number 102344-55, used, good condition, all placards. **Upper gear strut fairings** - Part number 5701050-1 left side for Tiger, new, unpainted. Part number 5201178-2 right side for AA-5. New, unpainted. Part number 201178-1 and -2. Aluminum, fits AA-1. Color blue. **Vertical stabilizer** - used, some damage. Part number 5302038-501. Fits AA5-0001 to -0405. Parting out **Lycoming O-235-C2C**. Case, crank, cam, new tappets, no cylinders, pistons, manifolds, or shrouds. Serviceable tags and magnaflux inspection included. For more information on any of the above, call Aviation Facilities, Inc. at 714/870-9931.

We have many GA parts in stock and can order anything available from the factory. Call Mike Williamson, Bowman Aviation Inc. 219/489-5519.

Share room and room costs at AYA convention, 2-4 August; I've reserved a double occupancy room at Lake Lawn Lodge. Looking for one or two roommates to split some fees. Jim Blackmer at 505/266-4156 evenings.

One or two passengers wanted from AYA convention to Everett or Seattle area or points enroute. Leaving AYA 5 or 6 August. Share fuel and oil costs in Grumman Tiger. One way only. Might consider one or two passengers from Albuquerque, NM, Kansas, etc. enroute to AYA; leaving on or about 31 July or 1 August. Also would consider one passenger from Washington or Oregon area part or all the way to Albuquerque; leaving on or about 24 August. Jim Blackmer at 505/266-4156, evenings.

For Sale: We have a particularly good supply of parts for AA-1s as well as for some of the other Grumman-American models. Call Aircraft Salvage & Rebuild, Inc., at 509/826-4770 in Omak, Washington for more info on a specific need.

For Sale: We have some Grumman-American parts available from time to time. Call Global Aircraft Components in San Jose, California for your particular requirements.

Wanted: I'm looking for a few older **GE No. 4509 Landing Light** bulbs with the cross brace between the tungsten filament support wires. I'd like at least five of them and will be happy to pay \$20. each for them. If you can help, please call Bob Longo at 617/774-1465 days. I sure will appreciate any help on this.

Please send your ballot to:

Officer Elections
The AMERICAN YANKEE ASSOCIATION, Inc.
 Post Office Box 515
 Colma, California 94014

The American Yankee Association, Incorporated

OFFICERS

President

Dick McChesney
 8216 Inverary Place
 Pineville, NC 28134
 704/542-7290

Vice President

Van Swofford
 PO Box 577
 Guyton, GA 31312
 912/964-3740

Secretary/Treasurer

Dale Gavay
 PO Box 515
 Colma, CA 94014
 415/755-3763

Newsletter Editor

Bob Longo
 44 Maple Street
 Danvers, MA 01923
 617/774-1465

REGIONAL DIRECTORS

Northeast

Lauren Larsen
 618 Jumpers Hole Road
 Saverna Park, MD 21146
 301/768-3236

Southeast

Dick Dombrowski
 2993 Paddock Trail
 Duluth, GA 30136
 404/476-4580

North Central

Chuck Pentera
 276 Clark St. No. 2
 Saline, MI 48176
 313/429-2962

South Central

Gene Plazak
 2905 Hilltop Lane
 Plano, TX 75075
 214/867-2176

Central

Jim Cavanagh
 7116 Woodson
 Raytown, MO 64113
 816/737-2344

Northwest

Ken Blackman
 7309 97th Ave SE
 Snohomish, WA 98290
 206/353-3559

Southwest

Bob Arnold
 3229 Baron Court
 Cameron Park, CA 95682
 916/677-1976

Canada

Liz Lane
 1A Rosedale Road
 Toronto, Ontario
 Canada M4W-2P1

AREA COORDINATORS

New England

Bob Longo
 44 Maple Street
 Danvers, MA 01923
 617/774-1465

Southern California

Dave Trousdale
 4119 W Commonwealth
 Fullerton, CA 92633
 714/870-9931

Nevada

Max Noel Shen
 865 Twin Pines Road
 Reno, Nevada 89509

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