

" A Personal Note From Ken "

Dear Yankee Enthusiast,

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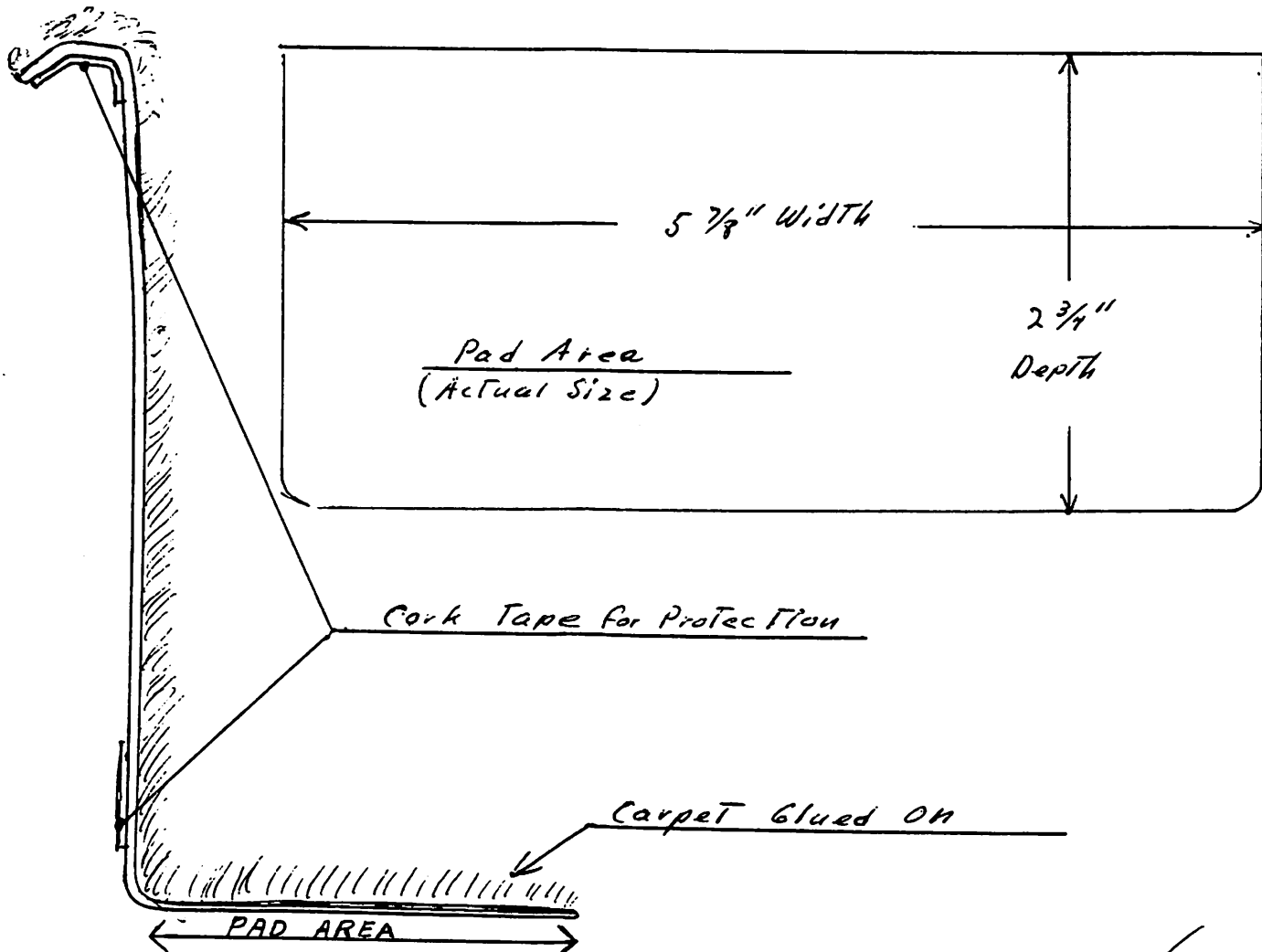
Dacey

MAINTENANCE TIPS FROM KEN

Hello once again, Yankee People! Remember a few newsletters ago, the air vent mod? Several of you have done it and I would like to thank you that have written back that you like it. Those of you who haven't done it---Try it, You'll Like it!!

Another inexpensive little gadget that is just absolutely wonderful is a little deal that Russ Adams, N6136L, came up with and passed along to the rest of us--a portable armrest that hangs on the window rail. It is simply a piece of aluminum bent to the right configuration and covered with carpet (or whatever) to hold up your little elbow to keep it from getting tired while you are flying your Yankee.....Below is a drawing of it which I traced directly from my own.

I understand that the Louisiana engine mod has received a "one time" STC and should have the multiple soon. This is the one that has been advertised in Trade-A-Plane for several months. Apparently it requires installing Traveler Ventral and Dorsal fins and moving the battery to the rear of the baggage compartment. I haven't heard the performance specs yet but from the one phone conference I had with the developer, the speed wasn't all that fantastic and gross weight remained 1500 lbs. At least it's a starting place...We'll keep you posted.



Try making this Armrest, it works great!!!

Ken

2) A simple Stay Off sign on the wing roots will do a lot for the looks of your Yankee. Seems people have a nasty habit of hopping up on the front of the wings to look in the cockpit. The resulting dents don't seem to make the Yankee fly any different, but they do detract from the looks of the plane.

3) Keep the front tire properly inflated. The prop is already close enough to the ground as it is. The more clearance the less debris it will pick up.

4) Plot a graph of the 75% power curve (it's almost a straight line). And don't be afraid to lean below 5000 ft. A quick reference to your graph will reveal that you're quite often below 75% power even when you're below 4000 ft.

5) Take care when opening and closing the canopy. It's fragile and easy to crack. A dry lubricant on the tracks will help. A dry teflon lubricant in aerosol form is now available.

6) Taxi your Yankee slowly, especially around other planes and hangars. Brake failure doesn't happen very often...but if it does in a Yankee, the result is a loss of steering.



1969 AMERICAN AVIATION YANKEE

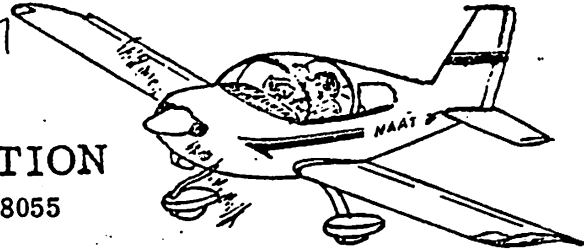
		SYSTEM OPERATION	
Reg. No.	5605L	Flaps	Fixed
Years Produced	since 1968	Landing Gear	Fixed
Price, basic, new	\$6,495	Propeller	Fixed
as flown	\$9,495	Brakes	Hyd.
range, used	N/A	<b>ENGINE</b>	
<b>DIMENSIONS</b>		Power Loading, lb./bhp.	13.9
Overall Length, ft.	19.24	Make	Lycoming
Height, ft.	6.8	Model	O-235-C2C
Seating Capacity	2	Output, rated bhp @ rpm	108/2800
Cabin Door, h x w, in.	Canopy	Cylinders	4
Headroom, front, in.	37.5	Displacement, cu. in.	235
Lugroom, front, in. (max.)	35.5	Fuel System	carb.
Hiproom, front, in.	41.25	Aspiration	norm.
Shoulder room, front, in.	40.0	TBO, rcmd. hrs.	2000
Baggage Capacity, lb.	100	Oil Capacity, qt.	8
Size, in.	81 x 38 x 29	Grade, rcmd.	SAE 40
Door Size (h x w), in.	N/A	Propeller Make	McCabrey
Wheelbase, in.	52.0	Model	1105/CC/115
Tread, in.	99.0	Type	Fixed
Tire size, main, in.	6.00 x 6	<b>SPEEDS</b>	
nose/tail, in.	6.00 x 6	Never Exceed (V <sub>NE</sub> ), mph	160
<b>DESIGN DATA</b>		Maximum Sea Level, mph	144
Empty Weight, lb.	1007	Normal Operating (V <sub>NO</sub> )	150
Useful Load, lb.	493	Cruise, 75% @ 8000 ft.	134
Gross Weight, lb.	1500	Maneuvering (V <sub>M</sub> )	125
G Load Limits, pos.	3.8	Economy, 65%	123
neg.	-1.52	Flap Extension (V <sub>FE</sub> )	100
Datum Point	50 in. fwd. firewall	Gear Extension	N/A
CG Limits, fore, in.	78.5	Slow Flight, TAS mph	60
alt, in.	81.0	Best Rate of Climb	89
<b>CONTROL SURFACES</b>		Best Angle of Climb	78
Aileron Area, sq. ft.	5.2	Liftoff	70
Up Deflection, deg.	25	Touchdown	75
Down Deflection, deg.	20	Stall, clean, power off	69
Differential	Yes	dirty, power on	65
Moment Arm, mean, ft.	8.5	<b>WING</b>	
Elevators Area, sq. ft.	7.0	Wing Loading, lb./sq. ft.	75.3
Up Deflection, deg.	25	Airfoil Section (NACA)	Mod. P-416
Down Deflection, deg.	16	Wingspan, ft.	24.5
Moment Arm, mean, ft.	12.5	Wing Area, sq. ft.	32.71
Rudder Area, sq. ft.	3.5	Wing Width, root, in.	48.0
Deflection, l & r, deg.	26	Aspect Ratio	3.04
Moment Arm, mean, ft.	12.5	MAC, in.	48.0
Flap Area, sq. ft.	5.44	Incidence Angle, deg.	3.5
No. Positions	Variable	Dihedral deg.	0
Settings, deg.	N.S.	<b>FUEL SYSTEM</b>	
Takeoff, max. rcmd.	0	Capacity (std), gal.	22
<b>PERFORMANCE</b>		Useable total, total plane	22
Best P/C, sea level, rpm	810	Grade, optimum	80/87
Service Ceiling, ft.	11,250	Consumption, 75% cruise, gal/hr	7.5
Climb Rate	115	Economy cruise, 65% rpm	4.5
Max. range, mph	85	Range, 75% at mt.	400
Takeoff roll, ft.	800	hr.	4.85
over 50 ft.	1815	Max. at mt. w/prop	500
over 100 ft.	490		
over 50 ft.	1240		



1977  
*MARCH NEWSLETTER*  
**AMERICAN YANKEE ASSOCIATION**

2202 N.E. 10th Place #203, Renton, WA 98055

Dacey Miller, Executive Secretary



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If you missed the 2nd Annual AMERICAN YANKEE ASSOCIATION meet held in conjunction with the West Coast EAA Fly-In at Merced this year, you missed a good time! I was a bit disappointed that more of you didn't make it, (only 20 members did) but it certainly didn't dampen the enthusiasm that was demonstrated by those who did show up. We had our own judging and wall plaque prizes since the EAA feels we aren't exactly a home-built or an antique. At least we had very great cooperation from the Merced Pilots Association this year in respect to display area and Fly-By operations complete with "FOLLOW ME" truck to lead our fourteen aircraft formation out through the crowd to the runway. That's right, we got 14 of the buggers off at one time, made 3 circuits and managed to get 12 of them back on the ground in one shot! (No disrespect to the two who elected to go-around for it gets rather turbulent fighting the wake of that large of formation in front of you)

We received a standing ovation from the crowd as the formation taxied back in (they were applauding and were standing anyway due to no seats) to the display area. The announcer made the comment that "Those Damn Yankees not only look great in the air, but look great on the ground, too!" We have some nice slides of all of this and we should have a cost estimate in a couple of weeks for prints of them if anyone would like them. We'll have it in the next Newsletter.

The judging was done by Ed Lamb, Region 6 Grumman Representative and one of our members (even though he doesn't have a Yankee) and assisted by Maynard Crosby whose Yankee #459, N6259L (the last of the Mohiakians) failed to get out of the paint shop in time for the show, and couldn't be entered. The same format was used as for the EAA planes and let me tell you it WAS close. There was only one point difference between winners and losers in the "Best Overall" and "Best Original" categories. It was right down to who had the cleanest break linings! The results were as follows:

N6182L Best Overall Yankee, John Stager of San Jose, California  
N6106L Best Original Yank, Bev Hanson of Kirkland, Washington  
N5909L Most Modified Yank, Cliff Johnston, Bothell, Washington  
N6136L Longest Trip made, Russ Adams, from Seattle, Washington

\*NOTE- The latter was runner-up in both "Best" categories and was definitely the best instrumented aircraft in the bunch. His plaque should have read that.

It has everything from soup to sardines and is flown serious IFR regularly!

Also, here's a big Yankee Thanks to Ed for undertaking the difficult task of Judging.

I would like, personally, to thank each one of you who made it and let you know how nice it was to meet you and see your birds. Sure was a pretty sight!!!!

For the rest of you out there in the whole country, I would encourage you to try to have similar meets in your own areas. Tim Halchuck has one going in the North East which he has contacted you easterners about and the Texans are trying to get organized as well as the Canadians. If you will let us know the dates and particulars on these we'll get them in the Newsletter. The more publicity of good flying and such that we can get, the better. I've heard us referred to as everything from "The Yankee Uprising" to "Bede's Revenge", but whatever you call it, it proves that the Yankees are around and we love 'em !!!!!!!

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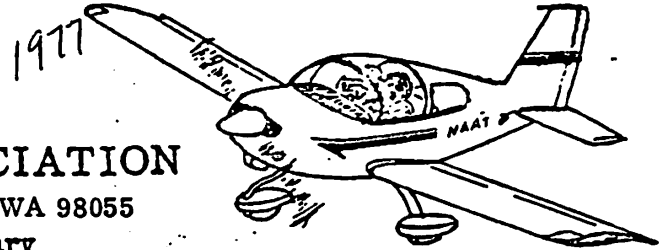




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some tail feather mods as well as engine mount and engine. We plan to do it to a couple of Yanks here and plan to try stretching it to incorporate the O-320-B, or 160 HP 100 proof drinker. By using the right prop combo, and some custom speed fairings which is another S.T.C. we are working on, we feel we can see cruise speeds of 160 + MPH and climbs of 1500+ FPM. We will keep you posted on these, and other developments as we go along.

ANOTHER question regarding some who have recently become Yankee Owners is how do I come to fly it to it's fullest capability without running the risk of busting it while I learn the tricks. The best answer I can give is th seek out an instructor that has spent a few hundred hours in the right seat of a PURE YANKEE, (not just Trainers) and get several hours of Dual on every kind of take-off and landing you can dream up. The so called "HOT" reputation came from those who just climbed into a Yank and expected it to fly like a 150 and scared their wittle selves right out of pants and ran off yelling "It's a bad airplane!" Those of us who have spent umpteen hours of pure delight cavorting in the skys in our Yankees know that this sure is not true. We know that the book preformance tables are as conservative as Shirly Temple movie. We also know to stay out of a 1500 Ft. grass strip on a hot day!!! There are lots of things your new found companion will do that the book won't tell you about and some things it just won't do. It is up to the pilot to learn both ends of his Yankee's ability, but I don't reccommend blind experimentation on your own. Find someone who knows and have them teach you properly and you and your bird will live to a ripe old age. If you can't find such a person, write me and I'll send out an SOS for you through the newsletter.

PARTS for Yankees are available through your nearest Grumman Dealer and he can supply you with any part you might need. Some are not common to the Trainer and may require Special Ordering but can be obtained. If any of you need anything and have trouble getting it, contact me. Some parts are better replaced with improved parts from later models which will most likely fit, such as windshields, canopys, nose struts, seat rails, etc. Literally any part, except wings and air vents for the trainer will fit on the Yankee. Some may require slight modifications but are better stuff. I plan to send out a list of mods and part numbers in a few weeks so all can benefit from some of our head scratching. Air vents will head the list!

STROBE lights (wing tip) are available to members at about 1/2 of whole-sale price through Tim Halchuck in Willmington, Mass. He is a new member and has volunteered to head up the Eastern Region. He has access to these units (they are the same ones Grumman lists and installs) and he has a toll free number at work where you can reach him. 1-800-225-1468 will get him and he can fix you up with winkers for your wings. (aprox. \$145.00 per set)

SPEAKING OF REGIONS, it is hoped that we can develop these in all parts of the country in form of "Chapters" of our association. Each area should form a team, like the one here in Seattle, and work on formation flying and such to make our presense known at Fly-Ins and Air Shows. We qualify for "Neo-Clasic" catagory with EAA-AAA as "production aircraft no longer built" and deserve a place in the judging as much as a Cessna 140 does and we all should fight for it. We proved ourselves worthy at last years Merced Calif. fly-in! They didn't really want to give us a place to display, but we did finally get an area of our own. When it came time for the "Fly-Bys", no less than 10 Yanks taxied out in formation, took off in formation, made 2 passes in nice formation and there were a lot of people over looking at us when we got through. The next day, the officials were after us to do it again. This year, June 4th and 5th, we will all be there and hope to have about 50 little Yankees there and really give them a show. If at all possible, try to make it for our 1st aniversary !!

Sincerly, Ken Blackman

MAR 71 . 2

# SKYTREK AVIATION

A DIVISION OF WESTERN AERO SALES INC.

AIRCRAFT SALES - SERVICE - RENTAL - FLIGHT INSTRUCTION

" A Personal Note From Ken "

Dear Yankee Enthusiast,

There have been so many of you write to me, as the result of George Larson's article, about The American Yankee Association and asked some particular questions which could benefit everyone that I decided to write some of the answers to all of you. Time is of the essence in my business so forgive me for not answering each letter personally as I'd love to make lots of "YANKEE TALK" with all you.

First of all, let me say that I became a Grumman American Dealer as the result of falling in love with the Yankee a few years back. Yes, Me and old N5792L (#192) have had some good times together! Maynard Crosby, now my partner and manager of our San Jose facility, introduced me to the Yankee, and to flying, at the same time. He owns N6259L (#459), the last one ever built (the only one in 1972) at the present time. The only thing we have against the present Grumman American line we sell and service is there is no Yankee in it! We do still use them for training and rental!

Enough of my background and on to some of these questions. Some asked about painting their birds. This is all Yankees, and their decendants rough spot, when it comes time to give the poor baby some new shinny stuff. Most paint shops run like you have the plague when you inquire about the possibility of stripping and painting your "bonded bird". This is for good reason as it is one heck of a job and if they have had experience with the process, they will usually quote you one heck of a price. If they are willing to take the job, and seem capable of doing it right, it is well worth an extra hundred or so to have them do it. HOWEVER, if you feel up to it, and want to save about half the price of the paint job, you might consider having them make you a price on just the painting if you deliver it to them stripped and preped, ready for the spraygun.

Cliff Johnston, of N5909L, who happens to be Chief Pilot here at our branch of Skytrek, is becomming an "EXPERT" on doing just that. If you have the original Laquer, it melts away rather quickly with Ketone, Acitone, or just plain Laquer Thinner, however Cliff says Ketone is the best. (Don't worry about not being able to fly your plane while it's down for after a few hours of sniffing the Ketone, you'll be flying without it for a while!) You'll need lots of old rags, lots of Ketone, and lots of free time. If you want any more on this, call Cliff here at the office and he'll fill you in on the procedure.

If your base color is in good shape but your tape is fuzzy around the edges, you can remove it by using a good hot hairdryer and peeling it off as you heat it. Use "PREPSOL" to remove any residue and old wax, etc, mask off any stripe scheme you desire, and presto....."New Birdie!" I might warn you, however, to test your old paint with masking tape to be sure that it won't come off with it when you remove the mask. (it might)

"NEXT TOPIC" Yes there is a "SUPER YANKEE" living in Colorado! It has been in development for about 4 years and should soon recieve S.T.C. It is running an O320 Lyc. of 150 HP. It is also trying for AEROBATIC certification which relies on the final Spin Tests being done now. It will require



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**MOST IMPORTANT NEWS.....** Plan to be in Merced, California... all you Yankee owners/lovers... June 3, 4, 5..... for the big FLY-IN... and the first birthday celebration of the "AMERICAN YANKEE ASSOCIATION". Let's try for 50 .... we know there are many, many more than that in the area close enough to make it reasonably possible to come... so that isn't such an impossible figure... **after** all there were 11 there last year on a very "impromptu" basis..... so Y'ALL COME !!!!!!!

Arrangements have been made for a special parking area... hopefully pretty much where we were last year..... that was nice..... and there is room for expansion. Remember also that all of you Grumman-American "descendents" are welcome to join us... as long as you are properly respectful, of course !!

Have lots of enquiries as a result of the mention in George Larsen's column in FLYING magazine... are hoping also to get the word out through Western Flyer and other regional publications. Would sure like to get some more "area activity" going- similar to that in the Seattle WA and San Jose CA areas. Tim Halchuck in Wilmington, Mass. has volunteered to see what he can do about getting something going on the East Coast area ... ~~sxx~~ ( he also has a good deal on wing tip strobe's you might be interested in)... you can reach him on toll-free number 1-800-225-1468... for info about both.

Now that leaves the Central region sort of hanging ... what about some of you guys and dolls getting a covey of birds together... seems like since the Yankee was born in Cleveland, it shouldn't be too hard to find a bunch of them around .

Would like to see about 6 areas going... North and South Western areas , North and South Mid-Central , and North and South Eastern. Then it wouldn't be too much of a problem to get together fairly frequently .... also we could plan a "once a year" annual meeting and move it around a bit..... make it a really "special event". maybe in conjunction with a Fly-in .... and maybe not... maybe have our OWN Fly-in and get together. how about that ? !

Some of the people we have heard from are : Terry Maxwell - Pasadena, CA, Dan Davids - Honolulu, David De Ramus - Skandia, Mich, N. Culbertson - Hagerstown, Maryland, Sid Crump - Sarnia, Ontario (Canada), Tom Sullivan - San Antonio, Texas, Francis Stankus- White Cloud, Mich, Ralph Gehrig - Chicago, Ill. , LeRoy Wallace - Strathroy, Ontario, Robert D<sup>E</sup> Long - Murfreesboro, Tenn, Thom Sherman - North Muskegon, Mich. , Bill Gottenburg - Houston, Tex. , R.J. Murphy - Freeport, Bahamas, R.D. Chapman - Tavernier, Florida, Ron Lattiner- Sparks, Nevada... and a bunch of others whose names I don't have as I am banging this out on the typewriter... but it sure looks like we have someone pretty much located in all of the areas I mentioned... and how about that Honolulu and Bahamas touch !

As well as the Ontario Canada guys, I know that we also have a few in the British Columbia area that we hope to hear from... so keep those letters coming and we'll have a new address list coming off as soon as we can get it all together... then maybe some of you can find each other and get together for a little flying around and airport hopping..... nothing shakes up the natives like about six Yankees all arriving together !!!! Y'all take care now... see you in Merced

Dacey

6

AMERICAN YANKEE ASSOCIATION  
NEWSLETTER  
May - 1977

Of course the big news this past month is that we got our wings finally... and everyone should have theirs by now. The Gold ones are for our "elite" members - those who are fortunate enough to own a Yankee.... the silver ones for the rest of us... who wish we did. We also have some "half-wings" available for the small fry or non-pilot associates (wives, husbands, girl-friends, boy-friends etc).... sorry about that, but we have a prejudice that only pilots should wear "for real" wings. By the way, one "family" can belong for \$10.00, but the extra wings for other pilot members, or half-wings, as the case may be - are \$3.50 each - including taxes, mailing etc. If you haven't received your wings, let Ken know immediately, and we will see that they are sent out by return mail. MAIL---which brings up the question of correct addresses. We understand by word of mouth (telephone, actually) that some people have not received their newsletters.... included in this mailing is a current list and I don't know how to bring it up to date, if you don't let us know you have moved. Hopefully they will be for-warded, but please do send us any corrections, because mail does seem to be getting unreliable at best!!! Also, if we don't have the info on your Yankee-bird---PLEASE SEND IT!!!! Not everyone on the list is a member - but you all should have received the information about the Association, and we hope that those of you who are not will get your membership in before June... to be on the Charter Membership role.... and if you haven't joined and sent in your \$10.00.... don't expect any wings or any more newsletters after this one... 'twouldn't be fair to those who have supported us and patiently waited for things to get under way.... they are, slowly, but these things do take time to put together, and as you all know, Ken and I have pretty full time jobs as it is.... me at Boeing and Ken with SKYTREK AVIATION to take care of.

Included in our plans for the coming year .... Ken is getting together a list of bits and pieces and parts or "interchangeables" and improvements for the Yankees, that have been developed for "the younger generation"... but which do nice things for the Yankees also, NOT just the Grumman. We are planning on sending out a little questionnaire.... to get a profile of the "typical Yankee pilot"... if there is such a thing... and we think there is... there must be something we all have in common besides a love for the little bird.... no particular reason, just curious... and we thought everyone would be interested. Also, will try and get all of the different letters we have received together and publish them in one of our newsletters. We would like to plan some local fly-ins and get-together around the country.... and that's why the roster is being sent out... you guys will have to get ~~together~~ together on your own... unless someone volunteers, like Tim Balachuck up in the Massachusetts area... get in touch with him... if you are in his area, or expect to be. Tim was in Los Angeles on a business trip, and took time from his busy schedule to fly up and spend the day with us in Everett at SkyTrek... meet the bunch around here, and get all cranked up with enthusiasm.... just couldn't believe all those Yankees out there on the flight line.... would you believe 6 under private ownership? Anyway, we all had a good visit with Tim - he got to go flying in spite of our N.W. usual "liquid sunshine"- and learned some things he didn't know about his Yankee... and everyone had a good time.

PLANS FOR MERCED - June 4 & 5 at Merced, Calif - American Yankee Association 1st Anniv. Mtg.

Our gang up here is planning to fly to San Jose Calif on Thursday, Overnite there and go in to Merced, with the San Jose contingent added to ours, on Friday afternoon. Where and when we will have our "meeting" will be posted at the main FLY-IN Headquarters, so be sure and check when you register. They tell us we will have a parking area assigned to us, as we did last year, so we can all be together in a group.... Let's have a really BIG turnout this year... pass the word to anyone you know who doesn't get the newsletter... post the enclosed flyers wherever you think they might do the most good.... We are dreaming about 25.... and it could easily be!!!

Y'all take care.... happy flying... see you in Merced.....

Dickey & KEN

Any more information call Ken at SkyTrek (206) 745-1700 or (206) 353-3800 or

SEE YOU THERE!

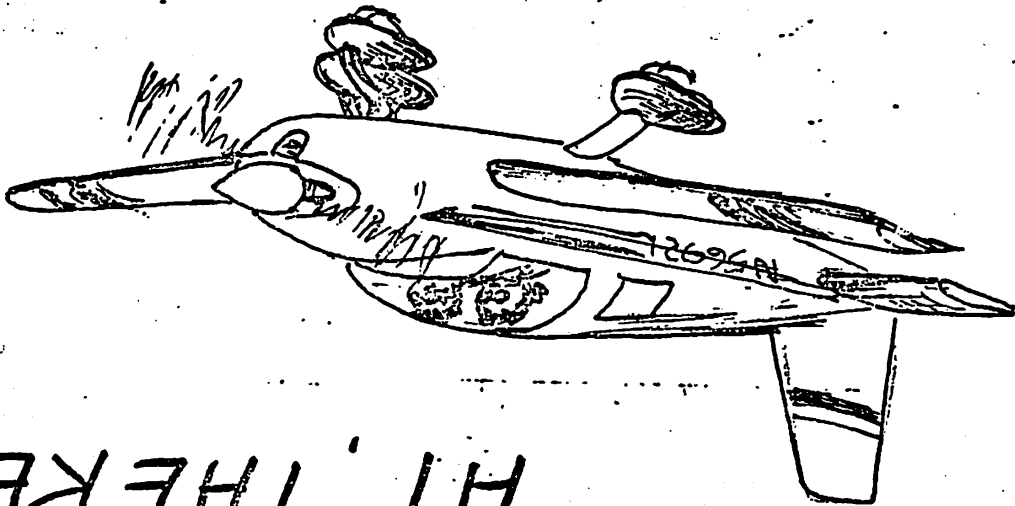
WHEN? - JUNE 4, 5, - 1977

WHERE? - MERCED, CALIF. - EAA FLY-IN

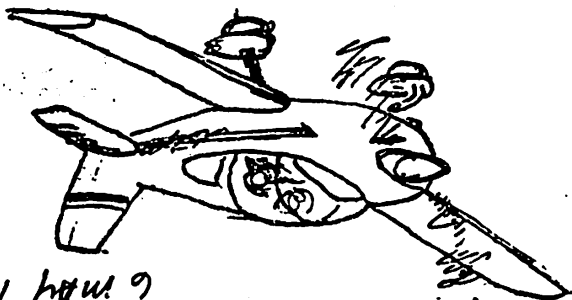
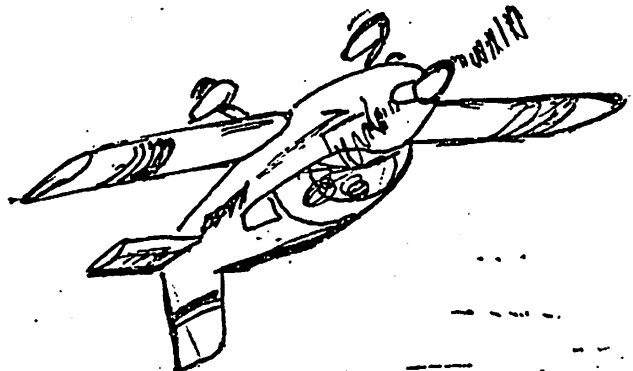
AMERICAN YANKEE ASSOCIATION.....

FLY-IN & 137 ANNIVERSARY M.T.G.

CALLING ALL YANKEES



HI THERE !!

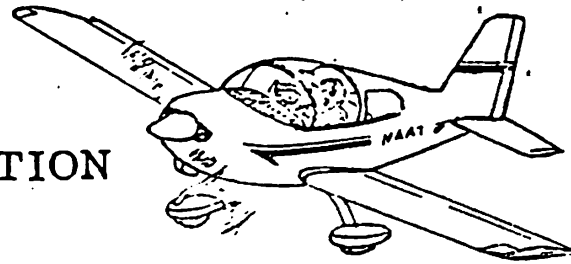


6 MAY 77



# AMERICAN YANKEE ASSOCIATION

## NEWSLETTER - JUNE



Big news for the newsletter this month of course is the big FLY-IN at Merced, Calif. Much to my disappointment, ye old Editor (that's me, Dicey) wasn't able to make it - but I had a really great "stand-in", Lisa Harper, who also covered the Annual Meeting and reports on that for me, which you will be able to see elsewhere in the newsletter. We also have an "up-to-date" roster now available (only to members) and "Charter Memberships are now CLOSED !! It was also decided (voted by those members attending) that membership dues would be raised to \$15.00 per year to cover the increasing mailing costs... we could get a "permit" etc... but at the rates things are arriving these days, it would take a month to get to everyone on a fourth class mailing permit... so for the time being at least, we will continue to go with the first class... what's 31¢ apiece compared to the joys of the Journal or "newsletter" if you prefer. From all reports a fantastic time was had by all - the "Yankee Team was most impressive... and the 14 YEP- FOURTEEN YANKEE FLY-BY - information yet - was (as usual) the BIG HIT of the show'. As coach and 'mamma' for the Team - I was so proud to hear about it all, I actually cried... especially since I was in the hospital while all this was going on. Which brings me to the next bit of news... the reason I was in the hospital was that I had a bit of a heart problem and am now permanently and irrevocably "a grounded bird" except for the big hearts and charity of those who will take pity on me once in a while. The only good news is that I can continue to fly and coach with the Team... but I will always have to be "with" someone... which is O.K. as I have been doing that anyway - and it was really thrilling and made me very proud to know what they could and DID do without me. Now for the other part of MY news... Doc says I have to "cut-down" on a lot of my activities... you can only push a tired old heart so far... actually its not my heart that has a problem... and I am now doing fine... but there seems to be something wrong with my alternator or electrical system - to be honest they don't even know what caused it - and I am back at work and I can't even begin to thank all of those who sent cards, flowers, called, sent messages, came to see me... in fact they had to plug my phone and stick "no visitors except family" on my instructions card... but pilots are smarties... and aren't ALL of you my brothers and sisters... but then the hospital got smart... after all how big and varied can a family get ??? so I had to explain that these were all "good flying buddies" from way, way back... and we are all mightily "concerned" about each other... and it really wasn't hurting me a bit - it was doing me good in fact... and the Doc backed me up (fortunately he is an old Air Force Medic type from WW II and Korean service).

Anyway, to shorten this all up - Lisa Harper - who did the minutes and the perfectly delightful "letter to Uncle Elmer" description of the Merced fly -in.. has graciously agreed; I didn't have to twist her arm a bit, to be the new "Editor" of the Newsletter. I will, however continue as Executive Secretary for the Association, along with Ken - and really I think we will be able to get more accomplished... we need to get more and more people "involved" in doing things in this association... a la Paine Field and our Everett bunch... we really do have a ball up here... and I am sure that if we can just "get the word around" you will find there are more Yankees in your area than you think there are... at least we are going to keep trying. We need to send articles to local papers and Flying papers, even offer to take "99-ers" for rides at one of their meetings... I took one of the early Yankees to Bretton Woods New Hampshire... and the gals all LOVED it... I spent nearly every spare minute I had that the weather was cooperative giving 'em a chance to fly it which led to Max Conrad's famous postcards which he sent me after the 99's Convention:

Dear Uncle Elmer,

June 10, 1977

Remember the last time I talked to you we were comparing notes about airplanes, and I thought I'd take some time out today to tell you about this trip me and some other people took to California last weekend. Well, I'm here and alive to tell you about it, so I guess you owe me a cold beer, especially after all those things you said about the Yankee and how I'd get myself in trouble if I ever got my hands on one. Well, you can believe I'm in trouble but it's not from getting my hands on one, it's from falling in love because I flew one, and I'm in love with the people who fly 'em. With all that speed, good looks and from being so responsive, you better not give me any more crap about the Yankee, especially after what that plane of yours cost you.

Anyhow, a bunch of us went to an airshow in Merced California last weekend in a bunch of Yankees, some of the prettiest birds you ever saw, like a flight of Canadian geese on the wing. We could look up, down, and everywhich way with them canopies, and flying down as a group was pure fun. We did a lot of jaw flapping on the radios.

Anyway, we did have a lot of fun. Went down to San Jose Thursday, had beer and food at this fellow Maynard's office and met some real nice folks. Then Friday we flew over the hill to Merced. Friday night they have what you call an early birds dinner, all the food and cold Coors you want, they even had a band and dancing too.

Most of us slept in tents, then on Saturday some screwball made a low pass over the place at 6 in the morning, yelling at us all to get up. Now there's an alarm clock for you. Later on, around Noon, all the Yankees took off and made a couple of passes over the field, in what you call a fly-by. Uncle Elmer, you just wouldn't believe it, it sure was pretty, the prettiest thing I ever saw, all 14 of them planes flying over low in formation, makes my eyeballs swell up just to think about it now. It sure drew everybody's attention to those little birds, cause when they come taxiing back in, everybody was clapping, it must have made those Yankee pilots feel reel good to know they was appreciated like that.

They had a nice little airshow too on Saturday afternoon, but we didn't see much of it. We was too busy seeking shade and something cold to drink.

Then on Saturday night we went to the awards banquet, where they gave out so many awards, shucks it seemed one in every four people there got one. They also had a real nice presentation for the special Yankee awards. Well, they sure had a lot of planes to judge and look over, the speaker said something like 860 planes were signed in, and they guessed another 750 or so just came to look. They had so many planes, the boys had to park them over in the back 40. They must have walked 3/4 mile to the nearest one-holer. We were lucky, though. We only had to walk 1/2 mile, and got to park the planes on the concrete. Everybody sure was nice and friendly though. Pilots sure are a swell bunch of people. It sure was a scorcher down there though, it got so hot even a duck would've asked to be plucked so's he could walk around naked.

Anyway, we took outa there around Noon on Sunday and got back home a little later Sunday afternoon.

Uncle Elmer, you sure meet the nicest people in Yankees, and them little planes sure can cut the musterd. If you get down my way soon, I'll take you for a ride in one. After that, you'll probably feel like you shoulda owed me a six-pack. Then we'll talk about you trading in your plane.

Your niece,

Lisa

POSTSCRIPT: Your maturity, professionalism, and pride as Yankee owners and pilots makes me real proud to be "associated" with you. Thanks.

"Dicey had a Yankee  
In which she used to frisk  
Now she has a Yankee  
In which her little \* "

And I never was able to convince him to get in one - which only goes to prove what I kept telling him...he was afraid of it because he didn't want to embarrass himself...the airplanes HE flew did all the flying FOR him ....in a Yankee it is the Pilot who decides what is going to happen...not the airplane ! I have never met a really competent pilot yet who didn't immediately fall in love with the Yankee....and I have yet to find an inept one who had anything but bad words and excuses for his performance in it. 'Nuf said...by now you all know what my feelings are about the Yankee...might add that I also feel much the same about the Mooney and I couldn't be happier about the rumors I hear that my two favorite airplanes may soon get together on a retractable with all the best features of both...wouldn't THAT be something! Have to mention big ole 'Pete' Campbell's comment after we went flying at one of the Instructor Seminars...."What do they mean, "dangerous?....this is just plain goddam FUN to fly !"

With which I will close my contributions to the Newsletter...hope to see all of you who can possibly make it up to Paine Field for the big AirShow and Fly-in and fun - fun-fun... THIS is "YANKEE TERRITORY"...and we are all very hospitable so if you want to come, need a place to stay, etc..or even a date...we'll see what can be done about it. Y'all come, now - ya hear ?....comment from a little ole southern gal who just loves a yankee!

Y'all take care now...and love to all of you..... Dicey

P.S. How do you like the heading on the Newsletter ? That is our new stationary, which we hope to have available in true Yankee colors...as soon as the "budget" will stand it...meanwhile we are still producing the newsletter courtesy of Boeing...and, in the future I understand from Lisa...Continental Can !

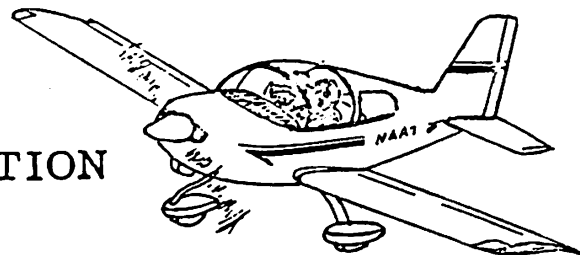
We also hope to have available real soon "patches" as well as the decals...do'nt know about the rest of you but I cut mine up into a true circle rather than just the square and it really looks terrific. Made a little "overseas type" hat in Dark blue to match my Team Flight Suit, added the red and white stripe and the yankee star -really looks sharp - see you all at Paine Field July 15, 16, 17 th...show is on 16th and 17th...so come whenever you can make it...just let us know and we'll arrange anything you need !!!!!







# AMERICAN YANKEE ASSOCIATION



## ANNUAL MEETING

June 4, 1977

The second annual meeting of the American Yankee Association was held at Merced, California, on Saturday, June 4, 1977. The left wing of a T-6 is hereby gratefully acknowledged in providing a shaded relief from the 102 degree heat, for the following members:

Clifford Johnston, Bothell, WA	5909L
Bob and June Pierce, PNW	5609L
Roger and Farroll Falk, Salem, OR	9398L
John Stager, San Jose, CA	6192L
Maynard and Beverly Crosby, San Jose, CA	6259L
Bev. E. Hanson, Kirkland, WA	6106L
Leo and Steven Gross, Dublin, CA	5741L
John Oliver Elin, Concord, CA	5927L
Lisa Harper, Seattle, WA -Yankee pilot	
Russell Adams, Seattle, WA	6136L
Ken and Jan Blackman, Everett, WA	5792L

### Other new members were:

Dave Fagan, Newark, CA	5627L
Dave Williams, Fremont, CA	5627L
Michael Rothermel, Hawthorne, CA	

Ken Blackman opened the meeting by presenting a signed list, appropriately framed, of those present at the charter meeting of the Association held on June 5, 1976. Jan Blackman then read a letter to the members from Dicey Miller, Executive Secretary, who unfortunately was unable to attend the Merced Fly-In and Yankee Association meeting this year. Dicey conveyed her best wishes to all the members and that her thoughts were with us at this time. Ken Blackman then informed the members that the Association is now international, with members in Italy, England, and the Bahamas. Membership is now approximately 80, with several associate members. Yankee patches will be available soon and Association decals will be sent with the newsletter to those who did not attend the meeting.

It was agreed that the Association will continue with the same intent as it has during the past year, and that the second anniversary meeting of the Association will be held during the Merced Fly-In in 1978.

In referring to the judging of the Yankees, Ken Blackman stated that the judging had been done by Ed Lamb, Western Representative of Grumman American, and Maynard Crosby. He indicated that the judging had been so close that it was very difficult to make a decision in each of the four categories. The awards would be given Saturday evening at the awards banquet.

In referring to Yankee mods and maintenance, both Ken Blackman and Cliff Johnston cautioned those who preferred to prepare their own aircraft for paint, to do it carefully and use only approved methods and materials. Ken will continue to publish maintenance and mod tips with the Yankee Association Newsletter. He also indicated that Tim Halchuck has access to wing tip strobe lights for \$142.50, less installation. Write Tim for info.

Cliff Johnston told the members that he had called the tower controllers to thank them for their help in the fly-by held at Noon on Saturday, in which fourteen (14) two-place planes participated, led by Paine Field's formation flight team. The controllers indicated they were extremely impressed with the fly-by, and thanked the pilots for a good job.

The question of dues was next raised. It was moved and unanimously agreed upon that dues for the forthcoming Association year 1977-78 would be raised to \$15.00 to cover the increased cost of mailing, printing, as well as other expenses for the ever increasing membership. Ken also asked if we had all been receiving our copies of the newsletter and mentioned that those who did not should notify himself or the Secretary, so that they would be insured inclusion with the next newsletter.

It was agreed that Ken Blackman would continue for the next year as Chairman and that Dicey Miller would continue as Executive Secretary of the Association.

It was also suggested that a formal thank-you letter be sent to the directors of the Merced Fly-In, for their help and cooperation in setting up a special parking area for the Association this year (on the asphalt), and for adding the Yankee Association to the awards at the banquet on Saturday evening. It is hoped that the Yankee presentation may continue to be a part of the awards banquet in the future.

Ken also reminded everyone of the Paine Field Air Show, July 15-17 and invited everyone who could possibly manage it to come to Paine Field in Everett (air show 16th & 17th), and promised to offer lots of hospitality and plenty of cooperation and fun for everyone!

The airshow was about to start, so the meeting was adjourned, and everybody got a cold beer to soothe the savage heat.

#### POSTSCRIPT CONCERNING THE AWARDS BANQUET.

At the awards banquet on Saturday evening, June 4, 1977, a special presentation was made by Ken Blackman to the winners in the categories below. The beautifully engraved plaques were presented individually, with appropriate comments by Ken to the effect that everybody was going to see a lot more Yankees around next year at Merced, and that we are certainly expecting at least 35 of you Yankees next year, as well as a lot more members. (Also, a few Yankees from Everett will be flying to Oshkosh July 30-Aug. 6. Letters from members indicate there should be a well-represented contingent of Yankees at Oshkosh. - Ed.)

BEST ORIGINAL YANKEE - 6106L  
BEST MODIFIED YANKEE - 5909L  
BEST OVERALL YANKEE - 6182L  
LONGEST DISTANCE - 6136L  
(to the Fly-In)

- Bev Hanson, Kirkland, WA  
- Cliff Johnston, Bothell, WA  
- John Stager, San Jose, CA  
- Russ Adams, Seattle, WA, as representative of the Paine Field contingent. Since there were several planes from the Pacific NW Area, the award was accepted by Russell Adams, who was runner-up in two categories and would have won hands down for best equipped Yankee had there been an award category.

If you missed the 2nd Annual AMERICAN YANKEE ASSOCIATION meet held in conjunction with the West Coast EAA Fly-In at Merced this year, you missed a good time! I was a bit disappointed that more of you didn't make it, (only 20 members did) but it certainly didn't dampen the enthusiasm that was demonstrated by those who did show up. We had our own judging and wall plaque prizes since the EAA feels we aren't exactly a home-built or an antique. At least we had very great cooperation from the Merced Pilots Association this year in respect to display area and Fly-By operations complete with "FOLLOW ME" truck to lead our fourteen aircraft formation out through the crowd to the runway. That's right, we got 14 of the buggers off at one time, made 3 circuits and managed to get 12 of them back on the ground in one shot! (No disrespect to the two who elected to go-around for it gets rather turbulent fighting the wake of that large of formation in front of you)

We received a standing ovation from the crowd as the formation taxied back in (they were applauding and were standing anyway due to no seats) to the display area. The announcer made the comment that "Those Damn Yankees not only look great in the air, but look great on the ground, too!" We have some nice slides of all of this and we should have a cost estimate in a couple of weeks for prints of them if anyone would like them. We'll have it in the next Newsletter.

The judging was done by Ed Lamb, Region 6 Grumman Representative and one of our members (even though he doesn't have a Yankee) and assisted by Maynard Crosby whose Yankee #459, N6259L (the last of the Mohiaksians) failed to get out of the paint shop in time for the show, and couldn't be entered. The same format was used as for the EAA planes and let me tell you it WAS close. There was only one point difference between winners and losers in the "Best Overall" and "Best Original" categories. It was right down to who had the cleanest break linings! The results were as follows:

- N6182L Best Overall Yankee, John Stager of San Jose, California
- N6106L Best Original Yank, Bev Hanson of Kirkland, Washington
- N5909L Most Modified Yank, Cliff Johnston, Bothell, Washington
- N6136L Longest Trip made, Russ Adams, from Seattle, Washington

\*NOTE- The latter was runner-up in both "Best" categories and was definitely the best instrumented aircraft in the bunch. His plaque should have read that. It has everything from soup to sardines and is flown serious IFR regularly!

Also, here's a big Yankee Thanks to Ed for undertaking the difficult task of Judging.

I would like, personally, to thank each one of you who made it and let you know how nice it was to meet you and see your birds. Sure was a pretty sight!!!!

For the rest of you out there in the whole country, I would encourage you to try to have similar meets in your own areas. Tim Halchuck has one going in the North East which he has contacted you easterners about and the Texans are trying to get organized as well as the Canadians. If you will let us know the dates and particulars on these we'll get them in the Newsletter. The more publicity of good flying and such that we can get, the better. I've heard us referred to as everything from "The Yankee Uprising" to "Bede's Revenge", but whatever you call it, it proves that the Yankees are around and we love 'em !!!!!!!

Ken



## "PAINE FIELD AIR SHOW"

The 1977 Lynnwood Rotary Air Fair is July 16th & 17th this year and again, the Yankee Airforce plans an invasion! We had a real good time last year and intend to do so once again. In addition to one of aviation's finest displays of precision aerobatics and military displays, we plan to have a Hangar Dance with band and all and a lot of good "Yankee Talk".

If you would like to attend (and we hope a lot of you will) there are some things about the field you should know for planning your arrival and departure.

1. Friday is Business Aviation Day and gearing up for the acts. The field is not to be closed that day, however if you plan on coming Friday, be very alert for high speed jets in the area and a lot of crazy pilots who think their flying one. The air show season seems to bring out the Bob Hoover in a lot of us and this ain't the safest situation around.
2. On Saturday, try to plan your arrival as early as possible because after about 9:30 or so you might wind up having to park in the dust bowl instead of on the Skytrek ramp with all the other Yankees. They can get downright difficult sometimes. The same would go for Sunday if you were coming for the one day only. When you do arrive, ask Ground for vectors to Skytrek Aviation and don't let any parking official deter you from getting here. We will have parking for all of you and you will be able to get in and out better.
3. Accomodations are close by and you should call soon for reservations at either the Holiday Inn (206-337-0440), Rodeway Inn (206-355-1570), or Motel "6" (206-355-1811). I know some are going to be at the Holoday and we have a courtesy car to shuttle you around in. Motel "6" is the closest and probably the cheapest, however.
4. Below is the taxi chart of Paine Field showing our location and best taxi route to get to us. Most likely you will be landing on runway 34 since 29er will be closed early Saturday morning. (taxi route is shown for 29/11 incase you arrive early) 21/3 will be full of parked Snowbirds and Blue Angles by Friday afternoon.

HOPE YOU CAN MAKE IT -----LOOKING FORWARD TO MEETING YOU!!

Hello, fellow Yankee Folk. Last letter I promised you some pointers on "NOISE ABATEMENT" for your Yank. We have done two complete SOUND PROOFING packages now on Yankees and the results are wonderful, to say the least! There are several separate components to it and these were both a long, drawn out series of separate mods. Some of them are relatively inexpensive and some are not so inexpensive. If one would wish to do it all at the same time, the total bill would be less than to do each one individually and would be the logical thing to do if you are refurbishing your Yankee from the ground up as did Cliff Johnston (N5909L). He actually had the engine mount mod and windshield/canopy conversion already done before he tore the bird down this last time but did the rest all at once.

His bird, by the way, is absolutely beautiful! We thought he was out of his gourd when he unveiled his drawings of "Bat Plane", but no one could talk him out of it and it is the cutest thing you ever saw! Black and Gold Metallic Imeron scolloped with clear Imeron sprayed over all. Looks like the shine's an inch deep! Hats off to Cliff for a beautiful Yankee! (He also has his smoke system working ok now, flat put Paine Field IFR the other day)

Back to the noise level, we have three Yankees around here that register as low on the decimeter as any new Cheetah or Tiger on our line. Russ Adams (N6136L) was one of the first to start his own project and has done a fine job of preserving his ears and his airplane. Bev Hanson (N6106L) started with having us install the late model windshield and canopy and fully carpet the interior, then later, the mount, firewall, more carpet. Every little bit helps! It is sure a pleasure to carry on a conversation in normal voice while cruising at 75% in your Yank.

The following items are included in the total mod:

- 1- 1977 canopy and windshield (no screws to start cracks and top center latch, thicker Plexiglass.
- 2- sealing the goposis at the top/rear of the canopy skirt with a furry type of
- 3- Bathroom carpet (black)
- 3- Re-designing the engine mount and changing to soft mounts (requires engineering drawings and data and can go on a form 337, (contact Maynard Crosby for details)
- 4- Firewall insulation using the same material that your AA-1 headliner in the baggage compartment is made of which is obtainable from Boing Surplus Sales (Kent Wa.) and probably some other places that would require seeking out. Skytrek Aviation has plans to pre-fabricate this in kit form, etc it and make it available in the near future. Installation requires removing everything that goes through and mounts on the upper firewall and is most easily done when the engine is removed. We do it during the mount change when it is accessible. Write me for more on this.
- 5- Padding and upholstering the glair shield helps absorb sound and the same treatment in the walls of the baggage compartment do wonders. Carpet on the floors and bottom of the baggage area is recommended and bear in mind that only aircraft approved type materials that meet fireproof code are legal to use in any aircraft.

Actually, the going price, if a stock Yankee were brought to our shop for all the above modifications would run in the neighborhood of \$2,000.00. The Plexiglass and Mount are items which must be done professionally. I would not recommend having a windshield replaced by anyone who does not have experience and I mean on a Grumman American of some sort. Chances are about 75% that one will bust the first one he tries to install or it will crack shortly thereafter from improperly drilled holes. It took 3 of them for us to really get the proper fit between canopy and windshield and there are a few tricks!!

One byproduct of the new style canopy and windshield is the latch on top of the canopy. It seals much better and operates from outside as well as inside. It is also thicker.

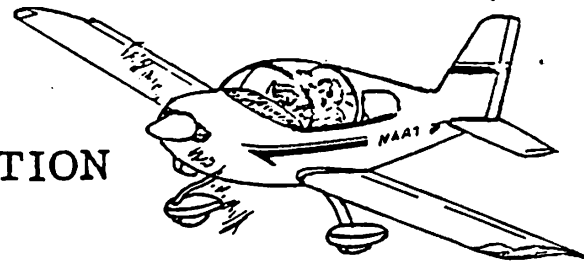
Lots of the interior work can be owner type and done rather inexpensively. If you had it all done "store bought", so what's two grand to improve your little Yankee! Add a \$1500.00 paint job, replacement of a few objectional control surfaces, and some other assunderal goodies like smoke system and tiger fairings and you have an idea of what Cliff has in N5909L. THEN RHV Ground Control has the audacity to ask if "you have to wear a cape to fly it". (He plans to send you each a photo of "Bat Plane")

If any of you want more detailed information, drop me a note for part numbers etc.

Ken/



# AMERICAN YANKEE ASSOCIATION



AUGUST 1977

Vol. II, No. 4

It's 3 o'clock in the morning, I wake up in a cold sweat, and realize I haven't slept at all yet. My subconscious has been working overtime, and my body feels like it too. So here I sit with a warm cup of coffee, trying to get the words down on paper so I can finally get some sleep. If I keep this up, I'll be lucky to get out my first issue and keep my sanity as well.

Well, folks, you've just met your new editor. In a couple of months, my name will be permanently implanted in your subconscious, for mine may be (1) the name you curse if your Newsletter doesn't show up on time, (2) the name you ask for if it doesn't, or (3) you just joined the AYA and you don't know who the heck I am. Keep reading and you'll find out. I'm just another Yankee lover, like yourselves. I'm not even a Yankee owner, but of course, want to fly them more than I get the chance to. When Dicey asked me to take over this editorship, I felt (1) complimented, (2) underqualified, and (3) involved in the Association. And this is where you members come in. Your involvement in the Association and in contributing toward its growth is the most important thing you can do as an Association member and which the Association can do for you. This Newsletter will only be as informative and helpful to you as your contributions will allow it to be, as well as the Yankee Association as a whole. You gotta put something in to get something out...and I'm not talking about the \$15. That's to pay for postage and other miscellaneous expenses. So send me your easy maintenance tips, news about Yankee events in your area, fly-ins, letters, cards, and suggestions. I love to receive mail, and being a basically lazy person (aren't we all?), I'd like you members to help me fashion a Newsletter that is representative of our common interest -- love of Yankees!

So here's the scoop--I will make every attempt possible to send out at least one newsletter every month. Deadline for news items is the last day of the month. I'll try to keep the Newsletter informal and informative, as we receive items from you to fill our issues. Dicey has done a tremendous job keeping you informed and motivated. She's given me a lot of ideas to work on, and you members have also passed on a lot of good ideas that we will pursue and feed back to you via the Newsletter. So read. Enjoy. Contribute!

PROJECT REPORT - When you return the enclosed survey questionnaire, please send me a Kodak or Polaroid type color print of your pretty little Yankee, and on the back of the print, write your name, N Number, Ser. No., and year; and for you non-owner pilots, send me a color print of your beautiful selves! We want to see what you look like too! My personal "spare time" project will be to develop a photo album of our Association members and their Yankees. From the returned questionnaires, we'll try to develop some hopefully interesting comparisons of members and publish in October's Newsletter.

CHARTER MEMBERSHIPS were renewable with the registration form enclosed in July's Newsletter. Please fill out today and mail with your remittance, by August 31, lest we neglect to get postage for your September's Newsletter!

PATCHES have been ordered. However, when the AYA embroidered patches arrive is another matter. The factory indicates it'll take about 6 weeks, as they are very busy this time of the year. Will let you know details for ordering when they come in.

MAINTENANCE TIPS FROM KEN

HELLO, once again, fellow Yankee people. Last month I promised some news about engine conversions and such. There isn't as much to report on as I had hoped for, but here's what I have.

At our most recent get-to-gether, at the Paine Air Fair, Stan Lewis, N5968L, of Longview, WA showed up with a converted O-235-C2C to the L2C (115 hp) specs. Maynard Crosby is doing it to N6259L at this time and it looks promising. Technically, it must retain the 2600 rpm red line with the standard prop and can't really be called 115 hp; however, it does make quite a difference in performance, particularly in take-off and climb. I did not get to fly his bird but he was talking about some pretty good numbers. By switching to the same prop that is on the Lynx (which is what Maynard is doing) the 2700 or possibly 2800 rpm max should apply, but requires an STC. Also, the oil cooler kit must be installed since higher compression (8½ to 1 over 6 to 1) not only is a direct line to horsepower but also to heat as well.

This engine drinks 100 LL and prefers it to regular 100 proof. We have found the '77 store bought Lynx and T-Cat have some lead fouling problems if all you can get is the green stuff, and it is not legal to run 80 octane in this engine.

If Maynard's STC works out, it will be legal to use Red, Blue or Green gas, so pick your poison, whatever you can get and save money.

The conversion can be done at "top time" or major and requires pistons, rings, ½" valves, and oil cooler kit from Grumman (AK-132) with hose brackets, plenum chamber, and the plumbing and lists for \$360.00. We are installing one on Stan's bird and will know about the labor after we've done one. The oil cooler, by the way, is highly recommended for all of us, especially if you are in "hot country".

As far as 150's/160's are concerned, not yet is about all I can say right now. There are three separate attempts being made toward this, but the Feds have managed to keep them all bogged down in paperwork (most of which they have lost and tests have to be redone, etc).

I have to say that some of the fault may not lay so much on the FAA as it is told. Let's all hold our judgement until the chips all fall. If these STC's aren't done right, they can be more ~~harm~~ than good and just mess up a lot of good airplanes. If they work, and some aux fuel and higher gross weight can be certified, they could be very good. My advise is to hang on until all the facts are in before getting out the checkbook and tool box and ending up with a one-place Yankee that has a two-hour range-- this we don't really need. Aux fuel and certified higher gross weight to go along with more power is practically a must and these things are in the design stages now. I'll have a note on this in next month's Newsletter to keep you up-to-date on the latest developments.

I'll leave next month's topic open in hopes of receiving some input from you members about any sneaky little improvements some of you have probably come up with and would like to share with the rest of us. Please let us hear from you!



AIR-TO-AIR - Many of you have already written us letters about yourselves and your Yankees. Here's a couple of examples:

From R.J. Murphy, Freeport, Bahamas... "My old friend AA-1-0153 and I would like to become associated. For the record N5753L and I first met in Cuyahoya, Ohio at 1330Z July 10, 1969. We got acquainted coming down here and have been together ever since, headquartering here at Freeport, Bahamas. Most of our time together is over water which is no real problem as an occasional cold sweat is good for the system. I would estimate that 80% of our weather is as beautiful VFR as you could hope to find, and you can be legitimately VFR 90% if you're not bothered by cruising under 500 feet MSL I would not recommend the latter unless you know the area well---Islands are great lookalikes, and not too many have airstrips. If anyone is interested I'd be happy to write more about inter-island flying. This letter is just to introduce ourselves, 53 and me. With best regards---"

(All the San Juan Islands look alike, too! Sounds like you'd be right at home up here, R.J. - Ed.)

And Charles Deloney of Houston writes us... "After I bought N5634L a couple of my pilot friends were so impressed with my bird, and my enthusiasm that they bought them a Yankee also! One is 5951L and the other is 5967L, owned by Wm B Lee and Gene Zapalac. (If they're borrowing your copies of the Newsletter, give them a registration form, Chuck. They haven't joined the Assn yet - Ed.) "We are all in our 30's and have boys about the same age. We make most of the local air shows & fly-ins and turn a few heads with our formation arrival. One Yankee is white, one is red, and one is blue--quite an eye-catching group. We also land on the beach and carry the boys camping. We are planning to go to Oshkosh this summer--any plans to get the club there? (I think by the time you read this, Chuck, you will have noticed there was a well-represented group, from what I hear)- Ed.

"I'm willing to head up a Houston chapter of the club if anyone is interested. Would be nice to have a regional fly-in..."

(OK, Texas Yankee owners, you now have a temporary leader pro-tem of your region. Write to Charles Deloney (address is on mailing list) to arrange your fly-in!--Ed.)

And David DeRamus of Skandia, Michigan tells us... "I happen to be literally in love with the Yankee that I've owned for the last three years. I'm living now in Michigan where I'm flying F-106 Delta Darts out of KI Sawyer AFB (I tried to get to McChord, but couldn't pull it off)... "count me in! I'm a real Yankee believer, and I'd love to get together via telephone, Newsletter, fly-in or whatever to rap with people with similar interests..."

(You and a few others within a few hundred miles should get together and rap about your Yankees. See mailing list enclosed. Would love to hear more from your area, David. Sounds like you have a nice little mini-fighter there, from reading your letter--Ed.)

ONE FINAL NOTE - My address is on the enclosed membership list. I've tried my best to get the attached list up-to-date as of this month. If there are any corrections, send me a postcard. If you want to complain, send us a postcard. If you want to encourage and praise, make it lengthy, will ya?

Fly safe and enjoy it,

*Jesse J. Super*



RECAP OF PAINE AIR SHOW - July 15 - 17 were pretty active days at Paine Field, Everett, WA, with the Lynnwood Rotary Air Fair held Saturday and Sunday...rather, I should say Sunday only, 'cause by 2 o'clock Saturday afternoon, what everyone else in the U.S. was rationing, came down on us in buckets, the soup took over, and the rest of the show was cancelled. However, Sunday brought semi-sunny skies, and although a little chilly even by Northwest summer weather standards, the show went on, successfully. Here's a brief rundown of Yankee Assn. activities over that weekend:

Thursday, July 14 - Final preparations for the show and Yankee fly-in. Two members from California arrive early.

Friday, July 15 - Yankees and Association members arrive from all over the West Coast. Of course, the local contingent of Yankees and members are also there to greet arrivals at a reception hosted by Ken and Jan Blackman.

Saturday, July 16 - Air Show day! "Unofficial show opening" was a Grumman fly-by, followed by the Yankee formation fly-by, making one diamond formation pass and another pass in echelon, with a peel-out. Yankee pilots were: Cliff Johnston, Bothell, WA; Ken Blackman, Snohomish, WA; John Stager, San Jose, CA; Bob Pierce, Mercer Island, WA. The best vantage point for the show was gained by Maynard Crosby, Assn member, who moderated this pre-opening opener from the top of the control tower. The Snowbirds performed early in the show, the ceiling so low they had to modify much of their performance to low maneuvers over the field. Tragically, at the end of their routine, two of their birds collided while attempting to reform over the water, and the Tudors went down. The two pilots ejected safely. (This is the first incident the Snowbirds have had since the team was established in 1971. I wish general aviation had that good a record!) The rest of the show was cancelled and the Assn members met back at Ken's operation for some hangar flying. Saturday evening, 25 Assn members and guests got together at the Holiday Inn for dinner and good conversation. Movies of the 1976 and 1977 Yankee fly-bys at Merced were shown, as well as "Barnstormers", a movie produced by Assn member Charles Lindenberg, who is a professional photographer. Slides of 1977 Merced were also on the schedule, but the slide projector refused to cooperate. Dancing and entertainment were enjoyed by those who stayed after dinner.

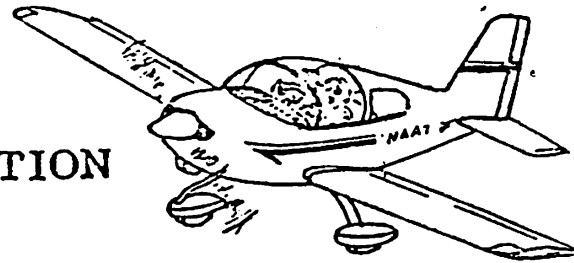
Sunday, July 17 - Near perfect weather for a chilly Northwest summer day, and the Air Show went from start to finish, again with a pre-start opener of the Yankee formation fly-by. On the Yankee's second pass, they each peeled off, with John Stager heading back home. Quite impressive to say the least. Later in the day, and one by one, Assn members said their good-byes and headed for home. Thanks to Ken and Jan Blackman for their hospitality, for providing a giant umbrella from the elements, and to all of you who showed up. It was really nice to meet you and to talk with you about the Assn and about flying!

SO YOU WANT TO IMPROVE YOUR YANKEE - Ken's included a modification this month which you should find interesting. If you have a great little tip that will ease maintenance or improve personal comfort, let us know. We will attempt to pass it along.

A MAINTENANCE TIP FROM YOUR EDITOR - Having been deeply involved in the thinking process for some time now, I finally came up with a real zinger that should help you sort through the pile of paper you get from us each month. How about this one, an inexpensive, 10-minute project. Buy or find a 1" ringbinder notebook. Place Yankee decal on spine of notebook or decorate for easy ID. Put all your issues of the Newsletter in the ringbinder after reading the wealth of information contained therein, and squeeze into your bookshelves. Then, when you can finally afford that neat modification, or, if your shiny pilot wings (still pinned to the jacket you're wearing) get run over by a truck, and you ask yourself what issue you saw that in -- voile! It's there, waiting for you -- Spiegels, popular mechanics and Almanac of AYA all in one place! Get the idea? Thrilled?



# AMERICAN YANKEE ASSOCIATION



SEPTEMBER 1977

Vol II, No. 5

## MAYDAY TO MEMBERS

New Great Lakes Regional Director is Francis Stankus, White Cloud, Michigan. Francis will be your AYA contact if you live anywhere in the Great Lakes region and surrounding vicinity. He will be contacting you individually to arrange a fly-in this fall. Thanks to Francis for your support and involvement. By the way, White Cloud is in western lower Michigan, and Francis' address is on membership list.

## AREA FORECASTS

Tim Champion of N. Vancouver, B.C., is hosting a fly-in to his neck of the woods in September. VFR dates are weekend of September 24-25. If members from other areas than the Pacific Northwest would like to fly in, call me at (206) 762-6039 and I will furnish you details in a 3-minute phone call.

Leroy Wallace of Strathroy, Ontario Canada, also plans to host a fly-in for the Great Lakes area, later this fall, and will also be in touch with you members in that area.

## CONGRATULATIONS...

to Tim Halchuck, Northeast Regional Director, and Debby Lee, who is now Debby Halchuck. Tim informs me they were wed on a recent Saturday evening, after which they immediately hopped in 5663L, for a honeymoon in Canada. Now that's starting off right! Tim also hosted a fly-in on August 13, and had the chance to meet five or six of his Northeast Yankee neighbors, including Lawrence Conklin of Baldwinsville, NY. Keep in touch, Tim, and hang in there!

## OSHKOSH? -- BY GOSH!

It has been suggested by several members that the Association's 1978 annual meeting be held at Oshkosh. Their reasons for the suggested change in meeting places were: (1) the centralized location affords a reasonable opportunity for members from other parts of the country to be able to attend, and (2) it's one heckuvn excuse for a flying vacation to the biggest show around. Since much advance planning is necessary to pull off a meeting at a fly-in as gigantic as Oshkosh, this question is being put to you now, Ann Landers style. Send back the pre-paid postcard, with your choice appropriately marked (no expletives, please!). A space is also provided for you to make comments or suggestions on any other location you may feel would be more appropriate. In any case, it's up to you to decide the location that would be best for the most members.

## PROJECT REPORT

Get your pilot-owner surveys and pictures in! The response so far has been pretty good, and I can't say anything but WOW! One thing I can say that you

all have in common is a good sense of humor. Guess it comes in handy when some homebuilder, who's spent the last two years putting together his BD-1 (less engine) strolls up to your plane and says "Is this an experimental?" With all the air of mystery you can staunchly put forth, you step closer and whisper in his ear, "It's as experimental as you were at age 16! Don't tell anyone, but I finally figured out how to get the Bede-1 off the ground!"

Your responses have been thought-provoking and provide a pretty good personality picture. For instance, when asked if you had any other hobbies or interests, one of you replied, "Besides wild women and Yankees, what else is there?" Well, just don't mix the two together at the same time, or you'll get cross-controlled! More to come in October.

#### WANNA FIND A YANKEE CLOSE BY?

It may take some of your spare time, but will pay off in the long run when you find another Yankee -- or perhaps a new friend -- within close flying range (close is a relative matter). I'm passing it along to you for what it's worth.

I've been told that almost every ATC facility, and some FBO's have on hand a current 3-volume copy of Advisory Circular 20-6AA, U.S. Civil Aircraft Registry, available for you to thumb through, if you ask to see it. This little(?) gem contains info on all civil aircraft registered in the United States, and lists manufacturer, model, series, type, registration number, and best of all name and current address of registered owner, as well as other info. AC 20-6AA is updated in January and June.

Tim Halchuck tells the Editor that he has done research in the aforementioned Registry, up to registration number 51000, and has located 8 AA-1(A) owners in Volume I, the balance of the owners will be in Volumes II and III, of course.

Well, if you don't want to find another Yankee owner this way, go cloud-bumping with a Cessna pilot. You may have found a new friend anyway -- after you give him a ride in your Yankee!

#### AIR-TO-AIR - Some more letters from our members...

From Patrick Dolan, Thompson, Manitoba, Canada..."My Yankee #409, operates off of some 'bush' strips and some fairly civilized airports, but it has always managed to haul its full cabin worth of people and freight into the air in plenty of time. In fact, it makes the ideal aircraft for business in the North, as most flights are at night in the winter (with an average density altitude several thousand feet below sea level) where a good panel and nav far outweigh the advantages of 1000 pound payload taildraggers. This is particularly true when a NE wind whips across the only runway at some remote settlement at 50 mph and -45°C."

Says N.C. Culbertson of Hagerstown, Maryland..."It would seem to me that we have a lot to brag about. What other airplane flies 8% faster than it's rated horsepower?"

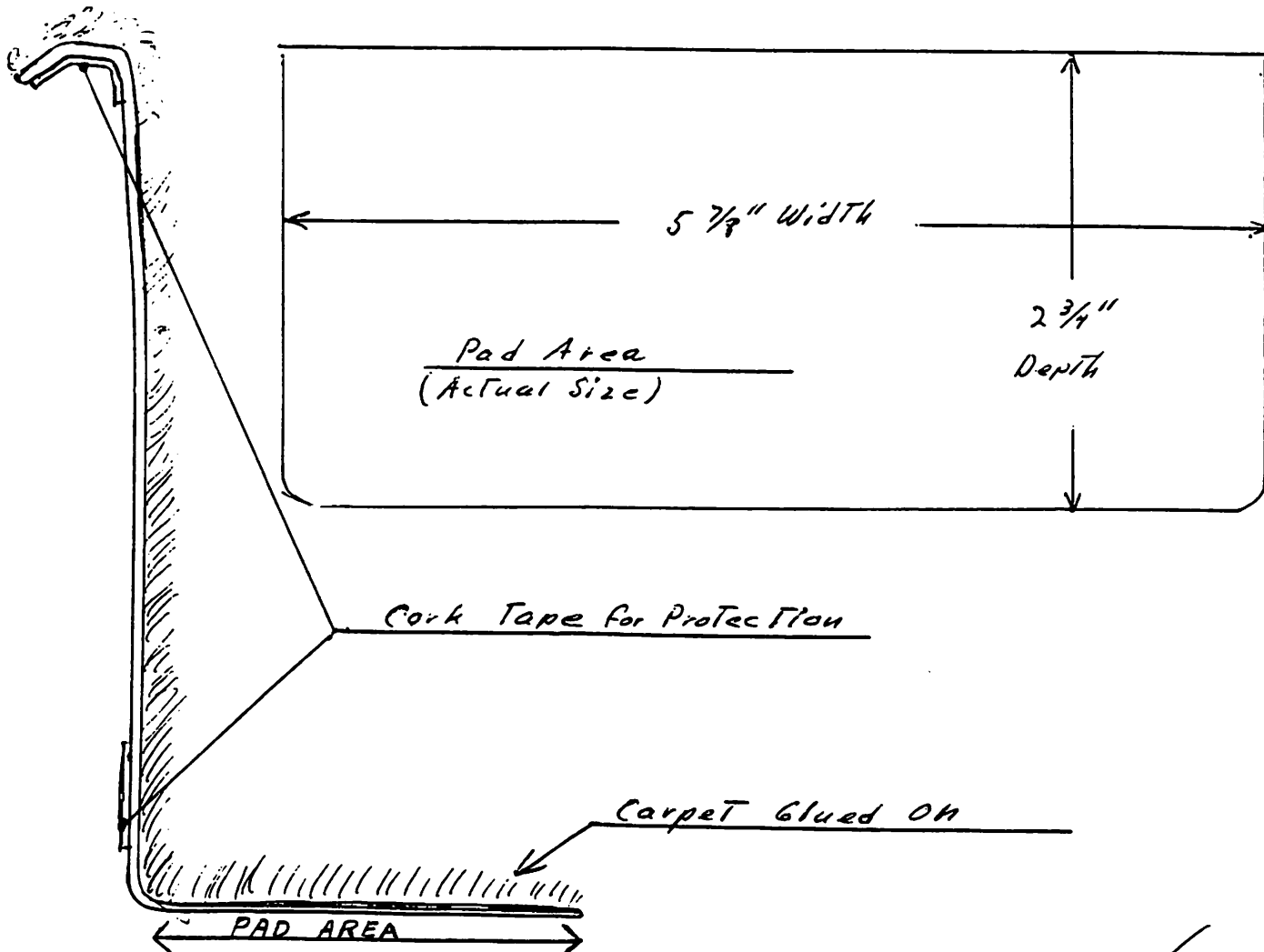
And Ralph Gehrig of Chicago, Illinois, proudly states..."I have managed to survive 670 hours of delight in #335. It is based at the Chicago Hammond Airport south of Chicago."

MAINTENANCE TIPS FROM KEN

Hello once again, Yankee People! Remember a few newsletters ago, the air vent mod? Several of you have done it and I would like to thank you that have written back that you like it. Those of you who haven't done it---Try it, You'll Like it!!

Another inexpensive little gadget that is just absolutely wonderful is a little deal that Russ Adams, N6136L, came up with and passed along to the rest of us--a portable armrest that hangs on the window rail. It is simply a piece of aluminum bent to the right configuration and covered with carpet (or whatever) to hold up your little elbow to keep it from getting tired while you are flying your Yankee.....Below is a drawing of it which I traced directly from my own.

I understand that the Louisiana engine mod has received a "one time" STC and should have the multiple soon. This is the one that has been advertised in Trade-A-Plane for several months. Apparently it requires installing Traveler Ventral and Dorsal fins and moving the battery to the rear of the baggage compartment. I haven't heard the performance specs yet but from the one phone conference I had with the developer, the speed wasn't all that fantastic and gross weight remained 1500 lbs. At least it's a starting place...We'll keep you posted.



Try making this Armrest, it works great!!!

Ken 

From Bill Gottenberg of Houston, TX..."I am pleased that you are making the effort to start such an organization. Having owned my Yankee for 2½ years preceeded by 2 years of rentals, I am very much impressed by this airplane. I doubt that any other airplane presents the average owner with such low costs for operation and maintenance while at the same time being just plain fun to fly!"

William H. Brannan tells us..."Since I live in the Washington DC suburbs (a far piece from the west coast), I can't participate in the doings you arrange out there...I'm not entirely unfamiliar with your area, however. I lived in Moses Lake for about 3 years courtesy of the Air Force in the early 1950's."

I'm not entirely unfamiliar with your area either, Bill, having lived in Washington DC and southern Maryland for 3½ years, courtesy of the Navy. As I recall, Lorton and Hagerstown are about 30 minutes flight time. You and Culbertson could get together for some formation practice..Ed.

Antony Acker of El Segundo, CA knows his Yankee has found a permanent place in the history of Yankees and aviation..."Look in the original Yankee owner's manual -- you'll see 5606L!!"

#### SO YOU WANNA IMPROVE YOUR YANKEE

The "tip" this month will not directly improve your Yankee or its performance, but sure does an excellent job of improving personal comfort, especially when flying the "chop". Thanks to mentor/inventor Russ Adams for this one, and to Ken for passing it along.

'Til next month...

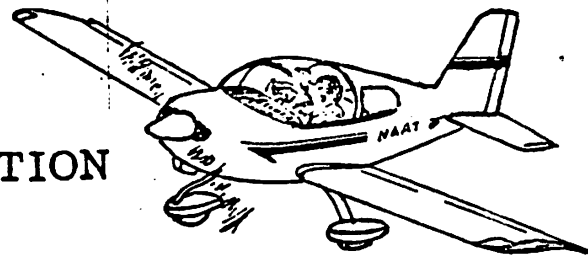
Fly safe and enjoy it,

*Jisa*

(over please)



# AMERICAN YANKEE ASSOCIATION



OCTOBER 1977

Vol II, No. 6

## AREA REPORTS

Given a sad-looking Northwest Saturday morning on September 24, with 1400 broken and 8 miles, the Yankee Assn. set off in 5792L for the "far north"-- North Vancouver, that is, for a fly-in to our host Tim Champion at Pitt Meadows. Canadian VFR is a little lower than American VFR, and they find themselves dodging a few low scattered, turning base to final. Tim and wife Helena are wonderful hosts, with a night out to fabulous food, disco, and an authentic English pub. They wake up early (?) the next morning to cautiously peek out the curtains and find CAVU! After a delicious brunch and sightseeing they head back to Pitt Meadows for the flight back home, 'cross the border. There to greet them are, one each, red and blue Yankees who came up to find some action. The only action they found was some smart remark like "sorry you missed such a good time," which goes for the rest of those in the Northwest. The only irony to all of this is that the only two Assn members who made the fly-in were women, but they did manage to receive all-American male escorts on the trip back. Love that chauvinism!

Leo Gross of Dublin, CA (5741L) reports a regular mini-Yankee fly-in at Madera Airport, CA, for the warbirds gathering. Other Yankee Assn. members who showed up were: Mr. and Mrs. Tim Champion CF-ABF from Canada; Rich Browne 5720L, from Taft, CA; and John Elin 5927L from Concord, CA.

And hot off the airwaves is the news of Tim Halchuck's fly-in brunch at Minuteman Field in Stow, Mass on Saturday, October 1. Mildly termed a resounding success, Tim reports that a total of six Yankees and AA-LB's showed up, who were: Jim and Millicent Gow 5601L (#003) of Dudley, MA; Jim Brazier, 309AA (#002) of Derry, NH; and owners of 9640L and 9666L, as well as Tim and Debby 5663L. Jim and Millicent Gow are such avid Yankee lovers that they had a priority number for a Yankee back in 1962, and had made several trips back to the factory before they took delivery of #003. Mr. and Mrs. Gow had to drive the last 10 miles in to Minuteman Field; they got caught in IFR before they could get in!

The Association's many thanks go to FBO Don McPherson of Minuteman Field, for supplying a parking area and new meeting room for swapping lies--and thanks to Tim, for his hard work and effort in getting everyone together. Tentative plans for October's fly-in brunch will be October 29 at Barre Hiller Airport in Western Massachusetts. For more info contact Tim at (617) 942-0370 or 1-800-225-1468.

Did you ever have one of those days when everything goes wrong and you wish you'd stayed in bed? Well, I'm sure that member Roger Falk of Salem, OR felt the same way one day this past month. He greeted the day with a call from his FBO, telling him a runaway Cessna had tried to eat up his Trainer, ingesting

its spinner, front strut, with a side order of cowling, but it thankfully didn't finish the meal. His Trainer is recovering nicely, thanks to the Cessna's health insurance, and should feel like new very soon. Roger should be recovering about the same time, also--you see, Roger fell off a roof and broke some of his own fuselage at the same time! Our sympathies go out to you both.

#### NEED SOME NEW INSIDES?

Informed sources tell the editor that Bob Davis in Cleveland, Ohio, has a large selection of surplus Yankee and Grumman interiors, at very reasonable prices, which include seat and seat back covers for pilot and passenger, and side panels as well. For specific prices and colors available, call Bob at (216) 579-0787, or write to Firebird Aviation, Coyahoya Co. Airport, Cleveland, OH.

#### OR OUTSIDES?

Handmade fiberglass wheel fairings for Yankees are also available for \$275.00, including hardware, from M&K Aviation, Jeffersonville, Indiana. Phone (812) 282-5493 for more information.

WELCOME to new member Lauren B. Larsen #414  
402½ Crain Hwy SW 6214L  
Glen Burnie, MD 21061

Seems Lauren and AYA member Leemer Cernolavek of Columbia, MO parked next to each other at Oshkosh this year and Leemer asked him to write. Thanks for joining, Lauren, and we hope that our "association" will be a mutually enjoyable one.

Also, change the following addresses on your membership list:

David A. Montgomery	Thom. Sherman
4228 Masterson St. #1	508 Stockbridge Ave.
Oakland, CA 94619	Kalamazoo, MI 49001

#### PROJECT REPORT

This month we salute the '69 Yankee, and for those of you who like to spout statistics, we're publishing herein a fact sheet on the '69 Yankee with enough numbers to make you a walking encyclopedia, or motormouth Yankee fan, whichever your listeners prefer!

By the way, I'm still missing pictures of about 50% of the Association's Yankees. You know who you are!

#### OPERATING TIPS FROM A YANKEE OWNER

- 1) The air scoop up front, just under the spinner, is a natural place for dirt and sand to collect. Keep the engine free of this grit by stuffing a rag or large sponge in the scoop. A rag stuffed in the exhaust pipe is a help also. But don't forget to remove it before flight. (We all make a walkaround pre-flight inspection, don't we?)

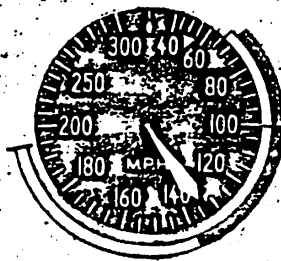
2) A simple Stay Off sign on the wing roots will do a lot for the looks of your Yankee. Seems people have a nasty habit of hopping up on the front of the wings to look in the cockpit. The resulting dents don't seem to make the Yankee fly any different, but they do detract from the looks of the plane.

3) Keep the front tire properly inflated. The prop is already close enough to the ground as it is. The more clearance the less debris it will pick up.

4) Plot a graph of the 75% power curve (it's almost a straight line). And don't be afraid to lean below 5000 ft. A quick reference to your graph will reveal that you're quite often below 75% power even when you're below 4000 ft.

5) Take care when opening and closing the canopy. It's fragile and easy to crack. A dry lubricant on the tracks will help. A dry teflon lubricant in aerosol form is now available.

6) Taxi your Yankee slowly, especially around other planes and hangars. Brake failure doesn't happen very often...but if it does in a Yankee, the result is a loss of steering.



1969 AMERICAN AVIATION YANKEE

SYSTEM OPERATION

Reg. No.	5605L	Flaps	Elec.
Years Produced	since 1968	Landing Gear	Fixed
Price, basic, new	\$6,405	Propeller	Fixed
as flown	\$9,485	Brakes	Hyd.
range, used	N/A		
<b>DIMENSIONS</b>		<b>ENGINE</b>	
Overall Length, ft.	19.24	Power Loading, lb./bhp.	13.9
Height, ft.	6.8	Make	Lycoming
Seating Capacity	2	Model	O-235-C2C
Cabin Door, h x w, in.	Canopy	Output, rated bhp @ rpm	108/2600
Headroom, front, in.	37.5	Cylinders	4
Lagroom, front, in. (max.)	35.5	Displacement, cu. in.	235
Hiproom, front, in.	41.25	Fuel System	carb.
Shoulder room, front, in.	40.0	Aspiration	norm.
Baggage Capacity, lb.	100	TBO, rcmd. hrs.	2000
Size, in.	31 x 38 x 29	Oil Capacity, qt.	6
Door Size (h x w), in.	N/A	Grade, rcmd.	SAE 40
Wheelbase, in.	52.0	Propeller Make	McCaulay
Tread, in.	89.0	Model	1A105/5CM7157
Tire size, main, in.	8.00 x 6	Type	Fixed
nose/tail, in.	6.00 x 5	Dia. in.	7.75
<b>DESIGN DATA</b>		<b>SPEEDS</b>	
Empty Weight, lb.	1007	Never Exceed (Vne), mph	168
Useful Load, lb.	493	Maximum Sea Level, mph	144
Gross Weight, lb.	1500	Normal Operating (Vno)	140
G Load Limits, pos. neg.	3.8 1.52	Cruise, 75% @ 8000 ft.	134
Datum Point	50 in. fwd. firewall.	Maneuvering (Vp)	125
CG Limits, fore, in. aft, in.	78.5 81.0	Economy, 65%	123
<b>CONTROL SURFACES</b>		Flap Extension (Vfe)	100
Aileron Area, sq. ft.	5.2	Gear Extension	N/A
Up Deflection, deg.	25	Slow Flight, IAS mph	80
Down Deflection, deg.	20	Best Rate of Climb	89
Differential	yes	Best Angle of Climb	78
Moment Arm, mean, ft.	8.5	Liftoff	70
Elevators Area, sq. ft.	7.0	Touchdown	75
Up Deflection, deg.	25	Stall, clean, power off	69
Down Deflection, deg.	15	dirty, power on	66
Moment Arm, mean, ft.	12.5	<b>WING</b>	
Rudder Area, sq. ft.	3.5	Wing Loading, lb./sq. ft.	15.3
Deflection, l & r, deg.	25	Airfoil Section (NACA)	Mod. 84-115
Moment Arm, mean, ft.	12.5	Wingspan, ft.	24.8
Flap Area, sq. ft.	5.44	Wing Area, sq. ft.	98.11
No. Positions	Variable	Wing Width, root, in.	48.0
Settings, deg.	N.S.	Aspect Ratio	8.08
Takeoff, max. rcmd.	0	MAC, in.	45.0
<b>PERFORMANCE</b>		Inclination Angle, deg.	15
Best R/C, sea level, rpm	810	Dihedral, deg.	0
Service Ceiling, ft.	13,250	<b>FUEL SYSTEM</b>	
Glide Ratio	N.S.	Capacity (std), gal.	24
Max. range, mph	89	w/auxiliary, gal.	N/A
Takeoff roll, ft. over 60 ft.	800	Usable total, test plane	22
landing roll, ft. over 60 ft.	1615	Grade, potenerating	80/87
over 60 ft.	490	Consumption, 75% cruise, gph	5.2
over 60 ft.	1245	Economy cruise, 65% gph	4.8
		Range, 75% at mt.	4.8
		hr.	3.48
		Max. at mt. w/prop	500





NOVEMBER 1977

Vol II, No. 7

Last month we promised the Newsletter would get a facelift. Hope our "colorful" letterhead is a start in the right direction. And speaking of colors, enclosed is your AYA cloth patch. Wear and enjoy! If you want more than one patch, a limited number are available for \$1.50 each from Dicey Miller.

And now on to the Newsletter...

#### AREA REPORTS

The transient ramp at Barre Hiller Airport in Western Massachusetts was a little short on parking space for the nine - count 'm - nine Yankees and Trainers that showed up for a fly-in brunch on Saturday, October 29. Among the devotees who attended were owners/pilots of 5616L, 6175L, 5663L, 5601L, 7255L, 6512L, and 9427L. Would you also believe that Lauren Larsen, 6214L of Baltimore, MD and Walter Eisenmann 6113L of Hacksensack, NJ, also showed up from 'down South'.

Northeast Regional Director Tim Halchuck reports that there was a wealth of Yankee memorabilia available that each pilot brought to share with the others. This is an important and integral part of common interest groups such as the American Yankee Association, the sharing of knowledge between pilots about Yankees.

Tim will be contacting those of you in the Northeast about the next fly-in which will be scheduled after the holidays and better weather approaches, and is hoping for a fly-in somewhere in New York.

The following announcement is posted at Paine Field, Everett, WA, and is published herein for those of you in the Pacific Northwest:

The friends and members of the American Yankee Association cordially invite anyone to attend movie night and social gathering to be held Saturday, November 19, 1977, starting at 8 pm, in the new meeting room at Bldg C-52-1, Paine Field, Everett WA.

On the agenda will be slides and movies of Merced 1976 and 1977, Lynnwood Rotary Air Fairs, Bellingham Barnstormers Festival, Snohomish Corn Roasts, and other selected short subjects of not much concern to anyone, but nevertheless fun to look at. Desserts will be provided if you bring some. Coffee will otherwise be served. See you there!

#### WELCOME TO NEW MEMBERS

Karen Mikkeltorg  
1215 Sullivan Lane  
Sparks, NV 89431

#297  
5997L

and to new member John Brazier  
10 Beacon Street  
Derry, NH 03038

#002  
309AA

and change the address of Ralph Perkins on your membership lists to:  
E. 307 Boone Ave., Spokane, WA 99202.

## Here it is.

Take a good look at the Yankee before you walk up and climb into the cockpit.

Just sitting there, she's probably a little different than what you expected from the lowest-cost airplane on the market. You've heard that no other airplane of her size and class is quite like the Yankee. Certainly not in price. Or design. Or construction.

And now you can see why.

She looks strong.

Her lines are clean and simple. There's nothing dishonest about the design of this one.

As you get closer, you notice something else about the Yankee.

Her skin is as smooth all over as—well, as the SST. That's because the Yankee is built of new jet-age materials, such as lightweight aluminum honeycomb, all bonded together. Not a rivet anywhere.

Now go ahead. Slide the canopy back, step up on the wing, and settle down into the bucket seat. Notice the room in the cockpit. The visibility. The instrumentation. Put your hand on the yoke, your feet on the pedals.

And take her up.

You get the feeling that flying this airplane is what flying is meant to be. With her 108 hp Lycoming engine, she'll climb 810 fpm. She'll do 144 mph. Range out 516 miles. Carry 550 pounds. And the way the Yankee takes off, handles, responds, lands—you'll find yourself wishing you'd brought a leather helmet and goggles and white silk scarf along.

You've discovered the airplane you had in mind when you got the itch to fly.

The Yankee is more than just a low-cost, high-performance, two-place, sport-type aircraft that's practical and economical to own.

It puts a spirit back into light plane flying.

And if you're the kind of guy who knows what we're talking about, you'll want to own this one.

The American Yankee.

Reproduced compliments of American Aviation, Cleveland, OH, 1969

### OSHKOSH '78

You members have decided, by a returned card vote of 70%, to hold the Association's annual meeting at Oshkosh '78. For those of you who said you wouldn't be able to attend, we will miss you.

However, it is expected that each regional director will arrange at least one or two coastal or regional fly-ins in your geographic area, as well as reporting on same through the Newsletter. Oshkosh '78 is currently scheduled for July 30 - August 5, and reports on arrangements for the meeting will be forthcoming in future issues.

### WHAT'S WITH SERIAL NUMBER ONE?

A special contribution to the Newsletter this month is made by Tim Halchuck, who's expended lots of time and effort in this project. His report, uncensored and unedited, is published herein. Thanks, Tim and Debby.

### MAINTENANCE TIPS FROM KEN

This month's topic: Wheel Fairings

I guess I missed a month and due to being involved with a lot of other problems, didn't get my work done in time for Lisa to include my bit in the Oct. Newsletter. I trust you didn't miss me as the mail-in tips were great but my apology stands just the same.

**WHEEL PANTS** and why they shake and what to do about it! If you have a set of the standard Yankee pants (that is if they haven't self-destructed), you no doubt are feeling an annoying frantic vibration just before rotation and on less than "greaser" landings. Couple this with a good shimmy from a maladjusted nose fork and it's enough to make you want to abuse your bird! If you ever have paid close attention to any '72 TR2, Traveler and later AA-Whatever's, you notice that the fairings are "shock-mounted" and are somewhat larger than your Yankee's (mains only). The larger size is to fit the larger tires (600x6) and the nose of the pant is weighted for balancing and is not necessary for the small ones. The neat thing is that all that shock mounting stuff can be fitted to your small fairings and will stop all that nasty shaking!

There are a couple of extra holes to drill in your existing bracket behind the brake and spindle which will save buying new ones (that is if yours aren't broken beyond repair) and an elongated hole to make in the fairing, dead center above the spindle, for the flex-bolt installation, which is in between the four 1/4" holes in which you install riv-nuts for the flex-bolt bracket to mount. I won't go into much more detail on installing this system as it would take several pages of instructions and the parts list, etc. The total parts cost \$117.28 as per current G/A price list which includes every rivet, nut, bolt, and washer from which about 20 bucks can be cut if you have access to a fairly good stock of AN stuff (nuts, bolts, washers, etc.) or if you can find a busted bird in the bone-yard that you are able to cannibalize, taking close attention to how it comes apart, probably come out with less than \$50 for parts. Before you attempt an installation you would be wise to make an opportunity to very closely inspect one of the later model Grummans (TR2 or early Traveler without spats which conveniently hide everything you need to see) to get the idea for your job. Your own local Grumman dealer can order the parts for you and if you aren't mechanically inclined, his shop can probably do the job for you. It isn't a quicky installation and at 18 or 20 bucks per hour can get expensive if the mechanic isn't familiar with it. If there is a bird handy to refer to it is easier, and the parts and service manuals give a pretty good breakdown but I remember the first one we did took a good 15 manhours with everything going for us!

At any rate, it is worth the expense and it works. If any of you would like a detailed explanation, parts list, and copy of the manual pages, drop us a line and we'd appreciate a couple of bucks to cover copying and postage and we'll get it off to you. If you don't have a dealer in your area, I can order the parts for you or do the whole installation if you wish.

Now that I've cured all your problems, if I can figure out why MY nose gear on MY OWN Yankee chatters vertically on fast taxi and takeoff, I'll have it made!

Ken

#### WHERE IS SERIAL NUMBER ONE?

The first Yankee ever built, serial number 0001, has been the subject of many stories. It has been said that it was spun into the ground during an attempt at aerobatic certification, tested by the government for integrity of the epoxy bond and torn apart, cut up into little pieces and tested for corrosion resistance, donated to the Smithsonian, etc.

In actuality, serial number 0001, N501NA, is alive and well and living at the Langley Air Force Base in Virginia. It is one of four aircraft owned by the National Aeronautics and Space Administration for use as a test vehicle by the Safety and Operating Problems Department in their spin investigation program. We spoke with Paul Stough, Chief Engineer of the Light Aircraft Spin Recovery Program, and he gave us the following information.

The aircraft was purchased by NASA in 1973 from Grumman. At that time it had been rebuilt by the factory but with some modifications. Cuffs had been added to the wings (probably done during the development of the trainer) and the rear horizontal and vertical surfaces had been moved aft about one foot.

From 1973 until this year, the plane was not flown but was modified in preparation for gathering data. Before the modifications two scale models were built, the smaller with about a two foot wing span for use in the wind tunnel and the larger with about a four foot wing span and equipped with a radio control system. Actually, several of the four foot versions had to be built because of incidents which occurred during test flights.

As a result of the wind tunnel and RC flights, the real aircraft was then modified. To prevent some of the incidents which happened to the RC models from customizing the actual plane, a spin recovery parachute was installed in the tail, but only after the fuselage was modified to accommodate the additional stress which would be encountered should the device ever be used.

The rear fuselage was adjusted so that any of four interchangeable tail configurations could be attached, ranging from the normal tail to one with a horizontal stabilizer positioned slightly higher than the top of the fuselage. A camera was mounted in each wing so that any spot on the aircraft could be photographed. Receptacles were installed on the firewall and in each wing tip so the effects of different weight locations and C.G. could be determined. The right seat was removed and a research fuel tank installed in its place (the spar tanks are not used). Instrumentation necessary for the NASA tests was installed in the cockpit. The droop cuffs were removed from the wing leading edges and only original tail surfaces are used, so the plane is still a genuine Yankee.

The engine is a Lycoming O-235-C2A (Bendix magnetos in place of the Scintillia), rated at 115 BHP at 2800 RPM for five minutes. The propeller is a 46 inch type, selected to provide the 2600 RPM necessary for climbs.

The test pilot, Jim Patton, figures he has climbed a total of 150 miles in this blue Yankee in preparation for the 1200 turns worth of spinning he has done since August of this year (for fun he probably goes out and flies straight and level). With all these extras, the plane has not seen a gross weight takeoff since it was first flown in June of 1977.

Number 0001 probably never will be returned to the civilian aircraft fleet. We will be receiving some photographs of the plane soon and we hope to have a follow-up article after talking to the test pilot.

One last thing -- don't spin your Yankee. It took four years of work before the NASA people tried it.

Good flying.

Tim & Debby Halchuck  
(N5663L)

That's it for this month, Yankee people. Next month we'll finish the owner/pilot survey, as well as give you a treasury report from the Association's coffers, as well as some interesting data on the development of the Yankee.

Fly safe and enjoy it,

*Jim*

AREA REPORTS

A slide show/movie night was held on November 19 at Paine Field, Everett, WA, and although it was a cold wintery evening with snow on the ground, several people came from out of the dark to sit in the dark, viewing slides and movies, both educational and strictly for entertainment. Thanks to Chuck & Toni Lindenberg, Russ Adams, the Public Library, and to those of you who showed up.

And speaking of movies, Francis Stankus of White Cloud, MI, says, "For an experiment I've hung a movie camera from a homemade mount on the port main landing gear actuated by a yoke mounted firing button. At this time, I'm still waiting for the first roll to be developed, so success or failure is still in the balance. I'll let you know how they turn out."

NOTES FROM THE "FAR NORTH"

Now that cold weather is here and we're using the cabin heat, don't forget about the AD requiring inspection of the Yankee muffler for cracks at 50 to 100 hour intervals.

DUES

At a recent board meeting, a suggestion was made that new membership dues remain at \$15, but that renewals be lowered to \$10. The suggestion will be acted upon at the annual meeting. In the meantime, your comments and suggestions are welcome.

AIR-TO-AIR

From Charles Deloney of Houston, TX..."Tell the members that I put some shock-mounted fairings on my Yankee this summer. They look real nice and I sure like the shock mounting. I got the fairings plus all necessary hardware from M&K Aviation in Jeffersonville, Indiana, for \$275. It's the best price I've found. AYA member Bill Gottenberg and I both put the oil cooler kit on our birds this summer before going to Oshkosh and they worked great--we highly recommend the oil cooler for hot-weather owners."

TO CONCLUDE THE OWNER/PILOT SURVEY...

We'll start off with "How did you become a Yankee driver or owner?" as we've received a few more responses since October's Newsletter.

"A friend had this Yankee and was buying a new Warrior. He asked if I'd be interested in his Yankee. I figured I'd get an hour of free time in a checkout so why not? Bang -- I bought a Yankee!"

"Turbo supercharger. I would like to build an aerobatic Yankee...actually, I need to have 2 or 3 Yankees."

Variable pitch prop -- more gross weight -- tip tanks.

#### AD's & SB's?

Everybody wants 'm - few have 'm. The Association will subscribe and we will publish in Newsletter. In the meantime, we will send you, with a future Newsletter, a list of ADs and SBs to date that are applicable to your Yankee. We'll work out the distribution and publication of the subscription in the meantime.

That concludes the owner/pilot survey. Hope you found your answers enlightening. We want to thank you for taking the time to fill yours out and send it in, and thanks for your comments and suggestions, pro and con, regarding the Newsletter and the Association. Let's keep hearing from you!

#### WELCOME to the following new members:

Richard D. McChesney 6175L  
11 Park St. #0375  
No. Brookfield, MA 01535

Richard A. Greene 5635L  
56 Denham Road #0035  
Springfield, NJ 07081

Dennis & Kathy Reed 5712L  
135 No. Huffman #0112  
Naperville, IL 60540

Lou Villepigue 5731L  
11446 S. Cedar #0131  
Hawthorne, CA 90250

Kenneth A. Young 5707L  
3100 Midland Road #0107  
Saginaw, MI 48603

Martin J. Delaney 5761L  
3635 Artesia Blvd #125 #0161  
Torrance, CA 90504

Henry J. Barrows Jr. N76HB  
175 E. Columbus St. #0140  
Lithopolis, OH 43136

Charlie Edmondson 5606L  
628 Glen St. #0008  
Edmonds, WA 98020

Quay Zevely 5623L  
1320 W. Oklahoma #0025  
Enid, OK 73701

and Roger Falk's (N9398L) address  
has changed to:  
Farrol's Village Inn  
670 S. Pacific Hwy  
Rickreall, OR 97371

Looks like we'll be sending you a new, updated membership list in the very near future.

OWNER'S COMMENTS from Henry Barrows..."I think the AA-1 is a great little airplane. I would not own anything else in the same category and class. It is very light and responsive on the controls, something I've liked since my first airplane, a 1940 Culver Cadet. I sold it in 1974, and during that period I rebuilt and flew a 1947 Stinson 108. Sold it in January 75.

"Concerning the article on wheel fairings in November's Newsletter, I purchased my fairings from Vans Aircraft, Beaverton, Oregon. They are approved, about 4 lb lighter than factory fairings, and only cost \$142 complete with all hardware and paperwork. It took me about three hours to put them on and have been trouble free. Concerning vibration and shimmy, I've had minimal problems with either and if owners pay particular attention to tire pressures, I think those problems can be eliminated entirely. The airplane is sensitive to tire pressures and if you'll look on any ramp you'll see that this area is neglected by most owners, regardless of airplane type."

"Saw--looked--touched--flew--flew--bought--continuous romance..."

"Saw one, flew it, liked it, owner crashed it, found one, bought it. How else?"

"Flew one--instant love--wanted it for teaching--started off with one, a Cherokee and a 150, you know the rest."

"Mine formerly belonged to a Navy flight instructor who got transferred overseas."

What Do You Like Least About Yankees (look at the bright side, right?)

"No gazelle fully gross - long take-off run"

"Would like about 100 lb more useful load."

"Noise - although I've known a lot noisier and more expensive ones."

"Lousy density altitude."

"CG sensitivity at gross weight."

"Their reputation among those who haven't flown them, ever, as being dangerous and tricky to fly."

"Limited range"

"(1) That it doesn't go cross country at 250 kts on 6 gph (tell me one that does and costs less than \$9,000), and (2) that it is such a fun airplane that my wife has practically taken the aircraft away from me completely."

"Some of the tacky plastic trim on the interior."

"Could use a little more power."

Hobbies or Other Interests?

"I gave up everything else but my wife to own my Yankee." (Now there's a guy with priorities!)

"Yankees and wild women - what else does one need?"

"Photography, outdoor and indoor sports" (That about covers it, doesn't it?)

"No money for anything else - except women."

"Occasional golfer and girl watching."

Longest Cross Country?

There were about 5 or 6 responses that were over 2500 sm each way, so it's difficult to pinpoint which was longest. However, make note of this! One pilot, on a long cross country, reached a max cruise altitude of 15,300 feet. Other pilots have reported similar altitudes. Your Yankee can do it!

Half of our Yankees have at least a Transponder as extra equipment, or are full IFR Yankees.

Extra Equipment You're Considering Installing?

Girl to look at -- (extra equipment should at least be aesthetic!) -- "G" meter -- paint -- fairings, oil cooler -- soundproofing -- 2 stop watches mounted w/velcro tape on control wheel -- strobes -- NONE. Like to keep everything stock and original.

What types of approved STC's or mods would you like to see for a Yankee?

The overwhelming majority said, "POWER!"



Great Lakes/Midwest Regional Director Francis Stankus, has volunteered to coordinate arrangements for the annual meeting at Oshkosh in '78. Francis is also an EAA Chapter President. We will report on further developments.

### PROJECT REPORT

Now that winter's here for most of us, it seems a good time to clean out the hangar, basement, or whatever, and sort out your extra aircraft parts and accessories -- or perhaps you've been looking for something special for your Yankee and haven't been able to find it through local sources. Maybe you've got a piece of used radio equipment you want to sell, or a canopy cover--extra wheel pants, antennas, upholstery, tail feathers, seat belts, vents, prop socks, instruments, etc. Starting with February's issue we will publish a trade-a-part "column" in which you members can seek, buy, sell, or trade Yankee parts and aircraft equipment. Known sources for some items have already been published in past issues, but we are always looking for other sources. So...

Call or drop me a note and list those items you wish to buy/sell. First and foremost, be specific. State price/cost if applicable. Then your name and telephone number, including area code. We'll give a whirl, and see how it goes. Of course, if nobody wants to buy or sell nothing, I guess we're all pretty happy with our Yankees, and our favorite storage places are empty. But who can resist free advertising?

### TREASURER'S REPORT - As of October 31, the Association coffers revealed the following:

DEPOSITS (Monies Received)	\$1164.00
Dues and Additional Insignia	
DISBURSEMENTS	
Award Plaques (Annual Meeting)	72.85
Insignia	365.67
Office Supplies	162.65
Postage	130.71
Total	<u>\$731.88</u>
BALANCE ON HAND - November 1, 1977	\$432.12

Respectfully submitted,

S/  
Dicey Miller  
Executive Secretary-Treasurer

The worst news is saved for last. In the meantime,

Safe flying and enjoyable holidays,

*Lisa*  
Lisa

TREASURER'S REPORT

DEPOSITS (Monies Received)	\$ 1164.00
Dues and Additional Insignia	

DISBURSEMENTS

Award Plaques (Annual Meeting)	72.85
Insignia	365.67
Office Supplies	162.65
Postage	<u>130.71</u>
Total	\$ 731.88

BALANCE ON HAND - November 1, 1977	\$ 432.12
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Respectfully submitted,

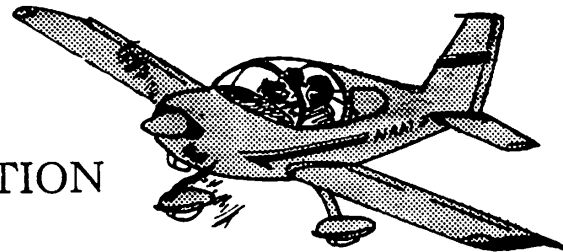
*Dacey Miller*

Dacey Miller

Executive Secretary-Treasurer



## AMERICAN YANKEE ASSOCIATION



FROM DICEY'S DESK  
December 1, 1977

First of all... my very best wishes for a HAPPY HOLIDAY SEASON, and all good things in the coming year. Most especially... happy flying... in your Yankee, of course... and when you are up there flying, say a little prayer of thanks to whatever the powers may be that keep both you and the little bird in healthy and flyable condition !

Which brings up the second thing.

As most of you know, I had a little heart go-round the first week in June, and my activities were rather severely curtailed, with the result that I asked Lisa if she would take over the newsletter. As you all know, she has done an absolutely fantastic job... and she is just full of more ideas about how to make our Yankee Association better, bigger, and more meaningful... especially so now that she has become the proud owner of her own Yankee. I am so very happy for her, and terribly green with envy at the same time, since my friendly FAA doctor has just informed me that my pilot-in-command days are irrevocably over. Needless to say, this is not a happy thought for me, and only the fact that I have so many nice friends who own Yankees and who will maybe let me touch one now and then makes it even half way bearable. After better than 40 years and 16,000 hours of flying, it seems strange... to not be doing it any more.

After much "soul searching", I have decided to resign as Executive Secretary of the American Yankee Association, and have asked Lisa if she will "carry on" in my place until the next Annual Meeting, when it will be time to select new officers. I feel the the Officers of the Association should be currently active in flying activities, and since I am neither a pilot nor an owner any more, it seems inappropriate as well as difficult for me to continue. I shall always continue to maintain my interest and membership in the Yankee Association, and will support and participate in such activities as I can from time to time. My heart will always be in "Yankee Land", as I am sure you all know.

My thanks to all of you, especially our charter members of the first struggling year... for all your contributions to the newsletter, the maintenance tips, the telephone calls and membership recruiting... and most of all... just participation in all of our activities and fly-ins... and I know that the Association is going grow and grow and grow and become better and better every year. See you all at Oshkosh, I HOPE!!!! I am trying to scrounge a ride with someone in something ..... hopefully a Yankee !

Take care... and have fun... flying !

*Dacey*