

AMERICAN YANKEE ASSOCIATION
NEWSLETTERS

1976

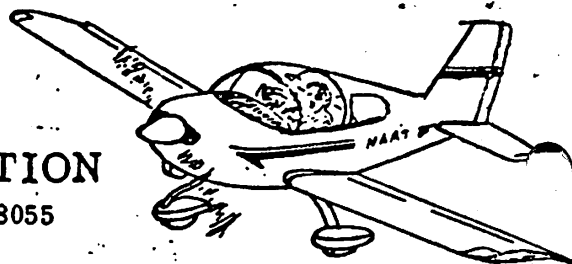


AMERICAN YANKEE ASSOCIATION

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

Dacey Miller, Executive Secretary

MARCH 1976



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.

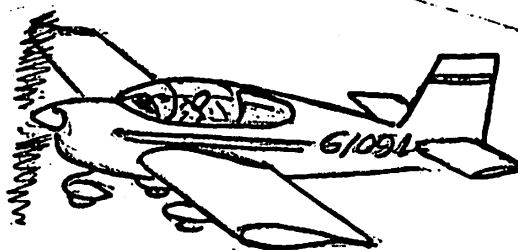
Now that leaves the Central region sort of hanging... what about some of you guys and dolls getting a covey of birds together... seems like since the Yankee was born in Cleveland, it shouldn't be too hard to find a bunch of them around .

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^r 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!

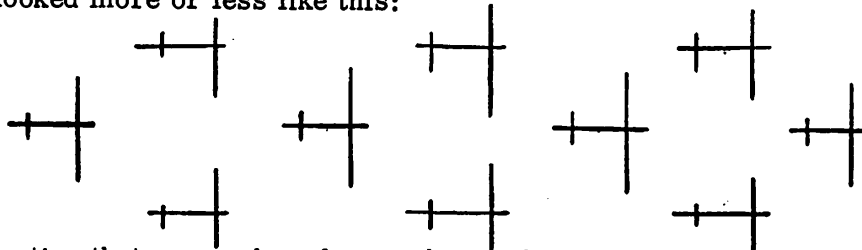
Dacey



AMERICAN YANKEE ASSOCIATION NEWSLETTER

* * * * *

All of you who weren't able to make the Merced Fly-In REALLY missed something ! First of all, it was a great Fly-In.many, many, many beautiful airplanes.... the weather was ideal - warm enough, but not too hot - lots of old and new friends to see. Second...eleven pretty little Yankees showed up with their proud and loving owners, and, with half a dozen of the Yankee-Cat descendents, made quite a brave and impressive showing in the area which had been set aside for us. Third, these same Yankees and "Yankee-Cats" quite distinguished themselves and made their point about being a "special kind of pilot".....with an impromptu - VERY impromptu Fly-By in FORMATION (impromptu being a 15 minute discussion of what we were going to do and how we were going to do it). The results of our discussion were so good everyone thought it was "rehearsed"..... it was by far the best and most professional looking Fly-By of the whole meet... even the announcer was impressed ! Not only had it not been rehearsed, but about half of the pilots had never flown formation before, and knew very little about each other 's experience or capabilities, except that they were all "Yankee- trained" Pilots. (Editor's note: Frankly, I didn't believe all the raves until I saw the pictures taken from the ground... and it really DID look good !) Formation looked more or less like this:



Must also mention that an overheard remark was the inspiratinn for the designation "Yankee-Cats"... seems a couple of pilots were discussing the Yankee-Gruman Fly-By with various comments about them, other aircraft and their pilots... discussion wound up rather suddenly and heatedly with one pilot saying vehemently to the other... "Well, you gotta admit those Yankee Cats really know how to fly !!"

The first "meeting" of the Yankee Club, whatever it will eventually be called ; was held at Merced on Saturday, June 5, 1976... and groundwork was put down for the next step in the formation of the organization. Minutes of the meeting and a list of those present is attached on another sheet.

We hope to get some more together at the Paine Field Air Show ... Everett, Washington week-end of July 17th-18th. Y'all come if you can make it. Good show - lots of fun.

Dacey Miller

ANNOUNCING - ANNOUNCING - ANNOUNCING

THE FORMATION OF A WORLD-WIDE ASSOCIATION OF YANKEE

OWNERS AND LOVERS

* * * * *

Dear Fellow YANKEE Lover:

A bunch of us thought it was about time that the owners and lovers of the American AA-1 YANKEE got together and formed a "common interest" association for the care, preservation and advancement of that beautiful little aircraft.

There is a lot of information to be gained from other owners who have learned the tricks of the care and feeding of these lovely little birds through their years of experience. These ideas can be discussed, shared and exchanged with other owners in trade for their bits of valuable information.

Also, all of us seem to have various spare parts that we have accumulated through our ownership... and others may have just the part that someone else might need. There are also many ways the Yankee can be up-dated with later model Trainer TR-2 components which are definite improvements over the original AA-1, and even the AA-1A. Such things as ways to quiet down the noise level in the cabin as much as 50%... and to improve canopy latching and sealing.

These things, and just to form a "Brotherhood" of Yankee People, are only a few of the good reasons for forming an organization such as this.

As we sort of envisioned it, owners of the original YANKEES (459 - total production) would be "Primary Members". Owners of AA-1A, AA-1B Trainers and TR-2's would be welcomed as "Associated Members", since much of the same information is applicable to all American and Grumman American 2 place aircraft. Also very welcome as "Associate Members" would be all of those Instructors, Students and renter Pilots who have learned to fly, know and love the little "Yankee-Bird".

The first try at a meeting was in Merced, CA at the EAA Fly-In June 4, 5, 6.. minutes of that meeting are attached, along with the first edition of the "Newsletter". Our next try will be the Paine Field Air Show at Everett, WA on the week-end of July 17-18th. Do come if you possibly can. Good show... lots of fun.. and Paine Field is very definitely "Yankee Country"- having been the home of the first ALL YANKEE Flight School, when Pacific Skyways was running NINE of 'em. Now Ken Blackman is carrying on at SkyTrek Avition, and Paine Tower has been known to caution the 747's who also live on the field " CAUTION - wake turbulence - departing Yankee"... all in good, clean fun !

If you would like to join us, fill in the questionnaire below and send it along with your check/money order and we will put you on the mailing list and send you a card of some kind... we think it will probably take the better part of a year to really get organized.

NAME _____ PHONE _____

ADDRESS _____ A/C TYPE _____

ZIP _____ A/C NO. _____

PILOT RATINGS _____ OCCUPATION _____

Are you AN OWNER _____; RENTER PILOT _____; INSTRUCTOR _____; STUDENT _____;

Mail to: AMERICAN YANKEE ASSOCIATION
c/o SKYTREK AVIATION, Bldg C-52-1 Paine Field
Everett, Washington 98204

Amount Enclosed \$

MINUTES

FIRST MEETING AMERICAN YANKEE ASSOCIATION - Merced, California

Saturday - June 5, 1976

All present introduced themselves and told where they had come from, then Ken Blackman (Everett, WA) - acting as an informal chairman for the meeting gave his ideas and reasons for initiating the formation of an organization like we were considering: 1. To enable the Yankee owners, operator, pilots to exchange parts, information and ideas about preserving and enhancing their lovely little birds.... 2. To encourage a "pride of origin" in the owners and pilots of the Grumman-American aircraft which are direct descendants of the original "Yankee". He praised the Grumman Co. for the way in which they had introduced "improvements"...making them in such a way that many, if not all, could be adapted to the original Yankees, as well as the later 2-place aircraft...and said that he was sure, from conversations HE himself had with some owners, that they were unaware that this could be done. He told of Grumman-American's interest in the Club...their offer to assist in any way that they can...such as making available lists of interchangeable parts, adaptive "kits" and suggestions for installation of same. He also read a letter which they had sent to all their Dealers about the Club, asking them to post our "notice" and give all the assistance they could in their local areas. He explained that they had supplied the "list of owners" from their files that had been used to put out the original mailing, and appealed for help in updating this list and adding any information anyone might have.

Maynard Crosby (San Jose, CA) echoed his statements, said that he and others in the San Jose area would do all they could, and encouraged others at the meeting to speak out with their ideas and feeling on the various subjects touched upon.

After much "buzz-buzz" conversation and informal discussion, there was unanimous agreement that the "Club" was a good idea, that we were in reasonable accord in our aims, and in wanting to keep the organization and structure simple, since we will of necessity be rather "spread out" in our membership, and that the next few months should be spent in developing a set of By-Laws and a "Charter which would perhaps provide for smaller regional groups, much as the EAA has...to encourage the fellowship of local pilots and owners.

It was moved and seconded and unanimously voted to establish a temporary figure of \$10.00 / year as a membership fee, with the fund at this time being used to defray the expensed of organization, and the publication and mailing of a newsletter to report on activities and progress. Ken explained that he had paid the mailing expenses for the first one out of his pocket, with Dicey Miller providing the newsletter copies ...and typing (Courtesy Boeing and their Xerox.

It was moved and seconded and voted unanimously that Ken Blackman and Di continue as they have been - acting as temporary Chairman and Secretary/Editor of Newsletter - and continuing their efforts toward organization - until such a time as officers can be elected within the framework of the By-Laws. They in turn suggested that a Bank Account should be established in the name of the organization, with both Ken and Dicey signing any checks for disbursement, and an accounting of the expenditures

Minutes... Continued

made in each issue of the newsletter. Sort of a 'Treasurer's Report. Upon receiving your check or Money Order in the amount of \$10.00, they will send you a receipt and some kind of a temporary "Membership Card"... and put your name on the mailing list for all the news and information.

It was moved seconded and unanimously approved that all members who join within the year of this first meeting (before June 5, 1977) shall be known and honored as "CHARTER MEMBERS"

In discussion of the possibilities of the next "fly together" meeting..... the time of the Air Show at Paine Field in Everett, Washington was suggested as a possibility and something to attend if possible. Dates for that are the week-end of JULY 17-18.

Address your inquiries to Ken Blackman phone (206) 353-3800
SKYTREK AVIATION
Bldg C-52-1 Paine Field
Everett, Washington 98204.

Respectfully submitted,
Dicey Miller - Acting Secretary

P.S. Make your check out to "AMERICAN YANKEE ASSOCIATION"... as that is name we will operate under until we have formally approved one. Several other suggestions have been made... so send your suggestion and other ideas along with your membership check to:

AMERICAN YANKEE ASSOCIATION
c/o Ken Blackman .. or Dicey Miller
SKYTREK AVIATION
Bldg C-52-1 Paine Field
Everett, Washington 98204

JUNE 25th, 1976

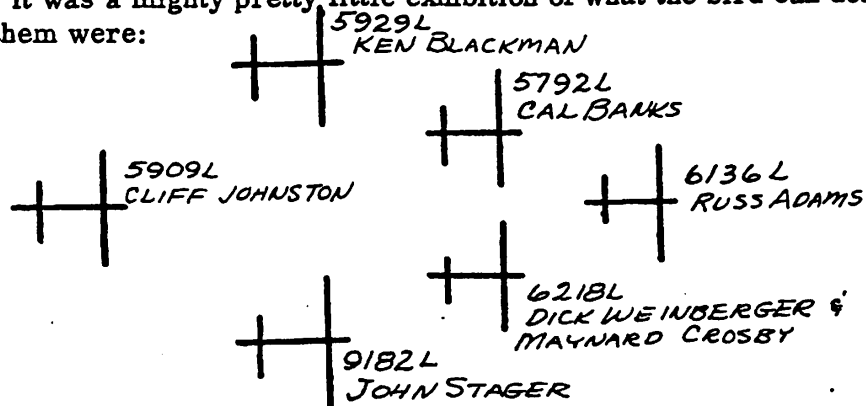
Ken and I would like to report that an account has been established with the checks which have already been received... and that the "wheels of organization" are slowly but surely getting under way..... more to come in the next report, but want to get this out and in the mail before too late for the Paine Field date .

Dicey.

AUGUST 1976

* * * * * YANKEE FLYERS SCORE AGAIN ! ! ! * * * * *

The Paine Field Air Show (LYNNWOOD ROTARY AIR FAIR) is over, but the crowd of 150,000 plus will not soon forget or stop talking about the formation flight of six pretty little Yankee birds who stole the show before it ever got started. Thanks to the cooperation of Paine Tower, it was arranged for the formation flight to take place in the last few minutes prior to the "official" opening of the show... and the birds were so pretty, and the flight so "professional looking"... the crowd assumed they WERE the opening bit of the show.... in fact that is how WESTERN FLYER" described it as being... "from the fly-by of the American Yankee Association (in formation of course) to theetc". WHAT FUN ! ! SO- orchids to the pilots for a really fine flight. Highlight of Sunday's flight was John Stager's circling peel-out and wing-over departure from the formation to head homeward for San Jose.... he wanted badly to roll it... but felt that "wouldn't be quite the thing to do"... "Tany rate, John, it was a mighty pretty little exhibition of what the bird can do. Yankees and Pilots flying them were:



Also participating in the fun, but not flying because of other commitments were Ralph Perkins of WESTERN FLYER proud owner of 5929 L (which he entrusted to Ken Blackman - for the fly-by, since he had "ground duties")... and Bob Prevallet (owner of a 150... but an ardent Yankee pilot... anyone got one for a trade ?) who managed to get some truly beautiful pictures from the slot position in 5909 L with Cliff Johnston.

After the Paine Field experience the Seattle-Everett contingent was so enthusiastic they decided to try to put together a formation "Team", and work on a routine of precision formation maneuvers (NOT aerobatics), similar to the Canadian Snowbirds' routines before they went aerobic. Should be a lot of fun, and we will report on developments of the team and its maneuvers. Looks as though the San Jose area is also going to try to put one together. How about the rest of you out there in Yankee-land? Sure... it will take some work... but think of the fun and pure pleasure that you know comes from flying that little Yankee with precision knowing you are doing it well... and, let's face it... "showing off" a bit !! Name of the proposed teams ? "The Damyankes".... what else ? C'mon, gang... let's get with it... any number from two on can play... get two Yankees together and you have a team. We keep saying that Yankee pilots can flat FLY... let's SHOW everyone what we are talking about. Incidentally, most often heard comment regarding the close formation at Paine was... "I'd like to see them try that with a bunch of 150's !"

Next get together of the Pacific Northwest area will probably be the week-end of August 14th and 15th, when Arlington Airport has its big EAA and Antiquers' "Fly-In and Camp-Out" right on the airport. Since this also coincides with Abbotsford's Show just to the north of us in our Canadian backyard, we can plan to take in both and have a super week-end of all kinds of airplanes and flying. Undoubtedly there will be a formation fly-by at Arlington - and we are "talking about" ... who's going to Abbotsford?... to maybe try one there.

Coming up in September is another great northwest fun and fancy flying event.... 'The Great Snohomish Barnstormers' Fly-In and Corn Roast'....and we would love to have as many Yankees as possible show up to terrorize the natives!!! Rumor hath it that the "DAMYANKEES" from Everett-Seattle contingent hope to make this their first "official" appearance. Call or write Ken Blackman for more information.

Other Yankee Association news is that Bob Dimmitt....one of our "associate" members... is in the jewelry business...and has offered to make the mould and our wings for us... the mould for free and the wings on a "cost"basis. Each member will get one pair of wings (covered by his "dues) , but if you wish additional wings for your spouse, kids or "friend"...it will be \$3.00 plus 50¢ for mailing. Get this now...the wings are STERLING Silver...how's that for a price?...Many, many thanks to you Bob !!
The other news is that our membership cards have gone to the printers - so wings and cards both will be in your hands before much longer....maybe even with this newsletter... at any rate VERY soon.

WELCOME to new members...	Roger Falk 4263 Commercial S.E. Salem, Oregon	Ralph Perkins 958 135th St. Ct. E Tacoma, WA
	Robert Bowers 5606 35th S.W. Seattle, WA	Robert Harrison 2343 B Pershing Ave. Las Vegas, Nevada
	H. Lee Gutchow 14219 N.E. 76th Vanvouver, WA	Bev. E Hanson 6907 125th N.E. Kirkland, WA

Bev Hanson is our newest Yankee owner . Came in to Skytrek to finish up his Instrument Rating and check out the Cheetah and Tiger for some cross-country rental.... and wound up buying a Yankee - just for fun ! He also has 5 boys and a girl who all want to fly... so looks like the Yankee will be kept plenty busy ! We had to import one from California for him all of our Northwest owners want to keep theirs. Ken says he has many more inquiries about Yankees - so if any of you know of a poor little Yankee-Bird that needs a happy home....pass the word along.

August 20th..... I am a little tardy getting this out...but have been super busy at work (I work at Boeing's big Kite factory - do weight and balance on 707-727-737 airplanes)... so will add some last minute details before I ship this out.

The "Damyankes" DID make the flyover and appearance at Arlington....got applause, cheers and a nice public commendation from the guys in the temporary tower + comment from the announcer. Planned to go to Abbotsford on Sunday - but were weathered out. Come on out there - let's get some more teams in the air. We hear there is one over in the Spokane area, we'd like to know more about....

George Larson of FLYING magazine stopped by on way to Arlington - and tells us that he will be publishing an article soon about the Yankeeand all about our "Yankee Association" We promptly made him an honorary member.....since he is also a very enthusiastic Yankee flyer, although he bought a Cheetah for his personal cross-country flying. Can't fault him for that. ' Fraid the Yankee - fun though it is- really isn't a family cross country airplane !

In case you are interested, we haven't written any checks yet on at Yankee Assoc account but we are expecting to this time for wings, membership cards and postage. Next newsletter will have a "Treasury Report". Guess that's all for this time.....

Y'all take care now, y'hear ?

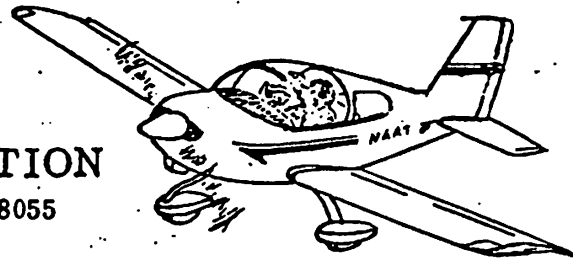
Dacey Miller Executive Secretary etc.
2202 N.E. 10th Place # 203 - Renton, WA 98055



AMERICAN YANKEE ASSOCIATION

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

Dacey Miller, Executive Secretary

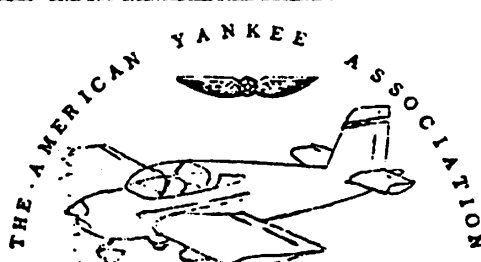


GEE WHIZ !!! There has been so much response to George Larsen's delightful paragraph in "FLYING" magazine that we decided it merited a special edition of the newsletter to answer your questions, tell how far we have progressed at the moment, and how you can join us in our efforts to provide tender loving care for our beloved little Yankee Birds.... plus have a lot of fun with other Yankee lovers as well !!!

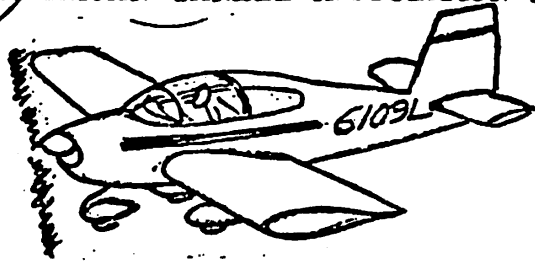
Yes, there really IS an "AMERICAN YANKEE ASSOCIATION".....organized (we use the word very loosely) at the Merced, Calif. Fly-In of June 1976, when eleven pretty little Yankees and their proud owners, plus a half a dozen or so of their descendants met for a truly impressive showing (see the newsletter reprint enclosed). We are planning to have an "Anniversary Meeting" in Merced in June, and if you join the Association before then, or during that meeting, you can be a "Charter Member". At this writing we have 31 members from 8 different states, with inquiries from at least two dozen more, including the Bahamas and Hawaii. Enclosed with this newsletter are copies of the preceding ones, which will pretty well bring you up to date on what has happened so far. As far as flying goes, here in the Northwest the weather has had us on the ground talking about it most of the time...but we are still working on our team plans and hoping for better weather with longer days. There has been a slight "hitch" in the wings which we had planned on sending out, with the result that we are having to make some other arrangements. (The wings are copies of the original Yankee Pilot Wings developed by Dacey Miller when she had the first "all-Yankee" Flight School - she has graciously - in fact enthusiastically,made them available to us. We thought they were singularly appropriate, since they were never awarded to any but qualified Yankee Pilots. They are also reproduced on our membership card, as shown below.)

Initial fee to join is \$10.00 and we anticipate yearly dues of about the same - with renewal falling in June of each year. We are trying to answer all inquiries as soon as we can, and hope to publish a list of approved and "available" upgrading "mods" which can be obtained either from Grumman-American, or other resources. Thanks for writing... We will be looking forward to hearing further from you. We are also going to try to publish a newsletter of nothing but the letters which we have received; we think you would all enjoy reading about each other's beloved birds, as well as more personal details about the owners. Happy flying, - and - take care !

Her
\$
Dacey

	
is a member in good standing of the American Yankee Association	
YEAR	EXECUTIVE OFFICER

AMERICAN YANKEE ASSOCIATION NEWSLETTER



November 10, 1976

Thks to our famous (?) Northwest weather. . . . the great Snohomish Corn Roast and Fly-In at Harvey Field was a bit delayed . . . could better have been called "October Fest". . . but who cares. . . 'twas a great success. . . beautiful airplanes on display. . . lots of good fellowship. . . and of course the Yankees DID make their appearance in full force, with six locals and two "visitors" bringin' the total present up to eight pretty little birds. The fresh-picked corn, and apple cider were delicious and everyone gorged until they began to worry about their weight and balance figures. . . theirs, not their airplanes!! Much fun and good-natured competition in the flour bombing runs and spot landing contests. . . with everyone there entering into the spirit. . . including the pilot of the DC 3 (who carried the jumpers aloft). . . and a low pass for flour bombing with a DC3 is SOMETHING to be underneath looking up at, believe me !

Whenever we have a bunch of Yankee people together, we have an informal meeting of the Yankee Association. . . do mean informal. Our membership cards are finished, and by now all members should have their cards. . . we hope that you like them. The idea in leaving the numbers off of the background Yankee is so that you can fill in you own number of your own pet little bird. Bob Dimmitt has been quite ill, and since the wings are a personal project of his (in order to do them at the price we have) there is a slight delay in getting them out.

We would like to welcome new members . . . Mr. and Mrs. Peter Hess from down Los Angeles way. . . who would like very much to get together with some other Yankee people in that area. . . . he has already benefited from his membership to the tune of a Yankee Owners Manual which he has been hunting for some time. . . and some other helpful information on some service problems from Maynard and Ken. Keep it up, fellows. . . that's what this is all about ! Their bird is 5619L, and was # 21 off the line.

We also have a pair of proud new owners of Yankee 6108L . . . well actually it is a quartet. . . Mike Berck, Jean Williams, and Chuck and Toni Lindenberg. . . and 3 new Assoc. members.

Bev Hansen's son Paul has decided that he wants a Yankee bird of his own. . . he doesn't like sharing papa's. . . . so he is hunting.

Current news on our formation flying team. . . they have decided that they do NOT wish to be known as "the damyankees". . . but proudly. . . as "THE YANKEES". . . . must say I agree. we asked the local FCC office for a frequency to use for air to air for our practice sessions that wouldn't clutter up the one in use at non-unicom fields. . . and they have assigned us 123.5. . . and also approved a ground station with that frequency at SkyTrek, when Ken gets around to a transmitter. Have decided on blue flight suits as a "uniform". . . and are going to put the Yankee "Star" on the bottom tips of the wings of all "team" Yankees. Incidentally. . . all of our Yankees in the Northwest are not formation Team members. . . . nor are all of our pilots. We have set some standards, of proficiency, practice and attendance at "skull sessions and feel that this is a vital part of our pride in the team and being "on the team".

We also have the "blessings" of the local FAA GADO bunch. . . might even be called "enthusiastic support"; in that they have promised any help that they can give us in helping us with our routines, approval for us to participate in shows, etc. . . and suggestions for improvement.

In view of this, for those of you who are "organizing"...our standards to BE a team member... are Instrument Proficiency in Altitude and Airspeed control... Commercial proficiency in maneuvers... or "handling the airplane"... during the winter we are meeting on Sunday afternoons... fly if we can, plus skull session... and if we can't, work on the airplanes, team business and plans and things like that. as the daylight hours get longer, hope to get in another flight session during the week... in preparation for what we hope will be a "fun season". We suggest that you - if you have any ideas about forming a team - get together with your local GADO people... of course we may be fortunate in the FAA types we have up here... but in general it is much easier to do things with their cooperation and smoothing the way ahead of time.

Members of the Paine Field "YANKEES" Team are:

Russ Adams - 6136 L ; Ken Blackman - 5792 L ; Bev Hansen - 6106 L; Cliff Johnston 5909 L; and Mike Berck, in 6108L. Dicey Miller is our "Coach" and check pilot.

All members take turns flying all of the various "positions", so that we will always have a 4 member "team" for activities... we hope to add another alternate, as Ken and Cliff often have commitments which make it difficult for them to be away at the same time from the office.... Cliff is Chief Instructor for SKYTREK - so they do have a problem.

If any of you are interested, we would be happy to send you an outline of the maneuvers which we have been working on.... maybe you have some ideas and suggestions....

Have had a call from the good people at Grumman American saying that they are quite enthused over our Yankee Association, and wanting to know if there is anyway they can be of help..... best help they could give us is to 'pass the word along' to all of the Yankee owners they come into contact with... and encourage some of the dealers in the other parts of the country to "sponsor" a chapter much as Ken and Maynard are doing. You almost have to have a dealer who is enthusiastic about Yankees in order to have some kind of a focal point.... and if your local dealer is smart he will soon realize that an active "Yankee" chapter is awfully good publicity for all of the Yankees' descendents like the Cheetah and the Tiger and the Lynx, etc.... after all, if it weren't for the original Yankee - and all of the things which made it such a great little bird .. there wouldn't be - a Cheetah, a Tger, a Lynx, etc..... 'nuf said ! (that is a personal 'Dicey Miller' observation... I just like to remind the powers-that-be at Grumman American of this undeniable fact). People who like to fly Yankees for fun... like to fly Cheetahs and Tigers when they want to go some place.... anything else is "an inferior airplane"..... right ?

Guess that is all of the news about the Association I have at this time... Hease... if you have any news from your part of the country... send it along to me, or call me... or if you have any questions... please write or call me, or Ken, or Maynard....

Ken Blackman (206) 353-3800
SKYTREK Aviation
Paine Field, Everett WA 98024

Maynard Crosby (408) 259-6944
SKYREK Aviation - Reid Hillview Airport
San Jose, California 95122

Y'all take care now.... y'hear ?

Dicey Miller
Dicey Miller

Dicey Miller (206) 271-2318 or (206) 237-9807 (work)
2202 N.E. 10th Place # 203
Renton, Washington 98055

AMERICAN YANKEE ASSOCIATION

Maintenance Tips From Ken

As this little club of ours grows, it seems there is more to do all the time. We have many new members and you all have my appologies for a few slip-ups in not getting information to all of you, or at least on time. We are trying and soon hope to have it all under control. Just have patience with us and we'll try to keep things going.

With summer coming on, probably the neatest little modification and easiest to do involves vents in your Yankee. As you all know, this was probably the one single thing that was "Just Plain Lousy" about the Yankee's design. "The Vents"

American Aviation Corporation augmented them with the "Wemac" canopy vents which worked fine but weren't very durable and were noisy. The standard factory vents kept your feet nice and cool but your brains got baked under the plexiglass. As one passenger I had on a 3½ hour leg from Spokane, Wa. via Baker and LaGrande, Oregon to Boise, Idaho with the OAT reading 90 degrees F+ at 8,000 feet MSL said; "I guess this is what you call roast peasant under glass!"

He was absolutely right - It was down right miserable!!! It was on that flight that I tried forming a deflector from a folded sectional and it worked pretty well except it was a chore to fly and hold the thing down around the vent grille. I tried to design a variety of metal and plastic deflectors but they all had their problems of effectiveness and or appearance.

The old girl was in the hangar, torn down for inspection, top O H, a few mods, etc. and I got to looking the situation over and the old bean started picturing a complicated tube running up the side panel from the vent to an adjustable angle vent on the side just below the windshield. I dug out an old pair of Wemac vents to try for some positioning and it dawned on me that they might be fitted right over the hole in the honeycomb with the grille removed. I tried it, it did fit (with a little filing) and I installed them with sheet metal screws. Upon flight testing, they work EXTREMELY WELL. I think even better than the Trainer and later Grumman type and are the simplest thing you can imagine.

The old plastic Wemac are usually pretty well shot, if you can get hold of any, but new ones (even metal type) are available from Grumman Dealers by order part number B-2150-2 and list for \$20.20 each. For the improved venting, it is cheap at twice the price, believe me!

Attached is a directionsheet with photos showing the detailed installation.

Next month's topic will concern a neat canopy and windshield conversion which unfortunately isn't as easy and inexpensive as the vents.

See you at Merced! Ken

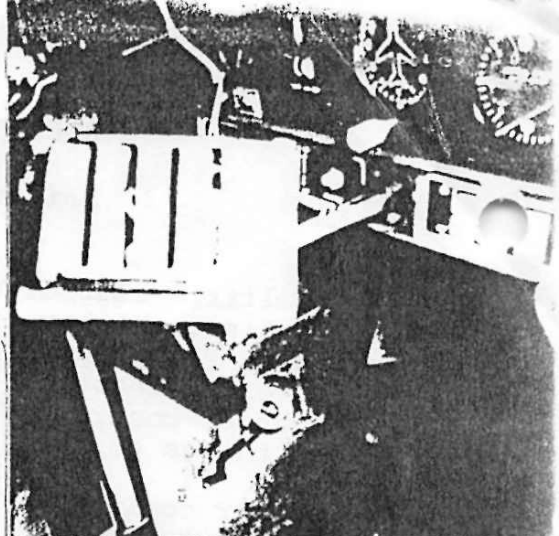


1. Metal Wemac & plastic Wemac vents are the same.

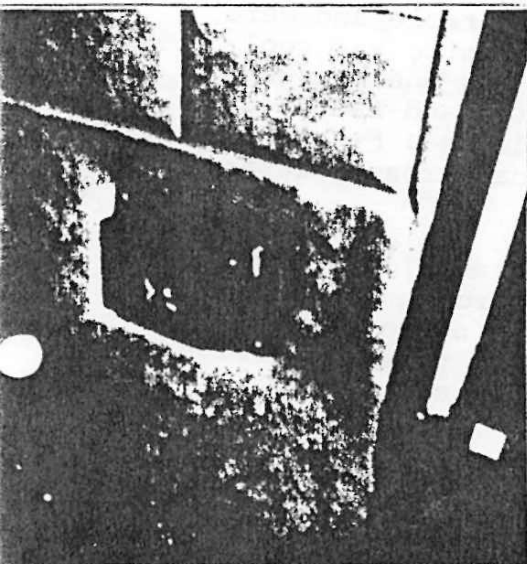
Locating the vent directly over hole in honeycomb is important. Some filing may be required at the point of the old vent handle.

Nozzle should point up at about 45 degrees.

The handle should be the primary means of opening and closing the vent and the Wemac for directing airflow and a secondary shut off valve.



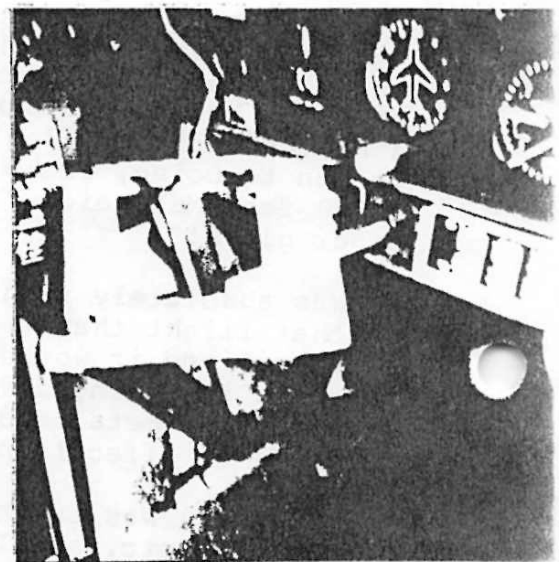
4. Wemac installed & grille uncut hangs in foreground.



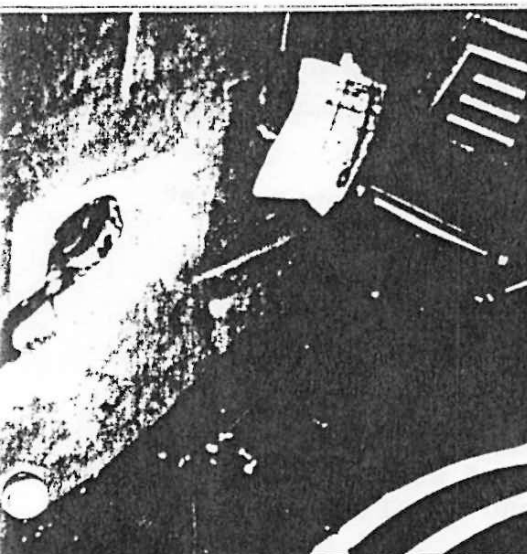
2. Stock vent & grille before removal

Use a Stanley knife to cut out louvers. An arc cut out in the top of the grille may be needed to allow access to the vent nozzle.

Install Wemac directly over the upholstery using an awl to punch pilot holes in honeycomb and install with sheet metal screws.

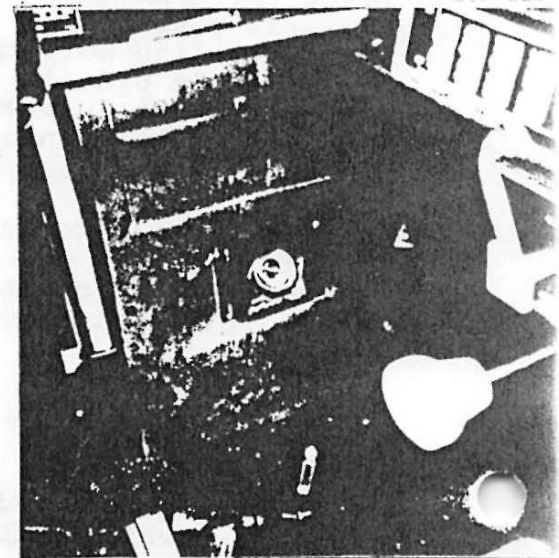


5. Cut out louvers in grille to allow adjustment of vent.



3. Grille removed and vent hole exposed.

The grille can be left off but looks nicer with it on to cover the imprint left in the upholstery.



6. Reinstall grille over vent and GO FLYING.