



# The American Star

*The Official Publication of the American Yankee Association*

FOR OWNERS and PILOTS of ALL GRUMMAN AMERICAN LIGHT AIRPLANES

Volume XLIV, Number 3

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## Secretary/Treasurer

by: Stew Wilson, Secretary/Treasurer



By the time you are reading this, the AYA Headquarters will have been moved eight miles closer

to Sacramento. After 30 years in our airpark home, we decided to downsize and have moved into a smaller home in a new community nearby. Although it will be much less work for us, the implications for the AYA are minimal. Since our mailing address has always been a PO Box, that will remain the same. Likewise, the AYA telephone and fax number will remain the same as well as the e-mail address at [sec@aya.org](mailto:sec@aya.org). We will be keeping our Tiger in a friends hangar at the same airport.

There will likely be a period of time as we get the new office set up where we may not be able to respond to inquiries as quickly as we normally do, so we ask for your patience as we get set up at our new place. Just picture going through 30 years of stuff one box at a time!

## Cover Photos

Would you like to receive a free 16 x 20 inch color enlargement of the *Star* cover featuring your photo? Please forward good quality, interesting, aviation related photos to the editor. Color covers may also be purchased, see the company store inside the back cover.

## Star Cover

The cover of this issue is a Cindy Mowery photo of soon to be new member Cindy Aulbach in N24AU and actual new member Dwane Ferguson in N28499.

### AYA DATA AS OF MARCH 29, 2019

Total Members.....	658
Life Members.....	2
Type Club Complimentary.....	3
AA1 Aircraft.....	81
AA5 Aircraft.....	432
AG5B Aircraft.....	46
GA7 Aircraft.....	1
Other Aircraft.....	17
Investment Account.....	\$45,686
Checking Accounts.....	\$18,744
Total Funds*.....	\$64,636
Scholarship Fund.....	\$10,234
Convention Fund.....	\$25,000
*Note: Includes Future Dues and Convention Fund	

### AYA Annual Membership Pricing

Basic Membership or Renewal, includes E-Star	New Member Initiation, covers items mailed out to new members	Paper AYA Star Option, covers postage
\$60	\$7.50	USA- \$15
		Canada- \$22
		World- \$30

### The American Star

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\$40 is a subscription to *The American Star*. An initiation fee of \$7.50 is charged to new members.

**Change of address:** Please notify the Secretary of any change of address at least four weeks before moving. Correspondence relating to membership information or dues should be directed to: Secretary, American Yankee Association, P.O. Box 1531, Cameron Park, CA 95682, [sec@aya.org](mailto:sec@aya.org)

**Send correspondence and submissions** to: Don Metz, Editor, *The American Star*, 704 Sherman Ave. SW, Calgary, AB T2W 0N2 Canada, [editor@aya.org](mailto:editor@aya.org)

# AYA Contacts

[www.aya.org](http://www.aya.org)

See Top Cats on back cover also

**PRESIDENT**

Overall AYA programs, planning, management, activities, and operations. Contact with media, AOPA, and other type clubs.

**VICE PRESIDENT**

Suggested convention locations, guests, activities, and seminars. Overall convention operations.

**SECRETARY/TREASURER**

Dues, renewals, address changes, membership information, *Star* mailing concerns, purchase of Service Bulletins and Letters, ADs, back *Star* issues, and AYA insignia/memorabilia.

**EDITOR**

Acceptance and editing of articles, classified and paid ads for the *Star*, technical questions of a general nature for Ask the Experts, calendar items, and events.

**ELECTRONIC SERVICES DIRECTOR**

[esd@aya.org](mailto:esd@aya.org) or (403) 258-3135

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**REGIONAL DIRECTORS**

Events and activities on a regional or local level. Suggestions and recommendations for meetings or destinations for AYA trips.

**PROGRAM DIRECTORS**

**Insurance:** Norris Hibbler (800) 466-4944  
[ins@aya.org](mailto:ins@aya.org)

**PPF:** Jim Viola, (703) 466-0188(c)  
[pfp@aya.org](mailto:pfp@aya.org)

**Archives:** Vacant  
[archive@aya.org](mailto:archive@aya.org)

**Safety Director:** Bob Reed (717) 505-8513  
[safety@aya.org](mailto:safety@aya.org)

**Technical:** Charlie Adams (817) 219-0162  
[tech@aya.org](mailto:tech@aya.org)

**Scholarship:** Patricia Metz (403) 258-3135  
(530) 387-5200 (fax)  
[scholarship@aya.org](mailto:scholarship@aya.org)

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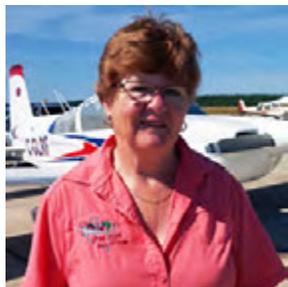
# AYA NEWS



## President

by: Sharon Spence, AYA President

### AYA is AYA Because of Volunteerism



When I first put my name in for President, I had a vision of “change” and what that meant to me. It was a

restructuring of the Leadership roles of the AYA. The reason being was that we always seem to have problems getting volunteers to take on a Regional Director’s position or the President or Vice President’s role. I started asking myself: WHY? Is it because Region Directors don’t want to be Board Members and those who might be board members do not want to be Region Directors? Like myself, I would be a Board Member but have no desire to be a Region Director. Why do people not want to run for President or Vice President? In my opinion, it could be because it takes a lot of time and energy and people who are currently busy with their own lives and families are not prepared to take on the leadership role of an International Association as it is just not the right time.

I still don’t know the answer to those questions but what I do know is that the AYA has a group of very dedicated and committed Regional Directors who serve double duty by also sitting as AYA Board Members. Graham Smith, Bob Hess, Ronnie Mowery, Steve Peach, Scott Sanders, Kim Muinch and Yogi Beck.

Your (you the members) job this month is to phone your Regional Director, Gregg Erikson (Grumman Gatherers), or any other member who has taken on the task of setting up a fly-in and say thanks. Volunteer to take on one fly-in this year- doesn’t take much, find an airport, set a date, contact your RD to advertise the event. Have a picnic or pot luck if no restaurant. If you are the only one who shows up – enjoy your lunch, polish your plane and enjoy the day.

Scholarship – another great group of volunteers in the AYA. Don and Pat Metz kicked this off in 2002. The AYA Scholarship Program has grown and grown over the years. I can remember when I was

on the committee, we were getting five or six applications, now they are getting upwards of twenty quality candidates. The scholarship committee consists of AYA’s past president, Guy Warner and four AYA members, David Barrett, Cliff Daugherty, Steve Peach and Cheryl Kraemer, led by the fund administrator, Pat Metz.

The committee members have changed over the years but the administrator has not. Pat has given 17 years of unselfish time and energies as the administrator. Seventeen years! Oh my gosh Pat – where has the time gone?

Your (you the members) job this month is to phone, e-mail, text, Pat and any current or past committee member and say “thank you” for a job well done.

We have our Convention/committees/activities Chairmen and there have been many over the years. Some members have hosted a convention twice and many more have led an activity more than once. All deserve recognition and our thanks for the great job they do. This years Convention Chairs are: Matt and Melissa Drahzal, Ronnie and Cyndi Mowrey, Guy and Heidi Warner.

Program Directors, Insurance – Norris Hibler, PFP – Jim Viola, Safety – Bob Reed, Technical – Charlie Adams, all play an important part within our organization.

Seek out a Convention Chair/Activities-Committee member/Program-Regional Director and all those who contribute their time and expertise by submitting written articles to be published in the *AYA Star*. Give them the thanks that they deserve by e-mailing the *AYA Star*-saying “Thanks”. Let’s see how many “Thank you” articles we can publish in the next *AYA Star*?

Discounts, Who doesn’t like a discount? Check your AYA March/April 2019 *AYA American Star*, pages 12/13/14 for a list of vendors who give discounts to AYA Members. A very special thank you to all and don’t “YOU” forget to say thanks as well.

Not to be forgotten are our “Maintenance Guru’s” Fletchier and Excel Aviation and all the A&P’s and IAs out there whom I do not know (but you do) who not only answer our questions and concerns all year long but come to our conventions and give “seminars” on maintenance issues and give of their time to

answer questions for the full days of the convention. I have seen grounded planes being repaired on the field by one or more “Guru/A&P” at our conventions and never once hesitated to help. Next time you are talking to any of our “Guru’s, A&P’s, etc” give them a huge thank you for giving so freely of their time and expertise and for “just being there for us”.

Thank you to all who “threw their hats in the ring” and volunteered for the Parliamentary position I e-mail blasted for and a “Special Thank You” to Gary Soloway for committing to the Convention and Electronic Board Meetings and to Ben Damm for volunteering to be “backup” Parliamentary.

Then of course there is your President, Vice President – George Duensing and Past President – Guy Warner who are charged with overseeing the operations and activities of your Association. Your Secretary/Treasurer, Stew and Karen Wilson, your *AYA Star* Editor and Electronic Services Director, Don Metz (even though they are somewhat paid positions) go above and beyond in their dedication to the AYA.

All are very dedicated to their positions and do a lot of “volunteering” for your Association and deserve your “thanks” as well.

I know there are many more who attend conventions and in their day to day lives in someway volunteer for the AYA and naming people always creates that feeling of “who did I miss?”. My apologies and my last comment is “It is a great Association and what makes it great is **YOU** – The People Who Belong!”





# AYA NEWS



## 2019 AYA Scholarship

### Recipients

by: Patricia Metz, Scholarship Administrator

We had 20 applications for the AYA scholarship this year. You will read amazing things about these young aviators below, however there were many other worthy applicants we would have liked to assist if we had the resources. It was a difficult and lengthy decision making process for the scholarship committee. Thank you to David Barrett, Cliff Daugherty, Cheryl Kraemer, Steve Peach and Guy Warner for their work choosing the recipients.

Here are the 2019 AYA Scholarship recipients that you, our AYA members and corporate friends, will be supporting.

#### Isabella Capuano



Bella is 18 years old, lives in Poulsbo, Washington, and will graduate from high school this year. With her Dad's military career, she has lived all over the world. In high school she participated in the Aviation Classroom Experience (ACE). This convinced her she wanted to be in aviation. She also joined the Red-Tail Hawks Flying Club which is a chapter of the Black Pilots of America. RTH's mission is to encourage underrepresented students to pursue careers in aviation. She participated in field trips to the aviation industry, did hands on projects and was selected for the Les Morris Flight Academy in Houston where she received her first 10 hours of flight time and 40 hours of ground school. She recently passed the FAA written private pilot exam and is doing her flight training out of Bremer-ton's Avian Flight Center. She is striving to complete her PPL prior to leaving for university in August. Bella has been

accepted to Baylor University to earn a Bachelor of Science degree in Aviation Science with Professional Pilot specialization. Her references speak very highly of Bella. Her ACE program teacher notes that she is intelligent, polite, respectful, caring, diligent, strives to learn, works well with others as a facilitator and leader. Other references refer to her as poised, skilled and an outstanding student and exemplary citizen.

#### Jamison Lowry



Jamison is 18, lives in Willis, Texas, and is a freshman at Lone Star College, working towards a degree in business. He has grown up in aviation as his father is a pilot, who just this past year purchased a Grumman Tiger. But it's been in the last two years that Jamison decided he wants to become a pilot. Jamison works part time for a construction company to make money to fly. He is training for his PPL in a Cherokee 140 and will use the Tiger to continue his flight training. His ultimate goal is to be a commercial pilot. His plan is to get his instructors rating to help him build hours. Through high school programs Jamison has helped with community clean-ups in his town as well as in part of Dallas. People who know Jamison are impressed by how he approaches situations, academics, projects and conversations with thought, interest and fortitude and has a knack of communicating a complex issue into common understanding. His flight instructor says his passion for

flying is strong, dedicated and he is an example of a good citizen, committed to aviation while helping others.

#### Austin Fields



Austin is 18 years old, a senior in high school and lives in Louisville, Kentucky. He really had no career plans, perhaps the military, until his Mom gave him a discovery flight for his 17<sup>th</sup> birthday. It was during that flight he knew what he wanted. Ten days later he started his flight training. His hope is to attend Arizona State University majoring in Aeronautical Management-Professional Flight and the ultimate goal a commercial pilot. Austin has a passion for adventure and he has done skydiving, white water rafting and other adventures, but nothing makes him feel as passionate as flying an airplane. He leads the MCJROTC program as the cadet commanding officer, runs cross country, serves on student council and commands both the JROTC drill and raider team. His references note his exceptional leadership qualities, community service, pursuit of learning, willingness to engage, ability to multi-task, dedicated, a model cadet. Austin plans to have his licence before going to university.

#### Samuel Goins

Sam is 18 years old, in 12<sup>th</sup> grade and lives in Springfield, Kentucky. He has a passion for learning, books, school, educational podcasts and knows these skills will be valuable as 'a good pilot is always learning'. He is well into his PPL training. He is involved with the Kentucky Pilots Association and served as an airport intern the summer of 2018. Outside of aviation he runs cross country, is on the track team and works at an accounting office, along with running his own drone photography business. Sam is also an active volunteer in his church.



# AYA NEWS



And he is taking on a full course load of college credits while still in high school. His goal is to attend Eastern Kentucky University to obtain a degree in Professional Flight and Aviation Management.

**Natasha Pavlinetz**



Natasha is 18 years old, and a junior at the University of New Haven, studying Paramedicine. She joined the Civil Air Patrol at age 12 and has had many opportunities over the years through CAP, laying in the boom pod of a KC-130J refueler, at least one airshow a year as a CAP cadet and in 2017 was accepted to CAP's Powered Flight Academy in Bangor, Maine. Here she gained her first 10 hours of flight training. She then attended CAP's Cadet Aviation Ground School. Once back home she took and passed the FAA written exam and found a flight school and instructor to continue her flying. At age 15 Natasha became involved with the Holmdel First Aid Squad in their explorer program. Her

EMT reference is most impressed with her astute intelligence, endless relevant questions and her quest to become an exemplary EMT. She is upbeat, calm, focused. In 2017 she received the HFAS Explorers Award for Outstanding Service. The Chief made an exemption and elevated her to Associate EMT status before she was 18. Her flight instructor tells us that she has displayed outstanding dedication in balancing her scholastic and aeronautical commitments. She has witnessed Natasha's dedication to the 99's chapter she belongs to by attending every meeting and volunteering at all events. Natasha has told us that she hopes to be a lifelong member of CAP and 99's and that one day she will be in a position to help teach other young pilots just as her CAP instructor and 99's mentors have done for her. She loves emergency medicine but her passion is flying and ultimately she would like to be a commercial pilot working in Search and Rescue.

On behalf of the AYA Scholarship Committee we thank our members for their support and dedication to the scholarship fund and also to our corporate friends, with a special shout out to Don Rogers at Wells Aircraft in Hutchinson, Kansas, who so generously matched the funds raised at the Calcutta at last year's convention. We look forward to some FUNdraising events in Fernandina. For those who are not attending convention, if you would like to make a donation any other time during the year, please do so through our Secretary/Treasurer Stew Wilson or at <https://aya.org/Scholarship>.

## Insurance: Springtime

by: Norris Hibbler, Insurance Director

Spring is just around the corner, and planes are coming out of the hangars. This time of year often produces adverse weather conditions which can come upon a pilot unexpectedly and put him in peril. The winds are more prevalent, and heavy rains and thunderstorms can happen without warning.

For those using grass strips, there is increased risk that the aircraft may slide on landing. The turf is wet and the ground is soggy. We have had more than one such claim – sometimes happening to the same insured more than once. This is

not the time to start out with a long cross country with your family. Few pilots are lucky enough to experience good weather throughout the winter months to allow them to fly regularly. For this reason, it's best to start out with shorter flights as you warm up on your flying skills.

The late autumn and winter months are actually a great time for online recurrency. There are more and more avenues available for pilots to brush up on their skills while at their computers. For those pilots who have been flying a long time, confidence can increase while basic skills learned early on may diminish. There is never a bad time to download these recurrency/safety courses. We have a hand full of pilots who submit a full page of these courses each year with their renewal update sheets.

This is also a time when insurance companies see more claims related to mechanical failure. Planes also need to stay warmed up. Remember that the plane probably hasn't been out of the hangar for a while. If you cannot fly during inclement weather, take the plane out of the hangar and start up the engine. For those wishing to go a step further, they can purchase engine heaters which do a great job of keeping your engine warmed up when you cannot. They end cold weather starting problems and reduce premature engine wear. Some run off of a small generator. You might want to look into this if you have not already.

To recap, there are three categories to analyze before a flight: Condition of your aircraft, your piloting currency and weather conditions.

Just a note - Over the last few years, we are seeing less and less hours being flown annually by pilots. This is becoming a concern for the insurance companies. Many are now not offering renewal quotes unless they have received updated hours. Some are requiring a CFI check out if the pilot has not flown at least ten hours in the insured make and model during the year. This is even more important for pilots in advanced ages. For those purchasing an aircraft, but who have not flown during the past twelve months, they will most likely be required to obtain some dual time or at least a check out in the aircraft even if they have history time in that make and model.



## Installing Seats on a 1978 AA5B TIGER

by: Carol Adams,

Well it only took me 15 annuals to discover the secret to installing the seats.

1. When removing the seat, do not remove the Clevis Bolt in the rear of the seat., only loosen it to remove tension. Remember it is a U channel that the bolt slides into.

DUH, We all knew that...but some people think they have to remove them.

After removing the seats make sure the runners slide back and forth easily.

2. Before putting the seat back in the airplane Align the Bolt Hole to the middle of the Pilot Hole in the seat on both sides. Make sure you have the same number of holes in front of the bolt hole. If the seat lever is pulled too far out the runner will not position correctly. Then do NOT mess with the seat lever again until you get to 6.

3. Slide the seat into position with Clevis Bolts in the U channel

DO NOT WORRY ABOUT TIGHTENING THOSE BOLTS. That happens at step 6.

4. With your fingers, not a fancy tool, find the BOLT hole and insert the BOLT moving the seat upwards, toward the sky, a little bit to align the holes. The Bolt will actually catch the hole it is being screwed into. Again with your fingers simply hand tighten the screw. Now do the same thing on the opposing side. Once both are hand tightened you can then tighten with a slot screwdriver.

5 My personal choice is a long handled ratcheting screwdriver with a slot head. Again no fancy expensive tool. I use a 3/8 slot head.

6. Once tightened, then move the seat to the full forward position which will place the BOLT that you did NOT take out into the middle of the Seat Pilot Hole and tighten both sides and you are done.

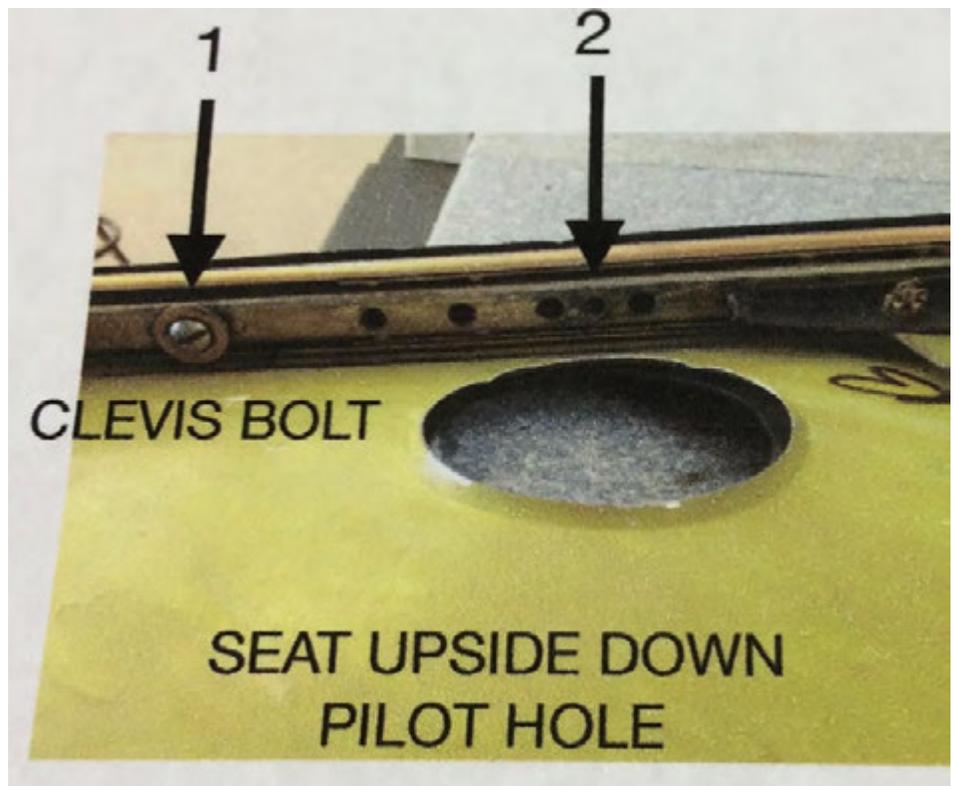
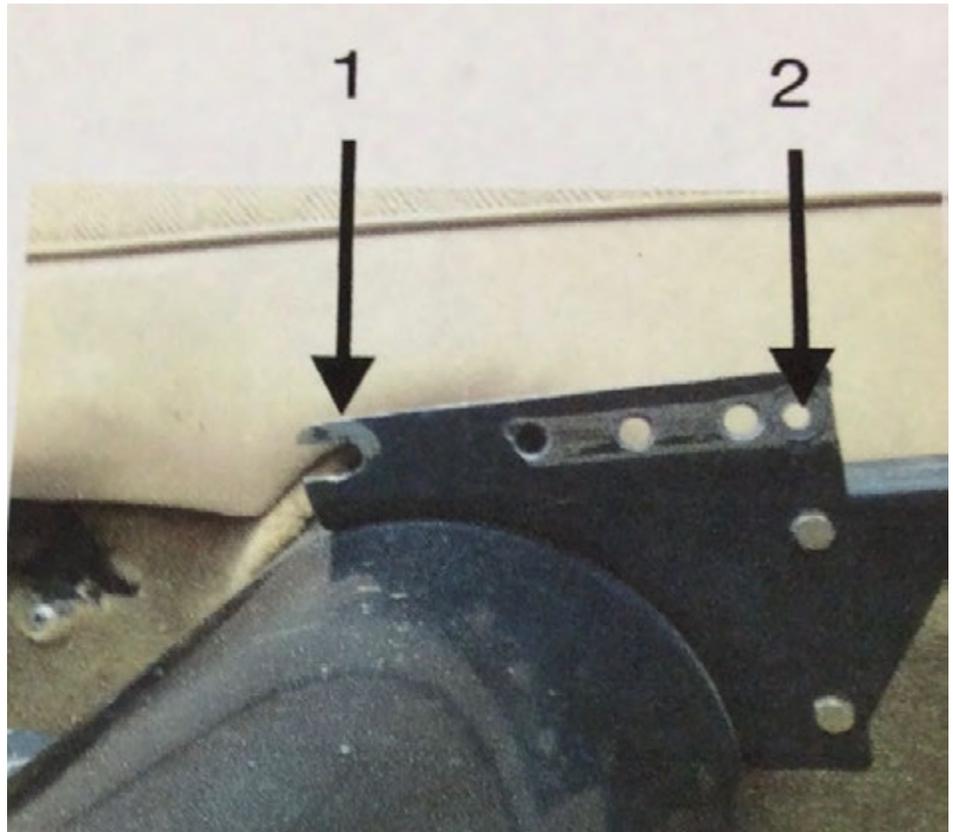
A word of caution: You may want to put a piece of tape on the edge of the seat pan hole since it can be rather sharp.

If both seats are out the first seat is the easiest to reinstall because you can straddle the spar while putting it in.

The second seat is a little harder just because of the position you are in.

I installed both seats in about 15 minutes total time using this method.

I hope this helps make your day a little easier

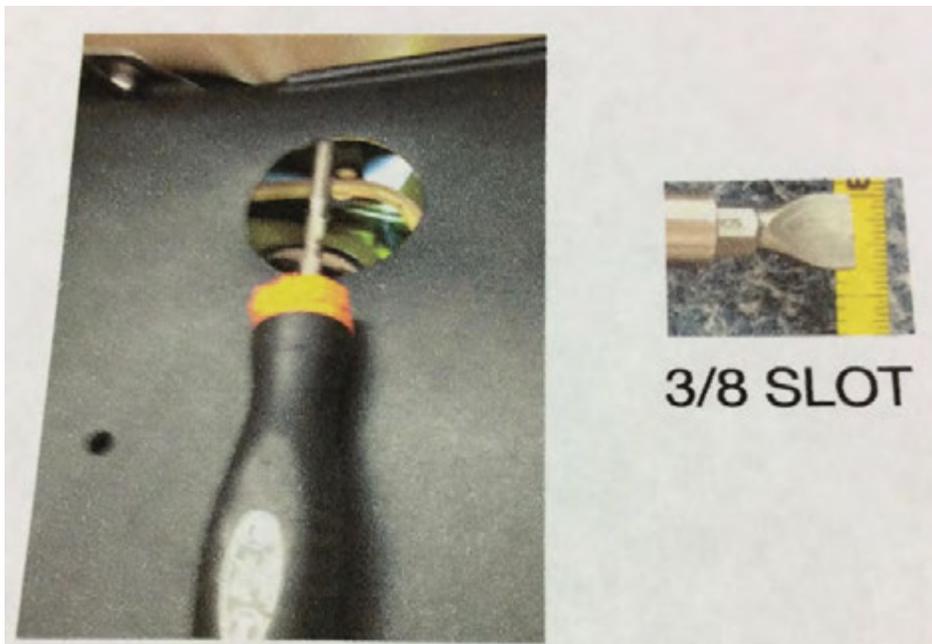




## Welcome New Members

We wish to welcome all our new members who have recently joined the AYA. We hope you value your membership, and take advantage of the many programs and activities we have to offer.

First Name	Last Name	City	State	Region	Phone	Email	AC Model	Home Airport
Roberto	Gutierrez	Klamath Falls	OR	6	541-810-8016	rntgutierrez7@gmail.com	AG5B	KLMT
Lisa	Wood	Stewartstown	PA	1	717-779-6228	Elwood523@gmail.com	AA5A	S37
David	Zeller	Mulberry	FL	3	863-646-3779	x49zeller@verizon.net	AA5B	KGIF
Cecil	Ford	Magnolia	TX	5	713-927-1099	cecilford@earthlink.net	AA5A	DWH
Kevin	Cox	Lexington	KY	2	859-230-5920	kevincox3cj@gmail.com		
Michael	Hull	Easley	SC	3	860-916-3335	cheetahtiger99@yahoo.com	AA-1C	KLQK
Phillip	Lunsford	Dallas	TX	5	214 926-6299	plunsford@protonmail.com		Eldon
Lance	Windel	Ardmore	OK	5	580-226-0416	lwindel@hotmail.com	AA5B	1F0
Chet	Zuck	Tuscumbia	MO	4	573-369-2446	cmzuck2013@gmail.com	AA1B	Eldon
Joseph	Thompson	Birmingham	MI	2	248-841-6609	skimot@gmail.com		
Dwane	Ferguson	Lebanon	TN	3	615-758-0215	DFerg1018@gmail.com	AA5B	
Leslee	Gilbert	Alexandria	VA	2	202-281-8010	lgilbert@vsadc.com		KJYO



## SureFly Magneto STCed

The SureFly magneto replacement (SIM) is now FAA certified. Two STCs are involved: STC SE04349CH allows modification of the engine by replacing one of the magnetos with a SureFly Ignition Module (SIM). Model SIM4P replaces an impulse mag. Model SIM4N replaces a non-impulse mag. STC SA04378CH allows the modified engine to exist in the airplane and the power wire and manifold pressure hose to be connected.

For the Tiger (AA5B and AG5B) aircraft, manifold pressure and RPM are used to advance the timing when in cruise. This increases efficiency by burning more of the fuel/air charge in the cylinder before exhausting. Fuel burn at cruise, assuming same airspeed, should reduce about 1 GPH. The engine can also be leaned farther before it starts running rough. Starting is greatly improved, especially if you choose to replace your Right (non-impulse) magneto and start on BOTH.

For the AA5, AA5A and GA7 (all O-320 powered), due to what we believe is a mistake on the Approved Model List of the Airframe STC, the SIM must be set to fixed-timing mode for now. We will get this changed.

You can see all the details at <http://www.SureFly.aero>

Units are available now. Call (817) 373-5161 or contact Katherine, [sales@surefly.aero](mailto:sales@surefly.aero) or Jason, [Jason@surefly.aero](mailto:Jason@surefly.aero).

## Spring Has Sprung

by: Ron Levy

Happy spring, everybody! Skies are clearing, temperatures are warming, and many of us are pulling our planes out of the hangar for the first time in a while. This might be a good time to double check a few things, such as your engine's oil and your own proficiency. If your plane has sat through the winter with little activity, you might want to follow Lycoming's four-month recommendation

and change your oil even if you haven't flown out the hours. For those using single-grade oil who shifted to SAE40 (such as Aeroshell 80) over the winter, it might be time to replace it with SAE50 ("100 weight") for the warmer weather. And if you, too, sat through the winter with little flying activity, you might want to think about a brush-up with a good instructor (not to mention checking to see if your last flight review is still current).



# AYA 2019 Preview



## AARGH! Convention Updates

by The Convention Team

Time is marching on as we get closer to our Pirates and Pilots gathering on Amelia Island at the end of September. The excitement is climbing as we evolve our planning for the AYA 2019 gathering. The city, the airport management, the FBO team, and local groups are coming together to insure we have a great event. We are looking for individuals interested in helping out with activities: ground events, behind the scenes, transportation, awards. Many hands make light work. Drop a note to [aya2019@aya.org](mailto:aya2019@aya.org) and earn your next Volunteer Pin.

Although the next *AYA Star* issue will contain the registration package, many people have already made their hotel reservations. For more information, and the link to the hotel site, be sure to visit the Convention tab on [aya.org](http://aya.org). The hotel link allows you to book pre-convention (beginning September 26th) thru the post-convention weekend, with weekend rates slightly higher than midweek.

People have asked for more details on the airport, and our host FBO team. Bent Wing Flight Services has created a nice video describing the airport and the new facilities and placed it on their front page at <https://bentwingflightservices.com>. If you watch, I promise you will see these people around the airport when you arrive, especially since one of them flies a Grumman Tiger - and is on the event organizing committee!

Amelia Island information can be found at <https://www.ameliaisland.com/>

## Hampton Inn & Suites Amelia Island – Historic Harbor Front

### Reservation Information-

Simply copy and paste the URL below into your browser to access the exclusive rates available for this group:

Booking Link: [https://secure3.hilton.com/en\\_US/hp/reservation/book.htm?inputModule=HOTEL&ctyhocn=AISHSHX&s pec\\_plan=CHHG19&arrival=20190926&departure=20191003&c id=OM,WW,HILTONLINK,EN,DirectLink&fromId=HILTONLINKDI RECT](https://secure3.hilton.com/en_US/hp/reservation/book.htm?inputModule=HOTEL&ctyhocn=AISHSHX&s pec_plan=CHHG19&arrival=20190926&departure=20191003&c id=OM,WW,HILTONLINK,EN,DirectLink&fromId=HILTONLINKDI RECT)

Hotel: Hampton Inn & Suites Amelia Island, Group Name: Grumman 2019 AYA Convention, Arrival Date: 29-Sept-2019, Departure Date: 04-Oct-2019

Please note, the entire URL must be copied and pasted for it to work properly. There is an easier link on the [aya.org](http://aya.org) Homepage.

Please share this link with anyone who needs to book Grumman 2019 AYA Convention rates. We look forward to welcoming you to our hotel! See photo below.

Ask for your Amelia Island Value Card (for island savings) when you check in.



*Matt and Melissa, leaders of the convention team.*

*Convention Hotel.*





# AYA 2019 Preview



*The beach scene.*



Most photos on pages 8-11 courtesy of <https://www.ameliainland.com/>.



*Ice cream and fudge is within a couple of blocks of the host hotel.*



*Historic downtown area, that is the fudge and ice cream store mentioned above.*



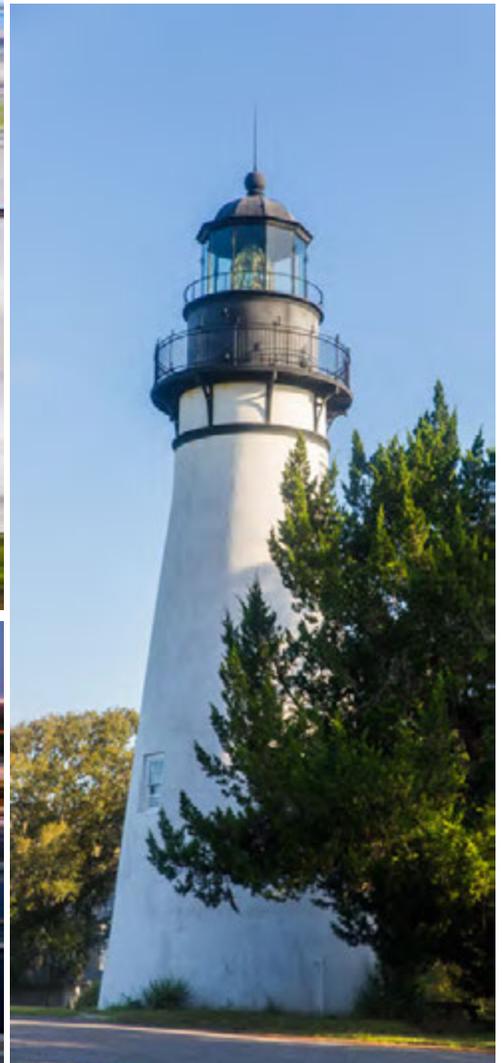
# AYA 2019 Preview



Boardwalk, and right, Fort Clinch and trawler.



Below, waterfront area and Lighthouse.





# AYA 2019 Preview



Naval Museum.

## Pacific

by: Kim Munch, Regional Director



Hello out there, all across the giant Pacific Region, from Bend, Oregon!

We are just now coming out of a cold, snowy and wet winter here on the Pacific coast. I

like the four seasons, but I am ready for winter to be over.

Oh, where, where to fly?

I just received my first e-mail newsletters that list the many, many flying events coming up this year in Oregon and Washington. For those of you who live in these parts, I'll share those sources with you in a minute. If you have other sources beyond what I cite, please share them with me, and I'll include them in my next update.

Now, for those of you who live and fly elsewhere in our region, please drop me a line at [pacific@aya.org](mailto:pacific@aya.org) and let me know sources you know of that list flying events in your locale. I'll share them in my next update.

Last, here are the sources I'm aware of for Oregon and Washington, and even parts of Idaho and California:

1. Fly-For-Fun-Ticket! This is an e-mail newsletter that you will receive about once a month from Don and June Fitzpatrick. They are the eastern region directors for the Washington Pilots Association. Just send them an e-mail, asking to be added to their list. You don't need to be a WPA member, but if you have a stake in that state's aviation system, they need your support right now. They just published the first issue, and there are 35 flying events listed already for this summer in Washington, Idaho and Oregon. More get added every issue. [donfitzpatrickjr@gmail.com](mailto:donfitzpatrickjr@gmail.com)

2. Willamette Valley Flyers. This e-mail newsletter is also published about once a month. The name is a little deceiving, since it covers flying events all over Oregon, Northern California, and South Washington as well. If you live in or near these places, you'll find events close-by. Drop Gary a line at [rv6an200gl@charter.net](mailto:rv6an200gl@charter.net)

3. FATPNW. What's that? It's an acronym for "Flights Above The Pacific Northwest". This is a Facebook page. If you are a Facebook user, this page has thousands of followers, and there are many postings about places to fly, and upcoming events.





# REGIONAL EVENTS



## SE: 2019 Fly-in Schedule

by Ron Mowery, Regional Director



The Southeast will be expanding their fly-in activities this year to include a weekend event and we also have the

pleasure of hosting the AYA convention at Fernandina Beach, Florida.

By the time this *AYA Star* is printed we should have already enjoyed lunch at The Elevation Chophouse on April 13<sup>th</sup> at the Cobb County Airport north of Atlanta, Georgia. On **May 18<sup>th</sup>** we are planning on going back to one of my favorites, The Pic N Pig Restaurant at the **Gillian Mc Connell Airfield, BQ1**, in North Carolina. The identifier is BQ1 for a reason. Then on **May 31<sup>st</sup> through June 2<sup>nd</sup>** an island getaway on **Ocracoke**, and if you can't make it for the entire weekend come join us for lunch on Saturday **June 1<sup>st</sup>** at Howard Pub and Raw Bar on **Ocracoke, W95**. Howard's will send a golf cart the half mile to the airport and pick you up. Runway's right on the beach if you would like to go for a walk and get some sand between your toes before or after lunch. **July** seems like a good time to go for ice cream so on the **13<sup>th</sup>** we'll be heading back to the **Johnston County Airport in North Carolina, KJNX** to Sam's Flying Scoops. On **August 17<sup>th</sup>** we'll be heading back to The Flying Machine at the **Gwinnett County Airport, KLZU** which has been a good turnout for us in the past. **September** is when they have **The Triple Tree Fly-in at SC00** so I thought we could meet there on the **7<sup>th</sup>**. If you have never been to Triple Tree it's a 7,000 foot long golf course type grass runway. They usually have around 400 planes show up. In October we will be having the AYA convention in Fernandina Beach, Florida. **November 2<sup>nd</sup>** is when we will be having a combined EAA GIA (Gilbert International Airport) fly-in. **Gilbert, SC45**, is my home airport, come meet all my neighbors, they are good folks and put on quite a spread of food. We'll finish up the year in **Greenville, GMU**, at The Runway Café on December 7. Let's hope for some good, well at least flyable, weather.

## SE: Spruce Creek Fly-in

By Guy Warner, Past President



On a beautiful Saturday morning, we launched our Tiger, N28KW, from runway 18 at the St. Pete-Clearwater airport

(KPIE). Onboard with me was my wife, Heidi, in the copilot seat and Bob Gibson in one of the rear seats. Working with Tampa Approach, we bridged over Tampa's (KTPA) east-west runway at 3,500 feet in altitude. Tampa cut us loose after we exited their Class Bravo airspace.

Picking up an additional clearance and permission to enter the Orlando Class B from Orlando Approach, we proceeded direct to Spruce Creek (7FL6). Since it was such a beautiful spring day in central Florida, there were many airplanes along our path. Numerous targets were showing up on our Garmin 750 and 796 GPS screens, and on Bob's iPad. So, our heads were on a swivel trying to get a visual on the planes showing up on our screens and also with traffic advisories given by Orlando Approach. A lot of that traffic seemed to be converging on Spruce Creek's airport.

I listened to the landing traffic sorting itself out at Spruce Creek, which is a non-towered private airport for the Spruce Creek aviation community. I announced our intentions and position at ten miles out, again at five miles out, and as we crossed midfield for a left downwind entry for Runway 6. Slotting in behind a Beech Bonanza, we turned about a mile and a half final, to give the Bonanza time to exit the runway. No one in the plane complained about my landing, and we exited the runway and then followed a golf cart with the driver waving us with the typical "follow me" gesture. Turns out the driver of the cart was none other than Stu Morse who was our host for this AYA fly-in.

We parked and chocked our plane on the line, and got out to await the arrivals of the other Grummans. Stu had brought his Tiger out from his hangar for display on the line and had a huge stuffed Tiger sitting on top of his canopy.

He calls his Tiger, "Tiger Lilly," and has the name scripted on the nose cowl.

A diversity of aircraft types were arriving back from a Spruce Creek breakfast fly-out and our arriving Grummans were successful in mixing into the other arrivals. We had around sixteen Grummans show up for the fly-in, with a head count for lunch of around 30. One of our AYA past presidents, Cliff Daugherty drove in along with a friend. Cliff and his wife, Karen, had been staying over at a rented beach cottage nearby on the east coast.

AYA fly-ins are a great way to get back together with "old" friends, and to meet other AYA members who might become your "new" friends. They also give you an opportunity to look at how others have setup their Grummans with panel layouts, avionics, interiors and exteriors, and of course what appears under the cowlings firewall forward. A new SureFly electronic mag showed up on one of the engines. The SureFly company just recently received their FAA approval for these innovative magnetos. Before lunch, people were visiting with each other and admiring the Grummans that had arrived for the fly-in

We had a reservation for our group at the Downwind café, which is located on the Spruce Creek airport. Both the food and the service was excellent and everyone enjoyed their lunch. There was much camaraderie and lively discussions around the tables. Two of the attendees, Matt and Melissa Drahzal, are our hosts for the upcoming AYA 2019 convention to be held in Fernandina Beach on Amelia Island in northern Florida this September. They made an announcement about the convention and invited everyone to attend.

Stu Morse stood up towards the end of the luncheon to thank everyone for coming and to invite anyone who was interested in going for a golf cart tour of the Spruce Creek community. He mentioned that if anyone saw a property up for sale that they might be interested in there were two of our longtime AYA members, Pat and Lenny Olhsson, who are realtors for Spruce Creek with an office located on the airport grounds. He received a warm round of applause for organizing and hosting the fly-in. It had been a while since there was an AYA fly-



# REGIONAL EVENTS



in event in Florida. Spruce Creek is the largest aviation fly-in community in Florida and is located a few miles southwest of Daytona Beach. It is a beautiful and very active aviation community.

Several folks in our group went along for the golf cart tour. The rest filtered back to where the planes were parked to depart for home. Stu had cautioned us about our departure routes since Spruce Creek is close to the Daytona Beach airspace, Orlando-Sanford airspace and also Orlando International airspace.

Our return flight back to the St.Pete-Clearwater airport was uneventful, although the air was bumpy due to the afternoon thermals. We coordinated with Orlando Approach with a handoff to Tampa Approach. Again, the airspace around Tampa and St. Pete was busy with a lot of planes coming and going. After crossing over the Tampa airport, the controller working us kept me up at altitude longer than usual and turned me over to St. Pete's tower late. The result was a "slam dunk" descent down to runway 22 at St. Pete which required a slip maneuver to control the descent rate and make the numbers work out for the landing. Everything did get worked out and no one in the plane complained about this landing either. It was pretty smooth, if I do have to say so myself. (Reference, "blind Squirrel" finds an acorn.)

It has been far too long since Heidi and I have hosted a Florida fly-in. I am vowing right here and now that we will do so soon. We have a nearby airport with a great restaurant located on the field. I won't divulge the location yet. Hint: it's where Tony Jannus made the first paid "airline" passenger flight across a body of water on January 1, 1914. Google it. Hope to see you there!

*Middle photo, Stu Morse and Tiger Lilly.*

*Part of the Grumman Line at Spruce Creek*



*Heidi Warner talking with Pat Olhsson*





# REGIONAL EVENTS



## NE: Sky Meadow

by: Graham Smith, Regional Director

In early February eight intrepid souls took to the skies for a fly in to Sky Meadow in New Jersey. Why were they considered intrepid? The forecast that day was for a 90° crosswind, gusting to 30 kts. Your less than intrepid correspondent decided not to fly, but imposed on Mr. Wiggles to take him as a passenger. I had not been doing enough flying recently to feel comfortable with the forecasted conditions.

I sent an e-mail that morning cautioning everyone to make sure to get a good forecast and warned everyone about the forecasted wind. About half of those who had RSVPed decided not to fly. Mr. Dan "Wiggles" Schmitz made an excellent landing with the windsock straight out perpendicular to the runway.

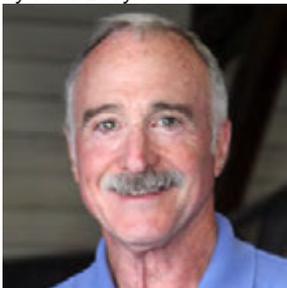
All who did arrive enjoyed an excellent meal and good fellowship, including lots of tales, both tall and short. It was good to see Ron Levy, Barry Schulte, Larry Tatsch, Paul and Ryan Tollini and Tom Badgwell. The crosswind didn't bother Tom at all, he is based at Sky Meadow.



The crosswind pro's at Sky Meadow.

## NE: Reading (RDG)

by Ron Levy



After a one day postponement for howling winds and severe turbulence (remember the last time you saw a SIGMET

November?), Northeast Region Grummanistas gathered at Reading PA (KRDG) for lunch at Klinger's on Sunday, March 24. In addition to several AYA members, we welcomed prospective members Scott Lavin and Kevin Kupferschmid and their Tigers. Conversation topics ranged from the Tiger electrical system to the Boeing 737 Max, and we made a nice survey of the wide range of sandwiches on Klinger's menu.



RDG

### Cover Photos

Would you like to receive a free 16 x 20 inch color enlargement of the *Star* cover featuring your photo? Please forward good quality, interesting, aviation related photos to the editor. Color covers may also be purchased, see the company store inside the back cover.

**AYA Phone Numbers are (530)295-7158, Fax (530)387-5200. [www.aya.org](http://www.aya.org)**



# REGIONAL EVENTS



## Pacific: Oroville (OVE)

by: Stew Wilson, Area Coordinator



In the midst of a cold and snowy winter, we scheduled our first event of the year for February 23 at

the Table Mountain Golf Club in Oroville. With nearly 500 inches of snow already fallen this season at nearby Lake Tahoe, there were no guarantees. As luck would have it, it was a fine day to fly, and we had a total of eight planes and 15 people show up for lunch.

Braving the cool temperatures were Mike and Ellis Wilkins from Cupertino in Cheetah N26913; Joel Williams from San Jose in Cheetah N26793; Doug Schmidt in Tiger N4524P from Ridgecrest; John Supan and Carola Barton in Tiger N74104 from Santa Cruz; Garth and Debbie Kuhagen from Walnut Grove in Cheetah N9798U, Bill Stigile in Tiger N1540R from Lodi, and Stew Wilson and Britt Baysinger in Tiger N28838 from Cameron Park.

Although their plane was down for annual, Mike and Stefani Brown along with their son drove in from Elk Grove.



### DEADLINE for Submissions

**For the July/August Star: Monday, Monday, June 3**

**For the September/October Star: Monday, August 5**

Send all submissions for publication in The American Star (articles, letters, questions for the Experts, and advertisements) to:

**Don Metz, Editor, editor@aya.org or 704 Sherman Ave. SW Calgary, AB T2W 0N2 Canada,**

*Note: Submissions for publication should be sent to the Editor, not to AYA Headquarters. On overnight deliveries (FedEx, Express Mail) please pre-sign. Submissions become property of AYA. Photos will be returned on request. Disks will not be returned. Please send your articles via e-mail (preferred), or on disk with hard copy. We can use almost any file format. Send e-mail to editor@aya.org. PLEASE DO NOT SEND ZIPPED FILES. Plain text is preferred but not necessary for both e-mail and physical submissions. Any questions please contact the Editor.*



# REGIONAL EVENTS



## Southern: New Mexico Fly-in

by: Scott Sanders, Regional Director



A half century had passed since my last trip to Alamogordo, New Mexico. Back in my misspent youth of the '60's,

I passed through the city on my trusty old BMW motorcycle during a solo cross country trek. Frankly, I can't even recall for sure why I was there. Probably looking for adventure, enlightenment, or maybe just a member of the opposite sex with a similar mind-set. In the end, adventure was the only thing I found...and that's probably a good thing.

But all these years later it certainly seemed like it was high time to re-visit the so called "Atomic City" and see what it had to offer. Plus, it was a little closer for some of our members out in the far western reaches of Region 5 to be able to make the trip.

At one time after posting the event, the RSVP's amounted to 30 people (a mini convention?) but by the time the departure date arrived the head count had diminished somewhat. Still, a very good turnout.

Jeff and Marion Davis flew from Arizona, Bill Marvel from Colorado, and Lyndell Cocke and wife Nancy Ketchum drove down from Mimbres, New Mexico. The remainder of the crew all flew in from Texas. Steve Milner and buddy Mike Edwards came from Dallas, Kat Wells from Grand Prairie, Al and Lynda Airey from Coppell, Bob and Penney Pattee from Temple, Bill and Cindy Daly from Sunrise Beach, and then Lee Ziengehals and my wife Susan and me from Boerne. Seventeen people and seven planes will usually get the attention of any little out-of-the-way airport and the manager of ALM was no exception. He was out on the ramp himself to help guide most of us to a tie-down and welcome us to the desert southwest.

True to form, just about anytime I schedule any kind of fly-in the weather gods seem to be looking over my shoulder and this time was no exception. Bill Marvel from Colorado and the Davis's from Arizona all had to deal with snow

on their departure and the rest of us from Texas had some really impressive headwinds. But fortunately the skies were mostly clear and everyone made it in without mishap. Bob Pattee claimed the prize for beating into the highest headwinds at 60 knots while the Daly's and I only had a measly 30-40 knots on the nose for the majority of the five hour flight, with some heavy wind shear thrown in just for fun. Welcome to spring in west Texas!

In a departure from our typical weekend event where we fly in on Friday evening and out on Sunday, we decided that since there were so many things to see and do in the area we made this one a day longer and arrived on Thursday.



Our first exciting stop after lunch was at *McGinn's PistachioLand Tree Ranch*. Billed as "The Nuttiest Place in New Mexico" and home of the world's largest pistachio, there was simply no way we could pass this opportunity up. Sure enough, right there next to the humongous pistachio standing on a pedestal in the parking lot was the gift shop selling everything imaginable that could be made with pistachios. Along with umpteen different flavors of roasted pistachios like green chili, red chili, atomic hot chili, garlic, habanero-lime, bacon ranch, spicy ranch and BBQ, there was pistachio ice cream, pistachio brittle, chocolate covered pistachios, jams, jel-

lies and wait for it...even pistachio wine! Those brave enough to try the wine were not impressed, but there were indeed several pounds of candies and roasted nuts that went home with most of us.

The truly impressive part of the visit was the tour we took of the 111 acre farm where we learned more than most of us ever wanted to know about growing pistachios. For example how many of you even knew that pistachios grow on a tree that has been grafted onto the rootstock of an oak tree? Well I never knew that either, but on our motorized tram tour of the orchards we got to see 12,000 of those trees. Quite impressive!

The next morning our group made its way to the White Sands Missile Range Museum south of town. Since the museum is located inside an active military base, each of us had to provide our drivers license and wait for quite some time while a background check was performed on each of us before being allowed to enter the grounds of the museum. The few members that seemed overly anxious and fidgety while awaiting the results shall remain nameless. (You're welcome)

In addition to the numerous displays of test rockets and associated equipment that goes along with the atomic and early missile age, there was plenty of history about the area that makes up the missile range from the Native Americans through the old west ranching and mining era.

After the museum we were off to the *White Sands National Monument*, 275 square miles of brilliant white gypsum (not silica) sand, the largest gypsum dune field in the world. At the museum located inside the visitor's center we learned about the geology, paleontology, plants and animals of the area. Then it was off for a drive through the park itself where we took turns sliding down the steep sandy dunes on a plastic disc much like kids in the rest of the world do on snow covered hillsides. Fortunately, no one was injured in this activity, but some came perilously close!

Saturday was slated to be a very busy day with three different stops to make. First was the *Tularosa Basin History Museum*, a research facility/museum located in a beautiful Pueblo Revival adobe building that was originally built as a bar. Here we viewed many exhibits



# REGIONAL EVENTS



*The White Sands Rocket Garden and Museum.*

that ranged from prehistoric times to the space race.

Next was a stop at the *Toy Train Depot* where according to their mission statement they are: “Dedicated to the preservation, restoration, acquisition, display and interpretation of railroads of all scales and gauges, including 1:1, with particular emphasis on the *Miniature Train Company (MTC)* park ride trains and their preservation.” Whew! We were treated to about an hour long in-depth discussion of trains by a crusty and grizzled docent who seemed a little disappointed when everyone’s eyes began to glaze over after the first 30 minutes of his dissertation on model train minutia. Nevertheless, we did in fact get to see a number of very large train dioramas with not even the smallest detail left out. You really had to have been there!

After a big barbeque lunch we traveled up to the base of the Sacramento Mountains to visit the New Mexico Museum of Space. (That makes five museums in two days in case you’re counting.) This was truly a fine, multi-faceted museum containing exhibits from Goddard’s early rocket experiments near Roswell to a mock up of the International Space Station.

So in retrospect, this trip was not just about flying our Grummans someplace, eating, drinking and telling tall tales, it was a veritable cornucopia of higher education and the gaining of wisdom preserved and promoted by the Great State of New Mexico, the Department of Defense, and a crusty old railroad engineer who hadn’t seen a barber or a razor in more than just a few years.

*Lots of fun on the white gypsum in the White Sands National Monument.*



continued on page 18



# REGIONAL EVENTS



*The Toy Train Depot.*

But I think that everyone in our party would agree that the real highlight of the entire trip had to be that gargantuan nut perched up there on that altar to “*The World’s Largest Pistachio*” in the “*Nuttiest Place in New Mexico*.” That alone, was worth pounding into headwinds, braving snow storms, and tackling a raging wind shear. So come join us in our next adventure. You really never know what you’ll learn!

Alamogordo flight line.



*White Sands National Monument.*



# The Litter Box

Classified ads are free for AYA members. No commercial or business ads. AYA is not responsible for errors or omissions. Each ad will run once per submission; advise the editor prior to deadline if you want the ad to continue. Send ads to Don Metz, Editor, The American Star, 704 Sherman Ave. SW, Calgary, AB T2W 0N2 Canada, fax (403) 233-9506, or editor@aya.org.

**For Sale: A truly exceptional 1974 AA1B**, Only 2,090 TT and 40 SMOH (2,400 TBO). Great avionics package with Garmin 396 GPS, MX-300G Digital NavComm with Localizer, Stratus ESG Appareo Transponder/Encoder/ADSB-Out, Standby IN-514 CDI in panel, Nav 121 with Localizer and Avionics Master with backup. Super equipment including SkyTec starter, four vane oil cooler kit, SkyTec R1224 Voltage Regulator, Reiff cylinder and sump pre-heater, Alcor EGT, Heated pitot and a Westech OAT Gauge/Indicator. This outstanding airplane has no damage history, excellent original paint, very nice interior and glass, full logs and an August 2018 Annual. Reduced to \$33,000 for our Prime Condition Grumman! Bill Perry, work: (207)622-1331, cell: (207)215-3333, e-mail: [wperry@mif.aero](mailto:wperry@mif.aero)

**For sale: 1977 Grumman AA1-C "Lynx"** S/N 0050 - TTAf 3890 - N1047X - Annual due 2/2019, Lycoming O-235 with Sparrowhawk 125 hp upgrade, 501 SMOH. Sensenich prop (pitched between cruise and climb) 109 SPOH. Long range tanks - total 32 galls usable. Cruise at 6.5 gph. Vernier mixture control. JPI fuel flow meter. Useful load 474 lbs. Paint and internal showing well. Custom Bruce cover. All logs. \$10K Garmin avionics (full ADS-B in & out) upgrade 2017 - GTR 225 comm, GTX 335 xpdr w/WAAS, alt encoder, GDL 39 ADS-B receiver, Aera 660 hard-wired GPS. ELT. Vertical compass. Great, 2-place, VFR aircraft with better than average handling characteristics, outstanding visibility and low cost of ownership. Based Page Field/Fort Myers FL (KFMY) Alan, Cell: (609) 357 6890 \$36,000

**For Sale: 1974 AA5**, I have to sell my AA5 due to lack of airworthiness since 17.09.2018. Bought the aircraft in June 2018. During annual inspection some days ago, my maintenance told me some things heavy to bear. Several important bolts corroded, left tank has loosened during the inspection, Cylinder No. 3 seems to have leakage. Equipped with F.U.N.K.E. 8,33 com, Garrecht mode S, EDM 700, wing leveller connected to a GPS. Flown up to the very end without problems. Cannot afford such high-cost repairs. Was a dream, but...ended! Maybe someone would like to get it for spare parts or to repair it. Nearly any price accepted. Hope you can help me, please. Matthias Mergner, Ringstr. 6, 95473 Creußen, Germany, 0049 1729069605 Mobile

**For Sale: 25% share of 1978 Grumman Cheetah** based at KHPN. IFR, 3690 TT, 648 SMOH, 86 STO, 11 SPOH. McCauley prop, Good compressions 78/80, 78/80, 79/80, 78/80. Annual due 12/19. Glideslope, Garmin 430W, Tanis pre-heater, Century 1 autopilot, Audio panel with marker beacons, Wheel pants. \$9,500 buy in + \$225 monthly. Gordon, [eyeallen3@yahoo.com](mailto:eyeallen3@yahoo.com)

**For Sale: 1979 AA5A (Super Cheetah)** TT 3,548, IO-360 at 904 SMOH, Overall in good condition, parked in Las Vegas at KVG, interior and exterior are good, avionics are dated but work (a new panel is the next thing this Grumman needs), However, with Fore-Flight and backed up by the first generation GPS (KLN89B), I could get anywhere. Chris, [kujethawk@yahoo.com](mailto:kujethawk@yahoo.com), (910)-364-3216

**For Sale: 1976 Grumman Tiger (AA5B-0249)** \$56,500, Ft. Worth TX (T67), TTSN 4577, Certified Millennium Engine 952 SMOH, 17 STO, IFR certified, DME, ADF, ILS/GS, Dual Nav/Com, Century I Autopilot coupled, Marker Beacons, Audio Panel, PS-1000 Stereo Intercom, Garmin GPSmap 196, Dual PTT, Interior/Exterior. 8.0/8.0, maroon cloth, all interior panels replaced, AG5B paint scheme, Top Overhaul, Annual, IFR Cert completed. We've owned this aircraft for 20+ years. Always hangared. For DFW locals, existing hangar space with fully modern facilities is also available to rent to new owner. For more information or pictures contact Vic Nartz 682-552-3958 [vicnartz@flash.net](mailto:vicnartz@flash.net) or Dale Williams 817-601-5359 [djwilliams@gmail.com](mailto:djwilliams@gmail.com)

**For Sale: Exhaust System for Tiger.** Have replaced the exhaust system in my Tiger with a Power Flow System. Selling all parts of old system. Muffler shroud and exhaust pipes and clamps in good shape. Muffler needs repair or replacement. \$175 plus shipping. Contact Tony at (508) 457-9227 or [pirri@comcast.net](mailto:pirri@comcast.net)

**For mutually agreed upon donation to AYA Scholarship:** Starter and Exhaust system for 1979 Grumman Cheetah. Both were operating perfectly when removed for upgrade to flyweight starter and Powerflow exhaust. All they will cost you is the shipping (and I get a great airline FedEx discount). I will be happy to send pics. Ken Nebrig @ (928) 273-0042 or [luva737@hotmail.com](mailto:luva737@hotmail.com).

**For mutually agreed upon donation to AYA Scholarship: Propeller for Grumman Cheetah.** Original McCauley propeller removed from 1979 Cheetah when replaced by Sensenich a couple of years ago. Comes with aluminum spacer and bolts. Full logbooks and no damage history. I will be happy to send pics, Ken Nebrig (928) 273-0042 or [luva737@hotmail.com](mailto:luva737@hotmail.com)

**Wanted: IFR Tiger**, with reliable GNS-430W or better and heading/CDI-coupled autopilot. Prefer last few years of maintenance by a Grumman-specific mechanic. Close to north CA would be great, but will travel necessary. Matt Claudius: (408) 499-1707, [matt100psi@hotmail.com](mailto:matt100psi@hotmail.com)

**Wanted: Grumman AA5 series.** Prefer Cheetah, but will consider all. Cash in hand. VFR is OK. NDH and all logs are a must. No projects please. Cash reward for a lead resulting in purchase. Curtis Olafson, Edinburg, ND (701) 265-2356 [colafson@polarcomm.com](mailto:colafson@polarcomm.com)

**Wanted: A 2001 through 2006 Tiger Aircraft AG-5B** from the Martinsburg production run. I am willing to pay top dollar for an exceptionally well maintained airplane. Please contact me at [bertg2017@gmail.com](mailto:bertg2017@gmail.com)

**WANTED:** I currently have a 1977 Grumman Tiger that is in need of a new interior. Rather than simply re-upholstering the existing seats, I would like to upgrade to the 1979 seats which I have heard are a significant improvement. If anyone has 1979 seats that they would be willing to part with, please contact me to work out the particulars. Joe Perrone, [josephaperrone@gmail.com](mailto:josephaperrone@gmail.com), Cell: (856) 912-7004

**WANTED:** I need a rudder cap for my AA1A. Please contact me [jerrybarfuss@gmail.com](mailto:jerrybarfuss@gmail.com)

**Wanted Cheetah or Tiger**, SMOH 1000 hours plus or minus a few hundred. IFR set up, although does not have to be currently compliant. AA 5's and newer preferable. Will consider high hour SMOH with the right value proposition. Contact Kevin Wanecke, 414-315-3418

**For Sale: Nose bowl from 1978 Grumman Tiger** removed for upgrades to LoPresti cowl a. In very good condition. \$150 or make offer plus shipping. Willing to fly to a GA airport within 400 mile radius of Norfolk, VA for one way gas. For additional info, contact J. Trombino at [josephtrombino@email.com](mailto:josephtrombino@email.com) or text to 757-403-2438 (I don't pick up unknown numbers but will read texts).

**For Sale: STEC-20 Autopilot** with a Grumman install kit. Complete system, mounting brackets and servos – everything you need. 1-owner. Perfect condition. Removed from my Tiger for major Garmin avionics upgrade. \$2000 or best offer. Bob Reed, [bob.reed1@comcast.net](mailto:bob.reed1@comcast.net); Home: 717-505-8513



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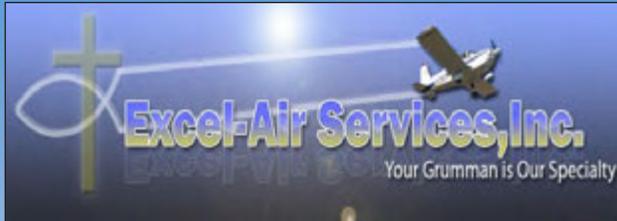
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A couple of more Spruce Creel Fly-in photos.



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**CATS AT PLAY**

- April 20, Lodi (103) CA**, Lodi Cafe, lunch at noon, Stew Wilson, *sec@aya.org*, 530-295-7158
- April 27, Gaston's (3M0), AR**, Lunch at noon, Don Cochran, *don@transtenna.com*, 913-856-4075
- May 4, Pella (PEA), IA**, Tulip Festival and lunch, Don Cochran, *don@transtenna.com*, 913-856-4075
- May 18, Gillian-McConnell, (BQ1) NC**, Pic N Pig Restaurant, Ron Mowery, *se@aya.org*
- May 25, Red Bluff (RBL), CA**, Val & Leighs, lunch at noon, Stew Wilson, *sec@aya.org*, 530-295-7158
- May 31-June 2, Ocracoke Is, NC**, weekend or just lunch on Saturday, RSVP Ron Mowery, *se@aya.org*
- June 6-10, Gyor, Hungary, (LHPR)**, AYA Europe 2019, Jack, *N76750@gmail.com* or Aniko, *macaniko@me.com*
- June 22, Harris Ranch (308), CA**, lunch at noon, Stew Wilson, *sec@aya.org*, 530-295-7158
- July 13, Johnston County (KJNX), NC**, Flying Scoops, Ron Mowery, *se@aya.org*
- July 20, Livermore (LVK), CA**, Bebes Sports Bar, lunch at noon, Stew Wilson, *sec@aya.org*, 530-295-7158
- Aug 17, Gwinnett County Airport (KLZU), GA**, Ron Mowery, *se@aya.org*
- Aug 24, Nut Tree (VCB), CA**, Fentons, lunch at noon, Stew Wilson, *sec@aya.org*, 530-295-7158
- Sept 7, The Triple Tree Fly-in at SC00, SC**, Ron Mowery, *se@aya.org*
- Sept 14, Amana (C11), IA**, Lunch at noon, Don Cochran, *don@transtenna.com*, 913-856-4075
- Sept 30-Oct 3. Fernandina Beach, FL, (KFHB)**, AYA Convention 2019, *aya2019@aya.org*
- Oct 19, Los Banos (LSN), CA**, Black Bear Diner, lunch at noon, Stew Wilson, *sec@aya.org*, 530-295-7158
- Oct 25-27, Branson (FWB), MO**, Reservation required, Don Cochran, *don@transtenna.com*, 913-856-4075
- Nov 2, EAA GIA (Gilbert International Airpark), SC**, fly-in, they are good folks and put on quite a spread of food, Ron Mowery, *se@aya.org*

Please see <http://www.aya.org> for a complete current listing of events.

**TOP CATS**

**President**

Sharon Spence  
Box 254,  
Cochin, SK, S0M 0L0  
(306) 386-2191  
(306) 441-9525(c)  
*pres@aya.org*

**Vice President**

George Duensing  
Box 1754  
Orange, CA, 92856  
(714) 538-2621(h)  
(714) 309-1795(c)  
*vp@aya.org*

**Secretary/Treasurer**

Stew and Karen Wilson  
P.O. Box 1531  
Cameron Park, CA 95682  
(530) 295-7158  
(530) 387-5200 (fax)  
*sec@aya.org*

**Editor**

Don Metz  
704 Sherman Ave. SW  
Calgary, AB T2W 0N2 Canada  
(403) 258-3135  
*editor@aya.org*

**Past President**

Guy Warner  
2707 Sedgfield CT E  
Clearwater, FL 33761  
(727)771-8679(h)  
727-460-6215(c)  
*pastpres@aya.org*

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232 Osgood Rd  
Milford, NH 03055  
(603) 673-6629(h)  
*ne@aya.org*

**Region 2-Great Lakes**

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Robert Hess  
228 Hilton Ave.  
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(815) 222-4100  
*greatlakes@aya.org*

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155 Upwind Leg Rd.  
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(330) 807-9082  
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24 Headlands Close  
Cochrane, AB T4C 1M3  
Canada (403) 860-7359  
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124 Coterie Place  
Boerne, TX 78006  
(361) 720-1734  
*southern@aya.org*

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20926 Clearview Ct  
Bend, OR, 97702  
(541) 848-3600  
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**Region 7-Europe**

Yogi Beck  
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**The AYA Phone Numbers are  
(530)295-7158, Fax (530)387-5200.**