

DAILY COVERAGE



The American Yankee Association 2003 International Convention was held Monday-Thursday, July 14-17, in St. Simons Island, Georgia. For four days, AYA members gathered to fly, learn more about our Grumman aircraft, conduct some association business, and just enjoy one another's company. These pages provide daily coverage of the convention and photos and summaries of each day's activities. We hope you will enjoy reading about the convention, whether you were here with us on St. Simons Island or back home wishing you were here.

SATURDAY, JULY 12, 2003: VOLUNTEER ARRIVAL DAY

by Bob Gibson

Many AYA convention volunteers and board members arrived at St. Simons Island on Saturday, in order to be prepared for the expected crush of early arrivals on Sunday. The airport is just one mile from the convention hotels. The airport's two large runways are well-maintained, with wide groomed grass areas separating the runways from the perimeter fences. There were already about a dozen Grummans parked on the ramp by Saturday afternoon. Roscoe Rosché was busy meeting each new arrival with the welcome sign, donated by Speedmaster Signs of Georgia, to take an AYA 2003 arrival photo. Sarah Barber and Kirschen Seah were busy directing arriving Grummans to parking, and the earliest arrivals were getting reacquainted with one another. On the east end of the asphalt is AYA Central, with the large tent for the day gatherings, the large "Welcome AYA" banner, air-conditioned porta-potties, and additional Grumman parking. By Saturday evening, eighteen Grummans had arrived. St. Simons Island's small downtown area was packed with summer visitors, so for dinner we traveled a few miles to a small hideaway with a beautiful view over the rolling savanna to the east—a great view and a great meal. After dark, we returned to the downtown area for the nightly ice cream run.



The Old Tower and FBO Entrance at SSI



Roscoe Rosché and Debbie Lefave with the AYA 2003 Welcome Sign, Donated by Speedmaster Signs



Martin Walker arrives from nearby Atlanta in his Cheetah.



Eighteen planes arrived at SSI on Saturday, two days before the official arrival day.

SUNDAY, JULY 13, 2003: EARLY BIRD ARRIVAL DAY

by Bob Gibson

Building on the Saturday turnout, dozens more Grumman aircraft arrived at SSI by midday on Sunday, still a full day before the official arrival day. In addition to the aircraft parked on the ramp, three rows of Grummans were secured on the eastern grass tie-downs. By Sunday evening, the official count stood at 61 planes. Some arriving members had made considerable deviations for weather. Sunday we spent time socializing with other AYA members. We had lunch at the 4th of May Cafe and Deli Restaurant and strolled past the local shops and the pier. The pier is a great location to view the southern end of the island, aircraft departing from SSI to the south, and the old lighthouse. In the afternoon, dark clouds loomed to the west, with the occasional resonance of thunder. At the AYA tent, we picked up our AYA 2003 polo shirts, which have a great logo and are made of a very light, soft cloth that is very comfortable. Arriving members registered for the convention at the FBO. We took a few minutes to stroll the new rows of arrivals and meet old friends. The storm drew closer and a cooler wind picked up. Later, we met friends at Nazzaro's for some excellent Italian food.

In the evening, Guy Warner and I provided some acoustic music poolside for the gathered AYA group.



Members Check Out Kenneth Ingham's New '77 Tiger, Just Purchased from Mitch Anderson



Welcome, AYA!



Martin Walker explains his secret tool for fine-tuning Lycoming engines.



Tiger Aircraft's serial number 17 aircraft arrived Sunday.



Gwen Cox and Bob Steward were already handing out AYA 2003 apparel.



Dinner at Nazzaro's



Guy Warner and Bob Gibson pickin' and grinnin'

MONDAY, JULY 14, 2003: ARRIVAL DAY

Today was the official arrival day at AYA 2003, although 61 planes had already arrived. Many more arrived this morning in good weather, although thunderstorms were present throughout the Southeast and along the Atlantic shoreline. Ground handlers Sarah Barber and Kirschen Seah put in another full day guiding arrivals to parking. Sarah reports that she periodically called the airport management to claim more parking areas, and we now have three taxiways NOTAM'd for our use. By Monday afternoon, at least 92 aircraft were parked at SSI.

Early this morning, the AYA Board of Directors began its annual meeting. In past years, the once-a-year meeting has consumed many hours during the convention when the board members would rather be enjoying the activities and chatting with the members they represent. This year, AYA President Fran Levy made a special effort to obtain directors' reports and proposals in the months before the convention and distribute them electronically for discussion. As a result, the board was able to conclude its business by noon. Past President Guy Warner made good on his promise to kneel before President Levy to recognize her superior ability to get business done!

This morning at the airport, convention registration continued, while at the hotel, donated items were collected for the Silent Auction benefitting the Scholarship Program.

Volunteer van drivers including Irene Arnold and Debbie LeFave carried many members into town for lunch, out to the airport to greet arriving friends and socialize in the tent, and back to the hotels.

Around 12:30 p.m., light rain began to fall, and then a little after 2:00 p.m. the rain began in earnest. Soon very heavy rain was falling and there was frequent thunder and lightning. Members at the airport sheltered in the tent, while those waiting at the hotel for the Trolley Tour huddled in the entryway. After a time, they learned that the tour company had cancelled due to the weather, and all were left with a free afternoon.

The rain continued until after 6:00 p.m. At 6:30, Fran Levy formally welcomed the first-time convention attendees to the special orientation session. Fran introduced AYA leaders, explained convention procedures, and concluded with lots of door prizes reserved for first-timers.

At 7:00 the welcome reception began with food, BYOB, and announcements. AYA Safety Director Ron Levy reminded members that we can be safe *and* have fun. Volunteers made announcements relative to their activities, and then still more door prizes were handed out. There was plenty of cheerful chatting as conventioners rediscovered friends from past AYA events.

Mark Conner tells us that a few Grummans were arriving as the rain died down this evening, both two-seaters and four-seaters. We admire the determination of those delayed by weather and trust their ability to use good judgment to arrive safely at the convention.

Tomorrow's forecast is for occasional thunderstorms, but local experience tells us that there's a good chance the Air Race and Air Rally will take place on schedule in the morning. We'll take another stab at the Trolley Tour, too.

Welcome to AYA 2003!



McKinnon Airport, St. Simons Island, Georgia



Lots of Grummans Parked at SSI



One of Several Lines of Grummans Parked at SSI



Greg Amy cleans up his Tiger after arriving today. FletchAir's David Fletcher was on hand to greet AYA members.



The AYA Board of Directors Meeting



AYA President Fran Levy Addresses First-Timers



A First-Timer Claims a Door Prize



AYA President Fran Levy Welcomes Members to AYA 2003



Roscoe Rosché Hands Out a Door Prize

TUESDAY, JULY 15, 2003: DAY ONE

The day's first activity was the traditional Dawn Patrol, as several hardy pilots rose early and launched around sunrise. Most conventioners took it a bit easier, enjoying continental breakfast at the hotels before heading to the airport.

By about 8 a.m., the aircraft signed up for the Air Race were marshalled in front of the tent and lined up neatly by Sarah Barber and Kirschen Seah, giving a professional air to the race.

The mandatory briefing for the Air Race and Air Rally began right on time at 8:45. Twenty race teams were well prepared and on their way to board their aircraft when the dreaded announcement came: The race spotters, already on their way to Brantley County Airport and Davis Field—the other two points of the triangular course, each 26nm from SSI—reported back that they were unable to land at those airports due to ground fog. The weather at SSI was pretty good VFR, but the fog forced the postponement of the race. Organizer Andy Elliott vowed to try again on Thursday.

FletchAir, Power Flow Systems, Blue Sky Marketing, and Approach Aviation set up their wares in the tent, and members set out items for sale. FletchAir in particular did a brisk business of parts of all kinds for Grummans, including many parts now PMA'd that were wholly unavailable a few short years ago. Members snapped up the entire stock of carbon fiber spinner bulkheads within a few hours, and many were seen carrying off pairs of rudder springs.

Tiger Aircraft had two brand-new Tigers on display in front of the tent, and members eagerly climbed in and out and all around them.

Karen Wilson again spent the morning registering members, while many socialized in the tent. The weather was already hot in the morning, so copious cold drinks were available for 50¢ on the honor system. Rigging checks, radio checks, and noise checks went on throughout the morning.

Volunteer aircraft judging teams set out to locate all of the aircraft whose owners wished them to be judged. They had lots of pristine examples of the Grumman line to choose from, many extensively refurbished and modified. The judges have a tough job indeed, to choose from among such strong competitors.

We spotted a couple of special visitors to AYA 2003. Former AYA President Van Swofford was attending his first convention in many years. And longtime member Randall "Capt. E-GAP" Head, elderly but still going strong, arrived in his well-used AA1A and was promptly snagged by Mark Conner for a ride in Mark's fire-breathing, big-engined, taildragger AA1A.

Back at the hotel, some took part in the Trolley Tour of St. Simons Island, delayed due to yesterday's thunderstorm.

Lunch at the airport included a variety of sandwiches, chips, and some remarkably good chocolate cookies. Lunch was accompanied by a variety of announcements, as usual, including a warning not to stand in one place too long on the grass near the edge of the ramp, as the fire ants seemed to be getting much more active! Lisa Reed presented AYA President Fran Levy with a bunch of balloons in celebration of her 50th birthday today, and the lunch crowd sang *Happy Birthday* to Fran and Bob Steward, whose birthday also was today.

After lunch came the mandatory briefing for the ground events, including Precision Taxi, Spot Parking, and Tach Check. Soon, those events were underway. The Porter ladies created a colorful chalk course on the ramp for the Spot Parking, and Ruth Maestre arrived just in time to set up the eggs for the Precision Taxi contest.

Meanwhile, Bob Steward began simultaneous maintenance demos at opposite ends of the ramp: Replacement of a cracked forward spinner bulkhead and dented spinner on Steve Weintraub's Traveler and replacement of canopy windows and side plastic in Mark Matthews's Tiger.

In the afternoon, back at the hotel, the seminars got underway. Roscoe Rosché gave a presentation on aerial archeology, and Jeff Simon spoke as the head of Approach Aviation on Preventive Maintenance for Owners.

After dinner on their own, many members returned to the hotels at 7 p.m. to board three large buses for the short ride to Jekyll Island for its Musical Theatre Festival presentation of *Hello, Dolly!* In an outdoor amphitheater, we enjoyed an energetic performance of the classic musical with both professional performers and student performers from Valdosta State University. A small live band accompanied the performance. It remained warm well into the evening, and the biting bugs seemed to be taking the night off.

Other members took a bus to a guided nighttime nature walk. We'll get a report from them for a future update.

Other than the early ground fog nearby, today's weather was hot but benign. No thunderstorms came near the airport, and the sky alternated between extensive cloud cover and hazy blue patches. Many took advantage of the relatively good weather to take sightseeing flights. Several formation flights passed overhead, and Kenneth Ingham got some nice pictures of the nearby lighthouses that we'll include in a future update.

Tomorrow brings the flying competitions, Flour Bombing and Spot Landing, and the Grumman Games, including new events like IFR Golf. (No, we're not sure what IFR Golf is, either. We'll let you know when we find out!)



How to Get Around at the Convention



Lisa Reed (r.) presents AYA President Fran Levy with balloons to celebrate Fran's 50th birthday.



Racers Lined Up for the Race (Later Canceled)



One of the Tiger Aircraft Tigers



Power Flow Systems Exhibit



David Fletcher and Garner Rice offered the usual bounty of Grumman goodies.



Andy Elliott conducts the Air Race briefing.



The Second Tiger Aircraft Tiger On Display



The four-seat judging team examines a sparkling Traveler.



The four-seat judging team examines a sparkling Traveler.



Three taildragger Yankees are in attendance.



More Racers



Michael Meyer of Boston with his Tiger



Michael Meyer got the nose art decal on his Tiger from a surf shop.



Some of the Parked Grummans



The two-seat judging team examines a 160-hp Yankee with a leather interior and and extensive radio stack.



This two-seater has a gorgeous leather interior and an extensive radio stack.



Another Sparkling Two-Seater



Some of the Parked Grummans



This Marine-schemed two-seater has remarkable tail art.



This Marine-schemed two-seater has remarkable tail art.



A flight of two departs.



The Porter ladies, Emily, Ashley, and Bonnie



A flight of four passes overhead.



Carol Adams (r.) helps out Karen Wilson with registrations.



Randall "Capt. E-GAP" Head's AA1A is obviously a working airplane.



Randall "Capt. E-GAP" Head enjoyed his ride in Mark Conner's taildragger.



Longtime AYAer Randall "Capt. E-GAP" Head



Former AYA President Van Swofford



Lunch!



Cliff and Barb Hanson



Roscoe loves to give out door prizes.



Gwen Cox awards a door prize, a shirt for Mark Conner's son Scott.



Benjie Phillips of Speedmaster Signs



The oldest and youngest AYA 2003 volunteers.



Ruth Maestre and Erik Peterson set up the



The purple ribbon means first-timer.



Members inspect a brand-new Tiger.



Sarah Barber briefs the ground events.



This cracked forward spinner bulkhead was the subject of a maintenance demo.



This dented spinner was the subject of a maintenance demo.



Bob Steward torques the prop bolts after replacing the forward spinner bulkhead. Owner Steve Weintraub looks on.



Bob Steward is an artist with safety wire.



Installing the new spinner.



Tach Check



Rob "Scroggles" Jones crushes an egg.



Rob "Scroggles" Jones was on-line, but a bit short in the Spot Parking contest.



Mark Matthews's Tiger nosed into the hangar with its canopy off for the maintenance demo.



Mark Matthews's Tiger nosed into the hangar with its canopy off for the maintenance demo.



Mark Matthews (r.) trims his new canopy plastic.



Jeff Simon presents Preventive Maintenance for the Owner.

WEDNESDAY, JULY 16, 2003: DAY TWO

The ever-popular Spot Landing and Flour Bombing contests went without a hitch today, along with many other events. The weather was perfect, contrary to forecasts. It was hot and humid, but not as hot and humid as AYA 2001 in Blue Ash, Ohio. The visibility was good, and no thunderstorms were near. Late in the evening, lightning lit up the sky, but far enough away that no thunder could be heard. The Georgia coast is proving to be a beautiful, inviting place for our convention.

Many members began the day with the local EAA chapter's pancake breakfast. Pancakes and sausages, and an unpainted RV-6 in front of the EAA clubhouse looked a lot like a baby Grumman.

The aircraft judges continued their rounds, Karen Wilson registered members who could attend only one or two days, and ongoing activities like the rigging checks, radio checks, noise checks, and swap shop continued. The Trolley Tour and self-guided tour of lighthouses were still available.

Bob Steward got started early with the day's maintenance demo, so arriving members found Roscoe's Tiger in front of the tent with the nose fork removed and Bob and Roscoe bouncing up and down on the breaker bar, attempting to break loose the nose strut that Roscoe says has never been defeated. The plane sat all day with a bottle of penetrating oil and the now-slightly bent bar nearby, but in the evening, Roscoe reassembled the nose fork to the still-stubborn nose strut and vowed to try again another day. Bob says that the nose strut just needs to soak for a few days.

At 8:30 a.m. sharp, the mandatory briefing for the flying events began, and by 9:00 an impressive number of aircraft were lined up two-by-two for the contests. Sarah Barber released four planes at a time to taxi to Runway 16, where Kirschen Seah was waiting to guide them. The Air Boss team was stationed at the approach end of Runway 16, coordinating planes in the air with each set of departures. The contestants took off and made circuits for two flour bombing runs, followed by a final circuit for their spot landing. The excellent layout of the SSI airport allowed them to taxi back to their parking spots by a different route, so everything went very smoothly.

The Spot Landing judges dodged off-target flour bombs while recording landings. The target was just at the top of the Runway 16 numbers. The flour bombing judges waived plaintively from target at the mid-field taxiway, but it appeared that some contestants just weren't sure exactly where the target was. Still, several of the bombs came close to finding their mark.

The flour bombs weren't so much bombs as ducks with bright yellow beaks fashioned from paper bags and tape. The duck motif was in honor of Nigel Thomas's rubber chicken, stolen at AYA 2002 in Cody.

While the flying events proceeded, Grumman Games were held in and near the tent. The Map Folding contest was particularly entertaining, as teams of two pilots each attempted to fold a chart as quickly as possible in a cockpit (two folding chairs) assaulted by wind (a large industrial fan), rain (bottled water thrown by the spectators), ice (from the cooler), turbulence (Ruth Maestre shaking the folding chairs vigorously), and even unlatched seat rails (contestants' folding chairs pulled back suddenly). Only the coolest heads were able to focus on the task at hand.

Derrell Lipman devised a particularly hard course for the very popular Broken Tow Bar competition. In a new twist, Derrell chalked a more challenging inner course in a different color and gave a one-minute bonus for staying within that narrower course.

Roscoe tried to get IFR Golf going with a 2x4 as the putter, but later he got a kiddie putt-putt set and will try again tomorrow. Other games included Name that Part, and, in the afternoon, Survivor: SSI Ramp Check with Safety Director Ron Levy playing the part of an FAA inspector. IFR Clearance Readback was postponed until tomorrow.

Before noon, wonderful smells began to waft through the tent as the caterers began to grill chicken. A long line formed for chicken, barbecued port sandwiches, potato salad, cole slaw, fruit, and sweet iced tea. All agreed the food was excellent.

After lunch, many members returned to the hotel to attend more of the excellent seminars organized by Matt Drazhal:

- ✚ Aircraft Electrical Systems by Les Staples
- ✚ Building the 200-hp Hyper-Cheetah by Bob Steward
- ✚ IFR in the Grumman World by Flight Instructor Sam Lindsay
- ✚ Day One as a Fletcher CFI by David Fletcher
- ✚ Ask the Experts with David Fletcher of FletchAir, Ken Blackman of Air Mods N.W., Bill Scott of Precision Engine, and Cliff Hanson of Cascade Country Aviation, moderated by former AYA Technical Director Bob Gibson.

Ask the Experts this year focused on valve guide wear. The experts seemed to agree that there's no real solution to premature valve guide wear, so preventive maintenance, including the wobble test and a more precise internal measurement touted by Bill Scott, is the only way to catch problems early—ideally when that new engine is still under warranty!

The Silent Auction continued in the afternoon. Members stopped by the Best Western suite where the donated items were arrayed, trying to keep abreast of bidding on the items they coveted.

Dinner was left up to the conventioners, then at 7 p.m. the annual General Membership Meeting was convened at the hotel. AYA President Fran Levy started with a few announcements, in particular the revised schedule for tomorrow that includes the postponed Air Race and Air Rally.

AYA Secretary/Treasurer Stew and Karen Wilson rose to conduct the first order of business, the approval of the minutes of last year's board meeting. Stew told the members that while membership is down by about 100 members, probably due to the poor economy, the association is expected to end the year slightly in the black, largely owing to the dues increase enacted by the Board of Directors last year. Member Allen Miles asked whether AYA still has an investment account, and Stew responded that, yes, AYA still keeps funds such as dues for future years, the convention contingency fund, and the scholarship fund in an investment account which grew substantially until recently, and continues to grow modestly. That balance, together with the balance of the general fund and the scholarship fund, appear in each issue of the *Star*. Stew reminded members that the convention is financially self-supporting, usually generating a slight profit which goes to the contingency fund. He noted that the contingency fund may be important one day—for example, had the convention been scheduled for a Texas location this year, this week's tropical storm may have prevent many attendees from attending, and yet AYA would have substantial obligations to the hotel and others. The contingency fund would allow us to weather such an event without dipping into the AYA general fund.

Stew then introduced AYA Editor and Electronic Services Director Steve Williams, who gave a report on the *Star* newsletter and the AYA web site. Steve recognized the *Star* advertisers in attendance and thanked the members and regional and program directors for continuing to contribute lots of interesting material for the newsletter. He noted an increase in advertising this year, leading to *Star* issues with more than the usual 24 pages, and sometimes up to 36 pages. Steve noted that the web site continues to be a popular service, but that no new web site services were added last year. Member Mike Sherer asked whether on-line renewals and convention registration can be enhanced to permit payment by a check mailed later, so that members might take advantage of the discount for cash offered when renewing or registering by mail. Steve promised to implement that for 2004 renewals. Mike also asked whether photos from the *Star* might be published in color on the web site, and Steve responded that the long-term goal is even more ambitious: Provide *all* of the *Star* content on the web site for members, but that would be a substantial volunteer effort, so it may not happen soon. Member Les Staples rose to say that while he reads all of the type club newsletters, many of which are actually commercial publications that merely claim to be type club organs, the *Star* is the best of the bunch. Steve thanked Les for the compliment, but reminded everyone that the *Star* is primarily a product of the members and directors, so the quality is owing to their efforts.

Fran then introduced Technical Director Jeff Simon to speak about this year's scholarship winner, Natalie Cohen, whom he nominated. Jeff said that Natalie is a freshman who is top of her class in both academics and sports who ultimately wants to become a NASA scientist. Natalie's photo and application essay were available in the Silent Auction room for members to examine. Guy Warner then rose to say a bit more about the Scholarship Program. As past president, Guy is one of the Scholarship Committee members. He explained that Scholarship Directors Don and Pat Metz could not attend the convention due to their commitments to the Calgary Stampede, but noted their active leadership of the program. Guy mentioned that the scholarship fund now stands at around \$11,000. He explained that over the next year the committee will be recommending some changes to the program to the AYA Board of Directors. This year, for example, a very deserving candidate was disqualified because he already held a pilot's license, and so we may wish to create various categories of scholarships and perhaps award more than one scholarship per year.

Fran returned and noted that there was no old business, and so moved on to new business. She introduced AYA Vice President Steve Peach to discuss the overhaul of the AYA Constitution, Bylaws, and Policies just adopted by the Board of Directors. Steve noted that an amendment to the Constitution to formally include the American General and Tiger aircraft will be voted on by the membership next year. The bylaws were updated to correct the verbiage related to the compensation for the editor and electronic service director and to revise and add duties and responsibilities of the electronic services director and other new program directors. The bylaws were amended to allow the board to vote on actions electronically rather than only in person, to clarify convention planning and establish a maximum two-year advance selection of convention sites, and to establish the Safety Committee whose activities are spelled out in the AYA Policies. Steve noted that these documents will be available on the web site for members.

Steve then introduced Guy Warner to speak more about the Safety Committee and its policies. Guy explained that while we hope never to use the safety and discipline policies, it's important to have policies that protect the association and members from unsafe or inappropriate actions by members at AYA events, while ensuring that any response is fair to the member who may have committed an infraction. The Safety Committee is chaired by the past president and includes two members who are not board members, together with the safety director as an ex-officio advisor. The committee will review AYA practices and policies for safety-related issues and will study reports of unsafe actions and discuss and vote on sanctions. The most extreme sanction would be revocation of AYA membership, which would have to be approved by a 60% majority of the board.

Stew Wilson then returned to announce that Fran Levy and Steve Peach were elected to serve a second term as president and vice president of AYA. He announced that next year's convention will be held at The Dells in Baraboo, Wisconsin, in July. Details will follow.

Fran rose to mention that the board will be considering changes to the convention aircraft judging and realignment of the regions to better reflect the geographic distribution of the membership. She announced that the next General Membership meeting will be held during the AYA 2004 convention.

With the business meeting completed, we moved on to presentation of several awards. Contest winners included:

- ✚ Precision Taxi
 - ✚ Steve Stewart, with a score of 13.5, incredibly breaking six eggs!
 - ✚ Kyle Henderson, with a score of 13.0.
- ✚ Spot Parking
 - ✚ Chris Jones, one-half inch from the target.
 - ✚ Peter Otten
- ✚ Men's Broken Tow Bar

- 1. 🍌 Rob Jones, two minutes and three seconds.
- 2. 🍌 Dave Rogers, two minutes and seventeen seconds.
- 3. 🍌 Special mention: Andrew Hinsley, who persisted and completed the course in over 22 minutes.
- 🍌 Women's Broken Tow Bar
 - 1. 🍌 Gretchen Niver
- 🍌 Map Folding
 - 1. 🍌 Steve and Margaret Peach, twelve seconds.
 - 2. 🍌 Carolyn Brown and Greg Sincock, thirteen seconds.
- 🍌 Flour Bombing
 - 1. 🍌 Ruth Maestre and Erik Peterson
 - 2. 🍌 Mark and Scott Conner
- 🍌 Rigged Preflight
 - 1. 🍌 A tie: Kenneth Ingham and Kelly Wallace
 - 2. 🍌 A tie: Carolyn Brown and Mitch Varley

Bob Gibson then announced the aircraft judging results:

- 🍌 Best in Show: For the first time ever, a tie. Two Best in Show plaques will be awarded to Fritz Parkins and his AA1A N9240L and Chase Donaldson and his AA5A N9773U. Amazingly, Fritz and Chase are both from Bowman field in Louisville, and both are first-time convention attendees.
- 🍌 Best AA1: Darryl Tattrie and N6110L
- 🍌 Best AA1A: Fritz Parkins and N9240L
- 🍌 Best AA1B: Jerry Baak and N9925L
- 🍌 Best AA1C
 - 1. 🍌 Betty Grace Riffel and N9946U
 - 2. 🍌 Sam Lindsay and N73VM
- 🍌 Best AA5
 - 1. 🍌 Tom Holer and Nick Monday and N1340R
 - 2. 🍌 Paul Morel and N200BD
- 🍌 Best AA5A
 - 1. 🍌 Chase Donaldson and N9773U
 - 2. 🍌 Wayne Wooten and N26701
- 🍌 Best AA5B
 - 1. 🍌 Hal Beauchesne and N420GT
 - 2. 🍌 Joe Smith and N4529L
- 🍌 Best AG5B: No entries.
- 🍌 Best GA7: Ron and Fran Levy and N5GL (Uncontested)

Finally, Roscoe rose to give out dozens of door prizes, including \$300 of Air Mods N.W. "Blackman Bucks" coupons in denominations from \$100 down to \$10, a David Clark headset, new tires, and lots more.

Fran then invited the members to step out to the pool for an ice cream social. The Silent Auction wrapped up in the nearby room at 9:30 p.m., so members were seen at the social carrying their hard-won auction items.

Tomorrow brings the bus trip to Savannah for the Gulfstream Factory Tour, more seminars, and the closing banquet. The weather is expected to be excellent once again.



The First Few Aircraft Lined Up for the Flying Competitions.



The nose strut of Roscoe's Tiger remains undefeated.



Roscoe's Nose Strut and Bob Steward's Homemade Nose Strut Breaker Tool



Bob Steward's Nose Strut Breaker Tool



Roscoe Tries to Break the Nose Strut Free



Even More Aircraft Lined Up for the Flying Competitions



Even More Aircraft Lined Up for the Flying Competitions



Showing the Colors



Vern and Janet Schulze of Blue Sky Marketing



Men's Broken Tow Bar Competition



Rigging Checks



A Unique Engine Installation



The Spot Landing Judges and a Departing Competitor



It looks good, but this spot landing competitor floated too far past the mark.



Another competitor floats past the mark.



Doh! Touched down before the spot landing target.



Flour Bombing Judges Measure a Relatively Close Strike



The Flour Bombing judges keep an eye on



A flour bomber passes overhead.



Ruth Maestre leads Roscoe through the 2x4 version of IFR Golf.



Barbecue Pork and Chicken and All the Fixin's



Friendly Caterers



Les Staples on Aircraft Electrical Systems



Sam Lindsay on IFR in the Grumman World



Bob Steward on the Building of the 200-hp Hyper Cheetah



David Fletcher on Fletcher Aviation's Instructor Orientation



Ask the Experts Panel



Stew Wilson calls the annual general membership meeting to order.



Jeff Simons speaks of Scholarship Winner Natalie Cohen.



AYA Vice President Steve Peach



Chris Jones receives her Spot Parking award.



Carolyn Brown and Greg Sincok were second in the Flour Bombing.



Nigel Thomas (r.) presents Erik Peterson and Ruth Maestre with the Flour Bombing first-place plaque.



An Example of This Year's Beautiful Award Plaques



Silent Auction



Silent Auction



AYA 2003 Scholarship Winner Natalie Cohen



Silent Auction



Ice Cream Social (and Pool Party)



Ice Cream Social (and Pool Party)

THURSDAY, JULY 17, 2003: DAY THREE

The dawn patrol today photographed Fritz Parkins's AA1A N9240L, one of the two Best in Show co-winners. The other, Chase Donaldson's AA5A N9773U, was not available, because Chase had to head home first thing this morning. Still, we hope to bring you aerial photos of both aircraft soon.

At 8:45 a.m., the racers attended the mandatory briefing, different from that given on Tuesday, when the race was postponed due to weather. One change was to move the finish line south of the airport a few miles.

The Air Race launched around 9:30, and all of the racers completed the course in less than an hour. The winners were announced at tonight's closing banquet:

- Open Class
 1. • Fred Kokaska in N6DG, a 260-hp Tiger, at 153.07 knots.
 2. • Mark Conner in N9405L, a 150-hp taildragger AA1A, at 146.13 knots.
 3. • Dave Rogers in N1649R, a 160-hp AA1B, at 133.32 knots.
- Tiger Class
 1. • Harry Wilcox in N9840U at 148.15 knots.
 2. • Stu Morse in N5TU at 144.47 knots.
 3. • Greg Amy in N81140 at 143.16 knots.
- Cheetah Class
 1. • Mike Babin in N9678U at 135.61 knots.
 2. • Fred Coon in N9881U at 133.37 knots.
 3. • Jeff Simon in N6507L at 124.69 knots.
- Yankee Class
 1. • Richard Fennig in N9280L at 101.30 knots (uncontested).

Those who placed in the money took home prizes donated by Grumman suppliers with a total value of around \$3,000. Congratulations, racers!

We were extremely happy that today's perfect weather allowed the Air Race to proceed, since it was postponed one Tuesday. Andy Elliott put a huge amount of work into planning and publicizing the race, and the [race prize donors](#) had contributed so much.

Andy did not compete in the race itself, but he did run the race in his taildragger Yankee and now lays claim to the title "Fastest Grumman": over 162 knots!

The Air Rally launched after the race. The challenge of the rally was to follow directions and located landmarks at each waypoint. The results were announced at the banquet:

1. • Wayne and Judy Wooten.
2. • Tied for second:
 - Ruth Maestre and Erik Peterson.
 - Bonnie Porter and crew.

Also early this morning, the lucky members chosen at random to attend the Gulfstream factory tour departed in cars. They had a great tour and returned with a box of Gulfstream hats donated by Gulfstream, which were given out at the closing banquet.

Around midmorning, Staff Photographer Chris Viola of the *Georgia Times-Union* arrived at the airport to find out about AYA and the convention. *Star* Editor Steve Williams showed Chris a variety of Grumman aircraft and explained AYA's mission. Later, members carried Chris aloft in a four-ship formation for photographs. We hope a positive article will appear as a result. Yesterday, an article with color photos appeared in another local paper.

Members got lunch on their own, and in the afternoon many returned to the hotel for seminars:

- Designing the Jet Cockpit by Michael Meyer of Ideo.
- Design and Operation of Tuned Exhausts by Darren Tilman of Power Flow Systems.
- GPS: How It Really Works by Fred Kokaska.
- AYA Technical Update by Jeff Simon.
- Australia the Hard Way by [Denise Waters and Ruth Maestre](#).
- Flying in Europe with Nigel Thomas.

After dinner on their own, members rode the St. Simons Island trolleys to the King and Prince resort hotel for the closing banquet. After drinks in the lobby and an excellent meal, Fran Levy rose to present some awards and take care of other business. (Door prize giveaways also were scattered throughout the evening, with special door prizes reserved for volunteers, especially those who drove the vans.)

Fran first called for the youngest, oldest, and newest pilots:

- Youngest: Geoff Hickey, born July 8, 1970.
- Oldest: Joe Wilson, born February 6, 1922.
- Newest: Thomas Anderson, who received his certificate on June 29, 2003.

Congratulations!

Fran then called for the longest distance flown to the convention in a two-place and in a four-place. It was quickly determined that Andy Elliott of Mesa, Arizona, (FFZ) flew the longest distance in a two-place. It was a bit tougher to name the four-place winner, as members had flown from Hillsboro, Oregon, and Renton, Washington. Nobody had a GPS handy, but Steve Williams took a few minutes with his handheld computer and reported that Hillsboro is seven miles farther than Renton, and so the longest-distance four-place award plaque went to Mark Matthews, who flew 2,113 nm from Hillsboro in his Tiger.

Next was the presentation of the remaining awards:

- Name That Part, Owner Class
 1. • Roscoe Rosché with ten of twelve parts in four minutes.



Roscoe Rosché receives the Lauren Larsen Award.

- 2. 🍌 Mark Matthews with ten of twelve parts in a bit over five minutes.
- 🍌 Name That Part, Pro Class
 - 1. 🍌 Ken Blackman
 - 2. 🍌 Bob Steward
- 🍌 IFR Golf
 - 1. 🍌 Carolyn Brown and Greg Sincock in four strokes.
 - 2. 🍌 Charlie and Donna Harris in five strokes.
- 🍌 Clearance Readback, IFR
 - 1. 🍌 Mike Babin
 - 2. 🍌 Fred Kokaska
- 🍌 Clearance Readback, VFR
 - 1. 🍌 Cliff Daugherty
 - 2. 🍌 Jill Boggs

An error was made last night in the presentation of the Spot Landing award. Thomas Clark, announced as the winner last night, did not compete in Spot Landing. Therefore, the winners were corrected:

- 🍌 Spot Landing
 - 1. 🍌 Steve Weintraub
 - 2. 🍌 Steve Stewart

Next, Guy Warner presented AYA's highest honor, the Lauren Larsen Award, to Roscoe Rosché. The award recognizes the member who contributed the most to AYA during the past year. It is given in honor of Larsen, an early member who helped the organization grow during its formative years. Larsen was lost when his Grumman went down in Lake Michigan.

In accepting the Lauren Larsen award, Roscoe displayed the T shirts he has collected from every AYA international convention since he joined in 1981, recalling a special memory from each convention. He exhorted members to remember that you get out of life what you put into it, and Roscoe certainly does give his all to living and sharing his life with his friends. Congratulations, Roscoe!

Guy Warner also presented a plaque to AYA President Fran Levy in recognition of her hard work as chair of the AYA 2003 convention. Thanks, Fran!

Bob Gibson then entertained the members with a nine-minute slideshow of AYA 2003 with soothing guitar music in the background. Bob arranged the slideshow in groups such as "tail art" and "volunteers." As soon as it was over, members began asking Bob for a copy of the slideshow! We'll try to get it for the web site.

Bob introduced Cliff and Karen Daugherty to tell us all about next year's convention, scheduled for July 5-8 at the Wisconsin Dells Airport (DLL) in Baraboo, Wisconsin. Members applauded when they heard that the Ho-Chunk resort is just steps from the aircraft parking and provides a day care center. Ho-Chunk includes a Vegas-style casino, and attractions nearby include the world's largest water slide! We hope to see you there next year.

With that, another fun, safe, successful AYA international conventions is a special memory. Members said their good-byes to one another and rode the trolley and vans back to the hotels, many planning an early-morning departure for home.

We'll provide a report on departure day soon. We wish everyone a safe and enjoyable flight home.



Erik Peterson and Ruth Maestre



Some of the Best in Class Winners



Some of the Best in Class Winners



AYA Friends



Georgia Times-Union Reporter Chris Viola boards Matt Drazhal's Tiger for a ride in a four-ship formation.



Georgia Times-Union Reporter Chris Viola boards Matt Drazhal's Tiger for a ride in a four-ship formation.



Tail art seems to be getting more popular.



IFR Golf for Strong Marriages



"It's over here, dear."



Roscoe is on the way to winning the Name That Part contest.



Gwen Cox was one of many volunteers who drove the vans for several hours.



Darren Tillman of Power Flow Systems presents a seminar on tuned exhausts.



Michael Meyer of Ideo talks about designing a jet cockpit.



Fred Kokaska explains GPS and the history of navigational aids.



Denise Waters (l.) and Ruth Maestre tell the saga of their participation in the London-to-Sydney Air Race.



AYA Technical Director Jeff Simon gives an update of technical issues.



Nigel Thomas tells us what it's like to fly Grummans in Europe, making us all feel privileged to fly freely in America.



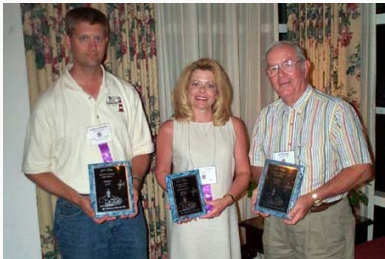
Eric Peach pipes us in to dinner.



Stew Wilson (l.) presents a lifetime membership to former AYA President Van Swofford. Other longtime members look on, l. to r., lifetime members Bob and Irene Arnold, Walt Porter, lifetime member Ken Blackman, David Fletcher, and former AYA President Billy Crumpton.



Cliff Daugherty won the Clearance Readback, VFR contest.



More Happy Award Winners



Another Happy Award Winner

We had only a few minutes to take pictures before departing for home. At 8 a.m., many conventioners were already at the airport, saying good-bye to new and old friends and organizing their cargo. Some had only a short trip to make, while others would fly thousands of miles. Many planned to wander a bit before they tied down at their home airports.

The weather was perfect for our departure. It rained a bit Thursday night, but we had a cool, sunny morning, and the radar was clear for hundreds of miles.

As usual, Bob Steward was hard at work, repairing broken seat brackets in Nigel Thomas's rented Tiger. Bob reports that FletchAir's David Fletcher and Garner Rice were able to provide the parts for almost all of the on-site repairs from the stock of parts they brought in two trucks from Houston. Bob also drove, rather than flying to the convention, in order to bring all the parts and tools he would need to support AYA members at SSI. AYA is grateful to them and many others for passing up many fun activities to spend the week working.

This morning, the *Georgia Times-Union* carried a short story on AYA and the convention titled "Yankees" Fill the Skies—presumably the quotes are meant to avoid any misunderstanding by local southerners that AYA members are all invading northerners. The story included a couple of color photos taken by the reported during a formation flight yesterday.

On Wednesday, the *Brunswick News* carried a page 2 story with color photos of AYA members and a formation fly-by.

Both articles were positive, focusing on the benefit of the convention to the local area.

AYA 2003 again shows that we can have fun and stay safe while enjoying our planes to the utmost. We wish you all a safe and enjoyable flight home!



Grummans headed home from AYA 2003 in St. Simons Island, Georgia.



AYA 2003 was covered in two local newspapers this week.



The parking had thinned out already by early Friday morning.



The parking had thinned out already by early Friday morning.



Two Grummans prepare for take-off, while others load up.



Getting ready to take off for home.



Ready for take-off.



A two-seater taxis out while a Tiger owners gets organized.



Morning dew.



Denise Waters waves good-bye.



Mark Matthews bicycles to his plane, while Louis Thomas taxis to the runway.



Denise Waters takes off as Kenneth Ingham taxis to the runway.



Tony and Joe Wilson wave good-bye.



As we departed, we spied Bob Steward still hard at work, repairing the broken seat brackets in Nigel Thomas's rented Tiger. The



Grummans headed home from AYA 2003 in St. Simons Island, Georgia.



Farewell to St. Simons Island and AYA 2003

rubber chicken looks on.