



The
American
Aviation
Challenge



American Aviation Corporation

318 Bishop Road, Cleveland, Ohio 44143

We say that our American Yankee will outperform... will cost less to maintain and operate... and is more street fun to fly than any other 2-place aircraft in its class.

The American Yankee

...challenges the air supremacy of the old-time, old-name aircraft manufacturers. The Yankee challenges them in performance, in initial cost, in operating costs... and in the pure enjoyment of flight. How to evaluate an airplane. You do this in a number of ways. Your own experience. What other pilots say. Actual performance statistics. Appearance. Safety features. Flight characteristics. Operations and maintenance costs. Base price.

Let's put the amazing Yankee on the line... against the foremost competitors in the air. We think you'll agree... and you have carefully weighed all the facts, that the Yankee will outperform... will cost less to buy, to operate and to maintain... and is more fun to fly than any other 2-place you can buy. A famous racing pilot has said, "My whole speed career centered on the conviction that there was no excuse for an airplane unless it would go fast." At American Aviation we agree. To a degree.

Not by any stretch of the imagination would you call our Yankee a racing plane. No more than you'd call many of the current two-seater autos "racing cars." Like the Yankee, they are high-performance vehicles. They have been bred to have special handling characteristics, maneuverability, economy of operation and ease of maintenance. The amazing Yankee does have a cruise speed that'll get you places fast. At 134 mph it's the highest cruise speed of any 2-placer on the market — meaning that you cannot *only follow* the fun, but you can have more time for more fun when you get there.

These outstanding performance features come as the result of design cleanliness and more advanced aerodynamics, rather than excessive horsepower. As a matter of fact, of all four leading 2-placers, the Yankee actually has one of the very lowest horsepower ratings.

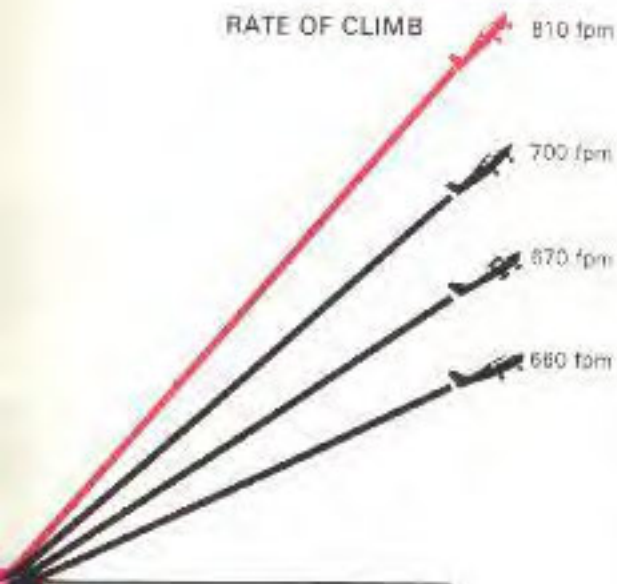
Fast? Of course. For the horsepower. But she's also safe. And easy to fly. And fun!





Compare. See why we call the Yankee... a new breed.

RATE OF CLIMB



	American Yankee	Cessna 150	Piper 140 Cherokee	Beech Musketeer Sport	Most Inexpensive Small
BASE PRICE	\$7,285	\$8,350	\$10,800	\$11,480 (1)	YANKEE
TOP SPEED (2)	144 mph	122 mph	142 mph	140 mph	YANKEE
CRUISE SPEED (2)	134 mph	117 mph	133 mph	131 mph	YANKEE
RATE OF CLIMB	810 fpm	670 fpm	660 fpm	700 fpm	YANKEE
TAKE-OFF ROLL	500 ft	735 ft	800 ft	585 ft	Cessna
TAKE-OFF AND CLEAR 50' OBSTACLE	1,615 ft	1,365 ft	1,700 ft	1,320 ft	Beech
LANDING ROLL	450 ft	445 ft	535 ft	590 ft	Cessna
STALL SPEED	65 mph	48 mph	54 mph	50 mph	Cessna
RANGE (3)	429 mi	474 mi	725 mi	665 mi	Beech
FUEL CAPACITY	24 gal	26 gal	50 gal	60 gal	Beech
FUEL CONSUMPTION	5.5 gal/hr	6.5 gal/hr	9 gal/hr	5.9 gal/hr	YANKEE T ES
ENGINE SERVICE RATING	2,000 hrs	1,500 hrs	2,000 hrs	2,000 hrs	YANKEE T ES
HORSEPOWER	108 hp	100 hp	150 hp	150 hp	Cessna
OPERATING COSTS (4)					
Direct Costs Per Hour	\$4.14	\$4.92	\$6.21	\$6.04	YANKEE
Operating Costs Per Mile (5)	\$0.48	\$0.69	\$0.69	\$0.72	YANKEE
GRASS W/T-O HORSEPOWER RATIO	13.25 to 1	16 to 1	16.3 to 1	15 to 1	YANKEE
PAYLOAD	550 lbs	625 lbs	937 lbs	900 lbs	Piper

Additional specifications on the Yankee - Sea-level ceiling: 11,250 ft. Length (fence spinner to tail cone): 15.24 ft. Height (tail): 6.80 ft. Wing span: 24.46 ft. Cabin dimensions - length: 53.5 inches; height: 45.5 inches; width: 41.25 inches.

(1) List price includes full panel with some avionics.

(2) Performance data on all aircraft is with wheel fairings if available. Subtract 2 mph from cruise speed for the Yankee and Cessna 150, and 3 mph for the Piper 140 without wheel fairings. Wheel fairings not available option on Beech Musketeer.

(3) Range at cruise power, allowance for take-off and climb, no reserve.

(4) Gasoline, oil, inspection and maintenance including 100 hr inpection and reserve for engine overhaul.

(5) Computed at cruise speed, includes hangar rent of \$90 per month and manufacturer's estimate of an annual insurance cost.

Of the 17 critical categories of performance and characteristics, the amazing Yankee is more favorable in nine instances. Costs in four, Beech in three, and Piper in one. All comparisons reflect manufacturer's published data. Simple interpolations have been made for accurate comparisons based on 400 series engine data on an average fuel cost of 42 cents per gallon.





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Funflying the American Yankee

"Funflying" is a word that is all ours. All American Yankee's. Because that's what we've built into her. And it's made up of lots of things: Her sporty appearance, her handling characteristics, her superb visibility, her performance, her unmatched cost factors, her ease of maintenance. You name it. Here's what a few owners have told us:

FROM OHIO "No matter how you slice it, the Yankee is a 'fun airplane'."

It may be small, but it has ample cockpit space. A dream to fly and, while not acrobatic, it will do just about anything you want — with a minimum of persuasion."

FROM NEVADA "It has the class and handling characteristics of a fine thoroughbred."

FROM CALIFORNIA "Take-offs are surprisingly easy even in crosswinds."

FROM NEW YORK "The Yankee is a confidence-builder in high-traffic areas."

FROM FLORIDA "I thought I was getting stale on flying. It wasn't me. It was the same old airplanes. My Yankee is great. Makes me recall how much fun flying really is."

FROM TEXAS "That bubble canopy is incredible. Texas never looked so big!"





Standard equipment for your new Yankee

STANDARD YANKEE

Instruments and Accessories: Airspeed indicator, altimeter, ammeter, magnetic compass, fuel pressure gauge, oil temperature gauge, audible stall warning, reciprocating tachometer, fuel gauges, accessory switches for navigation lights and electric fuel boost pump, engine primer, instrument light rheostat, parking brake, starter switch, master switch, ignition switch, headphone jack, fuses, glove box — plus controls for mixture, throttle, carburetor and cabin heat.

Power Plant: 108-horsepower Lycoming O-235-C2C 4-cylinder engine with electric

starter, carburetor-air filter, fixed-pitch metal propeller, propeller spinner, shielded ignition, muffler and exhaust system.

Control Features: Aileron and elevator locks, toe-operated hydraulic brakes, parking brake, electric flaps, flap indicator, elevator trim system.

Exterior Features: Wheel hub covers, choice of colors (trim stripe and slanted numerals), two slip strips, wing and tail tie-down rings.

Electrical System: Standard wiring system; 40-amp alternator; 12-volt, 25-amp battery. Cabin dome light, instrument lights, navigation lights and a voltage regulator.

Fuel System: Two, 17-gallon (11 usable)

tanks in each wing, incorporated in the tubular spars. Fuel gauge lights.

YANKEE TRADER

In addition to the basic equipment listed for the Standard Yankee, the Trader includes: Sensitive altimeter (exchange), eight-day clock, dual controls (wheels, pedals and toe brakes), vertical speed indicator, turn and bank indicator, cigarette lighter, bullet propeller spinner, tinted glass, Genave Alpha/200 Nav/Com 100-channel VHF transceiver and a 100-channel VOR/ILS navigation indicator. Option 1 (antenna, microphone, speaker, jack and wiring).

YANKEE CLIPPER

In addition to the basic equipment listed for the Standard Yankee, the Clipper includes: Sensitive altimeter (exchange), eight-day clock, dual controls (wheels, pedals and toe brakes), outside air temperature gauge, vertical speed indicator, turn and bank indicator, cigarette lighter, bullet spinner, tinted glass, tow bar, gyro system (new directional and pictorial horizon with suction gauge), pilot heater system, landing light, omniflash light, dual interiors — plus Narco MK-12B (exchange) 90-channel transceiver and 100-channel VOR/ILS navigation receiver, Narco VOA-40 localizer converter indicator, and Option 1 (antenna, microphone, speaker, jack and wiring).



Pilgrim White



Pioneer Buff



Heritage Yellow



Minuteman Green



Frontier Rust



Revolution Red



Enterprise Orange



Patriot Blue



Exterior and Interior Color Selections

Whichever Yankee you buy, you'll be able to pick and choose from eight absolutely smashing new exterior colors. And to complement them are six of the most flattering new exterior trim colors imaginable! Cockpit interiors, including the seats, are beautifully hand-crafted in the decorator shades shown. We've come as near to the exact colors as possible here, but for actual color samples and fabric swatches, see your nearest Yankee dealer.



Standard Bone

Off White

Acorn

Bitter

Red

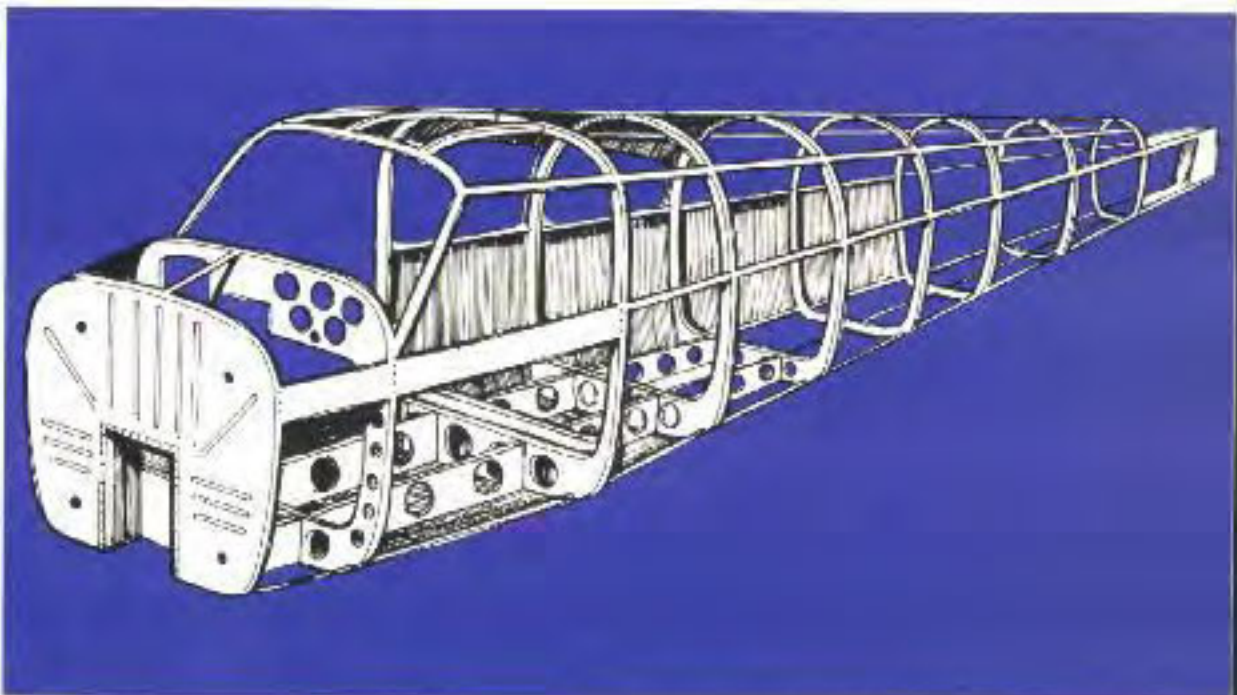
Blue



Yankee Ingenuity.



The bold and the old.
Today there are two ways to build private airplanes. The Yankee way and the other way. Using space-learned technology, the Yankee surrounds her pilot and passenger with a 1/2" thick armor of strong aluminum honeycomb in a sandwich of sheet aluminum. Special metal-to-metal bonding completely replaces rivets. The result is a stronger, tougher fuselage that takes better care of you. Others use plenty of rivets and ribs. Plus skin. And a complex skeleton. The Yankee way is a process widely used and proven in high-performance commercial and military aircraft as well as in manned space vehicles. Which way would you choose?





American Aviation's Big O. This is the main O-beam center section of the Yankee. A powerful, extruded aluminum section which, in addition to providing great strength, makes a strong coupling with the wing spars that hold the fuel — away from the passenger compartment.



We blow our own bubbles. Molding is done right here at our own plant. True bubble candy and narrow-wing design give Yankee owners at least 50% more visibility than any competitive airplane. Aesthetically more appealing, the bubble slides free and off to permit "open cockpit" flight—a feature which contributes to our theme of "turboflying."



You can pick a Yankee handfolded. Just run your hand over the skin of a Yankee. No tape. No rivets. Just smooth, ribbon-cutting aluminum and hand-rubbed high quality acrylic lacquer. Other planes are a real drag.



Face-Saver® Main Landing Gear uses special, laminated fiberglass struts which absorb more impact, giving smoother, more controllable landings. A real confidence-builder for new or student pilots. Built for long-life, high-use rental or flight training operations.



Every Day is Saturday Night. Each structural member of each Yankee gets an acid bath to etch the metal clean, then is double rinsed to assure perfect bonding of metal to metal. Here, cowlings are ready for immersion.



Why we'd never settle for rivets. Until the Yankee, most private 2-place aircraft used ordinary riveted construction for fastening exterior skin to their skeletons. But ordinary isn't good enough for the Yankee. In this shear-strength test, samples of our bonding are subjected to stresses from 3,000 lbs. per inch width. They withstand 3.25 times more stress than typical riveted samples.