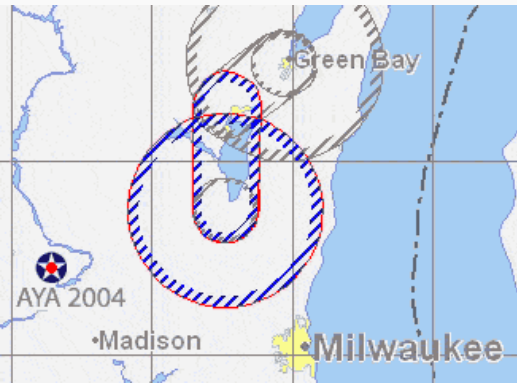


DAILY COVERAGE

7/21/2004

AYA 2004 DODGED A BULLET



Here's a good example of why AYA maintains a convention fund to protect against unavoidable problems with AYA conventions.

AOPA has published a map of a new "Dumbbell TFR" that extends near the site of the AYA convention just two weeks ago. AYA 2004 came within 20 nm and two weeks of a pretty restrictive TFR. The embedded GA no-fly zone comes within about 50 nm of Baraboo.

This is the first U.S. presidential election campaign since 9/11, and TFRs are following candidates around the country. If traveling TFRs are standard operating procedure in the future, every four years aviation events like the AYA convention will face a significant risk of cancellation at the last minute. AYA's convention fund is intended to address such unanticipated events.

INTERNET ACCESS AT AYA CONVENTIONS

There has been a lively discussion on [Grumman-Gang](#) over the past 24 hours about internet access at AYA conventions.

For several years, we've tried to recruit a volunteer to set up high-speed internet access for the conventions, but it's a complex task, as I'm sure you can imagine. So far, we haven't pulled it off. Ideally, we'd have *wireless* high-speed access both from the hotel and the airport. (Hmm... Blogging from the Duck Boat Tour? Maybe not.)

This year in Baraboo, attendees had various experiences, depending on which dial-up ISP they use. Some folks had reasonably good dial-up access, while others couldn't find local access numbers.

One of the reasons we didn't have a lot of coverage here during the event was that some members who would have liked to contribute couldn't get good connections. That's understandable.

Also, AYA Secretary/Treasurer Stew Wilson tells us that many of the volunteers were kept very busy by schedule changes forced by weather considerations. That's understandable, too. We know everybody worked really hard.

AYA 2005 Convention Co-Chair Rich Harrison says he'll work on high-speed access for next year in Sacramento, California.

AIR RACE RESULTS

Here are the Air Race results, transcribed from a fax from volunteer race organizer Bruce Skaggs. Thanks, Bruce! Because I transcribed these from a fax, there may be a few errors.

Class #1		
Racer	Time	Speed
Mitch Varley	21:41	161.3
Ron Levy	21:56	159.5
Gene Plazak	22:46	153.6
Gunter Hagen	25:37	136.6
Class #2		
Racer	Time	Speed
Peter Otten	23:59	145.9
Stu Morse	24:00	145.8
Harry Wilcox	24:10	144.7
Roscoe Rosché	24:37	142.1
Gregg Erikson	25:22	137.9
Bob Arnold	25:52	135.2
Matt Drahzal	26:11	133.6
Mike Meyer	27:12	128.6

Class #3		
Racer	Time	Speed
Mike Babin	26:11	133.6
Fred Coon	26:34	131.7
Geoff Hickey	27:06	129.1
Earl Ferguson	28:41	122.0
Class #4		
Racer	Time	Speed
Matt Gallien	25:03	139.6
Paul Hamer	30:42	113.9
Lucas Fifer	31:16	111.9

BARABOO WEATHER MAKES VOLUNTEERS SCRAMBLE

We spoke to AYA Secretary/Treasurer Stew and Karen Wilson, just back home in Cameron Park, California, after two days of headwinds westbound from Baraboo in their Cougar. Stew tells us that after five days of wet, unseasonably cold weather through Wednesday forced the delay of many flying events and aircraft judging, Thursday was the only fine day. As a result, three days of activities were packed into one day, sending volunteers scrambling!

Aircraft judges tried to finish judging aircraft that were up flying in the competitions, and some judges served double duty, as they had volunteered for run flying events as well. Still, thanks to everyone's hard work, AYA members got the full convention experience.

DAY THREE

AYA member Rich Harrison submitted this report on Saturday:

Thursday turned out to be a beautiful day, and all the flying activities went off without a hitch. I spent the morning getting the vacuum pump changed on my AA1B. Thursday was a great day at Baraboo, and made the trip worth while for all.

I'm starting work to get ready for next year's convention in Sacramento, California. I am convention co-chair for with Tom Britting for AYA 2005.

I left Baraboo about 6:30 Friday morning. It was good VFR conditions for the first 100 miles or so, then low clouds across most of Minnesota. I broke out into beautiful VFR conditions in South Dakota. I made it to Chadron, Nebraska, with out any problem.

Saturday morning I got to test fly an Aeronca Chief that a cousin just finished restoring. I flew it from his ranch over to Chadron. It went off without a hitch, and I made some great landings. My cousin got it on video, so I have proof. Quite a difference to fly a 65-hp Chief off of a 4,000-foot-elevation grass strip.

I'll leave for California Sunday morning, but I may spend the night in Wendover again to avoid the afternoon turbulence over the high dessert.

Hope to see everyone in Sacramento next year. I think we will have a really good time!

ANOTHER REPORT FROM RICH HARRISON

AYA member Rich Harrison submitted another report Wednesday evening:

Wednesday brought more low clouds and some drizzle.

Just as on Tuesday morning, briefings were held for the Spot Landing and Flour Bombing, and again they were canceled. The weather changed to VFR shortly after the events were canceled.

More ground events were held:

- The Broken Towbar winners were Christine Micke for the women and, beating out Roscoe by tenths of a second, Richard Murphy for the men.
- The Rigged Preflight winner was Bob Bundy.
- In the Clearance Readback contest, the VFR section was won by Kirschen, and the IFR section by Jeff Simon.
- The Map Folding contest was won by Joyce and Larry Catch.

The Air Race was finally held in the late afternoon. I have not yet heard the results.

Better weather is predicted for Thursday, we are told again. We hope to hold the flying events.

A total of 107 attending aircraft were recorded to date.

The general membership meeting was held in the evening, with Fran and the board spelling out new projects that the AYA is starting, including hiring an engineer to find a fix for the stabilizer attach bracket cracking issue on the Cheetahs and Tigers, looking at plans to expand the web site, and how to better manage the Star printing costs. She also detailed personnel changes on the AYA board and staff.

—Rich Harrison

Thanks, Rich.

Photos by Rich Harrison



Broken Towbar Competition



Walt Porter demonstrates proper bombardier technique as Sarah Barber briefs the four bombing competitors.



David Fletcher installs a wheel pant for a member.



Lunch at the Airport

ARRIVAL DAY, DAY ONE

AYA member Rich Harrison flew his 150-hp AA1B all the way from Livermore, California, to Baraboo. He sent us this report Tuesday evening:

Monday, July 5, arrival day at the AYA convention brought low ceilings and rain over much of the Midwest. I left Chadron, Nebraska, about 6:30 a.m. and, after a day of flying low and around the worst areas of weather, arrived in Baraboo, but not until almost 5 p.m.

I flew through a fair amount of rain. Of course, my vacuum pump picked its time to quit, as I was in near-IFR conditions. But, by the end of the day, 100 aircraft had arrived.

A great opening reception at the Ho-Chunk Casino got the convention started.

Day One, Tuesday, rain and low ceilings caused the the schedule to be rearranged: The Air Race and Rally were rescheduled to Thursday, and the Precision Taxi and Parking contests were held Tuesday, and awards presented at the luncheon at the airport. (Sorry, I did not get a list of the winners. I will get that tomorrow.) The afternoon brought some great seminars, while some went to see the Crane Foundation.

Tomorrow brings Spot Landing, Flower Bombing, and other events. For me, it will be time to get a new vacuum pump installed. [FletchAir](#) to the rescue! I talked to two other people that lost vacuum pumps on the way here.

—Rich Harrison

Thanks, Rich. Here's hoping for a smoother trip back to California!

Photos by Rich Harrison



Cougar Row



[Mean Gene's](#) Wheel Pants



[FletchAir's](#) Garner Rice listens to Gary Vogt of [AuCountry Aviation](#).

