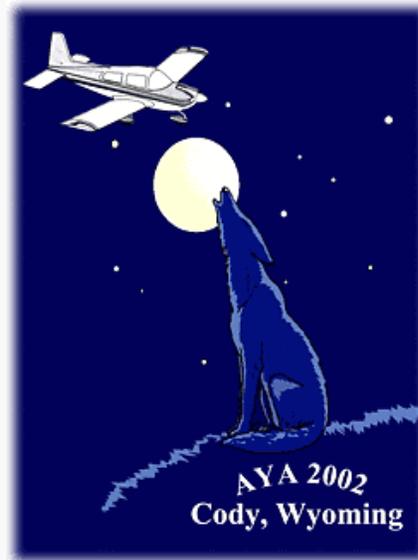


CODY, DAILY COVERAGE



The American Yankee Association 2002 International Convention was held Monday-Thursday, July 8-11, in Cody, Wyoming. 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, with photos and summaries of the day's activities. We hope you will enjoy reading about the convention, whether you were here with us in Yellowstone country or back home wishing you were here.

SUNDAY, JULY 7, 2002: EARLY ARRIVAL DAY

Today was the early arrival day for members planning to take the all-day Yellowstone bus tour, leaving tomorrow morning at 8 a.m. The annual AYA Board of Directors meeting is also scheduled for all day tomorrow, so board members arrived today as well.

In fact, by this evening, around 95 Grumman aircraft (as well as a Lacair IV-P and a Citabria) were parked along Cody's taxiways and on the grass.

The ground crew volunteers worked hard all day long. Yesterday afternoon, a rare heavy thunderstorm—a real gully-washer—came through Cody, leaving several inches of water in the planned parking area, and the rest of the non-paved areas at the airport quite soft. So, today, when the taxiways filled up, the ground crew identified a slightly firmer area in which to tie down arrivals. We saw the tug get stuck in the mud only once.

Throughout the afternoon, members gathered in Spirit Mountain Aviation's green hangar to renew friendships and trade stories of their flights to Cody. Lots of cold drinks were available on the honor system in the hangar. Arriving pilots got fuel tags for their props from Spirit Mountain's fuel desk in the blue hangar. In the afternoon, convention registration began at the airport, and AYA 2002 apparel was available to be picked up. Registration was available at the hotel in the evening.

In the evening, many members gathered at the restaurants along Cody's main drag for dinner. Some had to wait a long time to be seated, while others were seated right away, but endured karaoke with their dinner.

Generally good weather greeted most members, many of whom had flown from the hazy Southeast or the flooded South. Several Canadian Grummans arrived, and incoming European Regional Director Nigel Thomas and his fellow U.K. member David Vallance arrived in a Cheetah they rented from FletchAir in Houston.

A brief, light thunderstorm passed over Cody in the afternoon, and thunderstorms with frequent lightning hovered over the mountains all afternoon, but for the most part it was sunny and not too hot, with a high of about 88°F. Tomorrow's Cody forecast is about the same.

We look forward to the arrival of more members tomorrow. After the Yellowstone tour and the board meeting, tomorrow evening is the usual first-timer's orientation session, followed by a reception and western dance.

"Welcome to Cody!"



Some of the early arrivals tied down at the edge of the outer taxiway. Standing water remains from Saturday's heavy thunderstorm.



Some of the early arrivals tied down on the perimeter of the ramp. The hangar at right is ours for the convention, courtesy of Spirit Mountain Aviation.



Sarah Barber is one of a few people rated to operate the tug provided by Spirit Mountain Aviation. The tug is absolutely essential, since nearly all aircraft are parked in the dirt.



Sarah Barber carefully tugs another arrival into parking with the mains just off the taxiway.



Four Corners Regional Director Kenneth Ingham and his wife Diana Northup arrive in their 150-hp two-seater.



Some of the many early arrivals tied down at the edge of the outer taxiway.



Members unpack and secure their airplanes at the edge of the outer taxiway.



Some of the many early arrivals tied down at the edge of the outer taxiway.



U.K. member David Vallance (l.) and incoming European Regional Director Nigel Thomas arrive in a four-seater rented from FletchAir in Houston.



A flurry of arrivals late in the afternoon stacked up waiting to be tugged into parking.



A flurry of arrivals late in the afternoon stacked up waiting to be tugged into parking.

MONDAY, JULY 8, 2002: ARRIVAL DAY

Today was the official arrival day for all attendees, except for board members and those who planned to take the all-day Yellowstone bus tour today. But most had already arrived: By evening, 121 airplanes were tied down at Cody, only about 25 more than yesterday. It's an excellent turnout, but there seems to be a trend over the past few years to arrive earlier and earlier for the convention.

Members boarded two buses for the Yellowstone tour at 8 am. The annual AYA Board of Directors meeting convened at 9 am. Meanwhile, the hard-working airport ground crew reported to the airport for another long day of tugging airplanes in and out of parking, directing aircraft, and greeting arriving members. Still, there was time for gabbing in the shade of the hangar.

Karen Wilson was again on station to handle convention registrations, as Gwen Cox distributed apparel orders. It's important to recognize the contributions of *many* volunteers like Karen and Gwen who gave up much of their day to make the convention run smoothly. Thanks!

The board considered routine AYA business, such as budgets and reports from the program directors, as well as more weighty issues like the Formation Program and new and revised by-laws and policies.

Details of board actions will be announced at the General Business Meeting on Wednesday evening, but there are a couple of actions we can cover now:

- The board approved the location and dates of the **AYA 2003 International Convention, July 14-17, 2003, at St. Simons Island, Georgia (SSI)**, with Fran Levy as convention chair.
- The membership elected **Fran Levy as President and Steve Peach as Vice President**. Fran and Steve will assume their new positions as of the end of the AYA 2002 convention.

The board meeting was scheduled to adjourn at 5 pm, but as in past years it went overtime, ending at 7 pm, just in time for board members to run next door to the First Timer Orientation session. The buses arrived back from the Yellowstone tour at about the same time, decanting many first-timers directly into the session.

AYA President Guy Warner encouraged first-timers to get to know the "old-timers." Guy acknowledged that longtime AYA members often gather in circles of friends which give the impression of cliques, but he assured new members to look on those groups as open circles, always willing to expand to include more.

Guy introduced many AYA board members and program directors. The first-timers asked several good questions about the operation of the convention.

At 7:30 the Reception and Western Dance got started with sandwiches and "Moose Drool Dark Ale" from the bar. After a series of announcements, the music and dance instruction started, and before long lots of AYA members were square dancing like pros. Well, maybe not quite like pros.

Contests for best cowboy hat and best western costume were held. Guy Warner held his hat over each competitor's head as the crowd hooted and hollered their approval or disapproval. Bob and Irene Arnold acted as the official "applause meter."

Tomorrow the convention officially opens at 8:30 with a tribute to fallen comrades. In past years, we have spoken the names of members and family to remember those who have passed. Sadly, this year, we will add the names of at least one member lost on September 11. We feel terribly grateful that even now we enjoy the freedom to fly across this land to celebrate our AYA family in this beautiful place.

Tomorrow morning, after mandatory pilot briefings, the Spot Parking and Precision Taxi events will commence. The briefing also will cover the self-guided Yellowstone air tour—an especially important briefing, as the tour route will be cut short by a Temporary Flight Restriction for aerial firefighting activities.

Aircraft judging begins tomorrow, as well as the Cockpit Cool course, tach check, radio check, rigging check, silent auction, and other activities. In the afternoon, the always-popular Broken Towbar and Rigged Preflight competitions will be held. New "reindeer games" include Clearance Readback and What's That Part?

Tomorrow evening, members will board buses for the Cody Night Rodeo. We're hoping that Two Tone the Bull will once again test the courage of the Cody cowboys. On the way back from the rodeo, the buses will stop to drop off members who wish to visit the ice cream shop, which is staying open late just for us.

Another AYA convention is underway and running smoothly so far!



AYA members boarded two buses for the Yellowstone tour.



AYA members boarded two buses for the Yellowstone tour.



Bob and Irene Arnold's Super Cheetah tied down at Cody.
(Photo by Bob Gibson.)



A very pretty two-seater tied down at Cody.
(Photo by Bob Gibson.)



With the edges of the taxiways and ramp full of parked Grummans, parking extended out into the "East 40," which was underwater as of Sunday. (Photo by Bob Gibson.)



Ground Boss Mike Sherer and ground crew members Sarah Barber and Kirschen Seah lead another arriving AYAer to parking. (Photo by Bob Gibson.)

Ground Boss Mike Sherer and ground crew members Sarah Barber and Kirschen Seah worked hard throughout the convention. The Yellowstone Regional Airport terminal is in the background. (Photo by Bob Gibson.)



Tiger N2EE carried Grumman-Gang leader Mark Matthews to AYA 2002 less than a week after having four new cylinders installed. (Photo by Bob Gibson.)



AYAer Graham Smith (r.) arrived a bit later than planned, having broken a rudder spring somewhere in the midwest. A plea posted on Grumman-Gang got Graham a rudder spring in less than 24 hours, and despite more delays due to weather, he arrived in plenty of time. (Photo by Bob Gibson.)



A nice Cheetah tied down at Cody. (Photo by Bob Gibson.)

(l. to r.) Liz Borosdy, David Fletcher, Ben Borosdy, Graham Smith, and Garner Rice relax in the AYA hangar, generously provided by Spirit Mountain Aviation. (Photo by Bob Gibson.)



Ken Blackman (l.) (Photo by Bob Gibson.)



The Buffalo Bill Cabins.



AYA members try a western dance at the reception.



AYA members try a western dance at the reception.

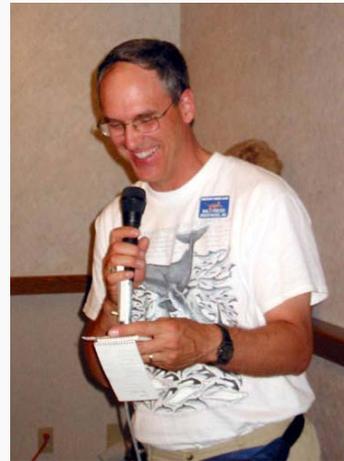


AYA President Guy Warner (l.) asks the crowd to holler for their favorite western hat.





Sarah Sciple and Mike Sherer
(Photo by Bob Gibson.)



Air Boss Walt Porter
(Photo by Bob Gibson.)



We're not sure what's gotten into AYA President
Guy Warner.
(Photo by Bob Gibson.)

TUESDAY, JULY 9, 2002: DAY ONE

The convention was officially opened this morning with a missing-man formation in honor of our fallen comrades. As always, a sobering tribute.

The mandatory pilot briefing got started late, giving members a bit more time to peruse the swap shop in the hangars. Commercial suppliers exhibiting the hangar included [FletchAir](#), Blue Sky Visors, and [Power Flow Systems](#). Norris Hibbler was on hand with a number of interesting products for aircraft owners, including an aircraft alarm system and a device to pump dry air through the engine to extend its life.

The pilot briefing was well-attended. Safety Director Ron Levy, Ground Boss Mike Sherer, and volunteer Yellowstone air tour organizer Andy Elliot spoke to the AYA pilots. The firefighting TFR remained in effect today, cutting off the northern portion of the air tour route, so Andy advised pilots to use the cut-off, explaining that it would still be possible to see the falls.

The Silent Auction got started this morning. The many items donated were displayed in the hangar, including handcrafts, products, and services. Heidi Warner organized this fun new activity to benefit the AYA Scholarship Program.

The ground activities briefed this morning included the Spot Parking and Precision Taxi competitions. Soon the ground crew was efficiently extracting aircraft from parking to join the flow of competitors in a big loop around the Cody ramp, with stops along the way for each competition and the tach check and radio check. Departures for the air tour and recreational flights were folded into the flow. Once again the ground crew is to be commended for their yeoman work: At Cody, each aircraft must be tugged out of parking before engine start, as otherwise each plane's propeller would throw up huge clouds of dust and dirt.

Aircraft judging began today, but during lunch Andreas Blech, the volunteer leader of the judges, stood to ask for more entrants, as several Grumman types were not well-represented among the entrants. Soon a crowd of owners of all Grumman types was gathered around the judging sign-up sheet. Judging continues tomorrow, and it'll be nice to see all the plaques awarded this year.

Lunch started with fruit, vegetables, and dips scattered on the tables throughout the hangar. Soon the big grill was fired up, and the folks from the airport's Crosswind Cafe did a great job of filling up members with burgers, barbecue beef sandwiches, hamburgers, and all the fixin's. AYA also thanks the Crosswind Cafe for supplying tons of ice for our coolers in the hangar.

After lunch, the Broken Tow Bar competition took place right in front of the hangar. Is it our imagination, or did Roscoe lay out the course *really narrow* this year? All morning, members huffed and grunted as they attempted to push the orange Trainer backwards through the meandering course laid out in chalk on the ramp.

Two four-seaters were rolled into the front of the hangar for hands-on maintenance demos. The canopy of one was quickly removed to allow replacement of a side window, and a rear window was replaced in the other. Later in the week, Bob Steward says he will remove the nose strut from Roscoe's Tiger *and* perform a valve wobble check, all in two hours. We'll see!

Once again today, Karen Wilson and Gwen Cox spent nearly all day handling convention registration and distribution of the apparel. Bob Steward, Mike Sherer, and their tireless volunteers were working full-throttle all day as volunteers to move aircraft around. In the afternoon, Bob Steward switched to rigging checks: He checked fifteen aircraft today and reported that our record is still perfect—not a single aircraft was rigged in spec. AYA thanks these and many other volunteers, who largely give up their entire convention to make sure everyone else has fun!

In the evening, members got together in small groups on their own for dinner. Then they gathered at 7:30 pm to board buses to the Cody Night Rodeo. Soon a large group of AYAs were gathered in the rodeo's "Buzzard's Roost" above the pens, hollering and stomping as the cowboys climbed onto bucking horses and bulls for their very brief ride into the spotlight, usually ending in a bone-crushing dismount.

The Cody Night Rodeo is great fun, even though we know little about how rodeo is scored. Folks seated around Don Metz of Calgary kept him busy explaining points of technique and style.

Not all the cowboys wound up dumped hard into the dirt. We were especially impressed by one saddle-bronc rider who completed his eight-second ride and then gracefully leaped onto the horse of the pursuing pick-up man, in the process politely handing the bronc's halter to the pick-up man to save him the trouble of chasing down the now-riderless animal. Give that boy extra points for style!

There was roping and barrel-racing. Many of the competitors were very young and obviously just getting into the rodeo business. Even the youngest were cheered by the crowd.

The highlight of the night may have been the Calf Scramble, where the kids under age 12 were invited down from the stands to try to grab the ribbon off a calf released into the arena. The sight of hundreds of kids running out onto the arena was not to be missed!

After the rodeo, members boarded the buses and rode back to town, stopping at the Main Street ice cream parlor, who stayed open late for us. AYAers walked off their huge ice cream cones on the way back to the resort a few blocks away.

Tomorrow morning starts with a pancake breakfast run by the local EAA chapter. The Silent Auction and rigging checks will continue, and the Flour Bombing and Spot Landing competitions will be held. In the afternoon, we'll return to the hotel for seminars:

- Mountain Flying
- Yankee Firewall-Forward Revamp
- IFR for Right-Seaters
- Safety and Operations

Many members will go on the White Water Raft Trip in the afternoon. After dinner, the annual General Business Meeting will be held, and the Silent Auction winners will pick up their items.



Stu Galland of [Power Flow Systems](#) exhibits their tuned exhaust system for Grumman's. Blue Sky Visors's exhibit is in the background.



Garner Rice of [FletchAir](#) drove up from Houston with a large selection of goodies for Grumman owners.



AYA members examine the goodies available from [FletchAir](#).



Thea Moritz and Greg Amy (at left) discuss their extensively refurbished Tiger with AYA members.



Pilot Familiarization Program Director Mike LeTrello teaches the Cockpit Cool course.

Heidi Warner (r.) organizes the Silent Auction donations in the hangar. Members bid on the donated items throughout the convention.



Safety Director Ron Levy speaks during the mandatory pilot briefing.

Emily Porter (r.), with her sister Ashley, gets her first look at a photo she took that appears on the cover of the July/August issue of the *Star*.



Ground Boss Mike Sherer speaks during the mandatory pilot briefing.



Careful choreography was required to move the aircraft through the non-flying events on the ramp.



Tach Check



Entering the Spot Parking Course



Approaching the Spot Parking Target



As usual, not very many eggs were required to conduct the Precision Taxi competition.



Preparing for the radio check.



Conducting the radio check.



Cakes ready for the lunch in the hangar.



Safety Director Ron Levy makes an announcement during lunch in the hangar.



Sarah Barber pushes Steve Williams's orange Trainer back through the Broken Tow Bar course.



Preparing to remove a canopy during the hands-on maintenance demos.



Disassembling a canopy in preparation for



Bob Steward takes a moment out from his

Preparing to remove a canopy during the hands-on maintenance demos.



Bob Steward takes a moment out from his continuous work parking airplanes to push Steve Williams's orange Trainer back through the Broken Tow Bar course.

Removing a canopy during the hands-on maintenance demos.



Cleaning up a rear window frame during the hands-on maintenance demos.

replacing a side window during the hands-on maintenance demos.



Cleaning up a read window frame during the hands-on maintenance demos.

continuous work parking airplanes to push Steve Williams's orange Trainer back through the Broken Tow Bar course.



Nigel Thomas's rubber chicken has travelled all around the world. Alas, the chicken went missing later this afternoon.



AYA members attended the Cody Night Rodeo.



AYAer Mark Conner enjoys the action at the Cody Night Rodeo.



The Picturesque Cody Rodeo Stadium



This is gonna hurt.



Action at the Cody Night Rodeo



Bull Riding at the Cody Night Rodeo



The Calf Scramble at the Cody Night Rodeo brings hundreds of kids out into the arena to try to grab a ribbon off of a calf.



The Calf Scramble at the Cody Night Rodeo brings hundreds of kids out into the arena to try to grab a ribbon off of a calf.



Action at the Cody Night Rodeo

WEDNESDAY, JULY 10, 2002: DAY TWO

The day began with a pancake breakfast sponsored by the local EAA chapter at the airport. The EAA hangar is hidden behind a couple rows of Cody's private hangars, but somehow AYA members found it alright.

The mandatory pilot briefing was well-attended. Forty-five aircraft were signed up for the Flour Bombing and Spot Landing competitions—more than one-third of the attending aircraft.

Volunteers got started once again registering attendees and moving and judging aircraft. The Air Boss crew set up near the approach end of Runway 4 for the flying events. Soon a stream of aircraft were taking off to make two flour bombing and two spot landing circuits. All went smoothly, despite the very complex parking situation. The competition winners will be announced at the banquet tomorrow.

After lunch, many members attended seminars:

- Mountain Flying, with Cliff Hanson and Stew Wilson standing in for the scheduled presenters.
- Yankee Firewall-Forward Revamp by Steve Williams.
- IFR for Right-Seaters by Heidi Warner.
- Safety and Operations by Safety Director Ron Levy.

Some members attended a couple of seminars and then headed out for the white water rafting trip.

Members regrouped at 5:30 for cocktails followed at 6:30 by a buffet dinner. AYA President Guy Warner called out the order in which tables might get in line: "Tables with kids first!" Then after a bit, "Tables with Ground Crew volunteers!" Then tables lucky enough to have an Air Boss crewmember, and so on. It took awhile for everyone to get through the line, but the food was delicious and plentiful.

GENERAL MEMBERSHIP MEETING

Shortly after 8:00, Guy Warner called the annual AYA General Membership Meeting to order. He began by recognizing AYA board members, directors, and key convention volunteers. Then Secretary/Treasurer Stew and Karen Wilson rose to give their report. Stew and Karen first expressed their gratitude to the membership for the privilege of serving as secretary/treasurer.

Stew reported that the AYA board has voted to **increase dues to \$40 beginning with the 2003 renewal period**. He noted that AYA dues have not increased for nine years, even though in the past the dues have been raised every three to five years. He also noted that AYA remains a bargain, with lower dues than other type clubs.

The secretary/treasurer went on to announce that the board has voted **compensation for the electronic services director**, previously a volunteer position. Stew noted that AYA Electronic Services Director Steve Williams has donated thousands of dollars worth of work to build and maintain the AYA web site over several years. He said the board felt it was important to ensure the continued professionalism and value of AYA's electronic services as AYA continues into the 21st century.

Stew also cited as justification for the dues increase the expansion of other member services, such as the Technical Program and the Scholarship Program, and the comprehensive insurance AYA has obtained to protect AYA officers, directors, and volunteers in their activities in service of the membership. He also cited rising costs generally, for example the recent U.S. postage hike.

He noted that membership renewals are somewhat behind last year's rate. But he said that AYA's finances are sound, as shown by an audit the association had performed last year.

Stew then introduced Steve Williams, who also holds the position of editor, to give the editor's report. Steve thanked the membership for allowing him to serve as editor since 1995. He noted that in the past year, the Star has published more pages than ever before, due to the breadth of excellent submissions from the membership, and also due to strong support to advertisers. He recognized the advertisers in attendance:

- Cliff Hanson, Cascade Country Aviation
- Ken Blackman, Air Mods N.W.
- David Fletcher, FletchAir
- Keith Hunder, Accurate Aircraft Specialty
- Vern Schulze, Blue Sky Sun Visors

In addition to the editor's report, Steve spoke at some length about the AYA web site. He noted that on-line membership renewals and on-line registration for AYA 2002 had been added this year. Around 250

members renewed on-line, and late renewals continue to trickle in on-line. Since around 1,200 members renew each year, he described that participation as very successful for the first year. Steve spoke of features to be added in the future, including an on-line edition of the *Star*, which he called "the holy grail."

On behalf of the Scholarship Director, Don Metz was then called to give his report. Don noted that the first year's scholarship has been awarded to Sam Cooke from Shelby, Ohio. "Sam is pursuing a career in mechanical engineering in order to fulfill his dream of aircraft design. In June, 2001, he completed his A.A.S. Mechanical Engineering Technology and is presently enrolled at The Community College of the Air Force, Maxwell AFB, and is expected to complete his A.A.S. Aviation Maintenance Technology in October, 2002. He will then attend the University of Akron to obtain a B.S. Mechanical Engineering with a minor in Business Administration. We received glowing letters of recommendation, including one from AYA member Mike Sullivan." Don said that reading Sam's c.v. left him feeling a bit inadequate himself!

Don reported that the scholarship fund stands at around \$8,400 and noted that he had received \$200 tonight alone. (Being from Calgary, Don had to check with us to be sure the decimal is to the right of the two zeros on the funny U.S. green bills.) Don also recognized the many substantial contributions raised at AYA events, including AYA Europe, Sun 'n Fun, and regional events. He noted that the Southwest Region had raised around \$350 at the Santa Paula fly-in alone, making even more poignant the comments of Former Regional Director Andreas Blech a little later. Andreas recognized Santa Paula fly-in co-hosts Chuck and Brandy Curtis, who were lost in an air crash just a few weeks after the event. "Their contributions will be missed," Andreas said.

The president rose again to remind everyone of the AYA 2002 Silent Auction, benefitting the Scholarship Program, which would end 30 minutes after the adjournment of the business meeting. The items donated to the Silent Auction were arrayed in a room adjacent, where members had been bidding on items all day.

Guy recognize Insurance Director Norris and Viviane Hibbler for going well beyond the call this year to arrange AYA's comprehensive insurance policies at an extremely low premium. He then called on Norris to give his report. Norris spoke a bit on the history of AYA's Insurance Program and then presented Guy with a check from AIG Insurance as a donation to cover the cost of cloissone pins for the AYA 2002 volunteers.

Guy Warner then recognized Convention Co-Chair Bob Steward and Gwen Cox, who have worked so hard to make this year's convention go smoothly.

Moving on to old business, Guy announced that **the AYA board has dissolved the Formation Program**, with apologies to Formation Director Gregg Wilson and his team who put a lot of time and effort into developing the proposed policies and procedures for the program. Guy explained that, while the board seemed to support the Formation Program when it was created at AYA 2000 in Laconia, it had since become contentious and divisive and even caused several directors to resign. As such, the board decided that the best interest of the association would be served by leaving formation flying outside of AYA sanction. Guy said he hoped that AYA's very active and proficient formation flyers would continue their activities independently.

Guy once again recognized the first-timers—nearly 100 of them—attending AYA 2002.

The secretary/treasurer then rose to describe other board actions. He noted that while the formation discussion was very contentious, board members showed every respect for one another during the meeting. He said that AYA members should be proud of their board for deciding such issues in a professional manner.

Stew announced that **Fran Levy was elected president, and Steve Peach was elected vice-president** by the membership. He noted that the v.p. slot had two candidates this year. That rarely occurs, and he thanked the other candidate, Keith Myles, for his active participation.

Stew also announced that Ron Rogers will succeed Fran as Mid-Atlantic Region director, Nigel Thomas will succeed longtime European Region director Ian Matterface, and Don Cochran will be acting Central Region director pending his confirmation, succeeding longtime Central Region Director Dick Martin.

The secretary/treasurer announced the formation of two committees: The Bylaw Review Committee will recommend changes to AYA's bylaws to allow AYA to conduct business using electronic communications rather than just the annual in-person board meeting. The Convention Review Committee will examine our convention planning practices, to try to make them more efficient as the convention continues to grow.

Guy Warner and Fran Levy then announced that the **AYA 2003 International Convention will be July 14-17, 2003, at St. Simons Island, Georgia (SSI)**, with Fran Levy as convention chair. Guy narrated a slideshow of the island and its facilities.

Guy announced that the next General Membership Meeting will be held July 16, 2003, at the AYA 2003 convention. The General Membership Meeting was then adjourned.

Next, volunteer aircraft judging leader Andreas Blech rose to hand out the awards:

- Best AA1: N5985L, Don and Julie Gamewell
Runner Up: N48DE, Andy and Gykza Elliot
- Best AA1A: N9451L, Joe and Carolyn Smith
N9405L, Mark and Lisa Connor
- Best AA1B: N9663L, Carol and Jack Klein
Runner Up: N9646L, Kenneth Ingham
- Best AA1C: N9946U, Betty Riffel
- Best AA5: N58442, Cliff and Karen Daugherty
Runner Up: C-GATR, Steve Banszky
- Best AA5A: N26270, Don and Kathy Cochran
Runner Up: N26465, John and Cherry Horton
- Best AA5B: N28763, Mike Crisafulli
Runner Up: N505, Vi Bui
- Best AG5B: N1196L, Gary and Judy Hedges
Runner Up: N1193G, Claude and Verna Allen
- Best GA7: N793GA, Stew and Karen Wilson
Runner Up: N5G5, Ron and Fran Levy

- Best in Show: Tiger N28792, Chuck Kiss

Congratulations!

Bob Steward then rose to give out lots of cool door prizes donated by various Grumman suppliers and members. Several door prizes were reserved for the kids whose special white tickets were drawn. Bob says that the most exciting prizes are being reserved for tomorrow's banquet.

Guy then reminded everyone that the Silent Auction would end in 30 minutes, and many members ran next door to examine the goodies and place their bids. At the appointed time, Heidi Warner counted down as a few members scrambled to beat one another's bids, and then the winners picked up their items and formed a line to give Heidi cash and checks benefitting the Scholarship Program, as Karen Wilson wrote out receipts. We haven't heard how much money was raised, but we're excited to find out!

Tomorrow some members will go on the horseback trail tour, while the pilots will fly the Air Race. Rigging checks and simulated ramp checks (gulp!) will go on at the airport, and Bob Steward promises to remove Roscoe Rosché's nose strut in two hours during the hands-on maintenance demo.

Scheduled afternoon seminars include:

- AYA Web Site, Steve Williams
- Our Aging Aircraft, Bob Gibson
- Ask the Experts, Grumman Gurus

The closing banquet will be held in the evening.

One last note: Today members continued to fly the self-guided Yellowstone Air Tour. Some of the photos below were contributed by Tom Molzow, who flew the tour as a passenger today. Thanks, Tom!



The Cody ramp at dawn.
(Photo by Tom Molzow.)



Grummans parked at Cody early this morning.
(Photo by Tom Molzow.)



The local EAA chapter sponsored a pancake breakfast.
(Photo by Bob Gibson.)



The local EAA chapter sponsored a pancake breakfast.
(Photo by Bob Gibson.)



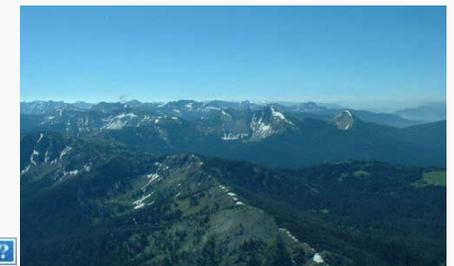
Preparing to depart on the self-guided Yellowstone air tour.
(Photo by Tom Molzow.)



Tigers lined up for the flour bombing competition.
(Photo by Kris Vestad.)



En route to Yellowstone during the self-guided Yellowstone air tour.
(Photo by Tom Molzow.)



En route to Yellowstone during the self-guided Yellowstone air tour.
(Photo by Tom Molzow.)



En route to Yellowstone during the self-guided Yellowstone air tour.
(Photo by Tom Molzow.)



Heidi Warner presents her seminar on IFR for Right-Seaters.



Heidi Warner presents her seminar on IFR for Right-Seaters.



AYA President Guy Warner addresses the dinner crowd.



Incoming President Fran Levy (r.) addresses the dinner crowd while Heidi Warner prepares for her presentation.



Andy Elliot (l.) receives a plaque from Bob Steward.



Kenneth Ingham (l.) receives a plaque from Bob Steward.



Carol Klein receives a plaque from Bob Steward.



Bob Steward (r.) presents a plaque.



Bob Steward (r.) presents a plaque.



Claude Allen (l.) receives a plaque from Bob Steward.



Bob Steward (r.) presents a plaque.



Chuck Kiss (l.) receives the Best in Show plaque

Steward.



Bob Steward gives away door prizes at the end of the dinner.



Bob Steward gives away door prizes at the end of the dinner.

John Breault and Kimberly Breault (l.) receive a plaque from Bob Steward.



A last chance to bid on items in the Silent Auction.

from Bob Steward.



Kirschen Seah (r.) picks up the items she one in the Silent Auction.

THURSDAY, JULY 11, 2002: DAY THREE

This final day of AYA 2002 began with a horseback trail tour for some attendees. It was a beautiful morning, whether on horseback or at the airport, with cool, calm weather. By afternoon, the temperature would climb to near 100°F.

At the appointed time, the doors to the briefing room were locked, and the mandatory air race pilot briefing began. The race course this year included nine GPS waypoints, including the Cody dump, which the waypoint initially relocated 120 miles to the south, but that was fixed in time.

As the racers fired up and were launched by the Air Boss's countdown, the on-airport activities got started. Safety Director Ron Levy performed a simulated ramp check, receiving the rapt attention of a large crowd gathered around the hapless pilot. We're glad we're not getting ramp-checked by Ron Levy!

About an hour after the launch, the air racers began to return, flying over the taxiway at high speed so their time could be recorded by volunteer timers stationed out at the airport firehouse. The timers relaxed in chaises in the shade of the firehouse, enjoying lots of water and peanuts with the airport staff, who were required to escort them at all times due to security concerns. That's just one of the ways the Yellowstone Regional Airport has been incredibly generous with their time and resources. In this uncertain time, it's wonderful that the airport management were so accommodating. Thanks!

There were more rigging checks, and the swap shop was again active. Some hands-on maintenance demos were performed, including an oil change, some work on canopy rails, and the removal of Scott Jernigan's nose strut.

Scott removed his cowling, lifted the forward fuselage onto a sawhorse, removed all the hardware from the nose strut, and then patiently waited for Bob Steward to be free to do the hard part. We couldn't stay to take pictures of the strut as it was removed, but it turns out that Scott's nose strut was greased when it was installed (which is improper, of course), so it popped out with Bob's first tug. Bob inspected the strut and reinstalled it properly with wet primer.

(We were disappointed that a scheduling change prevented Bob Steward from removing the nose strut from Roscoe Rosché's Tiger, which enjoys mythical status since Jon Maestre was unable to remove it some years ago. Roscoe's plane was flying the air race at the time of the maintenance demo, and while we're sure it would have been faster without its nose strut, the landing would have been more difficult.)

After lunch, members gathered in the air-conditioned hotel for seminars. Another schedule change put FAA Safety Officer Jim Herzfeld of Casper, Wyoming, first. A very entertaining speaker, Jim gave the impression that he's the Jesse Ventura of FAA. He spoke on avoiding runway incursions and knowing your aircraft's performance, especially at these high altitudes unfamiliar to many attendees.

AYA Electronic Services Director Steve Williams was next, with "How to Get the Most Out of the AYA Web Site." Steve ran through how to get signed up as a member on the AYA web site and use the features provided. He then explained examples of statistical reports that show what parts of the site are the most popular and what additional features are needed. The attendees gave Steve several good suggestions for future development of the site.

Bob Gibson was next with a presentation on aging aircraft. Bob presented the research currently being done to address maintenance issues with aging aircraft, and he described the most common issues in the Grumman single-engine line.

The final seminar was the ever-popular "Ask the Experts," with Bob Steward, Cliff Hanson, David Fletcher, and Ken Blackman answering technical questions.

After a late-afternoon break, members gathered at the hotel once again for the 6:00 pm cocktail hour, followed by the closing banquet. The convention banquet often runs quite long, so to save time, many awards were handed out while the food was being served. We'll provide a complete list of competition winners in a future update, but here are a few highlights:

In the Flour Bombing competition, Kathy and Robert Hess in N177GB took first place, dropping their bomb one foot and four inches from the target! And in the Broken Towbar competition, Andreas Blech took first place, pushing Steve Williams's orange Trainer backwards through a very difficult course in only 57 seconds. Even with the home-field advantage, Steve could only manage second place with a time of 69 seconds. Sarah Barber won the women's Broken Towbar competition with a time of just under three minutes.

After the meal, Guy Warner rose to make more presentations and deal with some business.

Guy first recognized Steve Williams, who announced that since the afternoon seminar on the AYA web site, one of the new features suggested by a member was already implemented. With the help of Grumman-Gang leader Mark Matthews, Steve implemented the suggestion of AYAer Derrell Lipman to **include Grumman-Gang search results on the AYA web site's search results page**. The announcement was met with applause from the attendees.

Guy announced that the AYA board of directors had met briefly just before the banquet to confirm new regional directors:

- Central Regional Director Don Cochran
- Southern Regional Director Ada Rivera-Major
- Prairie Provinces Regional Director Don Metz

Guy then recognized Ground Boss Mike Sherer, who announced that the ground crew would donate the contents of the tug's tip box to the AYA scholarship fund, over \$80.

Even better, in this, its first year, **the Silent Auction has raised over \$1,400 for the scholarship fund!** Congratulations to Heidi Warner, who introduced the Silent Auction to the AYA convention. A great success.

Bob Steward took a moment to make a special tongue-in-cheek presentation for Best Non-Grumman to Cliff Hanson for his Bonanza.

Next, AYA PFP Director Mike LeTrello read the names of the 35 Cockpit Cool graduates, who gathered for a picture. Congratulations!

Ken Blackman rose to speak about the life of Dicey Miller, who Ken called "The Mother of AYA." Ken described the early days of AYA, when Dicey Miller helped found and organize AYA. He described her background in aviation going back to the 1930s, when she learned to fly at age 14 in a Jenny. Dicey flew P-38s for the factory during WWII, and delivered P-51s to Europe, not as a WASP, but as an employee of the manufacturer. Later she started one of the first Yankee flight schools, with nine Yankees and a Mooney (for complex training).

Ken has proposed to the AYA board the creation of a lifetime achievement award in recognition of Dicey Miller, who passed away last April at 83 after taking a fall. Several AYA members spontaneously spoke up to recall when they had last seen Dicey at an AYA event, some as recently as last year.

We hope to share more of Dicey's story in the Star in coming months. Thanks, Ken, for sharing this fascinating piece of AYA history!

Guy Warner next asked who believed they had flown the farthest to AYA 2002. After several members topped one another's distances, Harley Meiroff was presented with the plaque for Long-Distance Flown, Four Place, having traveled 1,790 miles from Coconut Creek, Florida, in N28505. Incredibly, Jack and Carol Klein beat that mileage, flying around 2,100 miles from Anchorage, Alaska, in their stock two-seater. Carol showed off a small box which she said contained the secret to their airplane's performance: When she opened the box, several wiggling, fuzzy mice popped up. (We suspect Carol's fingers may have been doing the actual wiggling.) Jack and Carol are brand-new AYA members and first-time conventioners. Wow.

Guy next called for the oldest and youngest pilots. Bob Arnold took the Oldest Pilot plaque at 83 years young, and Drew Hess was the youngest pilot at age 28. Daren Savage won the Most-Recently-Licensed Pilot award. He received his license on June 12, beating out his brother Dan, also in attendance, by only two days. Congratulation, Dan and Daren!

As convention co-chairman, Guy went on to recognize several people who contributed a lot to this year's convention. He presented each with a beautiful framed print showing the Cody area sectional chart with the words "AYA 2002" and two Grummans in flight. Guy recognized:

- John Brouillette of Spirit Mountain Aviation
- Ground Boss Mike Sherer
- Air Boss Walt Porter
- Safety Director Ron Levy
- PFP Director Mike LeTrello
- Convention Co-Chairman Bob Steward

Bob followed up by presenting a plaque in turn to Guy.

Guy next presented plaques in appreciation to:

- Spirit Mountain Aviation
- Yellowstone Regional Airport
- Holiday Inn

Guy also thanked several people he said have helped him a great deal during his two years as AYA president:

- Vice President Dave Nicholas
- Secretary/Treasurer Stew and Karen Wilson
- Editor Steve Williams

In lieu of a banquet speaker, Guy asked Bob Gibson to present a slideshow of photographs of the convention. Bob's slideshow included images of AYA members and our aircraft and activities. Many slides were met with oohs and ahs and other comments from attendees.

The presentation of the Lauren Larsen award was made by last year's Lauren Larsen honoree Bob Gibson. Before making the presentation, Bob explained that he had been asked to take on the redesign of the award plaque, as it had filled up with names before his could be added. He presented the new plaque, with room for names for a couple more decades.

Bob Gibson then **presented this year's Lauren Larsen award to Guy Warner**, in recognition of his efforts far beyond the call of duty as AYA president. Guy's tenure as president included some tough and contentious issues, and yet AYA has made progress, with new services and new initiatives to make the association even better. Guy spoke briefly and then asked the previous Lauren Larsen honorees to join

him for a photo.

Guy then introduced incoming AYA President Fran Levy, and Fran spoke briefly of her wishes for AYA's future.

Finally, Bob Steward got up and gave away thousands of dollars of door prizes! The hour was late, but we're sure some folks will regret leaving early, as some of the prizes were quite valuable. We'll publish a list of the generous door prize donors in a future update.

With that, another safe and fun AYA convention came to a close. The buses will start running to the airport tomorrow morning at 5:30 am, so that members can get an early start before the heat of the day.

See you at St. Simons Island, Georgia, next year for AYA 2003!



Graham Smith conducts the mandatory briefing for the Air Race crews.



The Holiday Inn, Comfort Inn, and the Buffalo Bill Cabins.



Grummans parked around the Cody ramp and in the dirt.



Yellowstone Regional Airport and environs, looking west toward Yellowstone National Park.



The Air Boss team signals an air racer to start the race.



Scott Jernigan prepares his plane's nose strut for removal as part of the hands-on maintenance demo.



Scott Jernigan's plane is propped up on a sawhorse in preparation for the removal of the nose strut as part of the hands-on maintenance demo.



Tom Piscitello checks the rigging on Steve Williams's Trainer.



The Air Race timers relax in the shade of the airport fire house, waiting for the racers to return.



David Fletcher reaches in to secure the screen housing as part of the oil change hands-on maintenance demo.



New AYA members Jack and Carol Klein flew around 2,100 miles from Anchorage, Alaska, in their stock two-seater to attend their first convention.



Gumby hangs in the cabin of Jack and Carol Klein's stock two-seater, which they flew around 2,100 miles from Anchorage, Alaska, to attend their first convention.



Safety Director Ron Levy conducts a simulated ramp check. (Gulp!)



Bob Gibson presents his seminar on Our Aging Aircraft.



Bob Steward, David Fletcher, Cliff Hanson, and Ken Blackman (l. to r.) conduct the popular Ask the Experts session.



Jeff Davis (l.) and Henry "Roscoe" Rosché



Vi Bui (l.)



Emily Porter (l.), Ashley Porter (c.)



The Cockpit Cool course graduated 35 attendees.

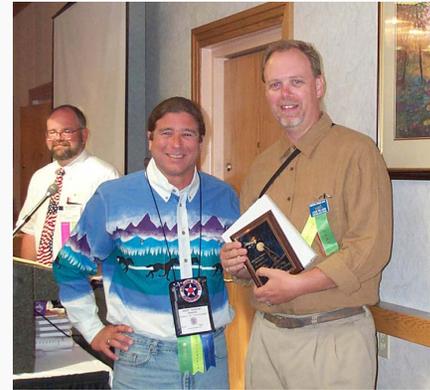




Ken Blackman (r.)



Henry "Roscoe" Rosché (l.)



Henry "Roscoe" Rosché (c.) presents Steve Williams (r.) with the Broken Tow Bar second place plaque as Bob Steward looks on.



Graham Smith (l.)



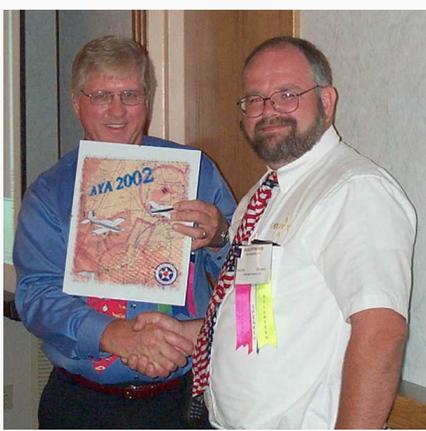
Graham Smith (c.) presents Greg Sincock (l.), and Carolyn Brown with the Air Race first place plaque.



Cliff Hanson (l.) receives the "Best Non-Grumman" plaque from Bob Steward.



New AYA members Jack and Carol Klein receive the Longest-Distance Flown, Two-Place plaque from AYA President Guy Warner (l.). Jack and Carol flew around 2,100 miles from Anchorage, Alaska, in their stock two-seater to attend their first convention.



Convention Co-Chair Guy Warner (l.) presents a plaque to his co-chair Bob Steward in



This year's Lauren Larsen honoree Guy Warner (r.) receives the Lauren Larsen plaque, newly designed for this year by last year's Lauren Larsen Award winner Bob Gibson, at left.



The Lauren Larsen honorees who attended this year's convention (l. to r.): Carolyn Skaggs, Bob Gibson, Irene and Bob Arnold, Guy Warner (kneeling), Stew and Karen Wilson, Bonnie and Walt Porter, Mike LeTrello, and Steve Peach.

recognition of his work on the convention.