



Short Wing Piper Club

“Buckeye Chapter”



July 28, 2015

The next meeting is: **SATURDAY, August 8th at Troy Skypark (37I)** Details p. 3&4

2015 Club Officers

President:

Vacant
Contact Jan Widman
about club business.
937-364-6050
Jamocadura@aol.com

Vice President:

Bob Blue
1650 St. Rt. 207
Chillicothe, OH 45601
740-775-6871
Email:
rablue@roadrunner.com

Secretary / Treasurer:

Pat Lautzenheiser
1515 E. Elm Street
Lima, Ohio 45804
419-227-0932
Email:
tripacer@woh.rr.com

Newsletter Editor

Ralph Gutowski
8 Iveswood Dr.
Oxford, Ohio 45056
513-523-2647
Email:
tripacer24d@gmail.com

July Fly-in Report

It was a great day for flying on July 11th and the turnout at Union County (KMRT) airport in Marysville, OH was terrific. Five aircraft flew to the meeting: **Dan & Sherree Eckels** (Tri-Pacer - see story below), **Shaun Eckels** (Stits Playmate SA-11A), **Mark & Danny Friebel & Tyler Green** (Tri-Pacer), **Joe & Vickie Wesolowski** (Rans S7-S Courier), and **Carl Wiley** (Colt); the rest came by car: **Tom & Denise Anderson, Leon & Carolyn Awalt: Dean & Amy Dayton** (hosts), **Jerry Isbell** (co-host), and **Ralph & Jan Widman**. 18 people in all!

Everyone enjoyed the tasty Italian cuisine at Benny's Restaurant across the road from the airport. The conviviality, conversation and fellowship was great, as usual. After eating at Benny's, folks went over to the FBO where the Anderson's gave a report about all the doings at the SWPC Convention in Branson, MO.

It was a great convention in terms of technical seminars and fellowship and activities. Most everyone seemed to be really enjoying themselves immensely. It was great to see former Buckeyes Jim & Elaine Freeman there. They are both looking fit and doing well. It was also a huge surprise to see “Fishin’ Joe” and Vicki Wesolowski at the convention - only to be more surprised to learn they have now re-located from Alaska to the Buckeye State (Granville, OH). Welcome back! Joe still has his PA-20/22 in AK, but is flying a Rans Courier while here in Ohio. They keep the Rans at Buckeye Airport (9OA5), south of Newark (2 miles west of Hebron).

The Mid-America Chapter did a superlative job planning and hosting this year's convention. Next year the SWPC convention will be in Fredricksburg, Texas. There is a 50-room hotel right on the airport inside a huge converted, re-purposed and renovated WW2 hanger – let's hope it's air conditioned,

too. In 2017 the convention is supposed to be in Lock Haven, PA. No details were given, but there will be info in the SWPC News.

The next fly-in is at Troy Skypak (37I) on Aug 8th – Details are on pages 3&4.

Pictures taken by Tom Anderson at Benny's in Marysville on July 11th



**Left side: Jan Widman, Amy Dayton, Carolyn Awalt, Denise Anderson, Carl Wiley;
Right side: Vicki Wesolowski, Dean Dayton, Leon Awalt, Ralph Widman**



**Left side: Danny Friebel, Tyler Green, Joe Wesolowski, Sherree & Dan Eckels;
Right side: Mark Friebel, Jerry Isbell, Dan Eckels, and Carl Wiley**

NEXT MEETING

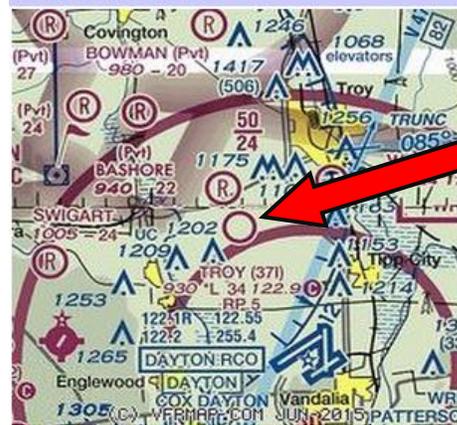
Our next fly in is on **SATURDAY, August 8, 2015 at Troy Skypark (37I)**, located 4 miles southwest of Troy, OH. Troy Skypark is located 6 miles NW of KDAY under the Class C outer band of KDAY, so remain below 2,400 msl to stay clear of the Class C airspace. 37I is 3450' x 100' turf in good condition that is oriented 05-23, with a line of 70-90 ft high trees 100 feet to the east of the runway centerline. **Runway 05 is RIGHT hand pattern; Runway 23 is LEFT hand pattern – REMAIN CLEAR OF DAYTON'S INNER CLASS "C" CYLINDER. Arrive by NOON.** Kennet and April DeJesus are hosting and will have a grill fired up. Please bring a carry-in dish to share, i.e., a salad, side or desert to go with a cookout. See the accompanying pictures for where to park and tie down. If landing on runway 23, watch for aircraft back-taxiing toward the northeast. CTAF is 122.90. You can check KDAY ATIS at 125.8 for altimeter and winds.

Aerial photo

WARNING: Photo may not be current or correct



Sectional chart



Address:

3580 Monroe Concord Rd.
Troy, OH 45373
Ph: (937) 570-4583

Troy Skypark (37I)

Description/directions:

At the NORTH end of the runway, we are the 3rd property (2nd house) from the EAST. Both the house and hangar are easily identified by the GREEN metal roof.



TROY SKYPARK (37I) – August 8th



Aircraft parking:

- Up to 3 short-wings can be easily accommodated in our back yard (and will make a great photo!)
- Multiple aircraft can be parked along the north side of the taxiway along the bean field.

Car parking:

- There is space for 4-5 cars in the DeJesus' driveway or in the grass along side.
- Jim Beisner has also graciously offered to allow cars to park in his grass lot at the first property from the east end of the neighborhood. Please walk along the taxiway behind the houses rather than along the road.

2015 Fly-in Schedule for the Remainder of the Year

Our meetings are held monthly, usually on the 2nd Saturday or Sunday, except when there is a conflict with a national holiday, then it may be held another weekend.

- August 8 (Sat) – **Troy Skypark**. (37I), Troy, OH – Noon – Carry-in grill out, DeJesus hosting.
- September 12 (Sat) – Highland Co. Apt (KHOC), Hillsboro, OH – noon – Widman's hosting
- October 10 (Sat) – Middletown Regn'l Apt. (KMWO) – noon – Anderson's hosting
- November 1 (Sun) – Schulze's Airstrip (OH69) – all day chili, vintage cars, antique pilots
[Contact Ralph Gutowski \(info on p. 1\) if you would like more information](#)

* * * * *

JIM BEISNER SOLD HIS COLT!

Congratulations to **John & Mary Baker of Westfield Center, OH**. They are the new owners of Jim Beisner's classic taildragger Colt,. They will keep the plane at Skypark in Wadsworth. We hope to meet John & Mary in person at a Buckeye chapter fly-in.

* * * * *

**A Providential Tri-Pacer Purchase:
Dan Eckels' story of how he came to own this very special PA-22-160.**

“The Good Lord has smiled on me beyond my wildest imaginations!” That’s how Dan Eckels describes his recent purchase of N9186D, a 1958 Tri-Pacer. This airplane has played a significant role in Dan’s life and was responsible for his career in aviation.



It was the late 1950’s. Dan lived on the outskirts of Kankakee, IL, 60 miles south of Chicago. The family home was about 3-4 miles from a grass strip, owned and operated by two brothers (plus one wife) doing business as Koerner Aviation. They had been there since the 1920’s selling airplanes as a dealer, giving flight instruction, and doing maintenance. Dan remembers Mrs. Koerner doing fabric covering with what looked to him like huge bed sheets. *(ed’s. note: The grass strip is still there with the identifier, 3KK, and is still owned and operated by a Roger Koerner, Sr.)*

Dan’s father had flown in B-17s as a radio operator and had developed a love for the sky. One day, at the tender age of 10 years old, Dan’s father was giving him a haircut out in the backyard, when an airplane flew overhead. His father said, “Dan, I’m going to tell you a secret, but DON’T TELL YOUR MOM. I’m going to take flying lessons over at Koerner’s and learn how to fly!!” Dan leaped off the stool and ran into the house, yelling with excitement, “Mom, Mom, Dad’s going to learn how to fly!”

Dan was alongside his dad when they walked into the airport office. His dad made small talk with one of the Koerner brothers at the front counter, then inquired about the possibility of getting a lesson. “Sure!”, came the reply. They pulled out two brand new Tri-Pacers. One of them was a spanking bright red and white and wore the registration number N9168D. Words cannot express the awe and excitement little Dan felt as he looked inside the cockpit – TWO CONTROL YOLKS! To the young lad, this was aviation at its apex. He was amazed, wow’d, mesmerized, . . . **SMITTEN**.

Dan was allowed to sit in the back seat during all his dad’s lessons. He learned the art and craft of aviation by watching his father receive instruction. His love for flying grew deeper and deeper. Dan even rode in back seat during his father’s Private Pilot check ride! Imagine that. Ah, those were the days!

For several years (1960-64) N9168D was the airplane that they always flew (rented) wherever they went. A neighbor who owned an A&W Root Beer stand rented N9168D to get his license, too. Then he bought the airplane, which was disappointing to Dan. But the

real letdown came when he sold N9168D. Dan was age 14 when it was sold off – heart broken.

At age 19, Dan tracked it down. It had been purchased by Bill Havener (yes, the same Bill Havener who writes the articles for the Short Wing Piper News). When Dan told him he knew the airplane and wondered if he would consider selling it, Havener asked, "What color were the wheel pants when it was at Koerner's?" Dan thought for a long moment, "None." Bill Havener said, "Right! There weren't any – I put them on after I bought it."

Dan called Bill often to inquire about the availability of N9168D. This went on for 45 years. Then the airplane simply disappeared off the FAA registry. Now then, Dan and his sons are all in the business of aviation in one way or another and they have a habit of looking at Barnstormers every morning or evening. About two months ago, Dan's son, Shaun, who owns a PA-17 Vagabond and flies for NetJets, asked him if he had seen the Tri-Pacer that had popped up on Barnstormers. "No, seen nothing since this morning." Shaun informed him, "Well, there's a red & white one that just popped up minutes ago." Dan could not believe his eyes when he saw the Barnstormer ad – it was N9168D. He was speechless.

It seems some fellow in Bristol, TN had bought it, got his license in it, and upgraded the avionics and interior. Now he was selling it for \$22,500. Dan's heart was in his mouth – this was the very airplane he had ridden in in the back seat when his father got his private pilot's license; the very airplane that gave him the aviation bug that led Dan to a full and successful career with US Airways, and beyond.

Dan called the phone number in the Barnstormer advertisement and told the man his story. The owner said, in his native Tennessee drawl, "Dan, you the man who's got to own this airplane. I'll take \$20K for it". Dan exclaimed, "SOLD!" The seller, "You serious?" Dan, "I'm more serious than a heart attack!" Dan got agreement from Sherree, sent a check, then flew down to Bristol with Shaun in his Stits Playmate to pick it up. There was a gaggle of people at the airport who came to witness the transfer of ownership to someone with such a unique and special relation-ship to this particular airplane. Dan's comment at closing the deal, "I feeling like I'M HOME!" But wait, there's more

Just two weeks prior, after working all day on airplanes, Dan was standing outside his hanger talking to God. He said, "I was thanking the Lord for all the abundant blessings He has given me in aviation: an airline career, an ATP, having been a check airman, never failing a checkride, becoming an A&P then an IA. ..." Dan said he told the Lord, "You have blessed me so much and I am so thankful, that I just don't want aviation to be my God. I want to put You first in all things."

Even though Dan had a 37-year career with US Airways, because of mergers and acquisitions his pilot group has lost their retirements – every penny of it. But as Dan says, "The Lord has taken care of us in spite of losing all the pension money." Class-action litigations have been filed, but expectations have not been high that pensions would be restored. Then one week after standing outside his hanger and thanking and blessing God and setting his priorities right with the Lord, a settlement check came in the mail; that check came one week before this airplane became available for purchase.

Dan says, "It's an Ephesians 3:20-21 story if I have ever heard one!" Ephesians 3:20-21 reads: "Now to him who is able to do immeasurably more than all we ask or imagine, according to his power that is at work within us, to him be glory in the church and in Christ Jesus throughout all generations, for ever and ever! Amen."

Dan adds, "Please tell Bill Havener, 'I am taking good care of the airplane and you can come and fly it whenever you want'."

* * * * *

AIRPLANES FOR SALE
PIPER COLT PA-22-108

TT - 2631.3; SMOH - 468.3; Lycoming O-235; 108hp; radio - Bendix/King K697A; Transponder - Bendix/King KT76A; GPS III Garmin yoke mounted; new battery in 2014; wheel pants - not attached but fitting assembled; sealed struts/heavy duty fork; current annual (next due Oct. 2015); all ADs current; Ceconite fabric; no damage history; always hangared; present owner since 1988; a cheap way to fly for a "\$100" hamburger! **\$16,000**

(Bolton Field). Open to reasonable offers.

Contact Carl Wiley, cwiley8500@wowway.com



FLYING CLUB TRI-PACER FOR SALE

Dayton Area



1958 Tri-Pacer SN# 22-6416, 160HP, 2801TT,903SMOH, MK12D, KT76 transponder, Pilot III GPS, Sigtronics 4-place Intercom, EGT, ELT, 1995 restoration. SkyPark Aero Club, asking \$25K. Current Annual. Contact Joe LaMantia (937) 493-9923.

* * * * *

TECHNICAL ADVISOR TECH NOTES

Ralph Gutowski

- Good news from Jerry Isbell – his oil temperature/pressure problem has finally been solved. Looks like a new Vernatherm has done the job. Now he is good to fly his PA-22/20 to Montana to visit family again. Sending get well wishes to Kay, too.
- I received a phone call from a Short Wing Piper Club member who had to make a precautionary landing on the return leg of a cross-country to another state. He said on the outbound leg everything was fine, but on the return trip the same day, the engine started running roughly. He did a mag check and discovered a drop of 300 RPM on the right mag. He suspected a fouled plug from, perhaps, lack of leaning by another pilot who often used the airplane. So he tried the old leaning trick to get the plug hot and burn off any deposits, but the problem persisted.

To add to his concerns, the ceilings were lowering. He said he was not inclined to dodge towers and terrain with a rough running engine, so he wisely set his plane down safely at an airport along his route and drove several hours to get home.

He wanted to order parts for the distant mechanic so he called me to ask what model engine he had in his airplane so he could order plugs, a wiring harness, and a magneto. His problem placing the order was that he did not have any technical information (model, serial numbers, etc.) about the equipment on his airplane because of all his log books were in the airplane at an airport several hours away.

So I decided to include a note in the Newsletter about Owner Records. Do you know your **ARROW**? You need to ensure that you have all of the required documentation on your aircraft. You are responsible for carrying the following documentation on your aircraft at all times:

A—Airworthiness Certificate. FAA Form 8100-2 (or 8130-7, as applicable)

R—Registration Certificate. FAA Form 8050-3

R—Radio Station License (Federal Communications Communication (FCC) Radio Station License, if required by the type of operation), FCC Form 605

O—Operating Limitations (which may be in the form of a Federal Aviation Administration (FAA)-approved Airplane Flight Manual (AFM) and/or Pilot's Operating Handbook (POH)). Our Short Wing "Owner's Handbook."

W—Weight and Balance Documents

ARROW are the documents owners are REQUIRED to carry on board at all times by the FAA. Many states, like mine, also require the state registration to be on board, as well.

NOTE: *There is no requirement to carry the aircraft, engine, propeller, or appliance logbooks on the aircraft.* In fact, I personally think it is unwise to have the original logbooks on board all the time because of the risk of damage or loss in the event of an accident. Obviously, you will have to have the logbooks with you when ferrying your airplane to and from scheduled maintenance; but in my opinion, the wisest course of action is to keep the original logbooks locked up in a secure place at home and only carry copies of the essential pages in the cockpit during routine operations.

One of the other things I advised the caller was to **make an Aircraft Equipment List** to keep with his logbooks at home and a copy in his flight bag. This list can be made while the airplane is opened up for annual inspection. I have recorded my list in an Excel spreadsheet. It contains the Manufacturer, Model, Serial Number, Part number, etc. for every component, accessory, appliance or piece of avionics equipment. Specifically, the

- **Engine Group:** each magneto, alternator/generator, vacuum pump, starter, carburetor, air filter, oil filter adaptor/filter, CHT/EGT, oil cooler, etc.;
- **The Propeller:** manufacturer, model, S/N #, pitch, and date overhauled;
- **Avionics Group:** radios, transponder, encoder, intercom, audio panel, altimeter, ELT, wet compass, each antenna, vacuum and nav. instruments and indicators;
- **Landing Gear Group:** wheels, brakes & components, tires and inner tubes;
- **Cabin Group:** safety belts and shoulder harnesses, battery, circuit breakers, strobe package, landing lights, and instrument panel lights;
- And a complete **list of STCs** by number and name.

Why go to all this trouble to record all this info? The first reason is to make it very easy to check AD compliance, either against newly issued ADs or against old ones during annuals. The second reason is if I have to order a replacement. For example, my DG died recently - a quick look at my Equipment List gave me the model and serial number so I could shop around for an overhaul or exact replacement. It also allowed me to insure the unit I sent in for overhaul was the one I received back. I keep a copy of my equipment List with my official aircraft records, a copy in my flight bag, and a copy at the hanger. The list could prove to be useful in an insurance claim, too. Let me know if you want a blank form.

By the way, I know of a case where an A&P/IA saved his license because he kept such a list on each aircraft he annualled. It seems an airplane owner had a "minor" accident at a local airport and the FAA investigation revealed the propeller was not approved for that aircraft. The owner claimed ignorance and said his "IA" had installed it. The FAA went after the IA who immediately produced the Aircraft Equipment List he had made for that aircraft. It showed a legal propeller was on the aircraft at the time he signed off the annual inspection. The owner then 'fessed up to his replacing the illegal prop himself.