



Short Wing Piper Club

“Buckeye Chapter”



January 30, 2015

The next meeting is: **SATURDAY, February 14 at Grimes Field (I74), Urbana, OH Details p. 2**

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CHAPTER REPORT

The January meeting was our traditional carry-in buffet at Sporty's Pilot Shop at Clermont County Airport. The weather was beautiful and sunny and mild for early January, but it was forecast to be a bit breezy. It turned out after we got there that the winds were more than manageable and there were quite a few airplanes coming and going for us to watch. Just no Short Wing Pipers. Sporty has a flight training academy there as a satellite operation for the University of Cincinnati and so a lot of props were turning and a couple dozen students were working on ground training in Sporty's "lounge" upstairs. We only had four couples from the Buckeye chapter show up, but the food everyone brought was excellent with a lot left over. Present were **Tom & Denise Anderson, Carolyn and Leon Awalt, Ralph & Jan Widman (hosts), and Ralph & Rosemarie Gutowski.**

It was good to see Ralph Widman walking around on his new knee replacement. He has almost full range-of-motion and the knee sure did not slow him down one bit in the food line. In fact, "Wid" went over to the Tri-State Warbird Museum across the field to see their collection and restorations in progress. We did not conduct any official chapter business since there were no officers in attendance, but we did choose dates for our 2015 schedule of fly-ins and meetings (see page 2). We also discussed a joint fly-in with our Canadian SWPC-ers. Everyone liked the idea, but no decision about dates or location could be reached.

The women seem to really enjoy each other's company and have good fellowship. The guys discussed corrosion control requirements, precipitated by an aileron bracket off a J-3 Cub that Ralph Widman brought. He is evaluating whether or not to take on a Cub recovering project that looks like it will

involve some restoration work, too. Ralph Gutowski reported how he converted a David Clark headset to active noise reduction (ANR) technology (see "PIREP" article on p. 3.). We look forward to more good times of flying, friends, fellowship & food in 2015. Reported by Ralph Gutowski.

☞ **2015 DUES ARE DUE** ☞

If you have not already done so, please remit your 2015 chapter dues of \$10 to Pat Lautzenheiser, 1515 E. Elm Street, Lima, Ohio 45804. Pat plans to attend the February 14th fly-in at Urbana so dues can be given to her at the meeting.

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NEXT MEETING

Our next fly in is on **SATURDAY, February 14th, 2015 at Grimes Field (I74)** 1 mile north of Urbana ,OH. We will meet and eat at noon **at the Airport Café** there on the airport.

2015 Fly-in Schedule

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.

- February 14, 2015 (Sat) – Grimes Field, Urbana (I74) – noon – no hosts
- March 14 (Sat) – Bellefontaine (KEDJ) – no hosts
- April 11 (Sat) – Miami University Apt (KOXD) – noon – LaRosa’s in Oxford – Gutowski’s
- May 9 (Sat) – Bolton Field (KTZR)- noon – JP’s BBQ – Isbell’s hosting
- June 13 – Marysville (KMRT) – noon – Benny’s Pizza – Dean’s hosting
- June 16-23 – Sentimental Journey, Lock Haven, PA (KLHV)
- June 29-July3 – SWPC Convention, Branson, MO
- July 11 (Sat) – Lunken Airport (KLUK), Cincinnati, OH – noon - Awalt’s hosting.
- August 8 (Sat) – Darke Co. Apt. (KVES), Versailles, OH – Noon – 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

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“Never ASSUME – always VERIFY!!”

I was warming myself in the FBO recently when two guys entered and identified themselves to the airport manager as, “We’re from the FAA.” They wanted to see fuel sales records for a specific date. Here is the “back-story.” It seems a single engine airplane had run out of fuel and crashed less than a mile from its destination airport. Fortunately all four souls on board survived the crash, but with injuries. The pilot and airplane owner claimed to have filled the tanks before departure; they had owned this airplane for some years and were very familiar with it; both were experienced veteran aviators with a lot of hours; the airplane had a four-hour range; they had been flying for about only one hour when the airplane ran completely out of gas and crashed. The fuel records did show the tanks were topped off before departure. I do not know the NTSB/FAA findings, or even if there has been an official determination of cause at this time.

So this accident brought to mind the time I took off from Miami University (Oxford, OH) airport (KOXD) in a 1948 Luscombe Silvaire headed for Oshkosh. I was the non-flying pilot in the right seat and smelled gasoline shortly after takeoff. Alerted by the odor of gasoline, we watched both fuel tank gauges in the wing roots drop toward empty, and so we headed for the nearest airport. We landed at New Castle-Henry Co. (KUWL) in Indiana, a scant 39 miles from Oxford, with about 5ive minutes of fuel remaining. We barely flew for 20 minutes on fuel that was supposed to carry aloft us for four hours. My buddy who owned the airplane had **assumed** the lineman replaced the fuel cap properly, but in fact he’d only set the cap on the wing beside the filler

neck. As we flew, the fuel was siphoned out of the cap-less tank because of the lower air pressure over the top of the wing. (The fuel cap was eventually found back at Oxford on the run-up pad.)

So this recent crash less than a mile from its intended destination got me thinking about how dangerous it is to **ASSUME** that because we *know* our airplanes are capable of flying 3:30 hours and still have a 30 minute reserve we might get complacent about frequently checking our fuel gauges on shorter 1-tank flights. Of course, we all check the gauges when it's time to switch tanks, usually at 1-hour intervals. But safe operation dictates that we cast an eye on those fuel gauges as a part of every scan of the instruments. Apparently the pilot of an SR-22 Cirrus headed from California to Hawaii did just that last week and realized his fuel situation was dangerously low and he was not going to make it – he was able to call the Coast Guard and was able to ditch via parachute right next to a cruise ship that plucked him out of the Pacific Ocean. The moral here is: don't assume you always have enough fuel to make the trip, even if it is a short trip – be in the habit of checking your fuel gauges frequently.

MAINTENANCE TIP - REPRISE

Last month I wrote a Maintenance Tip about the difference in the number of holes between Champion and Tempest oil filters and reported differences in operating oil temperature. Of course the number of holes in the base is not the whole story – the filter material and number of pleats could also be factors. Subsequently I received a phone call from Peter Lubig, President of the Canadian chapter, confirming that he did, in fact, experience measurably higher oil temperatures using a Tempest oil filter. This occurred during a trip from his home base in Ontario all the way to Sun-n-Fun, and back. It was difficult to diagnose the cause en route. In fact, after trying a whole bunch of remedies unsuccessfully at various stops during his trip, it wasn't until after Peter was back home that the issue was traced to the brand of oil filter. You can read about it and see some great photos, too, at Peter's web site: <http://shortwingsovercanada.com/> then click on the link at the top of the page: "Members Ventures SNF 2014".

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PIREP

Perhaps you have already discovered the benefits of a headset with active noise reduction (ANR) technology. I got acquainted with these acoustical wonders at the vendor exhibits at Oshkosh. No question about it, they certainly do dampen background noise and enhance voice communication. My problem has been justifying the price. I figure I can buy a lot of gas and fly a lot of trips for the \$800-\$1,200 price tag on an ANR headset. Now that I am in the "senior discount" category, I want to be more proactive about taking care of all my assets, including hearing. So I purchased a kit to install ANR modules in my favorite David Clark H10-13.4 headset. At a cost of \$169, it is an inexpensive way to get all the benefits of ANR, and without putting a perfectly good DC headset out to pasture, as well. I also bought the AMP cable with the power lead integrated into it and a conversion cable to use ship's power in lieu of a 9-volt battery.

The kits are made by Headsets, Inc. (http://www.headsetsinc.com/anr_kits.html) and will fit most brands of headsets. Everything you need is included, except the pencil soldering iron and wire cutters/strippers. It took about 3 hours to convert my old DCs to ANR. The instructions were pretty generic and easy to follow (you can read them on their web site). I was a little confused about the particular new kind of insulation they sent for my H10-13.4, but a phone call to their tech support resolved all my questions straight-away– they were great to talk with. Their large wiring diagrams are color-coded and easy to follow. You do need some experience doing electrical soldering. I used a heat gun on the shrink tubing in lieu of a match. Overall, it was a fun project.

How well do they work? Mine are FABULOUS! I am 100% satisfied. The headset is a bit noisier when the ANR is turned off, but I'm not planning on leaving it off.

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)**. Price will go up in the spring. 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 xpdr, Pilot III GPS, Sigtronics 4 place I/C, EGT, ELT, 1995 restoration. SkyPark Aero Club asking \$25K. Annual Schuled. 6/14, Contact Joe LaMantia 937-493-9923.