



Short Wing Piper Club
"Buckeye Chapter"



February 27, 2015

The next meeting is: **SATURDAY, March 14 at Bellefontaine Regnl (KEDJ)** Details p. 2

2015 Club Officers

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CHAPTER REPORT

The Valentine's Day meeting was held at Grimes Field in Urbana on February 14th. The weather forecast called for intermittent snow showers throughout the day. **Jan and Ralph Widman** drove from Lynchburg and arrived early at 10:30 before it snowed. They got there 1/2-hour sooner than they estimated, so they toured the museum on the field. When they left the museum at 11:30 they were greeted by blizzard conditions outside! Ralph took some pictures at the museum and sent them for the newsletter (see pages 2 & 3 below).

Tom and Denise Anderson drove up from Mason, OH. Tom said as they were all eating lunch there at the Airport Café they looked out the windows next to the table and the blowing snow was coming down so fast and hard they could not even see the cars in the parking lot. Fortunately it let up by the time to leave.

Pat Lautzenheiser and Janet & Dave Blank started out from Lima by car, but ran into a white-out around Bluffton and had to turn back. So much for global warming. We hope we'll see you, Pat, along with the Blanks, at the March meeting in Bellefontaine.

Our calendar of fly-ins is filled out for the rest of 2015. It is on the next page. Let's all hope for more favorable weather conditions for our fly-ins for the remainder of the year.

Reported by Ralph Gutowski.

Fighter Pilots!

They are cold, steely-eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average pilot, despite sometimes having a swaggering exterior, is very much

capable of such feelings as love, affection, intimacy, and caring. However, these feelings generally just don't involve anyone else.

~Anonymous

☞ **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.

If Pat can attend the March fly-in at Bellefontaine You can give your dues to her at the meeting.

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NEXT MEETING

Our next fly in is on **SATURDAY, March 14th, 2015 at Bellefontaine (KEDJ)**, OH 3 miles west of the town. **This will be a traditional carry-in – the food we all bring is what we have to eat.** Bring your own beverages, plates, and eating utensils. We will meet and eat at noon in the FBO conference room. If the weather looks dicey, call Ralph Gutowski (513-523-2647 or 513-255-2603) to confirm we are still meeting.

2015 Fly-in Schedule

☞ **NOTICE LOCATION CHANGE FOR MAY & AUGUST MEETINGS** ☞

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.

- March 14 (Sat) – Bellefontaine (KEDJ) – carry-in - no hosts
- April 11 (Sat) – Miami University Apt (KOXD) – noon – LaRosa’s in Oxford – Gutowski’s
- May 9 (Sat) – **Ohio State U. (KOSU)** - noon – **Barnstormer Diner on field** – 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) – **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

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Widman and the B-25. “I had forgotten how tall the aircraft was.” The B-17 fuselage. “They found a B-17 top turret under an old lady’s front porch close to Urbana! Parts are being sent to them from attics across the USA. They’ve paint the yellow triangle on the tail. Impressive. They are preparing to join the two fuselage sections together by a double row of rivets splice. Jan was given

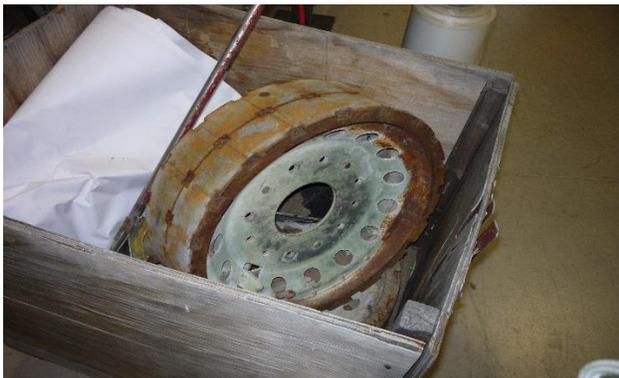
a personal lesson from one of the guys on riveting. Another one of the team was a mechanic from Airborne I had known when I worked there.”



(L) B-17 in background. “The project continues to attract WW-2 crew members. They are in late 80’s or early nineties now. They still sparkle at their bird and a time that was. (R)-They were working on a Glassair. I was impressed at the large cabin. It is as large as a Tri-pacer. I thought from pictures it was dinky. I’d buy one now.”



(L) “My favorite aircraft- a baby Stinson. The CAP used them in WW-2 to patrol the Atlantic shore line for U-boats. They said this one dropped a bomb on a U-boat. There was one at Bucyrus when I was learning to fly there. After the war they were \$200 in a crate. They are very stout and I was shocked at the low instrument panel; you could actually see over the nose. It had a huge wind-shield area. (R) Building a B-17 engine nacelle.”



(L) A B-17 bladder brake. (R) As we exited the museum, Twin Beech parked out front at the snow.

ADS-B – Ready or Not, Here it Comes!

By Ralph Gutowski

No doubt by now you are surely aware that a new FAA NextGen aerial navigation system is on our flying horizon. For close to six decades we have used World War II era technology (radars) to navigate the skies. NextGen is an upgrade to satellite-based technology. Although the ADS-B component is not mandatory until in 2020, all 794 ground stations are up and running and usable now. As I have reported in previous newsletters, we can receive in our Short Wing Piper cockpits traffic alerts and near real-time weather without having to pay a subscription fee. We just have to purchase the correct receiving equipment, and therein lies much confusion.

So I was invited to give a presentation about ADS-B to the Ohio Aviation Technical Society (OATS) at this month's meeting. The presentation covers Key terms, How does ADS-B work?, Certified Systems, Portable Systems, Cockpit Displays, Co\$t\$, and FAA Regulations, Advisory Circulars, and other "guidance". The session carries WINGS/AMT credit, too.

I thought I would share some of this information with fellow Buckeye members in the newsletter. A good place to start is to visit the FAA's NextGen ADS-B web pages.

(<http://www.faa.gov/nextgen/programs/adsb/>). There are ADS-B videos and **Quick Links** to:

- [ADS-B Final Rule](#) (PDF)
- [ADS-B In ARC Charter](#)
- [ADS-B Avionics Status](#) (PDF)
- [A153 Application Checklist](#)
- [Airworthiness Approval AC 20-165A](#)
- [Airworthiness Approval AC 20-172A](#)
- [FAA AC 90-114A \(ADS-B Operations\)](#)
- [ADS-B Avionics Technical Standard Order TSO-C195b](#)
- [Traffic Awareness Beacon System \(TABS\) TSO C199](#)
- [978Mhz Technical Standard Order TSO-C154c](#)
- [1090Mhz Technical Standard Order TSO-C166b](#)
- [ADS-B-In ARC Report-September 2011](#) (PDF)
- [ADS-B ARC Report-September 2008](#) (PDF)

There is a link on that page (upper left side) to answers to 43 Frequently Asked Questions (FAQs). They are helpful in clearing up the technical and regulatory morass:

(<http://www.faa.gov/nextgen/programs/adsb/faq/>). Here are two examples:

How will the new ADS-B Out rule affect me?

On January 1, 2020, when operating in the airspace designated in 14 CFR § 91.225 (outlined below) you must be equipped with **ADS-B Out** avionics that meet the performance requirements of 14 CFR §91.227. Aircraft not complying with the requirements may be denied access to this airspace.

Under the rule, **ADS-B Out** performance will be required to operate in:

1. Class A, B, and C.
2. Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface.
3. Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.
4. Around those airports identified in 14 CFR part 91, Appendix D.

The **ADS-B Out** rule does not apply in the airspace defined in items 1 and 2 above for any aircraft that was not originally certificated with an electrical system or that has not subsequently been certified with such a system installed, including balloons and gliders.

What equipment is required by the new rule?

The rule specifies **ADS-B Out** equipment compliant with either Technical Standard Order (TSO)-C154c (978 MHz Universal Access Transceiver) or TSO-C166b (1090 ES). However, to operate in Class A airspace, aircraft are required to equip with avionics certified to TSO-C166b.

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.