



Short Wing Piper Club

“Buckeye Chapter”



April 29, 2015

The next meeting is: **SATURDAY, May 9 at Ohio State U. Airport, Columbus (KOSU)** Details p. 2

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

CHAPTER REPORT

Well, the weather was perfectly fabulous for a fly-in. You could not ask for better flying conditions here in Ohio than what we enjoyed on April 11th, yet we only had two short-wing airplanes show up at Miami University Airport in Oxford. Taking advantage of the calm, clear, brisk sky were **Dean & Amy Dayton** who flew their Pacer from Marysville, and **Tom & Denise Anderson** from Middletown in their Tri-Pacer. **Leon & Carolyn Awalt** drove from Cincinnati, and joined hosts **Ralph & Rosemarie Gutowski** at LaRosa's Italian Restaurant for lunch.

The Widmans would have flown in, too, but instead had to devote the day to getting packed for Ralph to fly to California the next day. Ralph won an EAA drawing for an all-expenses-paid week learning aerobatics at Sean D. Tucker's Tutima Academy, whose motto is: "Flight Training for Passionate Aviators." We are looking forward to hearing all about "Wid's" aerobatic training at the next fly-in. And surely we can anticipate an article from Ralph for a future Newsletter, but it will probably be written

ndsiɹə ɹomɹ;

While enjoying LaRosa's Italian cuisine in a private dining room (the Focaccia Roma Pizza and Antipasto salad were high on the list of favorites), we discussed a wide variety of topics, not all aeronautical. The fellowship broke up just after 3 pm, prompted by the restaurant staff who needed to reset tables for another group later that afternoon. Our next fly-in will be hosted by the Isbell's on May 9th at Jack and Benny's Barnstormer Diner located on the Ohio State University Airport (KOSU) in Columbus, OH. "Barnstormer Diner" has a lot of neat aviation memorabilia covering the walls. It is well worth visiting. Make it a priority on your schedule. (p. 2).

AVIATION QUOTE

"The engine is the heart of an airplane, but the pilot is its soul."

Sir Walter Alexander Raleigh 1922

NEXT MEETING

Our next fly in is on **SATURDAY, May 9, 2015 at The Ohio State University Airport (KOSU)**, in Columbus, OH. **We will eat at NOON at Jack and Benny's Barnstormer Diner** (614.292.5699), on the airport. You can check out the lunch menu at: <http://www.osuairport.org/44>. "Barnstormer's" has a lot of neat aviation memorabilia covering the walls. It is well worth visiting. There is a Daily Ramp Fee at KOSU, which is waived with a fuel purchase or also for single-engine aircraft with a Barnstormer Restaurant Receipt. Jerry & Kay Isbell are hosting. .

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.

- June 13 – Marysville (KMRT) – noon – Benny's Pizza – Dayton'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. (371), 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

* * * * *

Pictures from the meeting at Oxford, April 11th



CW: Leon & Carolyn Awalt, Rosemarie Gutowski, Denise Anderson, Amy & Dean Dayton, and Tom Anderson at LaRosa's Italian Restaurant.



Amy & Dean Dayton next to N2519P



Tom & Denise Anderson pose next to N3335B

HEAR YE! HEAR YE! HEAR YE~

I was listening to the UNICOM on a handheld radio in my car on the way to Miami University (“Oxford”) airport to pick up any flyers arriving for our meeting this month. One radio call caught my attention. The announcement went like this: “Turning base – Miami You.” I said to Rosemarie, “If I were in the pattern, I would have no idea who made that “call”, what kind of airplane to look for, or what runway he was intending to land on. A useless position report.

After the meeting I shuttled the flyers back to the airport and was watching everybody taxi and takeoff when an inbound business jet announced: “Miami You, Beechjet XYZ 10 miles north - straight-in for runway five.” I remarked to Rosemarie, “I want to see how this dude is going to make a “straight-in’ approach to runway 05 when he is north of the airport.” The BeechJet driver repeated his intentions again - exactly the same – “BeechJet XYZ five mile *NORTH* for a *straight-in* approach to *runway five*.”

Two departing airplanes held short on the taxiway while the BeechJet flew standard downwind and base legs then turned final for runway 05. I waited until he turned off the runway then keyed my handheld: “Hey BeechJet, can you help me understand how you fly a straight-in approach to runway zero-five from north of the field?” He responded with, “Yeah we were wonderin’ about that ourselves - how that was going to work. We must have had the wrong plate up on the screen.” I won’t record here the rest of the verbal exchange but someone said something about getting an ATP rating at the corner drug store, a 15-hr duty day, etc., etc., etc..

That very same day, I learned about a near mid-air collision from a pilot friend who was inbound for landing at Middletown airport. He recalled making all the proper calls in the pattern, hearing something vague on the Unicom about “downwind at 4,500 ft (pattern altitude is 1,650 MSL), then on short final his flying companion yelled, “**PULL UP, PULL UP. THERE’S AN AIRPLANE UNDENEATH US!!**” It was a Cessna Caravan that blew right underneath my friend after dropping a load of skydivers. It seems the jump plane pilot was in a hurry to get back to pick up another load. By the way, the Caravan pilot also cut off another (different) airplane that was flying the downwind leg before roaring past my friend on final. I plan to avoid KMWO in the future when skydiving is in progress.

So all this prompted me to write an article for this newsletter reviewing the recommended communication protocols for VFR flight at uncontrolled airports. We can’t force other pilots to use the proper terminology, but perhaps by doing it correctly ourselves we can model the preferred phraseology for others to emulate.

The **Airman’ Information Manual, (AIM), Section 1, Para 4-1-9 contains the Traffic Advisory Practices at Airports without Control Towers.** The table of Communication/ Broadcast Procedures recommends all inbound traffic to call on the

airport UNICOM frequency when “10 miles out, entering downwind, base, and final. Leaving the runway.”

Keep in mind the purposes of the UNICOM communication procedure prescribed in the AIM are: to help reduce frequency congestion, facilitate a better understanding of pilot intentions, help identify the location of aircraft in the pattern, and enhance the safety of flight:

- a. Make sure you are on the correct frequency;
- b. State the identification of the airport you are calling in EACH transmission;
- c. Speak slowly and distinctly (this was authored by the FAA?);
- d. Report approximately 10 miles from the airport, reporting altitude, and state your aircraft type, aircraft identification, location relative to the airport, state whether landing or overflight, and request an airport advisory if no automatic reporting system is operating.
- e. Report downwind, base and final approach;
- f. Report leaving the runway.

RECOMMENDED PHRASEOLOGY - INBOUND: GRIMES UNICOM, PIPER SEVEN FOUR THREE FOUR DELTA, 10 MILES WEST, DESCENDING THROUGH (ALTITUDE), LANDING GRIMES.

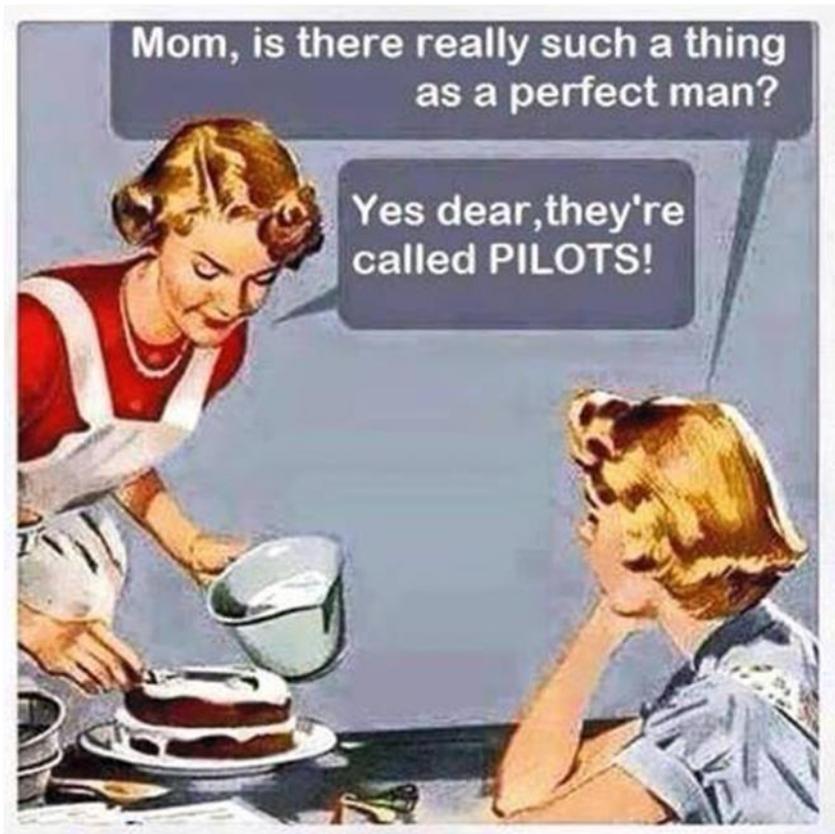
GRIMES TRAFFIC, PIPER SEVEN FOUR THREE FOUR DELTA, ENTERING (LEFT/RIGHT) DOWNWIND/BASE/FINAL (AS APPROPRIATE) FOR RUNWAY TWO ZERO (FULL STOP/ TOUCH-AND-GO), GRIMES.

GRIMES TRAFFIC, PIPER SEVEN FOUR THREE FOUR DELTA, CLEAR OF RUNWAY TWO ZERO, GRIMES.

OUTBOUND: GRIMES TRAFFIC, PIPER SEVEN FOUR THREE FOUR DELTA, DEPARTING RUNWAY ZERO TWO, “DEPARTING THE PATTERN TO THE (DIRECTION)” OR “REMAINING IN THE PATTERN” (AS APPROPRIATE), GRIMES.

* * * * *

Thought you should know . . .



AIRPLANES FOR SALE
PIPER COLT PA-22-108

TT - 2631.3; SMOH - 468.3; Lycoming 0-235; 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.