



Short Wing Piper Club

“Buckeye Chapter”



March 27, 2016

The next meeting is: **SAT, April 9 at Barnhart Mem'l Airport, (3OH0), New Carlisle.** Details on p. 3.

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Dale about finding and evaluating Short Wing Pipers, pre-buy inspections of aircraft and log books, and we sure enjoyed finally meeting Dale in person. I reported in the February newsletter about

Report of March Meeting at Oxford

The turnout was really light for our meeting on March 12th, considering how favorable the weather was for flying. No airplanes showed up although there were excellent ceilings, no winds, great visibility, and mild temperatures in the mid-60's. Six of us gathered at LaRosa's Italian Restaurant in Oxford. Present were **Tom & Denise Anderson** (Mason, OH), **Doug Johnson** (Maysville, KY), **Dale Kirby** (Beavercreek, OH), and hosts **Ralph & Rosemarie Gutowski** (Oxford),

Doug Johnson made the long drive from Maysville, KY just to meet up with some folks who were knowledgeable about PA-22-108 Colts. Doug, who is based at Fleming-Mason Airport (KFGX), is very interested in a Colt project he located down in Texas. So we talked about using trailers vs trucks for moving Short Wing Pipers long distances, as well as about the ins-and-outs of Colts and restorations. Doug said the flying club at FGX either has or had a Tri-Pacer in the fleet and a Colt would be a great addition, since it is a “trainer.” It was really nice to get to know Doug and welcome him into our Chapter. Doug's wife could not attend because of prior family commitments, but we look forward to getting to know her, too.

Dale Kirby was also a first timer at one of our Ohio Chapter meetings. Dale recently purchased a very nicely re-stored PA-22/20 which he keeps at Greene County Airport (I19). Tom Anderson and I have been exchanging e-mails with



how Dale and his pilot son Andrew plan to fly N1643P to Alaska in 2017, where Andrew works 8 months of the year at the Lake Clark National Park and Preserve near Nondalton, AK.

Dale brought some pieces of tailwheel hardware off their newly acquired Pacer for some “show-n-tell.” The full story is that Andrew had been getting some dual instruction in the Pacer to master the idiosyncrasies a short-coupled tailwheel on asphalt runways. He took off from Greene County and flew to Dayton Wright-Brothers (KMGY). Unbeknownst to Andrew (the PIC) and instructor, a bolt that holds the tailwheel assembly to the aircraft sheared, dropping the entire gear assembly, tailwheel and all, on the runway at I19.

This made for a rather exciting landing at KMGY, in *literal* tail dragger configuration. Differential braking saved the day as the tail started to weathervane when the airspeed dropped off. They retrieved the tailwheel assembly back at I19 and listened to the story of a fellow taking his mother (in her 80's) for her first airplane ride in a Warrior who had to swerve to miss the departed tailwheel wheel assembly on takeoff.

Dale reflected: “Controlling the airplane, correcting the weathervaning tailskid, and preventing an accident was a real confidence builder for Andrew. All's well that ends well, in this case no bent airplanes or feelings, just a bit lighter checking account...” After examining the remains of the tailwheel assembly at our meeting, we speculated that the perhaps the bolt that sheared off had been in the process of failing progressively and maybe that's why mastering control of this particular converted Pacer on landing and rollout was somewhat more demanding than typical. We also discussed how best to inspect the tailwheel assembly during pre-flight checks and at annuals.

After finishing our lunches, the ladies – Denise & Rosemarie – left to view an exhibition of quilts and do some shopping while the guys stayed on and delved into the technical talk. No real “business meeting” was held. Respectfully submitted, *Ralph G.*

2016 Fly-in Schedule

- April 9 (Sat) – Barnhart Memorial Apt. (3OH0) – Leroy Lynn hosting.
 - May 14 (Sat) - Vinton Co. (22I). Tom Wilkinson hosting.
 -  May 28 (Sat) – Hinde Airport (88D), Huron, OH. Joint meeting with EAA Chap 50 – Tracy Hille & Ben Gleason hosting.
 - June 11 (Sat) – Lunken Field (KLUK). Awalts hosting.
 - June 27-30 – SWPC Convention, Fredericksburg, TX, Gillespie County Airport (T82)
 - July 9 – Union Co, Marysville (KMRT). Daytons hosting.
 - August 13 – Troy Skypark (37I). DeJesus's hosting.
 - September 10 (Sat) – Highland Co. (KHOC). Widmans hosting.
 - October 8 (Sat) – Middletown Regional Airport (KMWO). Andersons hosting.
 - November 6 (Sun) – Schulze Int'l (69OI), Annual chili carry-in.
- Hosting a meeting requires: 1). Arranging for a place to eat and meet at an airport or restaurant; 2). Either making arrangements with the restaurant, if that is the venue; or 3). If it is a “carry-in” event, to provide the main dish, beverages, and table service.

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ON THE MOVE

Jim & Dondi Miller sold their Poly-Fiber business to Preferred Airparts of Kidron, OH. Jim will still answer phone calls for technical support for the next year. Thanks J&D for many years of superb support keeping our SWP's flying – enjoy retirement! Also, Stewart (Aircraft Finishing) Systems is now located at 8878 Harmony Church Rd., Johnstown, OH 43031. This is just northeast of Columbus, OH. It looks like the phone numbers are still the same.

NEXT MEETING

Our next fly-in is on **SATURDAY, April 9, 2016 at Andy Barnhart Memorial Airport (3OH0 – Three-Oscar-Hotel-Zero)**, 1 mile SE of New Carlisle, OH. This is the very first time we have been invited to Barnhart. Arrive by 11:30; we will **eat at noon – this is a carry-in. Our Host, Leroy Lynn will provide fried chicken, soft drinks and tableware. Please bring a side dish to share.** We will have access to the Flying Angel's club house and restrooms, tables and chairs, but there are no kitchen-type facilities. There could be a microwave or two if anyone bringing food needs one – please let Leroy know ahead of time (leroylynn1@gmail.com). Parking will be on the west side of the white building on the North-East area of the field next to the entrance from SR 571.

Leroy says, “At this point, weather permitting, it looks like we have a show and tell for a Curtiss Pusher being built from scratch, a homebuilt Demoiselle that has flown, a Ryan ST, and probably two Waco cabin bi-planes, all within walking distance of the club house. Air arrivals should be aware that our club owned airport does not sell av-gas, per club rules.”

Leroy also cautions: “One important factor is that 3OH0 has only 2000 feet of runway but we do have a hard surface and almost parallel is a grass runway in good condition and almost always mowed. It's not a problem but it behooves one not to be sloppy on approaches!”

If driving, Andy Barnhart Memorial Airport is located 1 mile SE of New Carlisle on SR 571 aka Milton Carlisle Rd. near the intersection with N. Medway-Carlisle Rd. Links to 3OH0 airport information and sectional maps and more aerial photos are available on our chapter web site “Meeting” page: <http://ohio.shortwingpiperclub.org>.



☞ Three-Oscar-Hotel-Zero (3OH0) looking east.





“Interview with Tom Anderson of the Short Wing Piper Club”

Our Chapter President was interviewed by Ohio Aviators Team USA.

See it on YouTube at:

<https://www.youtube.com/watch?v=aCFy2jmRxMU>

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Copied from the EAA Forum:

Thread: ***We can't comply, it's too expensive!***

"The Air Force will not make the FAA's 2020 deadline for ADS-B equipage and will likely ask for exceptions to the rule for some of its aircraft. According to Defense News, Lt. Gen. Mike Holmes, the deputy chief of staff for strategic plans and requirements, told the House Armed Services sea-power and projection forces subcommittee last week that it doesn't have the \$4.4 billion it needs to equip every aircraft in its inventory. Navy, Army and other Pentagon-owned aircraft will add about \$1.2 billion to that bill. Holmes blamed sequestration cuts for the funding shortfall and said that without some kind of waiver for unequipped aircraft, the 2020 deadline will result in increased expense and decreased efficiency for the Air Force as those aircraft avoid the controlled airspace that mandate the technology. "We'll be able to move the airplanes where we need to go to serve the country, but with some delay and with some higher fuel costs if we have to drive around an area to get where we need to go," Holmes said.

To make the most of the funding it does have, the Air Force is scrambling to install ADS-B in all its C-130s and C-17s because they're the most likely to need FAA ATC services. He specifically mentioned the F-22 as a platform that won't get the avionics upgrade in time. Subcommittee Chairman Randy Forbes, R-Va., told the hearing that the current budget for avionics upgrades is clearly inadequate. "I'm concerned that our military aircraft could be shut out of the airspace they need for transit and training," he said."

One of the responses . . .

"Lemme get this straight, the USAF, funded by you and I, doesn't have the money to comply with the ADS-B mandate by 2020 and will keep on flying through A, B, and C airspace, basically telling the FAA to pound sand. Yet we can't fly in the current airspace if our personal planes aren't suitably equipped?"

Where's my EAA [or AOPA] rep in DC when we need him? I think everyone should get a pass on this."

A Friendly, Familiar “International” Visitor at Highland County Airport

In February Pierre Ours flew down from Madison County to visit Ralph and Jan Widman at Highland Co. Airport (HOC) in his new Light Sport Aircraft (LSA), the Aeroprakt 22LS “Foxbat.” Pierre and Julia Ours were active members of the Ohio chapter for many years, even flying their Tri-Pacer to the national convention in Vancouver, but Pierre had to sell the Tri-Pacer when some medical issues arose. Subsequently, they relocated to Switzerland to take care of Pierre’s elderly parents for several years, and are now back in Ohio. While living in Europe, Pierre began flying again around the Swiss Alps in Light Sport Aircraft. So it is not surprising that Pierre and Julia are now flying an LSA back here in the USA.



Jan gets a warm hug from Pierre on a frigid winter day at Highland Co. Airport. By the way, Ours means “Bear” in French, so Jan is getting a “Bear hug!”

Pierre’s 2016 Aeroprakt Model 22LS “Foxbat” - S/N 252- has a 4-cylinder Rotax 912ULS (100 HP) engine with a 3-bladed ground adjustable prop. Aeroprakt Manufacturing Sp. z o.o. lists its address in Poland, just south of Kraków, but some, if not all, assemblies are fabricated by the Antinov aircraft plant in Kiev, Ukraine. The Chief designer is Yuriy Yakovlyev.

<http://www.aeroprakt.eu/aeroprakt-a-22ls/aeroprakt-a-22ls/> states that the Aeroprakt company was founded in 1991. The Foxbat carries 23.5 US gal

usable fuel (unleaded mogas or 100LL avgas). The engine has a TBO of 2,000 hours. Cruise speed in level flight is 97 kts at 5400 rpm. The maximum flight endurance of the aircraft at a low altitude and full fuel tanks is equal to 9 hours! It stalls at $V_s = 45$ mph and $V_{so} = 36$ mph. The LSA is all metal, except for the composite nose cowl and fabric control surfaces. Maximum takeoff weight is 1,320 pounds and even with 2 people on board, it can get off the runway in a little over 300 feet, climbing at about 800 fpm and 54 kts IAS, arriving at 1,000 feet halfway down the runway. It has nose wheel steering via the rudder pedals and cantilever spring type landing gear with disc brakes. Another interesting feature are the flaperons or “drooping ailerons,” which can act as either ailerons or three position flaps. It has a steel frame, aluminum wings, and fabric-covered control surfaces. Bubble glass doors permit you to see straight down vertically.





Personal Minimums for Wind

The GAJSC has determined that a significant number of general aviation accidents could be avoided if pilots were to establish personal minimums for flight in windy conditions. Identifying and adhering to personal wind limitations can significantly reduce the number of wind-related aircraft accidents.



If the wind sock looks like this and it's not aligned with the runway, consider a tune-up with your favorite CFI.

Wind socks must withstand wind speeds of up to 75 knots. They must be fully extended in 15 knot winds and must rotate to indicate wind direction in winds of 3 knots or greater.

Of course the big question is, how much wind can you handle? There are at least two factors to consider before answering that question and neither one is straight forward.

#1: How much wind can the airplane handle?

The pilot handbook for airplanes manufactured from 1975 to the present will contain a Maximum Cross Wind Component or Velocity in the Normal Operations section. This is not a limitation but rather the maximum cross wind experienced in the course of flight testing for certification. Could the airplane be controllable in more wind? Possibly. But you won't know without conducting some tests of your own.

What we do know is that the airplane will be controllable with less cross wind. FAA Type Certification Rules require that airplanes must handle safely on the ground in a 90 degree cross wind of $.2 V_{so}$, e.g., an airplane that stalls at 49 knots will be controllable on the ground with just under 10 knots of wind. Will it handle more? Possibly. But for sure it will be controllable with less.

#2: How much wind can the pilot handle?

Pilot performance varies considerably from day to day and even hour to hour. Some of the factors include:

- ✓ Total pilot experience;
- ✓ Experience in aircraft type;
- ✓ Mission imperative; and
- ✓ Stress, hunger and fatigue.

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Establish a Baseline

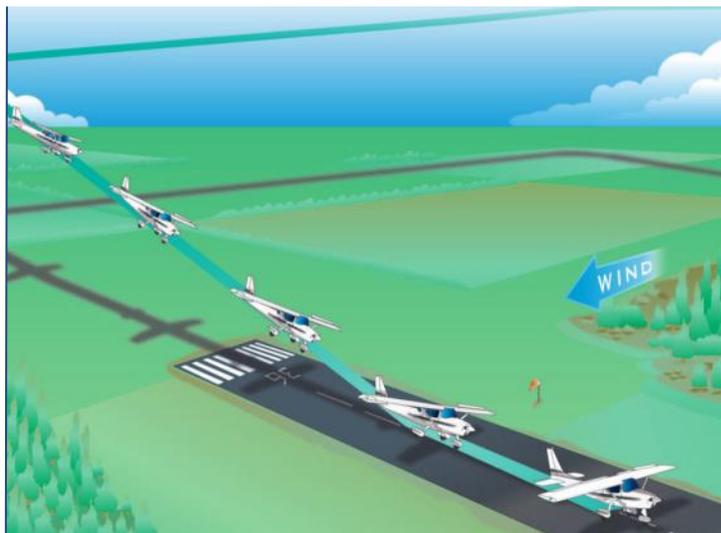
We need to establish a pilot performance baseline — your personal, documented, demonstration of performance — in order to establish personal minimums. We suggest you document your wind performance at least once a year with a CFI. Try to pick a day when you can experience actual cross-wind conditions in the airplane you usually fly loaded to your typical mission weight. Select an airfield that’s typical for the missions you fly.

My Short Field Performance			
Aircraft		Gross Weight	Test Weight
Airfield		Elevation	Density Alt.
Wind Direction		Wind Speed	X-Wind Comp
IAS		Landing Dist.	Flap Setting
Takeoff Flap		Rotation Speed	
Rotation Speed x.70		Vx	Vy
Distance to Rotation		Distance to 50'	

Here’s a chart that some pilots use to document their wind, takeoff and landing performance.

Once you’ve completed the chart you’ll have a performance baseline to work with. You can adjust the performance expectations to compensate for human factors addressed earlier, and you can adjust your baseline as you gain experience, skill and with a CFI to get an objective assessment of your capabilities. A flight instructor may offer suggestions and instruction for improving your baseline performance.

Devote some time and money to practice your piloting skills in actual windy conditions. Concentrate on flying as precisely as you can compensating for wind and predicting your performance. Work toward flying a base to final turn that aligns you perfectly with the runway and maintain that alignment all the way through the approach, landing and roll out.



Be aware that many airports are subject to local wind challenges including wind shear and turbulence. Mountain airports in particular require careful planning and prior knowledge to ensure safe operations. Consult a local CFI or experienced pilot before flying to unfamiliar mountain or back country fields.

You should consider adjusting your personal minimums to compensate for fields with wind shear potential. Local knowledge is key to avoiding nasty surprises. If you’re flying to desert destinations, planning for arrivals before noon will definitely make for a smoother flight with less turbulence and fewer thunderstorms to deal with.

Resources

- ✓ **Off Airport Ops Guide for baseline and cross wind component information:**
<http://1.usa.gov/1R4Qhjb>
- ✓ **Personal Minimums Checklist:**
<http://1.usa.gov/1FGeMkX>
- ✓ **Airplane Flying Handbook chapter 8:**
<http://1.usa.gov/18orxyp>



AIRPLANES FOR SALE

PIPER COLT PA-22-108

TT - 2631.3; SMOH - 468.3; Lycoming 0-235; 108hp; radio - Bendix/King KY97A; 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 Dec. 2016); all ADs current; Ceconite fabric; no damage history; always hangared ([Bolton Field-KTZR](#)) present owner since 1988; a cheap way to fly for a "\$100" hamburger! Asking **\$16,000**. Price is negotiable.

Contact Carl Wiley, cwiley8500@wowway.com



FLYING CLUB TRI-PACER FOR SALE Dayton Area

1958 Tri-Pacer SN# 22-6416, 160HP, 4981TT, 928 SMOH, MK12D, KT76 transponder, Pilot III GPS, Sigtronics 4-place Intercom, EGT, ELT, 1995 restoration. SkyPark Aero Club, asking \$24,000. Current Annual. Contact Joe LaMantia (937) 493-9923.