



Short Wing Piper Club

“Buckeye Chapter”



February 1, 2016

The next meeting is: **SATURDAY, Feb 13 at Grimes Field, (I74), Urbana.** Details on p. 4.

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January Meeting at Sporty's

In spite of low ceilings and isolated showers in the north and western parts of Ohio, we had 13 people show up for our 2016 kick-off meeting at Sporty's Pilot Shop (14 people if you count Sporty himself, Hal Shevers, who always comes by to say "Welcome!"). We gathered in the "Sporty's Café" area on the 2nd floor, set up a tantalizing buffet that rivaled the best airport restaurant food, put four tables together, and enjoyed a very genial afternoon together.

Joining in the fellowship, food, and fun were **Tom & Denise Anderson** (Mason), **Leon & Jean Awalt** (Cincinnati), **Bob & Jean Blue** (Chillicothe), **Ralph & Rosemarie Gutowski** (Oxford), **Stew Prater** (Vinton Co.), **Harry Sowers** (Vinton Co.), **our host and hostess Ralph & Jan Widman** (Lynchburg), and **Tom Wilkinson** (Vinton Co.). Everyone drove to this meeting, except for the three guys from Vinton County, who did some scud-running in a C-172. They also brought three huge trays of delicatessen delights to augment the pulled pork BBQ, potato salad, veggies, cake and assorted pastries. In addition to this sumptuous Buckeye chapter buffet, Sporty had his electric grill in operation and furnished hot dogs, metts, and brats with all the fixings. I didn't see anyone who left the meeting hungry.

Ralph Widman brought several items for a "show-and-tell". One was a new tool he just bought used for tightening and securing steel bands around hoses (see pictures). Ralph told us about finding a loose, shaky aileron during a pre-flight inspection of his Colt. That necessitated some troubleshooting which revealed a loose aileron attachment bracket that is mounted to the rear and false spars. Sometime in the past, that bracket had been installed with the wrong fasteners, which had now worked loose. We noted that two bracket tabs had broken off and were

completely missing, that's why it was installed improperly. Ralph will have to weld new tabs on the bracket arm to make it airworthy again. "Wid" is also planning on installing a Sigtronics intercom in his Colt so he brought along a schematic wiring diagram to discuss with Leon Awalt, who is a retired FAA Avionic Inspector, and Ralph Gutowski.

Tom Anderson offered the tip of using an electrical terminal strip to make all the intercom wiring connections in one place; it facilitates installation and troubleshooting, and can also eliminate electrical ground loops if done correctly.

In chapter business, Jan Widman is our new Treasurer and "Secretary", meaning she will keep the membership records, too. We thank Pat Lautzenheiser for the outstanding job she did throughout her many years of faithful service to our chapter.

We also filled out our monthly meeting schedule for the remainder of 2016 (see page 4). When there are last-minute changes we will send out an email and post any schedule revisions on our chapter web site (<http://ohio.shortwingpiperclub.org>).

Finally, 2016 chapter membership forms were distributed and everyone present filled them out and paid their annual dues of \$10. A new feature this year is that the form can be filled out right on your computer then either e-mailed directly to Jan Widman, or you can print it out and send via US Post Office mail. The form is included at the end of this newsletter. You can also access it on our web site on the "JOIN" page:

<http://ohio.shortwingpiperclub.org/join.html>.

By the way, the web site has been given a face-lift and made more readable. One of the new features I added is a Live Weather Window on the home page that displays METARS and TAFs for all reporting stations within 100 miles of our next meeting destination. I hope everyone finds it handy prior to our monthly meetings.

Respectfully, *Ralph G.*

Pictures from the fly-in at Sporty's, Clermont Co. Airport, on January 9, 2016.

Ralph and Jan Widman served as our hosts.



Jan Widman serves her hot BBQ'd pulled pork sandwiches while Denise Anderson chooses from the Smörgåsbord of foods and Tom Anderson reaches past the bourbon balls to pick up a cream filled lady-finger (or two?).



↔(Clockwise) Leon Awalt, Ralph & Jan Widman, Denise Anderson, Jean & Bob Blue, Stew Prater, Tom Wilkinson, Harry Sowers, Carolyn Awalt, Rosemarie Gutowski, and Tom Anderson.

⇒(Clockwise) Tom Wilkinson, Harry Sowers, Carolyn Awalt, Rosemarie Gutowski, Tom Anderson, Leon Awalt, Ralph & Jan Widman, Denise Anderson, Jean & Bob Blue, and Stew Prater. In the background on the right is Sporty himself (Hal Shevers) sitting with the weekly gathering of the "Pilots Liars' Club."



↔ Ralph Widman brought some "show-and-tell" hardware. In the foreground is a new tool he purchased for tightening steel bands, then it trims off the excess. Pretty slick for \$30. The aileron bracket in the middle is off his Colt - he noticed it was loose during a preflight and upon closer inspection determined it was not installed using approved hardware and methods. So Ralph removed it and will have to weld new tabs on the bracket, then mount it correctly.

⇒ The ramp at Sporty's was wet, but crowded as usual. The C-172 bearing an old Ohio University registration number (N1200U) is flown by Harry Sowers with Tom Wilkinson and Stew Prater on board. They are departing to return to Vinton County.



NEXT MEETING

Our next fly-in is on **SATURDAY, February 13, 2016 at the Airport Café at Grimes Field (I74)**, near Urbana, OH. We will meet at noon. If you are driving, the address is: 1636 North Main Street, Urbana, Ohio 43078. Phone: 937-652-2010. Here's a link to the Airport Café's [[MENU](#)]. Links to airport information and sectional maps are available on our chapter web site "Meeting" page: <http://ohio.shortwingpiperclub.org>.

2016 Fly-in Schedule

- February 13 (Sat) – Grimes Field (I74), Urbana. Airport Cafe.
- March 12 (Sat) – Miami Univ. (KOXD), LaRosa's. Gutowski's hosting.
- April 9 (Sat) – Barnhart Memorial Apt. (3OH0) – Leroy Lynn hosting.
- May 14 (Sat) - Vinton Co. (22I). Tom Wilkinson 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). Dayton's hosting.
- August 13 – Troy Skypark (37I). DeJesus's hosting.
- September 10 (Sat) – Highland Co. (KHOC). Widmans hosting.
- October 8 (Sat) – Middletown Regn'l Airport (KMWO). Andersons hosting.
- November 6 (Sun) – Schulze Int'l (69OI), Annual chili carry-in.
We may add another fly-in to Hinde (88D) in Huron, OH this summer.
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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FAA APPROVES DRONE OPERATIONS AT FIVE OHIO AIRPORTS

Sinclair Community College in Dayton has landed approval from the Federal Aviation Administration to begin conducting unmanned aerial systems, or drone flight, operations at Miami University Airport near Oxford (KOXD). In addition to the approval at Miami University Airport, Sinclair is also authorized to conduct UAS flight operations at Springfield-

Beckley Airport (**KSGH**), Wilmington Air Park (**KILN**), The Ohio State University Airport (Don Scott – **KOSU**) and the **National Center for Medical Readiness** in Fairborn.

At KOXD, the new UAS flight operations will be conducted over the Miami University airport property and not over the city of Oxford or over Oxford Twp., according to Andrew Shepherd, Sinclair's UAS program director. At the Miami University airport, Sinclair could participate in tests to integrate drones into the national airspace.

At the National Center for Medical Readiness in Fairborn, a college official said the community college will fly a small quadcopter at NCMR for "aerial situational awareness" of the property, dubbed *Calamityville*, during military exercises, such as with Wright-Patterson Air Force Base. "This gives us another tool to support those exercises," said Deborah Norris, Sinclair vice president of workforce development and corporate services. "It adds a new dimension to the training that's been going on."

Drone flights at both must stay in restricted airspace during daylight hours and the operator must maintain line of sight with the unmanned aircraft, she said.

Sinclair has 11 separate FAA Certificates of Authorizations, or Section 333 exemptions which allow commercial flight, to fly small drones.

There are control towers in operation (check the AFD for times) at Springfield, The Ohio State, and Wilmington airports, but NOT at Oxford. I guess we ought to assume these college student drone operators are not FAA licensed pilots, either, so who knows what training if any they have had in operations on and around airports (for example, in the AIM). Exercise vigilance and caution, folks.

You might want to visit the link below and browse the announcements about other approved drone operations across Ohio authorizing various other colleges and universities to use unmanned aircraft systems (UAS) in our national airspace system. UAS's will be used to conduct precision agriculture; education, environmental, wildlife, and forestry monitoring; infrastructure inspection; survey and mapping, and research and development; as well as emergency responder support.

<https://www.dot.state.oh.us/Divisions/uas/Pages/News.aspx>.

Making it to the January 1, 2020 deadline ADS-B mandate

The FAA reports that as of Dec. 1, 2015, 15,318 general aviation aircraft were equipped for ADS-B Out compared to approximately 160,000 GA aircraft that carry transponders. The agency says it has completed all the needed software changes to make all en route and large tracon facilities ADS-B compatible and is on schedule have all air traffic automation used to assist with separation ADS-B capable by 2020.

So I decided to do some reckoning. If all the transponder-equipped aircraft were to have certified ADS-B equipment by Jan 1, 2020, installations would have average 100 per day, seven days a week, for the next 4 years. Working six days a week, it would require 116 installations per day on average. Considering it can take from several days to perhaps a week (or more) to install certified ADS-B in a single aircraft, that seems like a daunting task. I tried looking at how many avionics shops there are, and even Bureau of Labor Statistics figures on the number of Aviation Technicians employed (17,150), but that data was not easy to delineate and parse into a meaningful denominator. Anyway, if "User Fees" in the Reauthorization Bill become a reality, there be more than a few GA pilots who will avoid the controlled airspace that requires ADS-B after 2020.

Member Alert: New Proposed MOA in Ohio

The FAA is currently considering a request from the 180th Fighter Wing of the Ohio Air National Guard to establish the Stinger Temporary Military Operations Area (MOA). This new MOA would provide airspace support for rapid ingress and egress of clean configured aircraft into and out of the area for Exercise Solemn Stinger. The proposed temporary MOA would be effective during the following dates and times:

- June 7 - August 6, 2016, five days per week, not to exceed 45 days total
- 0930-1100 and 1330-1500, Tuesday through Saturday by NOTAM four hours in advance

Execution of missions will be from Toledo Air National Guard Base in Swanton, Ohio. A maximum of eight sorties per day will be performed during the exercise. The only aircraft expected to use the airspace is the F-16. Activities will occur from 6,000 feet MSL up to, but not including, 18,000 feet MSL.

The horizontal dimensions of the proposed MOA are as follows:

Beginning at:

lat. 41°11'31"N., long. 84°14'49"W.;
to lat. 41°10'37"N., long. 83°49'27"W.;
to lat. 40°48'40"N., long. 83°56'17"W.;
to lat. 40°52'14"N., long. 84°22'24"W.;
to the point of beginning.



Members who wish to comment on the proposal may send them by mail to:

Manager, Operations Support Group, AJV-C2
Airspace Study 15-AGL-67-NR
Department of Transportation
Federal Aviation Administration
10101 Hillwood Parkway
Fort Worth, TX 76177

Or by email to: 9-NATL-CSA-Public-Notice-Airspace@faa.gov

Comments must be received on or before February 1, 2016. Members who wish to be placed on a mailing list for future notices should submit such requests to the FAA at the address listed above.

The FAA Sport of Finding Sporting Event TFRs.

FDC NOTAM 4/3621 is the official FAA notification instrument for stadium TFRs. It is sometimes referred to as a blanket notam because it does not relate to a specific event, but rather, it covers a broad category of sporting events. It provides notice of a TFR under certain circumstances: "Pursuant to 14 CFR Section 99.7, special security instructions, commencing one hour before the scheduled time of the event until one hour after the end of the event. All aircraft operations: including parachute jumping, unmanned aircraft and remote controlled aircraft, are prohibited within a 3 NMR up to and including 3000 ft AGL of any stadium having a seating capacity of 30,000 or more people where either a regular or post season Major League Baseball, National Football League, or NCAA division one football game is occurring. This NOTAM also applies to NASCAR Sprint Cup, Indy Car, and Champ Series races excluding qualifying and pre-race events."

You might assume this notam is readily available and widely disseminated, right? Well, sort of. The FAA publishes FDC notams in the *Notices To Airman* publication. It's published every 28 days. NOTAM 4/3621 is buried on page 263 of the current 567-page publication. Be aware that the notices provided in this publication are not given during pilot briefings or via DUATS unless specifically requested. The problem is that many pilots are not familiar with the *Notices To Airman* publication and don't know to ask the briefer or select the DUATS option to obtain the sporting event notam. Furthermore, the notam itself does not provide the necessary details (no locations or times) to help us avoid the TFR.

That's right; it's essentially a TFR that alerts us to the possibility of a TFR. Thankfully, my own GPS navigation software (iFly) has the option to depict stadium TFR volumes on the moving map, so I know when one falls under my route of flight. But I still have to find out when it is going to be active. Although the briefers at Lockheed-Martin Flight Service generally do their best to try to help, they are not an official source for stadium event locations and times. If asked they usually refer you to SkyVector, a free online resource that graphically displays the stadium TFRs.

At the risk of adding more confusion to an already-murky matter, please realize that some major sporting events, like the World Series, World Cup, and Indianapolis 500, are handled differently and issued specific notams with specific information (see 14 CFR 91.145). As always, be sure to check for notams/TFRs before you go flying and be forewarned that some might be easier to find than others.

Welcome New Members!

The Ohio Buckeye Chapter welcomes father & son pilots Dale and Andrew Kirby. They just bought this beautifully restored 1954 PA-22/20 from Ed Myers in Illinois, thanks to a tip from Adolph Svec. The Kirbys are based at Greene Co. Airport (I19) in Xenia, OH. Don reports, "I was very impressed with how easily she trims out and how light the controls are! Finger-tip flying...." They plan to fly N1643P to Alaska, where Andrew works 8 months of the year at the Lake Clark National Park and Preserve near Nondalton, AK. We look forward to getting to know the Kirby family, and N1643P, at our monthly fly-ins.



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 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

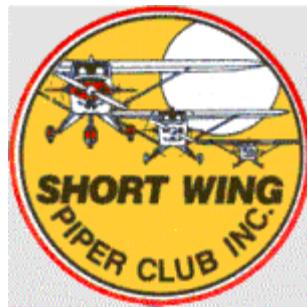
1958 Tri-Pacer SN# 22-6416, 160HP, 4981TT, 928 SMOH, MK12D, KT76 transponder, Pilot III GPS, Sigtronics 4-place Intercom, EGT, ELT, 1995 restoration. SkyPark Aero Club, asking \$24,000. Current Annual. Contact Joe LaMantia (937) 493-9923.



OHIO BUCKEYE CHAPTER
SHORT WING PIPER CLUB

2016
MEMBERSHIP APPLICATION

FILL IN THE GREY BOXES,
PRINT FORM, THEN MAIL IT WITH
A CHECK FOR \$10



NAME _____ SPOUSE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

AIRCRAFT TYPE _____ YEAR _____ N-NUMBER _____

IS AIRCRAFT FLYING? Yes No Based at:

GOOD PLACE AND DATE TO HOLD A CHAPTER EVENT IS:

I WOULD LIKE TO HOST A CHAPTER EVENT

PLEASE SEND ME THE CHAPTER NEWSLETTER BY E-MAIL

ANNUAL DUES ARE \$10.00 FOR THE YEAR AND ARE
DUE BY 1 FEB 2016

MAKE CHECKS PAYABLE TO: **SWPC-OHIO CHAPTER**
MAIL CHECK TO: JAN WIDMAN
BOX 573
LYNCHBURG, OH 45142





Best Glide Speed and Distance

The General Aviation Joint Steering Committee (GAJSC) has determined that a significant number of general aviation fatalities could be avoided if pilots were better informed and trained in determining and flying their aircraft at the best glide speed while maneuvering to complete a forced landing.

What is Best Glide Speed?

Is it the speed that will get you the greatest distance? Or is it the speed that gets you the longest time in the air? Or are these two the same — the longer you fly, the further you go? Well, as so often is the case, best glide speed depends on what you're trying to do.

Going the Distance

If it's distance you want, than you'll need to use the speed and configuration that will get you the most distance forward for each increment of altitude lost. This is often referred to as best glide speed and, on most airplanes, it will be roughly halfway between V_x (best angle of climb speed) and V_y (best rate of climb speed).

Aircraft	V_x	Best Glide	V_y
C172	53	65	73
AA5A	78	83	91
PA 28 161	63	73	79

Not all manufacturers publish a best glide speed. Here's a few examples of some who do.

Keep in mind that this speed will increase with weight so most manufacturers will establish the best glide speed at gross weight for the aircraft. That means your best glide speed will be a little lower for lower aircraft weights.

Need More Time?

If you're more interested in staying in the air as long as possible to either fix the problem or to communicate your intentions and prepare for a forced landing, then minimum sink speed is what you'll need. This speed is rarely found in Pilot Operating Handbooks, but it will be a little slower than maximum glide range speed.

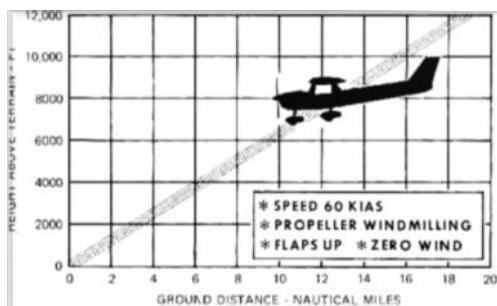


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What About My Airplane?

If you're wondering about the airplane you fly, you can do some experiments on a dual flight with your flight instructor. Start at V_g or the manufacturer's recommended best glide speed with power off — you did remember the carb heat, didn't you? — and note speed vs. sink rate as you adjust pitch to reduce airspeed. For the most useful results, you should do this as close to typical mission weight as possible. To identify minimum sink speed, look for the highest speed forward that will give you the lowest rate of descent. Knowing these speeds will give you a couple important numbers to have in the back of your mind should a situation ever warrant their use.

How Far Can I Glide?



How many miles you can glide per 1,000 feet of altitude is another very useful thing

to know. A rule of thumb for Cessna 152s and 172s is 1.5 nautical miles per 1,000 feet of altitude above ground level. Consider experimenting to see how far your aircraft can glide.

Forced Landing Tips

A good way to prepare for a forced landing is to practice power off approaches and landings at typical mission weights. This will keep your skills from getting rusty.

Some pilots will choose a spot between the 1st

and 2nd third of the available landing area for an initial aim point. As they see they can make that initial spot, they'll add flaps and perhaps slip the airplane to move the aiming spot to the 1st third of the landing area. This is done to reduce the chance of landing short or a final approach stall while trying to stretch the glide to the runway.

Position is Key

For any type of gliding approach, you'll want to reach a key position on base from which you'll know you can make a successful landing. Until the key position is reached, keep the airplane configured for best glide. After you pass the key position, add flaps and gear to configure the airplane for landing and fly the final approach at 1.3 times the stalling speed in landing configuration (1.3 V_{so}). The FAA's *Airplane Flying Handbook* contains several helpful diagrams for different power-off landing scenarios and corresponding key points.

Resources

- FAA *Airplane Flying Handbook* — Approaches and Landings (Chapter 8):
<http://go.usa.gov/cKaUJ>
- FAA Safety Team (FAASTeam) WINGS Pilot Proficiency Program:
www.FAASafety.gov/wings

