



Short Wing Piper Club

“Buckeye Chapter”



January 1, 2016

The next meeting is: **SATURDAY, January 9th at Sporty's (I69).** Details on p. 2.

2016 Club Officers

Interim President:

Tom Anderson
5401 Crooked Tree Dr.
Mason, OH 45040
513-398-2656
Email:
teanderson@cinci.rr.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



After last month's newsletter went out (reporting about the fly-in on November, 1st at Schulze's Airstrip in Chatfield), I received the following email, rectifying an inadvertent omission.

Hello Ralph & the rest of the Buckeye Staff,

A quote from your recent (Nov) newsletter "Also a new member from the Lake Erie region who is restoring a Vagabond".

Well, that's me. I arrived at the Schulze Fly-in a bit late. My GPS took me to a spot about a mile away and then told me I'd have to park my car and walk to my destination??? After driving around the area I finally spotted a plane landing and homed in (dead reckoning) on the location.

My name is Tracy Hille and I live in Sandusky. I received my ticket about a year ago via Griffings in Port Clinton (I've been taking flying lessons since 1982 - you know the story...). I'm the Secretary of EAA Chapter 50 based at Hinde Airport (88D) in Huron, Ohio.



This spring, I purchased N4333H (PA15 Serial No. 116). She had been sitting in the back of a hangar at Hinde for the last 31 years. Orthmar Elber was the previous owner. He would never sell her saying "after I retire I'm going to give her a full restoration". He passed this fall and I purchased the Vagabond thru his estate. I've got her fully disassembled and just started to work on the fuselage which I relocated to my garage workshop (which I just upgraded so I could heat it this winter and work on the plane).

I've been starting to post some details of the restoration on my Facebook page. I'm actually going back in time and back posting some of the dis-assembly work I did during the summer and eventually I'll start to post current things I've done. Just search for my name look for the pics of the Vag. Make sure you do a "Friend Request".

I spent several hours talking with Tom (Schulze), at the Fly-In, about the restoration he completed on Gale's Vag (which was in his hangar for an annual). I spent a lot of time this year with Gale at Oshkosh. I'm very interested in the new Forum that has been set up. Being a "Newbie" at this restoration stuff I'm full of questions.

I'll chat with the rest of EAA Chapter 50 Board Members about maybe hosting a Short Wing event next summer at 88D. It's a great grass roots (grass runway) airstrip. Good places to camp for the night next to the pond and our club house is also always open with restrooms, microwave, coffee makers etc. We're in the process of starting a garage restoration (that is attached to our club house) that we're going to make into a tool room so Chapter members can have a heated place to work on plane parts. You can visit our Web Site (EAChapter50.com) or our Facebook page (Experimental Aircraft Association Chapter #50). Glad to be a part of the Buckeye Short Wing Chapter....

Best Regards,

Tracy Hille

hille.tracy@gmail.com; (419) 624-6243

NEXT MEETING

Our next fly in is on **SATURDAY, January 9, 2016 at Sporty's on Clermont Co. Airport (I69)**, near Batavia, OH. We will kick off 2016 with our traditional New Year fly-in to Sporty's Pilot Shop at **12 noon** - hosted by the Widmans. Because we are meeting on a Saturday, we will enjoy Sporty's famous weekly grill-out (hot dogs and brats) between noon and 2pm. Jan will bring a hot main dish, so please bring a side dish or desert to share. Bring your own table service and beverage or purchase one from the vending machines. Rain, snow, or shine we will gather around noon in the cafeteria and vending area on the 2nd floor. Links to airport information and sectional maps are available on our chapter web site: <http://ohio.shortwingpiperclub.org>.

2016 Fly-in Schedule

We are scheduling meeting dates for 2016. 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. 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. *Please contact Ralph Gutowski (info on p. 1) if you would like to reserve a date to host a meeting.*

- January 9 (Sat) – NOON -Sporty’s at Clermont Co. Airport (I69). Widmans hosting.
- February 13 (Sat) – Grimes Field (I74), Urbana, OH. Airport Café. No hosts.
- March 12 (Sat) – Miami University (KOXD), LaRosa’s. Gutowski’s hosting.
- April 9, (Sat) – Barnhart Memorial Apt. (3OH0) – Leroy Lynn hosting.
- May 14/15, 2016 – Open.
- June 11/12, 2016 – Open.
- June 27-30 – SWPC Convention, Fredericksburg, TX, Gillespie County Airport (T82)
- July 9/10 – Open
- August 13 – Troy Skypark (37I) – DeJesus hosting
- September 10/11 – Open
- October 8/9 – Open
- November 6/12/13 - Open

* * * * *

A “HEADS-UP” ALERT FOR ALL SWP PILOTS

What pilot doesn’t enjoy flying with modern technology in the cockpit? Especially with our GPS navigators, both portable and panel-mounted. And as these electronic gadgets mature, they become more and more rich in ingenious features. For example, my first handheld GPS displayed course, bearing, ground speed, and estimated time of arrival. It was a “miracle” in its day. By comparison, in addition to showing navigation information for a flight plan my iFly 740 can display details about gliding range to airports, flight obstructions such as towers & terrain, feathered arrows extending runway centerlines; geo-referenced airport diagrams and satellite photos for over 3,600 airports, fuel prices, METARS, TAFs, NEXRAD, winds aloft, and much, much more. Many pilots are using similarly full-featured software in the cockpit running on an iPad or Android tablet or smartphone.

Affordable ADSB devices like Raspberry PI (see Nov 2015 newsletter), Stratux, Stratus, Skyguard, and others, are adding to this profusion of flight information in our cockpits. They give us near real-time, “live” weather and real-time traffic (direction of flight, speed, altitude, whether climbing or descending, aircraft type, and what the pilot had for breakfast ☺), all of which adds greatly to the safety of flight.

All of this useful information is right at our fingertips. And there-in lies the problem. It is marvelous that I can select whether I want to see an icon of my Tri-Pacer flying over a moving map that can be a Sectional, a Terminal Area Chart, a WAC chart, a low or high altitude IFR en-route chart, or an Approach Plate. But all these choices require “button” pushing (it’s really a computer touchscreen with virtual buttons), and depending on the software being used, it could mean A LOT of drilling down through layers of menus to find the selection item for which you are looking.

This kind of heads-down time is dangerous because it potentially distracts us from our situational awareness scan and the flight environment outside the cockpit. Today’s pretty panels, portable navigators, and tablets on our laps or kneeboards are a major eyeball

vacuum. They suck us into a technology-created time warp that robs us of any real sense of time spent staring at them. Often head-down. Even our relatively slow and docile Short Wing Pipers can cover a significant amount of ground in the space of mere minutes, and moving maps aren't much help if you are, for example, trying to remember how to bring up some other function you needed five minutes ago.

Most of us fly our SWP aircraft in VFR conditions. We need to be relying on the old "Mark-2 Eyeball" looking outside the cockpit rather than be pre-occupied with technology and being distracted from the pilot's prime directive to avigate, navigate, and communicate. All this technology can be the proverbial siren song that lures us way from keeping our head and eyes outside the cockpit in order to "see-and-avoid", let alone keeping the wings and pitch level.

One thing we should do to minimize our "head-down" time devoted to the navigator while boring a hole through the air is to do a lot of "arm-chair flying" to familiarize ourselves with the device's features and menus on the ground first. Most portable GPS's have a simulator mode that permits us to create and "fly" a flight plan. Playing around with all the features until you are comfortable with getting the device to do what you want it to do is best done in the safety and comfort of your LazyBoy recliner. Don't try to learn how to operate your new navigator while flying solo in the air. That's a dangerous scenario. If your device is panel mounted, take along a safety pilot to fly the airplane while you "punch the buttons" getting comfortable with your electronics.

And while I am on my soapbox, I am appalled when I read in various forums and blogs at how many pilots are absolutely paralyzed when their electronic navigator crashes, freezes up, or they can't see the screen in direct sunlight. iPads are known to overheat and die, others may not have enough battery life to last during a long cross-country. I read posts by too many pilots becoming lost, literally, without their GPS navigator and have no ability to fly by pilotage. You know, that's looking outside the windows with your finger on a paper chart and using a compass and watch/clock to "dead reckon" your progress. They admit to being totally LOST and ready to declare an emergency without an electronic moving map in front of them. Shameful.

What really bugs me are the pilots I have encountered who want their personal navigators to actually give them turn-by-turn directions on airport taxiways, too. Seriously? You can't find you're your way from the runway to the ramp without a moving map? Look outside the windshield, dude! How did these people ever get a pilot's license?

May I suggest the next time you are doing some purely recreational VFR flying you also have some genuinely pleasurable flying by turning off all your electronic navigators and fly to a nearby airport (an hour away?) using pilotage. It is incredibly enjoyable, and personally rewarding, too. Yes, there is excellent reason to depend on GPS navigators and ADSB, especially on cross-country flights over unfamiliar territory. But even then, remember to keep your head up and your eyes outside the cockpit, as well.

And while we are on the subject of technology dependence, it applies to night flying, also. The gadgets and gizmos that many of us now regard as essential flying tools can be an enormous boon to situational awareness at night. Just as in daytime, though, they can also distract the careless pilot from his or her basic responsibility to aviate — that is, to maintain attitude, altitude, airspeed, and, above all, awareness. At night, though, the potential for a distraction to end in disaster looms larger. So it's especially important to practice the art of paying attention or, more precisely, the art of appropriately dividing attention among competing priorities. If your navigator has a night mode with dimmed illumination, know how to turn it on and use it so your night vision is not ruined.

Never forget that technology in the cockpit is merely a tool to assist us in being responsible decision makers as pilots. Regardless of the time of day or weather conditions, don't let that technology take over or tempt you to trust it without constant and deliberate cross-checks outside the cockpit. If you think it's really not that critical to relentlessly scan the airspace outside your cockpit, then just reflect for a moment on all those quad-copter drones people just received for Christmas. *Heads up, eyes outside the cockpit, folks!*



Christmas in a Tri-Pacer

It's Christmas Day. We celebrated the Savior's birth with our family yesterday, so what else is there to do today but go flying. And what a day for flying. It's a pleasant 50 F degree day, a rarity for Ohio in late December. I don't understand how the temperature can be so balmy in December with the winds out of the north at 12 kts, supplied by a "High" over Wisconsin and a wet "Low" over Lexington, Kentucky. The visibility is clear with a 25,000 ft. overcast, but it is raining just 20 miles to the south in Kentucky.

Using runway 06 at Richmond (KRID) I face a 10 kt left crosswind on take-off. Good practice. Love this winter flying – a 1,200 fpm climb rate at 80 mph! In the air it is smooth and I see 128-130 mph groundspeed heading south. I decide to take my own advice and ignore the GPS and just use pilotage and keep my eyes outside the cockpit while flying around this Christmas morning.

"And what to my wondering eyes should appear?" Totally empty parking lots at Kroger's and Walmart and the malls; not a single car at any gas station or the library; 100% vacant campgrounds at Camp America and Heuston Woods State Park; one or two cars on the secondary roads and only a few travelling the interstate. Even the hospital parking lots is empty, except for the employees parking section. It was surreal, like a scene you might see in a Sci-fi movie about the invasion of the body snatchers.

I hear two pilots in the pattern at Indy Regional, and one other at Dayton-Wright Brothers, otherwise the ADSB has zero traffic alerts. Santa's sleigh is parked in his hanger and the sky is exclusively mine today. My mind goes back to a winter holiday years ago when I was working on my instrument rating and went up for some practice shooting instrument approaches under the hood with a safety pilot along. Cincinnati Approach offered me any approach I wanted into CVG Class B that day – it was so dead he was eager to "work *anyone*" just to stay awake.

I point the airplane north into the wind and she flies hands-off, except for an occasional little nudge or tap on a rudder pedal. It is exhilarating. Therapeutic. I feel greatly blessed behind the purring Lycoming. I reach up to my iFly 740 and launch the music application. I pass up the folders with Big Band tunes and the Irish melodies, in favor of the choral classic hymns. Ever had "church" in a Tri-Pacer at 1,500 agl on Christmas? It's awesome.

And the final blessing came after landing - not having to clean off any bugs!

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 Dec. 2016); all ADs current; Ceconite fabric; no damage history; always hangared ([Bolton Field](#)); 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.