



Short Wing Piper Club

“Buckeye Chapter”

September 30, 2016



**The next meeting is: Saturday, October 8 at Middletown (KMWO),
Regional Airport. Details are on p. 3.**

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Report of September Fly-In

The weather showed its ugly underbelly on September 10th so no one flew to Highland Co. Airport for the meeting. Nonetheless, for those who made the drive there was plenty of food and fellowship. Rosemarie and I could not make it because of a grandson's birthday party, but meeting host Ralph Widman provided a report and pictures.

Here's what Ralph Widman had to say: "The two guests we had were **Eric and Teresa Carnahan**. They have a Cherokee 235 at HOC and have been our EAA reps. from Clermont County EAA for our Young Eagles flights. Eric now works at Sporty's Plot Shop. If you want to know about any radio Sporty's sells, he is the explaining guy. The activity of the day was Tom Anderson and I servicing Eric's nose strut. I got fluid all over and had to mop the floor. While we did this Leon and Bob Blue were "supervisors." .Thanks. Ralph Widman."

Also attending the meeting besides the **Carnahan's**, were **Tom & Denise Anderson, Leon and Carolyn Awalt, Bob Blue**, and of course hosts, **Jan & Ralph Widman**. Jan seems to have recovered nicely from the serious accident she was in this summer (hit broadside by a truck), and she attributes her swift progress to many prayers offered in her behalf, competent medical care, and Hubby Ralph's tender care during recovery. There was no formal business meeting. Details about the next fly-in to Middletown Regional Airport are on page 3.

Ralph G.

(clockwise)

*Jan Widman,
Denise Anderson,
Teresa Carnahan,
& Carolyn Awalt*





From left: Eric Carnhahn, Tom Anderson, Leon Awalt, and Bob Blue. Ralph Widman is taking the picture.



The activity of the afternoon was to service the nose strut on Eric Carnahan's Cherokee 235. That's Eric bending over for a closer look, and Ralph Widman in the background with the headlamp on. Refilling the strut with the 5606 hydraulic fluid left a messy spill on the hanger floor



Ralph Widman mops up the spilled hydraulic fluid while "Quality Control" inspectors, Bob Blue and Leon Awalt, supervise from the sidelines. (Photos by Tom Anderson)

NEXT MEETING

OCTOBER FLY-IN

Saturday, October 8, 2016

Middletown Regional Airport (KMWO), aka Hook Field

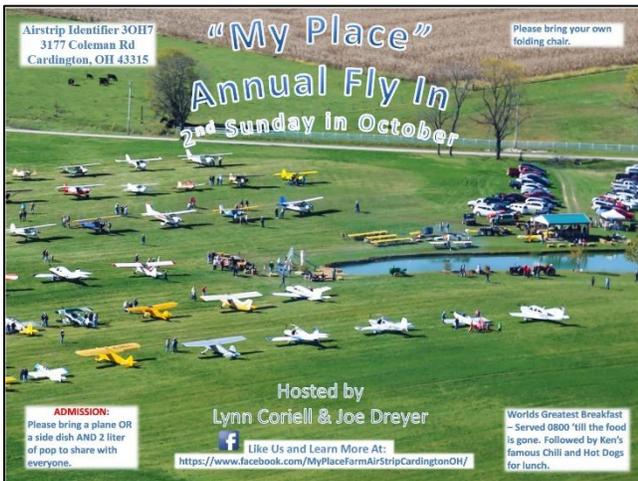
The Andersons are hosting and will provide the main dish, so please bring a side dish, salad, or desert to share. Arrive early, we will **eat at noon**. The Anderson's hanger is at the northeast end of the airport. If you are driving to the meeting the passcode for the gate is the four digits of the runway alignment. If you have difficulty getting the gate to open, call Tom on his cell phone at (513-608-6875) and someone will come to let you in. **Pilots are advised that there is heavy skydiving activity at KMWO so pilots are warned to avoid flying mid-field crosswinds and to always fly the full pattern.** The traffic patterns for runways 23 and 26 (turf) is right handed.



ON OUR HORIZON



- October 1 (Sat) – Parade of Planes, Barnhart Mem'l (3OH0). Leroy Lynn is marshal.
 - **October 8 (Sat) – Middletown Regional Airport (KMWO). Andersons hosting.**
 - **October 9 (Sun) – "My Place" (3OH7) Annual Fly-In. Coriell & Dryer hosts.**
 - 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.



☞ From the
"Houston, we have a problem"
department... ☞



AIRPLANES FOR SALE



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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
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1957 PA-22-150 Tri-Pacer, S/N
22-4762 has 1800 hours on the
airframe and original engine. The
annual is current. Owner Marvin
Stohler of Hagerstown, IN, is
asking \$14,900, or best offer. It
is located at Flightmaster
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(KRID); speak to Hank
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Complete kit with all parts, hardware,
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Pilots and Medication

Impairment from medication, particularly over the counter (OTC) medication, has been cited in a number of accidents in general aviation. This led the NTSB and General Aviation Joint Steering Committee to conduct a study of pilot impairment in aviation. While the extent of impairment was undetermined, an FAA study of 1,353 fatal accidents found that 570 (42%) of the pilots tested were positive for some form of drug.

What's the Problem?

First, we all know that certain OTC drugs may compromise a pilot's ability to control the aircraft and/or adversely affect judgment and decision-making. However, since tolerance levels can vary widely among individuals, it's not so obvious for investigators to determine whether or not pilot performance was compromised by drugs.

Another area of concern is the failure of airmen to disclose certain pre-existing conditions and medication use to their Aviation Medical Examiner (AME). Without that information, AMEs are not able to get a complete picture of an airman's medical situation. Undisclosed conditions/treatments could also cause potentially impairing drug interactions, especially when both OTC and prescription drugs are involved. Bottom line: disclose any and all medications you are taking to your AME, as well as the conditions for which you take them. Alternate treatment options may be available that will allow you to continue flying.

What to Look For

Luckily for us the Food and Drug Administration (FDA) requires standard labeling for all OTC medications. These standard labels allow for easy comparison. They also highlight potential side effects like drowsiness. Labels won't always answer all your questions so when in doubt, consult your AME.

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Drug Facts	
Therapeutic substance in drug	Active ingredient (in each tablet) Chlorpheniramine maleate 2 mg
	Purpose Antihistamine
	Product type
	Uses temporarily relieves these symptoms due to hay fever or other upper respiratory allergies: ■ sneezing ■ runny nose ■ itchy, watery eyes ■ itchy throat
	Symptoms or diseases the drug treats
	Warnings Ask a doctor before use if you have ■ glaucoma ■ a breathing problem such as emphysema or chronic bronchitis ■ trouble urinating due to an enlarged prostate gland Ask a doctor or pharmacist before use if you are taking tranquilizers or sedatives
When not to use this drug, when to stop taking it, when to see a doctor, and possible side effects	When using this product ■ You may get drowsy ■ Avoid alcoholic drinks ■ Alcohol, sedatives, and tranquilizers may increase drowsiness ■ Be careful when driving a motor vehicle or operating machinery ■ Excitability may occur, especially in children
	Other information Store at 20-25° C (68-77° F) ■ Protect from excessive moisture
	Directions Adults and children 12 years and over: Take 2 tablets every 4 to 6 hours; not more than 12 tablets in 24 hours. Children 6 years to under 12 years: Take 1 tablet every 4 to 6 hours; not more than 6 tablets in 24 hours. Children under 6 years: Ask a doctor
Read carefully: how much to take, how often to take it, and when to stop taking it	
More information on how to store the drug	Inactive ingredients D&C yellow no. 10, lactose, magnesium stearate, microcrystalline cellulose, pregelatinized starch
	Other things in the drug, such as colors or flavorings

Common Enemies

Some of the most common, potentially impairing medications are antihistamines. These allergy medications can have powerful sedating effects — so much so that the primary offender, diphenhydramine (trade name: *Benadryl*) is often used as an OTC sedative and is the sedating agent in most PM pain meds. According to the NTSB study, sedating antihistamines are the most commonly detected medication in fatal accidents.

The second most common were cardiovascular drugs which include medications for high blood pressure. Some less common impairing drugs include antidiarrheal drugs (some contain opioids), anti-seizure drugs, some smoking cessation drugs, and some antidepressants. For many of these drugs there are options that are not impairing or disqualifying if you work with your primary care doctor and/or AME for a prescription. For example, if you suffer from allergies, you might consider Loratadine instead of diphenhydramine.

How Long?

If you have to take a disqualifying or impairing medicine, how long should you wait before resuming flying? Every medicine is different, but a good rule of thumb is five times the half-life of the medication. The easy way to determine this is through the dosing interval. If a medication says to take it four times per day, the dosing interval would be every six hours. Therefore, the wait time after the last dose would be 30 hours (6 hours x 5 = 30 hours). Other medications may have longer or shorter intervals which is why it's important to talk to your AME.

Where Can I Get More Information?

A good place to start is the AME Guide. This is where the FAA puts information for AMEs on how various medications might affect your fitness for flight. You can also find some specific information on “don't fly” times for some medications in the Do Not Issue/Do Not Fly section of the AME Guide (see link below).

Other good sources of information include trusted government sites like the National Institutes of Health's *Medline*. This site has an extensive list of both generic and trade names for drugs, along with possible side effects and warnings for most every available drug.

Resources

Medline Plus Drug Information

<http://www.nlm.nih.gov/medlineplus/druginformation.html>

AME Guide — Pharmaceuticals

https://www.faa.gov/about/office_org/headquarters_offices/avs/aam/ame/guide/pharm/

AME Guide — Do Not Issue — Do Not Fly

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/pharm/dni_dnf/

