



Short Wing Piper Club

“Buckeye Chapter”

August 27, 2016



The next meeting is: Saturday, Sept. 10 at Highland Co. (KHOC), Hillsboro, OH. Details are on p.3.

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Report of August Fly-In

We had another terrific fly-in (er ... taxi-in / drive-in) at Troy Skypark (371) on August 13th at the splendid airpark home of Kennet and April DeJesus. Even though the weather was not suitable for flying, 20 people and one dog enjoyed a bountiful carry-in lunch and each other's good company. In addition to eight of our chapter members, there were nine locals and residents of the airpark, plus our hosts, April, Kennet and their daughter Mackensey. Kennet outdid himself with great burgers, metts, and hot dogs from the grill. There were so many varieties of side dishes they can't all be listed.

Jim Beisner taxied his PA-22/20 from his hanger to display it behind DeJesus' house, and a local 1952 Tri-Pacer owned by Russell Berry was also taxied beside it. Our old friends, Steve and Marla Boone were there. The Boone's made the flight to the 2001 convention in Alaska in a Tri-Pacer they had restored, and it was nice to visit with them again. Steve had been working at Hartzell Propeller in Piqua, but is now involved with the Classic Waco folks.

Hats off to Kennet. You might remember that we reported last year that after the family returned from Oshkosh (they flew down the Lake), he discovered serious engine problems that required a teardown and rebuild; Kennet has since rebuilt his engine and was able to fly the family to AirVenture again this year.

After lunch all the guys walked down the taxiway to Jim Beisner's hanger to see his latest restoration project, another classic vintage taildragger. There was no formal business meeting; we just enjoyed everyone's fellowship and the excellent food. Details about the next fly-in to Highland County are on page 3.

Ralph G.



Jim Beisner's nicely restored 1954 PA-22/20 parked beside Russell Berry's 1952 Tri-Pacer parked behind DeJesus' home at Troy Skypark.

Chapter members Tom Anderson, Leon & Carolyn Awalt, Jan Widman, Denise Anderson, Rosemarie Gutowski, and Ralph Widman. Ralph Gutowski was taking the picture.



Friends and Skypark residents: (CW from left) Marla Boone, Maureen Holley, Jane & Parker Behm, April DeJesus, Richard Jackson, and Joe LaMantia.

(Clockwise from left): Richard Jackson, Joe LaMantia, Kennet DeJesus, Jim Beisner, Covert Holley, Steve and Marla Boone, and Maureen Holley.



Our hosts Kennet and April DeJesus with Mackensy and Hightower (who was extremely well behaved).



Kennet grilling the delicious burgers, metts, and brats; Standing next to Jim Beisner's 1954 PA-22/20 are: Jim, Leon Awalt, Tom Anderson, and Ralph Widman.



DeJesus' hanger behind their house at Troy Skypark with their Cessna 170B parked inside.

NEXT MEETING

🚩 **SEPTEMBER FLY-IN** 🚩

Saturday, September 10, 2016

Highland County Airport (KHOC), 3 miles SE of Hillsboro, OH.

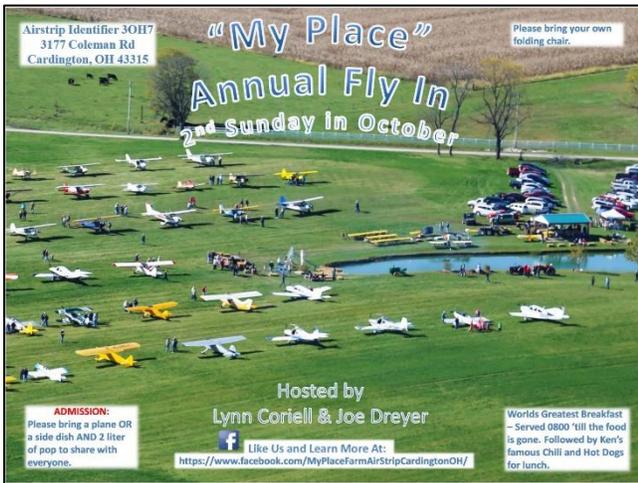
The airport is located next to the western shore of Rocky Fork Lake. **Arrive by NOON.** Jan and Ralph Widman are hosting and will provide hot sandwiches and drinks. **Please bring a carry-in dish to share, i.e., a salad, side dish, or desert to complement an airport picnic.** If you have the space, bring a folding chair just in case we have another record crowd.

A local DPE had two hand propping incidents recently where the airplane got away from her and clipped another airplane. This prompted an old-timer to offer this advice to prevent a hand-propped airplane from taking off unintentionally: "1. Set the brakes; 2. Snap a split metal sleeve over the throttle cable to keep the throttle at idle; 3. Shut off the fuel valve, there is about 40-45 seconds of fuel in the line to permit the engine to start and jump into the cockpit, but the plane won't take off."



- **September 10 (Sat) – Highland Co. (KHOC). Widmans hosting.**
- **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.



Short Wing Piper Catches Fire in Flight.

Have you ever had smoke in the cockpit or a fire in the airplane while flying? I have and it sure is scary. It happened to me in 1981 flying a Cessna-177RG (Cardinal). I was around 2,500 feet AGL over Caesar’s Creek Lake near Harveysburg, OH when smoke started pouring out from under the instrument panel. It had the acrid smell of electrical components on fire, so I opened the vents and switched off both master switches as I banked toward the nearest airport. The smoke ceased with the master switches OFF. I wanted to make a radio call so I turned the master back on – the smoke started back up, so the switch went back to the OFF position. Without an electrical system, the landing gear had to be extended manually by pumping the handle between the seats a bazillion times (or so it seemed). It was a no-flaps landing. That Cardinal turned out to be the best laboratory for practicing all kinds of emergency procedures in real time. Now here’s a true account of a Piper Tri-Pacer that had a tragic fire in flight this past May.

A PA-22 Fire in Flight reported by *The Tennessean* **“Smithville man injured in Gallatin plane crash”**

Adam Tamburin and Josh Cross, jcross@mtcngroup.com 5:03 p.m. CDT May 13, 2016

“A small plane crashed at the Sumner County regional airport Friday afternoon, injuring the pilot and temporarily closing the airfield, an official said.

Mike McCartney, the owner of fixed based operator GTO Aviation, said the small plane bounced on runway 17/35 when it landed, “nosed over” and flipped upside down at 2:17 p.m.

Sheriff Sonny Weatherford identified the pilot as 73-year-old Gregory Harms of Smithville, Tenn. He was flying with his two grandsons, ages 10 and 13.

“(Harms) said he was in his takeoff and smoke filled the cockpit, so he turned around and came back,” Weatherford said. “He was not able to see the runway and then hit and bounced over into the grass.”

McCartney said Harms sustained a head injury. Weatherford said Harms was taken to Sumner Regional Medical Center, but refused treatment. No other injuries were reported.

The FAA confirmed the aircraft Harms was flying was a Piper PA22.

Jim Johnson, who has two planes stationed at the airport, witnessed the crash from his hangar at the end of the runway close to the crash site.

"He looked to be doing at least 80 miles per hour and his right wing was coming up," Johnson said. "I just saw him going really fast and then he kind of lost control right about where he went in. It just flipped up on its nose and (the people inside) got out immediately."

"There was a small amount of smoke coming from the windshield area after it went in. Immediately I saw a little bit of smoke, not a lot, but a little bit. Then it was only a minute or so later that it caught fire and that was it."

Elizabeth Burgess, an employee at Sky Burgers Diner, saw the aftermath of the crash from the restaurant, located near the airport's terminal.

"You could see flames pretty much all around the plane," she said. "It was kind of nose down with the tail in the air and black smoke."

McCartney said he planned to reopen the runway after debris had been cleared from the area. The FAA will investigate the crash but the National Transportation Safety Board has been charged with determining the cause, FAA spokeswoman Kathleen Bergen said in an email."

NTSB Report

NTSB Identification: ERA16LA183

14 CFR Part 91: General Aviation

Accident occurred Friday, May 13, 2016 in Gallatin, TN

Aircraft: PIPER PA 22, registration: N5823Z

Injuries: 3 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report.

On May 13, 2016, about 1430 central daylight time, a Piper PA-22, N5823Z, was substantially damaged during a forced landing and subsequent loss of control while attempting to land runway 17 at Sumner County Regional Airport (M33) Gallatin, Tennessee. During the initial climb after takeoff from runway 35, a fire developed and filled the cockpit with smoke. The pilot returned for landing and after touchdown, he lost control and veered off into the grass, where the nose gear collapsed, causing the airplane to tip forward onto the nose. The private pilot and his two passengers were uninjured. The airplane was operated by a private individual as a local pleasure flight. Visual meteorological conditions prevailed and no flight plan was filed. The flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

During a phone interview with the pilot, he stated that when he showed up to the airplane to conduct his preflight, the cockpit area contained "3 live baby birds." He did not see any sign of a nest, but did notice that the one of the elevator "holes" was not covered up by a rag that he placed in it several months before. He resumed his preflight and did not find anything else unusual.

The pilot said he started the engine and taxied for about 5 minutes before taking runway 35 for departure. During the initial climb, at about 100ft above ground level, black smoke started pouring into the cockpit from behind the left rudder pedal area. The pilot attempted to make a 180 degree steep turn back to runway 17. During the turn, fire started coming out of the left side of the rudder pedals. The pilot stated he attempted to stomp out the fire near his left foot but was unable to extinguish the blaze. The cockpit filled up with smoke and limited visual sight of the runway. He touched down between 30 and 40 knots but could not see the runway at all.

A witness reported that after touching down on the runway, the "tail started going back and forth." The airplane departed the left side of the paved surface of the runway and nosed over into

the grass approximately two thirds of the way down. After it came to rest, the passengers and pilot evacuated before the airplane became completely engulfed in flames.

The wreckage was retained by the NTSB for further examination.

These pictures are real pictures of this accident!



The FAA recommends, and in some case requires, Halon fire extinguishers on aircraft. Halon fire extinguishers are the extinguishers of choice in the aviation industry. They cause no mess or damage, and do not require taking a plane out of service for clean-up; a costly process for both the aircraft owner and insurance carrier. The heat-seeking quality of the Halon gas makes it a superior fire-fighting agent. It may cost you \$100-\$200 for a good aircraft fire extinguisher, but consider the alternative.

The AOPA reports: "Classification of Fire Extinguishers"

"There are three classes of fire extinguishers, Class A, B, and C. Class A extinguishers are for ordinary combustibles like wood and paper. Class B extinguishers are for flammable liquids such as grease and gasoline. Class C extinguishers are for electrically energized fires. On board an aircraft, you want to have an extinguisher that has all three classes.

There are three types of fire extinguishers that cover all three classes; Halon, dry chemical, and CO2. Halon is by far the best choice for aircraft. Halon fire extinguishers meet the requirements of the Federal Aviation Regulation (FAR) 135.155, the Department of Transportation, the National Fire Protection Association, and are UL listed. Their small size and weight allow them to be stored easily in your aircraft. Halon is not very toxic; humans can go without any effects from Halon up to 77% concentration of total air molecules.

Dry chemical extinguishers, widely available in hardware stores, are not a wise choice for the cockpit. The smothering agent used in the bottle is very corrosive and will eat away at avionics, possibly causing thousands of dollars in unnecessary damage. In addition, the powder that is discharged will easily stick to aircraft windows, potentially blocking vision.

Carbon Dioxide (CO2) also has a number of disadvantages as compared to Halon. First, to have the same effect as a 3-pound bottle of Halon in class B and C fires, a CO2 extinguisher would have to weight 14 pounds. Also, it takes 34% concentration of CO2 to put out a fire. A 9% concentration causes a loss of consciousness after a short time if not in a ventilated cabin.

A question that pilots and owners often have is where to place a fire extinguisher on board the aircraft. Federal Aviation Regulation (FAR) Part 135.155(b) states "*at least one hand fire extinguisher must be provided and conveniently located on the flight deck for use by the flight crew.*" The fire extinguisher should be placed in a readily available location. If possible, it should be placed where both the pilot and passengers can easily reach it. This is usually between the pilot and copilot seat in most general aviation aircraft, but another location may be best for others. Do not put it in a location where you have to squeeze through or fumble around with other items. One does not want to waste time trying to find and release the extinguisher when it comes to fire in the cockpit.

Fire extinguishers are a must in any aircraft. They may be the quickest and only way of saving you, your passengers, and your plane in case of fire. Halon extinguishers are the best choice for the cockpit at this point, but there are alternatives being developed. Prevention is the first step to fire hazard elimination, but accidents do happen. Fire extinguishers are key to helping you get out of a "hot" situation."

Read FAA Advisory Circular 20-42C , "Hand Held Extinguishers for Aircraft" (<http://www.fire.tc.faa.gov/pdf/ac20-42c.pdf>) and/or NFPA 408, "Standard for Aircraft Hand Portable Fire Extinguishers"

More information and a thorough discussion about aviation fire extinguishers in small aircraft see this article by AviationPros: <http://www.aviationpros.com/article/10374309/a-primer-on-fire-extinguishers>

AIRPLANES FOR SALE



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.

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
Aviation, Richmond Muni Airport
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