



Short Wing Piper Club

“Buckeye Chapter”

April 29, 2017



The next fly-in is Saturday May 13, 2017 at Andy Barnhart Memorial Apt (30H0), New Carlisle, OH. Details on p. 4.

Report of April 8th Fly-In to Union Co. Apt, Marysville, OH

The combination of good weather, the food at Bennie's Pizza & Pub, and the comradery & fun of the Buckeye chapter clan resulted in another stellar turn-out. Sixteen people showed up to gather around the tables at Bennie's for their legendary Italian cuisine, airplane & aviation chatter, and other chit-chat.

Arriving by plane were: **Dale and Andrew Kirby** (PA-22/20-Beavercreek), **Leroy Lynn** (Tri-Pacer-New Carlisle), **Ralph & Jan Widman** (Colt-Lynchburg). Making the scene by car were **Tom & Denise Anderson** (Mason), **Bill & Finn Colgan** (Columbus), **Dean & Amy Dayton** (hosts), **Gerald Jones** (Bowling Green, OH), **Chuck Lawrence** (Archbold), **David Nieberding** (Delta, OH), and **Tom & Linda Schulze** (Chatfield).

I wasn't at the meeting and did not get a full reckoning in detail, but if you have ever attended one of our monthly fly-in/drive-in meetings, you probably have an idea of how

things went. We did learn that Chuck Lawrence is about ready to start painting the final top coat on his PA-22/20 covered with the Stewart System. It's great to see your progress, Chuck. You know the old saying: "90% done, 90% to go!"

Tom Schulze is trying to find out why his engine is "making metal" (aluminum).

Carl Wiley had a stent put in a descending artery, then developed into an infection in the blood stream. He was hospitalized and the medications and treatment seem to have turned him around and he reports that he is on the mend, last we heard. Carl covets our prayers.

Jan Widman reports the chapter continues to receive new membership applications and dues. Welcome y'all to the chapter – hope to see you at one of the fly-ins this summer.

Respectfully submitted, *Ralph Gutowski*



← (Clockwise from left) Jan Widman, Linda Schulze, Ralph Widman, Chuck Lawrence, Tom Schulze, Bill Colgan & Finn, Andrew & Dale Kirby, Dean Dayton, Leroy Lynn, Gerald Jones, Chuck Nieberding, Amy Dayton, and Denise Anderson's head. Tom Anderson was taking the picture.

→ (Clockwise from left): Dale Kirby (Andrew is just out of the picture), Dean Dayton, Leroy Lynn, Chuck Jones, David Nieberding, Amy Dayton, and Denise Anderson. Hidden are Jan Widman & Linda Schulze, then Ralph Widman, Chuck Lawrence, Tom Schulze and Bill & Finn Colgan. Tom Anderson is behind the camera. The sign over the table was just pure coincidence.



(left) Andrew Kirby poses beneath the wing of his PA-22/20. This was Andrew's last Ohio Chapter fly-in before leaving to resume work this summer in Denali National Park, Alaska. Andrew's father Dale took the picture. (right) Leroy Lynn's blue & white Tri-Pacer on left stands tail-to-tail with Ralph & Jan Widman's PA-22 Colt. The brown and orange on cream rudder of Dean Dayton's PA22/20 appears in the center.



Mark Friebe reports getting a new Airtex wool headliner in his Tri-Pacer. It took five hours to install. "We already had the windshield out, which made an easier installation. I bought the airplane 32 years ago and the headliner wasn't very good then and never seem to get any better. Tom Schultz said he believed it was time for a new one. I took his word on this one. We found out that the motor mount needed overhauled at annual time this past December. Tom and I removed the engine, nose gear, and motor mount and sent it off to Wagaero for overhaul. We also decided it would be a good time to put in a stainless steel firewall from Clyde Smith, the Cub Doctor. Airtex also supplied the insulation pad for the inside of the firewall. Univair supplied two new belly panels which Tom painted instead of trying to repair the old ones. Tom also replaced some fuel lines and brake lines along with vacuum hoses while the boot cowling was removed. New side windows were also installed. As the cost was rising at a steady pace, Tom reminded me, "It is only money". That's what I told Julie too." It's looking really good, Mark.

ADSB Equipage Survey

Copied this from a recent survey I saw on the EAA Forum. It's an unscientific survey that someone just threw out there to see how inclined EAA folk on the Forum were to equip with ADSB by the 2020 deadline. "Currently, this poll shows 2/3rds (66%) have no intention of meeting the deadline; a third have no intention of ever complying. The other third are either in compliance or plan to be by the deadline. Interesting as that does not match industry claim that people are rushing to comply before the deadline, lol." (*Hmmmm, that's 4-thirds!*) Another person wrote: "I won't consider it until its cost is less than 5% of my airplane."

BASIC MED (A verbatim excerpt from the EAA Forum)

"There is an article in this months [sic] EAA magazine on this subject of what your doctor must do or inspect in order for you to fly. When I saw "anus" I thought. I need my butt probed to fly? Really? I don't need my butt probed to drive my car. This new medical reform was pushed as it being as easy to get your medical as it is to get your drivers [sic] license. Not once has any doctor stuck anything up my anus so I could drive a car, truck, motorcycle, end loader, bucket truck, Farm Tractor or semi truck. But my butt needs probed to fly a 150. Sounds like a pain in the anus to me."

"But then again I could be wrong. Maybe we have had pilots die in flight because of a hemorrhoids then kill everyone on board? My point...what is the deal with wanting to probe my anus so I can fly PP [private pilot]. Are they trying to prove something or maybe making a statement? What is up in my anus that will make me an unworthy pilot? That is what I am asking. Can they find something to make one not be able to get this certificate doing this or not be worthy of this certificate? If the answer is No, Then why do the test? If the answer is Yes, what is it and how does this make one not worthy? I just don't understand the reason for the test. Not trying to argue or be a smart anus...lol [signed] Tony"



ON OUR HORIZON

[CI] = Carry-In meal



- May 13 – Andy Barnhart Mem'l Apt. (3OH0) – Leroy Lynn. [CI]
- June 11-15 - SWPC Convention Lancaster, PA Smoketown Airport (S37)
- June 15-18 - Sentimental Journey - Lock Haven, PA (KLHV)
- July 15 - Barnstorming Carnival, Springfield-Beckley Apt (KSGH). J.J. Miller hosting.
- August 12 – Troy Skypark (37I) – DeJesus's hosting. [CI]
- September 9 – Open date. [CI]
- October 7 – Hinde Field (88D). Joint Oktoberfest fly-in with EAA 50. Tracy Hille.
- October 14 - Middletown Hook Field (KMWO). Andersons hosting. [CI]
- November 5 – (Sun) – Schulze Int'l (69OI), Annual chili carry-in. [CI]

2017 Club Officers

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:
rablu@roadrunner.com

Secretary / Treasurers:

Jan & Ralph Widman
Box 573
Lynchburg, Ohio 45142
937-364-6050
Email:
jamocadura@outlook.com

Newsletter Editor

Ralph Gutowski
8 Iveswood Dr.
Oxford, Ohio 45056
513-523-2647
Email:
tripacer24d@gmail.com

NEXT MEETING

May FLY-IN

Saturday, May 13, 2017

Andy Barnhart Memorial Airport (3OH0 – Three-Oscar-Hotel-Zero), 1 mile SE of New Carlisle, Ohio (just north of Wright-Patt AFB). **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, "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!" This nostalgic airport is a real gem. It is home to more general aviation aircraft than any other airport in the greater Dayton region. Leroy has arranged for Doug Smith to give us a talk about Air Tech fabric covering. He may also talk about his restoration of the Ryan ST which won the Grand Champion Gold Lindy at Oshkosh this year. If driving, Andy Barnhart Memorial Airport is located right off I-70, 1 mile SE of New Carlisle, on SR 571 aka Milton Carlisle Rd. near the intersection with N. Medway-Carlisle Rd.

Dumbest Aircraft Radio Transmissions, from my friend Bob Duerr . . .

"These are real radio transmissions made to me while working in the control tower or radar room" [at Dayton].

Tower: "N23J - follow the green Cessna on downwind, in your 10 o'clock position - you're number 7 for landing"

N23J: "Tower, it's getting too crowded here. I'm gonna make a 360 and get outta here"

(This occurred at 10 o'clock at night) "Dayton Approach, this is Mooney 07B. Can you monitor me on radar. I'm a student pilot and I'm simulating night flying".

(An airline pilot on my frequency spoke up and said, "Tell that guy that Allegheny Airlines is hiring".)

"Dayton Approach, this is Piper 78Alpha. There are a lot of storms in my area. Can you give me Radar vectors around the lightning?!!

NEW ALL-ENCOMPASSING FAR

New FAA Regulation / Part 0, Section 000 (a) 1 (c)

Section I: No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilot may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned, Aviation Regulations, except as authorized by the administrator or an agent appointed by, or inspected by, the Administrator.

Section II: If a pilot, or group of associate pilots becomes aware of, or realized, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III: Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV: The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.!

More Pictures from the April Fly-in at Marysville



(top) Dale Kirby under wing– Dean Dayton’s PA-22/20 – (bottom) Leroy Lynn’s Tri-Pacer – Widman’s Colt in background



AIRPLANE FOR SALE
PIPER VAGABOND PA-17

1948 PA-17. TTAF 1900. SMOH 200 (C-65) - (these times are approximate). It has 2 doors (most Vagabonds only have one side door for access). 12 gallon nose tanks & one 9 gallon wing tank. Restoration 93-94 with Stits (PolyFiber) fabric. New Univair lift struts with heavy duty forks. No electrics. July annual. It qualifies as LSA. I'm asking \$26,900. Based in Ohio. Phone Shaun at: 614-284-9980



~ ~ ~ ~ ~

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.

