



Short Wing Piper Club

“Buckeye Chapter”

August 30, 2017



The next get together is Saturday September 9, 2017, at Great Wright Bros. Aero Carnival, Huffman Prairie Flying Field. Details on page 3.

The fly-in to Troy Skypark on August 12th was excellent, thanks to the gracious hospitality of **April and Kennet DeJesus** and all the people who showed up. Familiar faces who were there were **Tom & Denise Anderson** (N3335B - Mason), **Carolyn & Leon Awalt** (Cin'ti), **Parker & Jane Behm** (N2846H - Troy Skypark), **Jim Beisner** (N8273C - Troy Skypark), **Steve Boone** (N8111D - Covington), **Jim Burkhardt** (N3459A - Troy Skypark), **Dean Dayton & Jim Gray** (N2519P - Marysville), **Dale Kirby** (N1643P - Beavercreek), **Leroy Lynn** (N5969D - New Carlisle), **Mark Renwick** (N5850Z - Springfield), **Bob & Patty Wagner** (NC7444H - Troy), and **Jan & Ralph Widman** (N4828Z - Hillsboro).

As always, when good friends who share a common interest in aviation get together to share a meal on a beautiful day for flying, it makes for a very special experience.



April & Kermit DeJesus opened their home to host the Ohio Chapter members and their neighbors at Troy Skypark.



Everyone gathered to share food & friendship in DeJesus' "Florida room" that overlooks the taxiway behind their house and hanger. Kennet grilled burgers, brats, and hot dogs and everyone else brought sides and deserts to compliment the main course. By the way, the brown bottles of beverage you see in the pictures was non-alcoholic lemonade, honest. Thanks Chapter President Tom Anderson for taking pictures. **Read Ralph Widman's report about this meeting on pages 4-6 .**



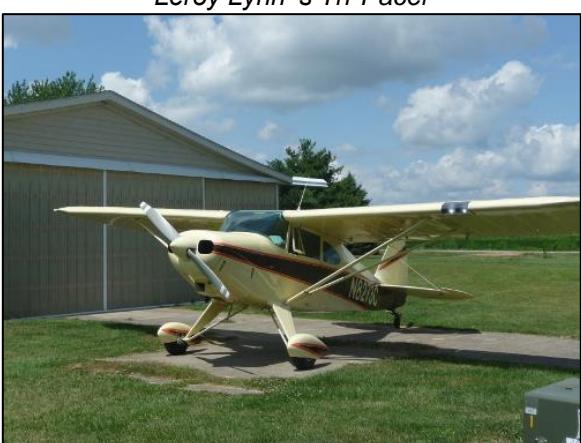
Dean Dayton's PA-22/20



Leroy Lynn 's Tri-Pacer



Anderson's Tri-Pacer (35B) parked next to Widman's 150 hp Colt.



Jim Beisner's PA-22/20



Bob & Pat Wagner's clipped-wing Cub

NEXT MEETING

SEPTEMBER FLY-IN

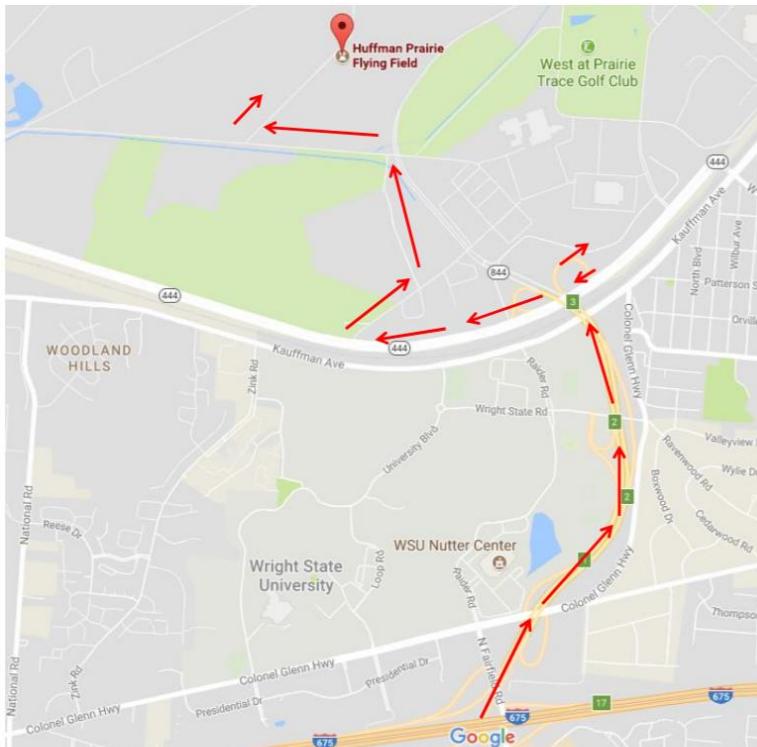
Saturday, September 9, 2017

The Great Wright-Brothers Aero Carnival

Mike Bednarek is hosting our chapter at this event at **Huffman Prairie Flying Field**.

Mike said he would get a table for us at or **near the Young Eagles tent**. There should be a couple of food trucks and drink vendors on site to purchase your lunch, but it may be wise to bring some folding chairs and something to drink anyway, especially if you have special preferences. This year is the 100th anniversary of McCook Field and Wilbur Wright Field, within which Huffman Prairie is located, so this year's Aero Carnival will be the largest event to date - with projected attendance in the 3,000+ range. Events now planned include Wright Patterson AFB (WPAFB) exhibits, rocketry demonstrations, hot air balloons, parachute jumps, World War 1 encampment, aircraft static displays/fly-overs and much more.

Directions to Aero Carnival 2017 10:30 AM to 5:00 PM, 9 September 2017



To reach Huffman Prairie from I-675, take OH-444 N/McClerron Memorial Skyway to OH-444 S, turn right on OH-444 and proceed 0.8 mi to Huffman Prairie entrance (right turn on Communications Blvd.) , follow signs to Aero Carnival parking.

"BUCKEYE SWPC VISITS TROY SKY PARK"
(or "A Day Flying Is Not Without Its Lesson")
by Ralph & Jan Widman

We had a perfect flying day. The early morning had fog in Wilmington and the AWOS at Highland said 1 mile and 700 feet. By the time we left for the airport at 9:30 AM, all was well and we were "go" for Troy.

I had refueled 28Z the day before and even put a line on my sectional to mark the route. Troy Sky Park was at the back of the Ohio Section in my old Flight Guide under low use airports. So, I had 37 I as its identifier for the GPS. It's just north of Dayton International and with a Mode C, you can fly under 2,600 feet and circumnavigate the west side of their control zone.

The Colt usually revs up to 1000 RPM on start, and for some "dumb reason" it immediately left for the right edge of the taxi way. I said "what the" and pulled hard on the brake handle and got nothing. I pulled the mixture as the nose wheel plopped off the asphalt down a slight drop off to the mowed grass. Boy was I miffed! Never did this before! Jan and I had a hard time pushing the Colt nose wheel up the down grade. Hind sight said I should have pulled it back with a cargo strap to the tail tie down with my S-10 truck. We aren't kids anymore.

I had taxied the Colt from the maintenance hangar to my tee hangar yesterday with no problems. Nose wheel turned, the rudder turned right, etc.

Next was those "weak" drum brakes. Parking brake on both worked fine. That left only one thing, and it S L O W L Y started to dawn on me. "Isn't there a red placard in clear sight on the instrument panel which states "Caution no braking action will occur with the parking brake on." It was put there by an AD. Did you know the warning is VERY true? I have never made that mistake. Like I said – I learn something new every day.

After that experience, the flight up was great! It was still about 7 miles visibility with scattered clouds at Hillsboro at 2,300 feet. I wanted to fly through them. My bride forbids such things when she's on board, so I flew around them. Our route was taking us over the 5 mile Wilmington/Airborne class D. I could fly above 3,600 and not talk but then I needed to be under 2,600 to fly under Dayton International's wedding cake, so I actually called the tower. They were awake and I was "cleared as requested." Jan thought that was "cool." Regularly I don't like to talk to controllers so I avoid the air space. (And you readers don't start criticizing how I fly.)

Recently Jan has been without her constant back pain and she is great to be around. So, I asked my first officer to find and set in frequency. – Dayton Approach. After 14 years, she's started to take an interest in the operation of the Colt. It takes a load off me. Next I'll get her to make the radio call.

I informed Jan the area north of Moraine has many tall towers, some of which are up to 1,500 feet. We flew over one and you can look down on the twin antennae on top of the tall tower.

Dayton skyline was interesting. We saw the bell tower at Carillon Park near the river. At 2,500, we were slow to spot Dayton's runways. We did pass over Philipsburg and Brookville runways. After we cleared the top of Dayton's zone, I hit a "direct to" the air park. Andersons reported in the pattern for the Park so we weren't alone. I had to slip the Colt some on final, landing 5. Their turf is pretty smooth; someone takes care of this place. It's nice to have mild winds and 3,000 feet of sod.

We were greeted by Jim Beisner, a Pacer owner and Waco OX-5 go-to person. Our host Kennet DeJesus greeted us as well. We were told a clipped wing Cub was coming in from Waco Field, 10 miles from us. It was flown by local air show – Waco stunt flier Bob and Patty Wagner. Pat was his wing walker. I've seen them perform in years past. Now they help out the Waco Field activities. I was a little embarrassed but asked them to pose for a picture at their Cub. I couldn't get this close to some of my old air show stars and not have a picture! Carolyn and Leon Awalt greeted us. I just knew behind Carolyn would be her best pies – blueberry this time!

When we got out of the Colt, the farm breeze was cool and I thought for a moment I had no jacket. It did become very pleasant later, the weather being perfect. I was able to see the robin egg blue Tripacer of Leroy Lynn from New Carlisle land. He's lost 30 pounds, dr. orders, and is feeling

good. He had a 15 minute flight from New Carlisle. Jim Beisner had given me a heads up – he was interested in one of my vent window slides. I let him see my display one. He had to move it and study how it was attached by 3 screws. When he learned it came with 7 pages of instructions with 1 to 1 templates, he was sold. In his dead pan way, he said he “needed something to put on his Pacer.”

Kennet's burgers, brats, and dogs were fine. The ladies had added their usual good assortment of sides, including Carolyn's blueberry pie. Kennet and April did a lovely job of hosting this event. We also enjoyed Steve Boone. Wife Marla was next door at the hangar, deep into the cockpit of her Waco trying to get the bird flying. We had met the Boones in Canada on the way to Alaska. They were flying with Jim Beisner in a 3 formation flight and are Waco Field workers, also.

After lunch Beisner led us down to his hangar. He is a week away from the first flight of his OX-5 powered Waco, after 15 years of working on it. A little later, he put the top cowl on the old 1920's V-8 engine and they gently pushed it out of the hangar. Jim said it had only 1" clearance to clear the hangar door. Then he climbed into the cockpit of the red and black Waco and disappeared from view for a while. He had his head stuck deep into the cockpit. I was able to get pictures of the distinctive, sharp, triangular nose that covers the OX-5. It has a big radiator mounted in front of the pilot's forward view. I bet there's a trick to landing with that! When he cranked it over, there was none of the oil smoke and blasts of a radial engine starting. It just all at once started – all 8 cylinders and purred like a Model A Ford. All the while I was enthralled at a new/very old aviation sound. He taxied it around some and it was very easy to see 1930's – leather helmet, open cockpit flying, barnstorming, air mail, air races. I was like a little kid again looking at my first Piper Cub! We were honored at being witnesses to the event!

Dale Kirby showed up from Beavercreek. His Pacer conversion is in the shop and has some issues to deal with for his annual. He's had the plane for a year or so and has put 50 hours on it. His son, a partner in the plane, lives in Alaska and Dale wants to have the plane modified for Alaska. Tom Anderson and I were able to advise him with his annual problems. Since there are 3 members of the Buckeye SWPC who are members of the technical committee, Dale had lots of local help.

Anderson did hold a chapter meeting on Kennet's airy porch patio. We discussed aircraft problems. Dean Dayton said his family doctor would not sign his Basic Med physical, so he is looking elsewhere. 3 or 4 of our present members were on Basic Med and had no problems. Guess there are teething problems and some doctors don't like the risks involved, yet they carry huge malpractice insurance. We also heard that one of the businesses at Marysville won't rent their planes to anyone without a 3rd class medical. Seems their insurance policies haven't caught up with the changes of Basic Med. Hey – it's the law – passed BY Congress! What's the problem!? The club has \$1200 in the savings account.

Jan discussed the beginning of the Buckeyes helping Garry Butler at next year's convention in Michigan. Grayling is south of Mackinac.

When we first landed at the Sky Park, Jan was “buttonholed” by a PR person telling about the 20th birthday of Waco Field and how we all needed to attend. She handed out information.

I had been at the grass strip at Waco Field 20 years ago for my first Jim Miller – Polyfiber class. It wasn't much then, but now they have a Waco Museum there, and it sounded small time to me. I had pumped Steve Boone for some information on the Field. He said the Museum is in 2 hangars and has about 11 Wacos, including the red one flown by local “Mayor of Moraine” Harold Johnson in his air shows. Steve further said the field is about 1,700 ft. with a displaced threshold on the south end and wire markers at the other end. I was mildly interested.

The meeting broke up about 3:30, and still thinking about the Museum and not being too enthralled with the idea of 1700 feet of sod, I mentioned to Jan that we might fly there 10 miles and have a look. We had a nice takeoff from the Sky Park. I chose a downwind take off, the winds were about 5 MPH. It kept us from back taxiing 3000 feet to the other end. 5 MPH tail wind is about my limit but with 3000 feet, we had room.

Once in the air and staying under Dayton wedding cake, I noticed an airport on GPS just off Rt. 75 and south east of Troy. I remember when we drove there in 2003, the airport was just off Rt.

75. Thus, I got the identifier on the GPS and it took us there. Overflying the field, I couldn't make out the wind tee. It looked like a slight west cross wind. The south end had a 300 ft. displaced runway that can't be used for landing because of obstructions but can be used for take-offs. It appeared by the fresh grading of the land south of the strip that the obstructions are being removed. The buildings at the North end didn't appear menacing.

So, we committed to a landing. I was near stall, just about to plant it on the sod, when a little crosswind got under my left wing and I had to act fast. I will say that landing at grass strips is usually a challenge, and they take all my concentration and skill; however, there's fun in being challenged. The sod runway was flat and smooth. We parked on a small section of black top in front of the 2 museum hangars.

The Waco Museum is worth the visit. It's clean and well organized, has clean bathrooms and a gift shop. The gift shop lady commented that the Field just received a one million dollar "STEM" education fund grant. This will put the Field on the national map! There are various models of Wacos on display with engines, and an old Model T Ford fuel truck. They had some working displays, one of which was a heavy, circular crank with a knob on it. It had an arrow indicating direction of rotation – an old inertia crank starter. So I had to crank it. One of these was on the PT-19 I got to fly as a teenager. I was elected to man the crank standing on the front of the wing behind the engine and fuselage. I couldn't get the crank to budge! It was HEAVY. Finally the WWII flight instructor got up there and I struggled into the rear seat and he proceeded to crank it like an experienced hand. These inertia starters operated by the hand crank being hooked to a big spring and you were winding the spring. When you got done, you pulled the lever on the starter and the spring unwound, pulling the 6 cylinder engine over with it, starting – no battery required!

THIS time, I gleefully put my hand to the knob. That wheel would not budge! Then I remembered "I think it gets easier after the initial turns." On the second try, I really put my muscle into it, and yes, it got some easier after the first spin. When I quickly let go, the starter shaft spun freely for about 10 minutes.

An Eiseman magneto is on display and is hooked up with an impulse coupling on the end near a hand crank. When cranked, you can see the paws of the impulse coupling release, setting off a small neon light simulating a spark plug. Jan tried it, and it stopped sparking. Then I remembered, don't take it so fast. Once over 300 RPM, the paws retreat so the starting engine won't break them. The impulse coupling provides lots of spark just for starting. What a nice visual-hands on display!

In the second hangar was more on the Waco manufacturing in the area. I think they started in Troy, a development of a wagon manufacturer, the Weaver Company. Thus was born the word "WACO". Its made from the first letters in "Weaver Aircraft Company"!

Another nifty hands-on display was a simple cockpit with stick and pedals. It was hooked to a simulator flying program displaying on a flat screen TV "windshield." The teen age "pilot" seemed never to tire of it. But when he left, I climbed into the cockpit, advanced the throttle and the radial engine came alive. The tail came off the ground and we bounced and lifted off. No altimeter or air speed – just the view out the windshield! After making a few approaches to a grass field, I decided to do some aerobatics. Hey – I have the training! This time it doesn't put stress on the aircraft! I could get it to spin. It wouldn't loop but did fine barrel rolls! Every airport needs one of these. They can't be that expensive!! Ha, I'm an ACE! The Museum closes at 5 PM, but the store lady said not to hurry. Admission was \$6 each, and I left a well deserved donation.

On the way out, Jan was busy planning the next meeting of the SWPC Buckeye at the Waco Museum. We COULD plan a picnic right there at the Field and do it all there, OR eat at Troy Sky Park and then fly over to the Museum. Either way, it's a great place to visit.

We flew under 2,800 feet and this time, going out, since we were directly north of the Dayton control area, we passed the edge of the zone – to the left of Wright Pat AFB, 5 miles west of Springfield, and an hour to fly on home. The GPS read about 94 MPH up and 117 back, an hour or so each way. We landed HOC at 5:45 PM and from our smiles, we knew we had really "scored" today. Go Flying!!



ON OUR HORIZON

[CI] = Carry-In meal

- September 9 – The Great Wright Brothers Aero Carnival. (see page 3.)
- 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]
- January 13, 2018 – (Sat.) – Sporty's Pilot Shop, Clermont Cnty Apt (I69) [CI]

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YOUR ANNUAL AIRCRAFT INSPECTION

Do you realize the "Annual" aircraft inspection is just that – an **INSPECTION**? The purpose of the inspection is to insure that aircraft conforms to its Type Certificate Data Sheet ("Aircraft Specification" in the case of SWPs), plus all applicable AD's, STCs, and FAA regulations. Essentially, those documents define what it means for your aircraft to be "Airworthy," and so the purpose of the Annual Inspection is to confirm that the aircraft meets those specifications and thus it is, in fact, "Airworthy," and may be returned to service.

If the inspection reveals deficiencies, then **MAINTENANCE** is required. Your IA must provide you a list of deficiencies which make the aircraft un-airworthy. Deficiencies may be corrected by anyone authorized to perform the specific maintenance tasks per FAA Part 43 & Appendices. That could even be the owner, if it is a preventive maintenance task listed in Part 43, Appendix A (c). Only a certificated mechanic holding a valid FAA license with an Inspection Authorization may make the logbook entry that an inspection has been performed in accordance with Part 43.11(b).

During a recent annual inspection an IA told the owner he had to have an entire wing completely recovered because of damage to fabric on the underside the wing from a long-standing leak in the fuel tank. Fortunately, at a chapter fly-in the owner got in touch with SWPC Technical Advisors who were familiar with approved fabric repair methods. In reality, the entire wing did not need to be recovered; a simple fabric patch would suffice according to the STC, then the airplane would be 100% airworthy again. What's more, the Part 43, Appendix A (c) (7) states that ***an owner*** may "Make simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces." In this case the owner

chose to locate another licensed mechanic with an IA who was able and willing to do the repair using a legal patch and "sign off" his airplane (make the logbook entry returning it to service, per Parts 43.5, 43.9, 43.11).

By the way, when people ask you, "How much did your annual cost this year?" the correct answer should be, "My mechanic charged me \$350-\$400 for the **ANNUAL INSPECTION**, but the **MAINTENANCE** it needed cost another [\$1,000+] in parts and labor." You fill in the [\$x,xxx].

AIRPLANES 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 (Poly-Fiber) fabric. New Univair lift struts with heavy duty forks. No electrics. July annual. It qualifies as LSA. Asking \$26,900. Based in Ohio. Ph: Shaun: 614-284-9980



1949 Piper SUPER Clipper PA-16!!!



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  - Auto fuel STC.
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