



# Short Wing Piper Club

## “Buckeye Chapter”

**July 1, 2018**



***The next fly-in is Saturday July 14, 2017 at Benny's Restaurant, Union Co. Apt (KMRT), Marysville, OH. Details on p. 3.***

### JUNE MEETING REPORT

For our June get-together, **Leon & Carolyn Awalt** hosted a convivial fly-in meeting at the Sky Galley Restaurant in Lunken's historic art deco terminal building. It seems that a lot of people had previous commitments so the turnout was kind of lite. Regulars **Tom & Denise Anderson** (Mason) and **Ralph Widman** (Lynchburg) showed up.

(Ed's note: No pictures or information was provided about the conversations and conviviality during the meeting, other than no formal business meeting was held.)

### 2018 CONVENTION

By all accounts last week's SWPC Annual Convention in Grayling, MI was a great success. Some of the 69 people who participated had to dodge nasty weather to get there, or postpone their arrival because of rain and low ceilings along the route, but much fun followed once the attendees finally got there. Clyde Smith's seminars were outstanding as he shared his wealth of technical knowledge and answered everyone's questions about maintaining our Short Wing wonders.

Our own Ralph & Jan Widman got the "Best Colt" award, and he won 2nd in the poker run. Jan is now the new Advertising Manager for the SWPC to get more ads for the News and get it on better financial footing. She reports they "just simply had a great time with everyone. Wish you could have been there. I went rock hunting in a sandy gravel pit and got some

beauties; Ralph went to the base and watched the A-10 fire its guns and such. Weather was cool and supremely pleasant. Flew home at 5500 feet above the clouds and haze - smooth as silk. 4 hr. flight. Next year – Wichita, Kansas!!" Thanks and congrats, Jan

### BLAST FROM THE PAST

As I write this on July 1<sup>st</sup>, I am reminded that "today is Canada Day." The mention of "Canada Day" immediately triggers the memory of flying our Short Wings back home to Ohio from Alaska in 2001. Wait – could it really be 17 years ago already!?? We were a flight of three Short Wing Pipers: Tom & Denise Anderson, Dick Zukowitz with son-in-law Mark, and Ralph Widman and me in my PA-22.



*Flying over the Matanuska Glacier, Alaska in my Piper Tri-Pacer for the 2001 SWPC Convention*

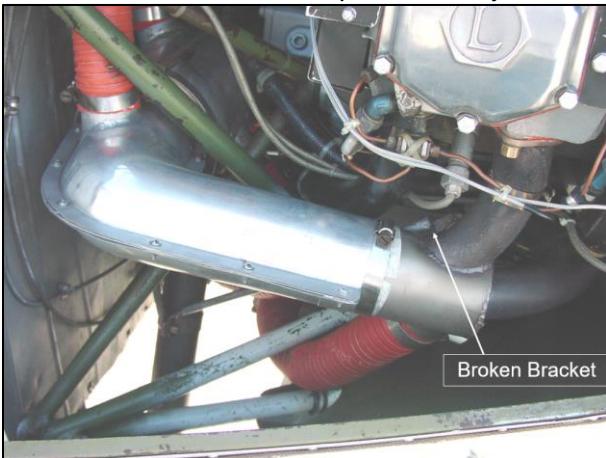
On the previous day, June 30, we had flown south through the Yukon from Whitehorse to Ft. Nelson, B.C. That day was interesting

because we encountered clouds, low-to-no ceilings, and zero visibility as we approached the Continental Divide. So we had to turn back and land on a gravel emergency strip at Teslin, where we waited for the weather to clear at the Continental Divide, 50 miles south.



When it cleared a few hours later, we pressed on over the Continental Divide to Watson Lake for fuel, and then to Ft. Nelson, British Columbia, ending that day's flying.

When we arrived at the airport in Ft. Nelson on the morning of July 1<sup>st</sup> we checked the weather. There was fog and low ceilings along our route of flight, so we would have to wait it out again. During the pre-flight inspection, Tom Anderson discovered the exhaust pipe support bracket had broken sometime the previous day.



We set about looking for resources to replace it, only to discover that it was July 1<sup>st</sup> – Canada Day – a National holiday – EVERYTHING was closed, NOTHING was open. How could we replace the bracket? Or would we have to wait until the shops opened up the next day? Being an aeronautical engineer by profession and a

very resourceful A&P/IA as well, Tom was able to craft a bracket from scrap steel rod that he found among some trash.



Ralph Widman also attempted to fabricate a brace from a scrapped oil filter.

We had taken some tools with us but not a drill, and with no way to get our hands on a real electric or pneumatic drill, Tom hand-drilled holes through the steel brace he made using his Leatherman pocket tool!



Tom installed his bracket while we waited for the weather ahead of us to clear and his bracket held perfectly all the way back to Ohio – where we celebrated the 4<sup>th</sup> of July by sleeping in our own beds.

## NEXT MEETING

### JULY FLY-IN

Saturday, July 14, 2018

Union Co. Airport (KMRT), 1 mile SE of Marysville, OH

We will eat at noon at [Benny's Pizza Pub & Patio \[menu\]](#). Arrive by 11:45 and cars will shuttle pilots & passengers to Benny's across the road from the Airport. If driving, Benny's restaurant is located at: 968 Columbus Avenue, Marysville, Ohio, 43040. Phone: (937) 644-8383. Dean & Amy Dayton are hosting.

### ON OUR HORIZON

[CI] = Carry-In meal

- July 14 – Union Co. Apt (KMRT), Marysville, OH. Dayton's hosting.
  - August 11 – Troy Skypark (OH71 – formerly 371). DeJesus's hosting. [CI]
  - September 8 – Open.
  - October 13 – Fulton County Airport (KUSE), Wauseon, OH. Rick Fansler hosting.
  - November 10 – Open.
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**IOWA FARMER**

"We use our Tri-Pacer extensively in our farming operation," says B. F. Krueger of Baxter, Iowa, who does general farming and feeds an average of 400 cattle. "It saves us many hours of valuable time every year. We couldn't get along without it any more than we could get along without any other piece of important farm machinery."

**WIFE OF NEW JERSEY SALES MANAGER**

Mrs. Bruce Boehm of East Orange is the wife of the sales manager for the Enjay Company, New York Petrochemical marketers. She says:

"Since my husband bought a Tri-Pacer three years ago, I've flown with him some 60,000 miles — often on trips we couldn't have made conveniently any other way. To Nantucket, Florida, California and Canada.

"I like flying because it's clean and comfortable. We sometimes fly a thousand miles in a day — always free from the tension of traffic on the roads below."

**PRESIDENT OF MARYLAND COAL COMPANY**

"My Tri-Pacer brought me back to flying," says John McCall, president of the Jno. McCall Coal Company of Baltimore and a wartime bomber pilot who gave up flying when he returned to civilian life. "Last year I started flying a Tri-Pacer and discovered the pleasure and convenience modern business flying can be," he says. "Our company bought a Tri-Pacer and in the past year I've flown 30,000 miles on business. I now make all my sales trips through the East and Midwest by air and, even more important, I fly on my own schedule to the Virginia, West Virginia and Pennsylvania coal mines we represent.

"The Tri-Pacer is a terrific time-saver. A trip that formerly took three days by car I now do by plane in a single day. Since I started flying again, I find I'm spending more time on the job and more time at home, too."

**HERE'S WHAT A FEW TYPICAL TRI-PACER OWNERS HAVE TO SAY:**

**PRESIDENT OF KANSAS CONSTRUCTION COMPANY**

Charles R. Bennett, president of the Bennett Construction Company, Topeka, bought a Tri-Pacer in 1951, learned to fly on the Piper "Learn As You Travel" plan, and now averages 36,000 miles a year in his second Tri-Pacer.

"I can fly our men to construction jobs anywhere in the state and always find a landing strip suitable for the Tri-Pacer," he says. "If necessary, we can land on a pasture or little-used road with ease because of the tricycle gear. The Tri-Pacer is a splendid cross-country airplane, too. In one hop it gets me to Memphis, Dallas, Colorado Springs, Chicago, Minneapolis — any of a dozen places I visit on business. I've enjoyed Tri-Pacer flights to the East, West and Gulf Coasts and this summer am flying to Canada for my fourth fishing vacation there. If I could afford a \$100,000 plane, I would rather have the Tri-Pacer for my particular needs."

**PIPER AIRCRAFT CORPORATION**  
Lock Haven, Pennsylvania

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### AIRPLANE FOR SALE

**Award Winning 1957 PA-22-150 Tri-Pacer**

**Total Restoration 2009**

**N7424D S/N: 22-5185**

**Ralph G, A&P-IA - [tripacer24d@gmail.com](mailto:tripacer24d@gmail.com)**



TTAF-3368. O-320-A2B wide deck engine 325 hrs SMFOH.

Not a superficial recovering for a quick resale. You can find cheaper Tri-Pacers, but you will have to look hard to find a better one inside and out. Upgrades too numerous to list here; Serious inquiries send email requesting full specs and price.

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### 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 (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

