



## Short Wing Piper Club "Buckeye Chapter"



1<sup>st</sup> Quarter 2021 Newsletter

***The next fly-in is Saturday, April 10, 2021 at  
Grimes Café Urbana Grimes Airport (I74). See page 6 for details.***

**Where to Begin!** – After a one-year hiatus, your Buckeye SWPC Newsletter is back! We are looking forward to flying in 2021 and getting together again, in whatever capacity fits your comfort level. Throughout the year, as I have flown to various venues, what I have found is businesses open and welcoming to pilots flying in. When I just needed to get airborne and go someplace Grimes Café was one of my go-to places. With that in mind, we will open our 2021 fly-in there. Future fly-ins are still in the planning stages but look for a combination of restaurants and open-air venues as the weather warms, and enjoyable times of fellowship, food, and good conversation. We will provide an update next month. If you're interested in hosting later this year, please email Tom Anderson at: [teanderson@cinci.rr.com](mailto:teanderson@cinci.rr.com)

### **Short Wing Piper International Convention June 21-25, 2021**

*Celebrating all Piper Short Wings*

Lock Haven, PA Piper Memorial Airport (LHV)  
In cooperation with the **Sentimental Journey** to Cub Haven and the Piper Museum.

**TAKE NOTICE** – After a year of no fly-ins and cancelled events, 2021 is shaping up to be the year of the Tri-Pacer (PA-22) and all things Short Wing, at our annual convention, and at EAA Air Venture. Sentimental Journey is honoring all Short Wing Pipers! Sentimental Journey is held on the grounds of the Piper

Memorial Airport, where our Short Wings were manufactured. This year, with our convention held in concert with Sentimental Journey, expect to have a week full of activities like no other in the past. ***For most of us in Ohio the trip by air is barely one fuel stop away!***

We will be discussing flying there in groups from Ohio at our upcoming Chapter meetings. If you are interested, please send a note to Tom Anderson at: [teanderson@cinci.rr.com](mailto:teanderson@cinci.rr.com)

**I have also included additional details in the back of this newsletter, including a PRE-REGISTRATION FORM.**

**Flying and staying current** – Flying is such a rare privilege and airborne is a place where life reduces itself to the moment-by-moment experience in the cockpit. At the same time, especially alone at the controls, one's perspective may broaden and the simple pure joy of being above whatever is going on below can restore peace and tranquility. It can be a time of therapy as well as a time to perfect one's skill and maintain pilot proficiency. I hope you had an opportunity (or many) to fly this past year. If not, I encourage you to get with your local CFI, knock the rust off and go fly!!!

**Other News:** We are retaining the our Chapter SWPC leadership and there will be no 2021 Member dues for those who paid dues in 2020.

**Year in Review** – In 2020 I intended to fly at least one hour each week (average) throughout the year. Early weather in January, and a broken tailspring clamp made that goal unachievable, but with 44 hours logged it was still a good year. Early in the spring I found opportunities to fly with my local CFI/A&P/IA (Chris Shearer) who flew his Stinson 108.



*Keeping social distance at the fuel pumps (119).*

A favorite loop for me was Greene County to Clinton County, over Wilmington and on to Highland County with touch and goes along the way. In the pattern for Wilmington Runway 04L was a sobering view, with over 35 Delta regional jets and 737s parked on the ramp. A reminder that many others were not flying.



Venturing further afield I found welcoming hosts and hostesses at Bolton Field's JP's (Just Perfect) Barbeque. Comfort food at its best, and if you need fuel the line crew is there to top you off. Bolton is also a great destination if you want to practice your radio skills with Columbus approach and Bolton Tower. The staccato radio chatter and rapid-fire responses of just a year ago are absent, with an almost conversational cadence and friendly voices.



Late in the year featured another hop to Urbana, with a variety of classics on display!



Other trips took me to Knox County, Bucyrus (Crawford County), Marysville, Circleville (Pickaway), Ross County, Fayette County Madison County, Lunken, & Sporty's (Clermont).

**Share your stories** – I'd love to share your stories in upcoming newsletters. Let me know what you've been doing, how your airplane projects have fared, and what you are planning to do in the coming months! [dkirby@donet.com](mailto:dkirby@donet.com)

**Touch-n-Go! – A look at member activities and noteworthy pursuits – your stories welcome!****LEFT SEAT COMMENTARY by Ralph Widman, with Jan editing. 11/17/2020**

[Editor's note: This article was submitted early and published late!]

Well, the winter winds have arrived in Lynchburg, Ohio. I heard winds of 60 MPH up in Wilmington. It blew our Highland County airport sign apart. Facing North and south, it's a good candidate for high wind damage.

Yesterday (11/16/2020) I spent my volunteer day at HOC. After all the social responsibilities were taken care of (i.e., hangar flying) I went back to the heated hangar to work on my Colt. First order of business was clean her up. She sits in an open tee hangar (the cheapest roof over her head) and gathers lots of dirt and bird droppings.

It's always a challenge to tow the Colt from my tee hangar to the heated hangar in the wintertime. If the wind is out of the west (usual) it blows directly into the hangar. Now do I want to drive the open golf cart out to the tee hangar and tow the Colt back? Then I figure procrastination will set in if I don't get out there.

I started using Blechy-White, white wall tire spray cleaner to clean my Colt. Suggested in the SWP News, it is an alkaline based cleaner and will make you sneeze if you get a good whiff of it. So, keep your head out of it. The best cleaner I have found, it cleans fuel and exhaust stains. I touched up my bare butyrate covering cracks with green, silver, then topcoat-cream. I also touched up bare spots on the metal with my Almond Rustoleum.

As the afternoon's work progressed, it got onerous, but I did finish and returned the Colt to her berth. The old Randolph System fabric doesn't fare well without routine touch up. It was put on in the 90's.

I have written an article recently on installing Steve's brake cylinder-reservoir. (\$400 or so.) I was so tired of adding 2 ounces of fluid or having to dip some out on a continual basis. It took an adapter plate on the floor to get it to clear the under seat cross tube. I have been chasing down leaks. So far, they have all been easy fixes. I'm reminded to put Tite seal on all the male threads or the hydraulic fitting will leak. It's so nice to have access to the reservoir without removing the seat.

(ONE IMPORTANT ADDITION I DIDN'T MAKE IN MY INSTALLATION ARTICLE WAS THAT LATER ON I LEARNED WHY STEVE SAYS TO FILL THE RESERVOIR 2/3'S FULL. I KEPT FILLING IT UP AND WHEN THE BRAKES WERE APPLIED FLUID SQUIRTED OUT THE BLEED HOLE ON THE RESERVOIR CAP. I WENT BACK AND READ THE DIRECTIONS. I FIGURED IF HE WANTED THE RESERVOIR 2/3'S FULL MAYBE HE HAD A GOOD REASON. WHEN 2/3'S FULL THERE IS AN AIR CHAMBER ABOVE THE RESERVOIR FLUID AND WHEN BRAKES ARE APPLIED NO FLUID SQUIRTS OUT THE BLEED HOLE. I COULD HAVE USED A CAUTION NOTE ON THE DIRECTIONS ABOUT THIS FOR THOSE OF US WHO TRY TO FIND OUT WHY.)

We've had a great time of Indian Summer in southern Ohio. I hadn't been able to fly for 2 or 3 weeks as the wife got a new shoulder and I had to stay around the house. So, I tried to use all the good weather to catch up on my hours.

I got in an early morning flight. I wanted to be airborne by sunup but managed to get there 1 hour later. The air was still smooth and the Colt for the first time in 20 years flew hands off –straight! I had struggled with the turn and bank indicator's ball which usually sat at ½ ball to the left. Adjusting the wing warp on the rear strut attach bolt, produced slight results.

While hangar talking, I mentioned my indicator ball was off to the left ½ a ball all the time. I had to hold left rudder all the time in order to fly straight. On cross country trips this gets tiring. My friend just



happened to say on his 172 when it wouldn't fly straight, he put a small trim tab on the rudder. I had put off trying that. So, I installed a 6" aluminum tab to the lower rudder tubing by cherry max rivets, AND AFTER SOME ADJUSTMENT---BALL CENTER, FEET OFF THE PEDAL IN CALM AIR! I'm in love with the Colt even more. It's so nice to fly a plane that flies straight.

I love to digress, drives my proofreader wife crazy. At any rate, the flight was magic, until I noticed the OAT. 60 degrees F.? How could it be when it was 35 degrees on the ground! I've had this problem once before. I don't have an oil cooler door (oil cooler on rear of engine), so I designed 3 slide in covers for the oil cooler. For 50 degrees I use the slide with many holes in it. For 30 degrees I put a few 1/2 holes in it and below 30 degrees I have no holes drilled in it. I put it on the preflight card. If I don't do this the oil temp won't get above 180 \*F and the cabin is cooler.

Needless to say, I kept refocusing on the OAT with my bifocals, but it didn't change, and the oil temp gauge slowly crept up 200. 210,220- I knew I had to slow down and head back to the airport in order to change the cover. In my previous experience when this happened, slowing down is the only way to lower temperature. So, I got in an extra landing changed the cover and dreamed of one day installing a moveable oil cooler door.

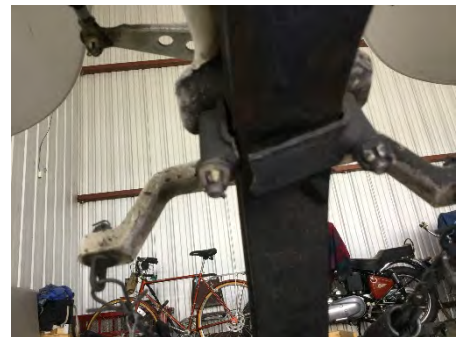
The next flight I headed out over the hills east of Hillsboro. Some of the valleys were still in fog. Those hills hold a romance for me. From the plane the farms and houses look so tranquil. Occasionally I uncover someone's dream of being a nice house on top of the hill surrounded by trees. Some of the hills are flat on the top leaving an ideal spot to build. I hate to think how many trips the cement mixer traveled up their little hill road, plus lumber trucks. They continue to excite my imagination and are inviting to me.

After an hour of wonder lust, I landed back at HOC. The boys were just starting to wake up, pulling their planes out of the hangars and I was already down and landed.

**Don't tell me flying is boring. As I've said in confidence "If people knew how much fun flying is, all of them would fly!"**

### Another Tail (Tale)

**Always look under the plane before you fly!** Usually I **post-flight** N1643P; a quick after hangaring walk around, check under the cowl, wipe of any oil, grass, or bugs. After a looping series of stops at Sporty's, Highland County and Clinton County in July; I was glad to put the plane in the hangar and go play with my new aviation gadget (I forgot what it was 😊). So, the next flight I was diligent about the pre-flight, and to my surprise observed a broken tailspring clamp. In retrospect, I should have looked under the plane after every stop! I'll never know on which landing the clamp broke, but I am glad it held together long enough for me to be able to share this tale with you! As Paul Harvey used to say "and now the rest of the story..."



You'd think this story ends with a quick call to Univair and a clamp in the mail; but not so fast. It turns out that the tailspring on N1643P was not that which appeared on the drawings. In fact, it was a different width and number of leaves, requiring a complete restoration to original STC specifications. Six weeks later and an error in the order and finally the parts arrive. Of course, the adapter for the Scott tailwheel doesn't fit and needs machining, but ultimately, we are back in business. But wait, there is more! The tailspring curvature is too flat and under load or with passengers there is a pronounced

shimmy! Fortunately, light loading gets me through a few more months until the annual, and then the team at MacAir and Tom Anderson’s drawing make it all as good as new. No shimmy and crisp ground handling! I am grateful for Tom’s input, and for Tim Kerns’ (Chief Mechanic at I19) expertise!



**Odds and ends**

If you haven’t installed the Reiff engine preheater system (sump and cylinders) or the Micro Aerodynamics Vortex Generator (VG) kit, you don’t know what you are missing! On my most recent flight, N1643P engine temp was 100F when I turned the crank. Short warm up and off we went! With the VGs, stall speed is much lower and stabilizer authority is excellent. What was I waiting for? Thanks to Dean Dayton for pointing me in the right direction on the VG kit!

**New Members (2020)**

Belated welcome New Members (June 2020) Isaac and Amy McPeck of Marietta, Ohio., who fly a PA-22-150, 1955 model (N3853P) based at Noble Co Airport. They are also interested in hosting a meeting at either Noble CO Airport, or Wolf Run State Park. As a club, we have not ventured that far east for a meeting. ‘We hope for good weather and a new destination in 2021!



Next Meeting!

April FLY-IN

Saturday, April 10, 2021

Get ready for Spring Fly-in to always friendly and almost always open Grimes Urbana Airport (Café). Fly or drive, this is always a great venue for our Club. The Café has been open inside and out through the year (and don't forget the museum!). So, bring your favorite flying partner or buddy, and your appetite, as we welcome in Spring flying weather!



### ON OUR HORIZON



Our meetings are held monthly, usually on the 2nd Saturday, except when there is a conflict with a national holiday, then it may be held another weekend, i.e., Mother's Day on May 9th.

**If you would like to host a meeting please contact Newsletter Editor Dale Kirby or Tom Anderson to schedule it.** Hosting requires:

1. Arranging for a place to eat & meet at an airport or restaurant;
2. Either by 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.

### 2021 Schedule

[CI] = Carry-In meal

- April 10 – Urbana Grimes (I74) Grimes Café – Tom Anderson / Dale Kirby hosting
- May 1 – Bolton Field (KTZR) P.J.'s BBQ – **Tentative**
- June 12 – Clermont County (I69) - Sporty's – **Tentative [CI]**
- June 21-25 – SWPC Convention, Lock Haven, PA
- July 10 – **Open**
- August 14 – **Open**
- September 11 – **Open**
- October 9 – **Open**
- November 13 – **Open**

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### Attachments:

Details for 2021 SWPC Convention at Sentimental Journey – Lock Haven, Pa.  
SWPC Convention Preliminary Registration form

## **2021 SWPC Convention at Sentimental Journey – Lock Haven, Pa.**

As I write this article about our plans for the 2021 SWPC Convention, I'm realizing the "flight of time". When being asked and starting the process of planning the 2021 convention at Lock Haven, I'm sure that Gene Keller and myself, had doubts as to whether this event would actually take place. This was due to the raging pandemic. That was back in, I believe, September. Today, with the vaccine available to many of us, I'm really believing that the convention will happen. This is dependent on Sentimental Journey happening, which is dependent on the Governor of the state of Pennsylvania. The Sentimental Journey committee has stated to us that a go/no-go decision will be made by late April. All of what I am writing is based on the belief that **it will happen.**

The dates for the convention are Monday June 21<sup>st</sup> (arrivals) thru Friday June 25<sup>th</sup> (departures). The convention will be held in Lock Haven, Pennsylvania on the airport (KLHV) during the Sentimental Journey. Sentimental Journey is honoring all the Short Wing Pipers. Our convention will be co-hosted by the Mid-Atlantic and Northeast chapters of the Short Wing Piper Club. I'm sure many of you are familiar with the Sentimental Journey event. It is held on the grounds of Piper Memorial Airport, where our Short Wings were manufactured. Lock Haven is nestled in the hills by the West Branch of the Susquehanna river; the setting is quite beautiful. In some respects, this convention will be different from others in the past. For one thing, it will include 2 events. There will not be a hotel which will be the central/focal point of the convention. Lodging is available at the following hotel/motels: Fairfield Inn & Suites (570-748-1580), Best Western (570-748-3297), Hampton Inn & Suites (570-726-39390), Quality Inn Mill Hall (866-238-4218). There is on field tent camping as well as RV camper parking. **Our base of operations will be at the Piper Museum on the 3<sup>rd</sup> floor. Our Member's Lunch, Banquet, chapter president's meeting, Executive Board meeting, seminars, registration, meeting spot for trips, and shuttles to hotels will be from the museum.** The SWPC will hold aircraft judging, separate from Sentimental Journey. Sentimental Journey, all our free events, and Piper Museum are included in your registration.

This event (our convention & Sentimental Journey) is a weeklong fly-in/drive-in with **a huge turnout of people, aircraft, vendors, seminars, & all-day food options** revolving around Piper aircraft – this year – **the Short Wing Pipers.** We will have our meet & greet at the Piper Museum (included in the registration) some time late in the afternoon/early evening Monday June 21<sup>st</sup>. Other scheduled events for our convention include the following: Fly-out/drive-out Poker Run, Member's Luncheon, Tour of Pennsylvania Tech. & Lycoming Engine Factory, Harris Hill



Soaring Museum & Corning Glass Factory, trip to Woolrich Factory Outlets, possible fly-out to Eagle's Mere Aviation Museum, and Closing Banquet on Thursday evening June 24<sup>th</sup>. The luncheon & banquet will have guest speakers. I'm sure that the history of our Short Wing Pipers will be discussed at one or both of these events. In addition to our scheduled convention events, remember that Sentimental Journey will have events that you will be entitled to participate in. One of those events is their closing banquet on Saturday evening June 26<sup>th</sup> with a separate fee. There is a location on the "pre-registration" form for this. I'll discuss more about this form later.

I believe that the Short Wing Piper Club will have its own parking area (I think by the Museum). **Make sure to bring your own tie down ropes and anchors!** There are ongoing shuttles around the field between the museum and the rest of the activities. The food court is open for breakfast, lunch, and dinner. There is a covered pavilion for eating. At night, there is usually entertainment in the way of music/bands. Adjacent to the food area is an indoor vendor area as well as outdoor vendors. There will be shuttle service between the museum and the hotels. Fuel will be available from the FBO. Coming from the NYC metro area, I am unfortunately used to humongous tie-down fees and fuel prices. Suffice it to say that fuel at LHV is on the low side (\$4.15 as of 1/22). If you want to immerse yourself in a sea of Piper aircraft and owners, you're going to be in GA heaven! The Piper Museum, while not the Smithsonian, is quite an interesting place that has a complete history of Piper Aircraft displayed nicely. It has a ground floor with many examples of its aircraft, including some Short Wing Pipers. One of these, a Tri-Pacer donated by club member Phil Hoy, is used for Young Eagles flights piloted by member Ed Watson. Ed met with Gene Keller (President of the Mid-Atlantic chapter) and myself (President of the Northeast chapter) for a tour of the museum and area and is on the Board of Sentimental Journey. He has been most helpful in the planning of this event (and might be a guest speaker at one of our events).

Lock Haven is in Clinton County, Pennsylvania. Besides aviation, there is plenty for the folks (both young & adult) to do and see. When Gene and I visited the area in October, we visited the Clinton County Visitors Bureau and Julie Brennan, its director. It is planned that all who attend will receive a welcome package from the Bureau. There are so many outdoor activities to enjoy, including fishing, golfing, hiking, climbing, kayaking, photography opportunities, theme park, and beaches. Shopping is nearby, including our trip to the Woolrich Outlets. Live theater is available in Lock Haven at the Millbrook Playhouse. There are museums and galleries as well. If you wish, you can contact Julie Brennan at: [tourismdirector@clintoncountyinfo.com](mailto:tourismdirector@clintoncountyinfo.com) or 888-388-6991 and request their visitors guide.



I am enclosing a “preliminary registration form” that we urge you to fill out and return via email to me at: [andytuba@optonline.net](mailto:andytuba@optonline.net) or snail mail: Andy Seligson 331 Westchester Ave. Yonkers, N.Y. 10707. We really need this information to better plan this event and get an idea as to the “numbers” we are working with. As in many endeavors, the amount of participation governs the cost of the events. If you think you might possibly attend, **please fill out and return ASAP. The financial information is not final at this time. The final form (the one that counts) will come later.** If you have any questions feel free to ask via email or phone: 914-522-3341. I’ve been attending Sentimental Journey since 1987 and am amazed at how this event has grown into a major GA landmark. We’re starting to get excited about this year’s SWPC Convention and hope to see you there this June. Stay safe, healthy, and sane – Andy Seligson

Here’s how to easily fill out the Pre-Registration Form. (Is anything easy on a computer?) It’ll only take a few minutes. 1) Copy the form below and paste it into an email. 2) Fill out the form with all your information. 3) Email it to Andy Seligson: [andytuba@optonline.net](mailto:andytuba@optonline.net) . That’s it. There’s nothing binding in the form and you haven’t sent any \$. As Andy said above, it’ll give him and Gene Keller information they can use for convention planning.



The Iconic plane that made Piper famous at Sentimental Journey.

# Short Wing Piper International Convention 2021

June 21-25, 2021

## Celebrating all Piper Short Wings

### Lock Haven, PA Piper Memorial Airport (LHV)

In cooperation with the Sentimental Journey to Cub Haven and the Piper Museum

Pre Pre Registration Announcement – Activities and fees are estimated -**No payment at this time**

Just a preview of the week - **Your early bird intention to attend and any activities interested in.**

Names

Last \_\_\_\_\_ First \_\_\_\_\_

Last \_\_\_\_\_ First \_\_\_\_\_

Children's names attending with ages \_\_\_\_\_

\_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail \_\_\_\_\_ Telephone \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

Arriving by (circle) Aircraft      Airlines      Auto      RV

Aircraft N# \_\_\_\_\_ Year/Type \_\_\_\_\_ Judge (circle) Y N

Accommodations (circle) Motel      Campground      Other

Motel Name \_\_\_\_\_ Daily town shuttle service needed (circle) Y N

First Time Attending a SWPC Convention (circle) Y N

I would like to be a convention volunteer (we can always use you) (circle) Y N

Special dietary needs? \_\_\_\_\_

Registration and Event Fees (includes the full week access to Sentimental Journey airfield and food court and includes full week access to the Piper Museum) \$90 x \_\_\_\_ x \_\_\_\_\_

**Monday** – Arrival all day, with Meet and Great social that afternoon/evening (included in the registration fee)

Camping permit for under wing      20 per night      x \_\_\_\_ = \_\_\_\_\_

RV camping permit 25 per night x\_\_ = \_\_\_\_

**Tuesday, Wednesday, Thursday TBD**

- **Tours**, Fly out poker run (per hand) 10 x\_\_ = \_\_\_\_

- Tours, Drive out poker run and scavenger hunt (per hand) 5 x\_\_ = \_\_\_\_

- Members Lunch 20 x\_\_ = \_\_\_\_

- **Tours**, - PA Tech College – Aviation Mechanic School, (morning)

- Lycoming engine factory (afternoon) both free, just bus seats 6 to 18 x\_\_ = \_\_\_\_

- **Tours**, - Corning Glass Museum , (morning) \$20/\$18/<16 free \_\_ x\_\_ = \_\_\_\_

- Harris Hill Sailplane Museum , (afternoon) \$10/\$9/<16 free \_\_ x\_\_ = \_\_\_\_

Bus seats 31 to 39 x\_\_ = \_\_\_\_

- **Tours**, fly out to Eagles Meer Aviation and Car Museum (\$10/\$8/<16 free \_\_ x\_\_ = \_\_\_\_

- Woolrich Outlet free, just bus seats 6 to 18 x\_\_ = \_\_\_\_

**Thursday** – ending day of convention

- Banquet and end of convention, Banquet Dinner 35 x\_\_ = \_\_\_\_

**Friday** – First Departure Date or stay for Sentimental Journey activities

Other local tours possible, Keystone Instrument, AirParts of Lock Haven

**Saturday** – Later Departure Date or stay for Sentimental Journey activities

Sentimental Journey Banquet (limited seating) TBD x\_\_ = \_\_\_\_

**Sunday** – Latest Departure Date

Polo Shirts (circle size and number) XS \_\_\_\_ S \_\_\_\_ M \_\_\_\_ L \_\_\_\_ XL \_\_\_\_ XXL \_\_\_\_ \$25 x\_\_ = \_\_\_\_

Tee Shirts (circle size and number) XS \_\_\_\_ S \_\_\_\_ M \_\_\_\_ L \_\_\_\_ XL \_\_\_\_ XXL \_\_\_\_ \$15 x\_\_ = \_\_\_\_

Hats 15 x\_\_ = \_\_\_\_