



# Short Wing Piper Club

“Buckeye Chapter”



August 30, 2011

The next meeting will be **Saturday September 17<sup>th</sup>** at Middletown, OH. (KMWO). See details below.

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## Minutes of August Meeting

*The following minutes were provided by Pat Lautzenheiser.*

The SWPC Ohio Chapter August meeting was held on a beautiful Saturday at Highland County Airport near Hillsboro, OH, hosted by the Widmans. Two airplanes flew in (Andersons and Isbells) and one taxied from his hanger to the ramp (Widman). There were 14 people in attendance: Tom & Denise Anderson, Bob & Jean Blue, Charlie Bush, Ralph & Rosemarie Gutowski, Kay & Jerry Isbell, Jack & Pat Lautzenheiser, Jack Powell, and Ralph & Jan Widman. The Treasurer's and Secretary's reports were approved as read.

Before the meeting began, Rosemarie Gutowski shared her new hobby with the ladies – handcrafted jewelry. Each lady got to select something to take home. Pat Lautzenheiser won the 50/50 which she donated back to the chapter. The next meeting will be a carry-in at Middletown Regional / Hook Field airport on Sept 17<sup>th</sup> with the Anderson's hosting. Tom Anderson made the motion, seconded by Bob Blue, to adjourn the meeting.

[ed's note] The fellowship was so enjoyable that everybody hung around until 4 pm. The ladies were deeply engaged in conversation as the men discussed oil pressure and temperature concerns and opened all the cowlings. With two IA's and an A&P present there was no shortage of helpful advice.

*Welcome to returning member Leon Awalt!*



Ralph Gutowski and Tom Anderson try to figure out what paperwork would be needed to get the 2-cinder block "engine" approved in Ralph Widman's Tri-Pacer →



← Enjoying each other's company on a beautiful afternoon are (clockwise): Jean Blue, Kay Isbell, Jan Widman, Denise Anderson, Pat Lautzenheiser, and Rosemarie Gutowski.



Tom & Denise Anderson arrived in their Tri-Pacer, Jerry & Kay Isbell flew their Pacer. Ralph Widman taxied his Colt to the ramp so we could see his new Lyc. O-320 installation with oil cooler behind the #4 cylinder. →



← Talking airplane maintenance after lunch are Bob Blue, Jerry Isbell, Tom Anderson, and Jack Lautzenheiser

Enjoying food and fellowship are Charlie Bush, Ralph Widman, and Jack Powell. →



← Rosemarie Gutowski brought her handcrafted jewelry and let each lady pick out a bauble. Later Jerry Isbell, Tom Anderson, and Bob Blue sat down at the table to discuss oil temperatures and pressures, while Kay Isbell and Ralph Widman chat in the background.

## 2011 MEETING SCHEDULE

September 17 (Saturday) - Middletown (KMWO), Andersons hosting  
October 9 – Bluffton (5G7), Lautzenheisers & Blanks hosting  
November 6 - Schulze's Airport (6901), Schulzes hosting  
December 10 & 11 – 2011 Christmas Party, Mr. & Mrs. Claus hosting

### SEPTEMBER OHIO BUCKEYE CHAPTER MEETING

**Saturday, September 17<sup>th</sup> at Middletown Regional/Hook Field (KMWO), Middletown, OH:  
Arrive early, we will eat at 12:30 pm - Hosted by Tom and Denise Anderson**

Tom and Denise Anderson have invited us to Middletown for a carry-in lunch at 12:30 PM. The Andersons will provide the main course, beverages, and "table service." Please bring a dish or desert to share. We will gather and eat in Anderson's hanger on the north east side of the field, weather permitting, unless it is too humid and hot, then we will meet upstairs of the FBO. If driving, use the runway heading ordinal numbers for access to the Sally Gate at the northeast end of the airport, or call Tom on his cell at 513-608-6875 and someone will come to open the gate for you.

### **OPERATING (Maintenance?) TIP**

(Inspired by Kent O'Kelly's article in the CO/WY Newsletter)

We insure our airplanes against loss. But another form of insurance is a good set of tie downs. We can buy some tie downs that we think are expensive. We can also make our own, which can be as good as those we'd buy, at a pretty low cost. No matter whether we buy or build, the cost is still a pretty small part of what our airplanes are worth. A set of good tie downs and using the proper techniques can be good insurance

Our Spearfish convention had one sad event involving a tie down failure. The winds were reported to be 65 knots; that's 75 mph for those of us who aren't in the Navy. That's low level hurricane wind speed. A classic Taylorcraft pulled out of its tie downs and ended up nose down, with its tail up against the nose of a Colt. The Taylorcraft was tied down correctly. So, what happened?

The tie down was a commercially available product, which featured a metal 2/3 size hockey puck with holes drilled in it on 120 degree centers around the puck and angled into the ground. Three "nails" were driven through the holes into the ground. Still so far so good. OK, so what's bad? The "nails" were about the diameter of knitting needles used to knit sweaters, and worse, they were smooth and nicely chromed. That gave them no grip in the soil. The 75 mph wind blew straight at the nose of the Taylorcraft. The knitting needles bent and the airplane pulled up, did a ballet pirouette on its wing, bending the wing tip, and ended up with the tail resting on the Colt's nose. (Thanks to Jerry Isbell for the photo).



This incident, and the storm that hit Sun-n-Fun, remind us to give some serious thought to the kind of tie down equipment we are using, and that also includes the strength, composition, and age of the rope – rope can deteriorate with age so if you have been lugging around clothes line for 20 years in the back of the airplane, don't be surprised if fails in a light breeze while the anchor stays in the ground.

Rather than turn this operating/maintenance tip into a 3-credit hour course called "Tie Downs -101" or try to describe all the "do's and don'ts" here, there is an FAA AC devoted to the subject: FAA Advisory Circular #20-35C titled "Tiedown Sense." that can be downloaded by clicking on this link:

[http://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/22573](http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22573)

The EAA has also developed some excellent instructions on the subject with illustrations: The link will take you there: [http://www.airventure.org/planning/tying\\_down.html](http://www.airventure.org/planning/tying_down.html)

Give yourself a "tie down BFR" and **don't let your airplane become an Unmanned Aerial Vehicle!**

Have you seen all the Short Wing airplanes that won awards at Oshkosh this year? Here's the list, courtesy of Jerry Isbell.

- ✓ **Grand Champion - Gold Lindy**  
Rick Michalek, Keosauqua, Iowa  
1953 Piper PA-22, [N3314A](#)
- ✓ **Class I Single Engine (0-160 hp) - Bronze Lindy**  
Dale Berger, Nazareth, Pennsylvania  
1957 Piper PA-22-150, [N87NM](#)
- ✓ **Dean Richardson Memorial Award - Bronze Lindy**  
Dennis Beecher, Martinsburg, Pennsylvania  
1962 Piper PA-22-108, [N5549Z](#)
- ✓ **Outstanding Piper Other - Small Plaque**  
Gene Endsley, Des Moines, Washington  
1955 Piper PA-22-150, [N8112P](#)
- ✓ **Custom Class B (81-150 hp) - Small Plaque**  
David Meyer, Merrill, Wisconsin  
1949 Piper PA-16, [N5626H](#)

AIRPLANE FOR SALE  
Jim Freeman  
Contact by phone: (843) 836-2122



### 1957 TRI-PACER N8148D PA22-150 s/n 22-5639

#### Newly restored!

- Engine: Superior Millennium Overhaul: magnetos, magneto harness, spark plugs, starter, and Millennium cylinders. Only a few hours since major overhaul.
- New engine bushing mounts
- Interav Alternator
- Univar fuel valve and Sperando fuel mod right tank
- New Oil cooler - relocated behind #4 cylinder
- New gascolator – Steve's aircraft
- New Firewall cover
- New Instrument panel – Woolsey
- Garmin GNC 300XL, King Audio Control Console, KX 145 Nav/Com, KT 76 Transponder/Encoder, Narco Nav 11 VOR/LOC
- New fuselage fabric, paint and insulation
- New Sealed struts and new forks
- New Control cables
- New Stainless steel trim cable
- Bogart battery box mod & cables
- New Concorde battery
- New circuit breaker panel, circuit breakers & wiring
- North River brake booster kit
- Shoulder harnesses & seat belts
- Skycraft door latches
- New misc trim parts, springs, escutcheons
- Current Annual
- Needs new interior – Have insulation