Blue skies, white clouds, green grass runway . . . and a white with red Colt looking right at home! What more could you ask? The PA-22-108/150, N4828Z, is the proud possession of Ralph and Jan Widman, Lynchburg OH. And inside this issue we have two stories by Ralph that illustrate perfectly the practicality of our Short Wings --- One story is of a pleasure flight to a pretty place and the other is a business flight to conduct a pre-buy inspection of a Tri-Pacer. That’s the story that our cover photo belongs to. Ralph, a member of the club since 1987, is an A&P IA and a member of the club’s Panel of Technical Advisors. His stories highlight the joys of flying, solving any issues of a flight that can cause concern, and a genuine love of his airplane -- just what this club promotes!

Also inside this issue you will find information on the 2017 convention!
WE TREAT YOU LIKE A NAME, NOT AN N NUMBER.

When you call Avemco Insurance Company, you know who answers the phone? An Avemco Aviation Insurance Specialist at our home office in Frederick, Maryland. Somebody who knows a PA-20 from a PA-22. Somebody empowered to make decisions, solve problems and customize a policy based on what you fly and how you fly it. And, if you ever have a claim, Avemco can help you get back in the air fairly and quickly. Because we don’t simply insure Pipers, we insure the people who love them.

Get a free personal quote and get a free hat.
Call (800) 558 8844 or visit Avemco.com.

*Not all coverages or products may be available in all jurisdictions. The description of coverage in these pages is for information purposes only. Actual coverages will vary based on local law requirements and the terms and conditions of the policy issued. The information described herein does not amend or otherwise affect the terms and conditions of any insurance policy issued by Avemco. In the event that a policy is inconsistent with the information described herein, the language of the policy will take precedence. Free hat offer not available in New Mexico.

A subsidiary of HCC Insurance Holdings, Inc. Avemco.com

Avemco.com

Univair Is Your Best Source For Short Wing Piper Parts

We’ve Been Making Parts For Over 70 Years!

**Oiled and Sealed Wing Struts**

End repetitive inspections of your struts and forks! Struts include the new heavy duty, ¼-inch, heat treated fork as shown above (bottom fork in photo).

**PA-20/22 Fuel System Parts**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Gauge</td>
<td>Fuel Tank Cap</td>
<td>U0390-031</td>
<td>$178.69</td>
</tr>
<tr>
<td>Fuel Gauge Sender</td>
<td>U4500-663</td>
<td>$308.83</td>
<td></td>
</tr>
<tr>
<td>Fuel Tank, Right Hand</td>
<td>U10849-033</td>
<td>$1,470.22</td>
<td></td>
</tr>
<tr>
<td>Fuel Tank, Left Hand</td>
<td>U10849-032</td>
<td>$1,584.41</td>
<td></td>
</tr>
<tr>
<td>Fuel Tank Cap</td>
<td>U60750-002</td>
<td>$97.33</td>
<td></td>
</tr>
</tbody>
</table>

**Tailbrace Wires**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA-15/PA-17 Front Strut</td>
<td>U08556-002</td>
<td>$260.43</td>
<td></td>
</tr>
<tr>
<td>PA-15/PA-17 Rear Strut</td>
<td>U08557-002</td>
<td>$260.43</td>
<td></td>
</tr>
<tr>
<td>PA-16 Front Strut</td>
<td>U08558-002</td>
<td>$559.82</td>
<td></td>
</tr>
<tr>
<td>PA-20/PA-22 Front Strut</td>
<td>U08556-002</td>
<td>$512.30</td>
<td></td>
</tr>
<tr>
<td>PA-20/22 Rear Strut</td>
<td>U08559-002</td>
<td>$512.30</td>
<td></td>
</tr>
</tbody>
</table>

**PA-20/22 Door Channel Kit**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Door Channel Kit</td>
<td>819-22</td>
<td>$471.71</td>
<td></td>
</tr>
</tbody>
</table>

**Trim System Components**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stabilizer Yoke</td>
<td>Adjuster (Jack) Screw</td>
<td>U42692-000</td>
<td>$217.52</td>
</tr>
<tr>
<td>U42961-102</td>
<td>$84.58</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PA-20/22 Windscreens**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat Type Windsheild</td>
<td>U13432-000</td>
<td>$334.13</td>
<td></td>
</tr>
<tr>
<td>Green Tinted</td>
<td>U13432-000C</td>
<td>$400.95</td>
<td></td>
</tr>
</tbody>
</table>

**Free Catalog**

Contact Univair today to get your free general catalog.

Foreign orders pay postage.

Toll Free Sales: 1-888-433-5433

2500 Himalaya Road • Aurora, CO • 80011-8156
Info Phone: 303-375-8882
Fax: 800-457-7811 or 303-375-8888
Email: info@univair.com
Website: www.univair.com

ALL WEIGHTS AND SIZE IS GROSS. CATALOG DATA PRICE AND AVAILABILITY SUBJECT TO CHANGE WITHOUT NOTICE - 2/06/10
THE SHORT WING PIPER NEWS
The Voice of the Short Wing Piper
April-May-June 2017 - Vol. 39: No. 2

President: Constance Stevens, MBA
PO Box 226, Homewood, CA 96141-0226
c_i_stevens@yahoo.com
855-7972-411/855-SWPC-411

Vice President: Adolph Svec
19009 River Rd, Marengo, IL 60152-8500
asvec@mc.net
815-568-6652

Secretary: Art Weisberger
3616 Blackbird Dr.
Sierra Vista, AZ 85635
tripacer19d@aol.com
520-459-3768

AT LARGE MEMBERS of Executive Board
David Hedditch, 501 Darla Dr., Victor, MT 59875, drh29@bitterroot.com, 406-360-3283
Clyde Smith, Jr., PO Box 721, Lock Haven, PA 17745-0721, clyde@cubdoctor.com, 570-748-7975

Need information or tech help? Use the 24/7 toll-free HOTLINE - 855-SWPC-411
(that’s 855-7972-411)
See list of technical advisors and other staff members on next page. All officers, board members, and staff members can be contacted through the hotline or by their personal information (if listed).

Chapter presidents are listed on pages 93-95
STAFF MEMBERS

Editor/Membership Services, Eleanor Mills, P.O. Box 10822, Springfield, MO 65808, 417-883-1457, eleanormills@att.net

Interim Chapter Coordinator, Adolph Svec, 19009 River Rd, Marengo, IL 60152-8500, 815-568-6652, asvec@mc.net

Panel of Technical Advisors: Tom Anderson, A&P/IA, 5401 Crooked Tree Dr., Mason, OH 45040, 513-398-2656, teanderson@cinci.rr.com; Doug Arpke, A&P/IA, 3502 199th Pl. SW, Lynnwood, WA 98036-9109, 425-776-8033, arpke54@frontier.net; Ralph Gutowski, A&P/IA, 8 Ives Woods Drive, Oxford, OH 45056, 513-523-2647, rgutowski@woh.rr.com; Steve Pankonin, A&P/IA, 1537 Jones Rd, White City, OR 97503-9577, 541-826-3200, steve@stevesaircraft.com; Lloyd Perkins, A&P/IA, 7109 Pullen, Fredericksburg, VA 22407, 540-786-2838 or 540-847-7340 (cell), eagleavn@verizon.net; Eric Presten, A&P/IA, EAA appointment as Experimental Aircraft Mainenance Advisor, 832 1st St West, Sonoma, CA 65476, 707-939-8913 or 707-338-9287 (cell), ericpresten@aol.com; Clyde Smith, Jr., A&P/IA, PO Box 721, Lock Haven, PA 17745-0721, 570-748-7975 or 570-916-9866 (cell), cubdr@comcast.net; Frank Sperandeo III, A&P/IA, FAA Designee - DAR, DER, 15841 Pear Circle, Fayetteville, AR 72704-8021, 479-521-2609, miss_pearl@cox.net; Doug Stewart, A&P/IA, 224 Vine St., Cashmere, WA 98815-1054, 509-679-3485, tdoug11@nwi.net, and Ralph Widman, A&P/IA, Box 573, Lynchburg, OH 45142, 937-364-6050, widmanralph@gmail.com. --- You can also contact a tech advisor through the club’s new 24/7 toll-free number, 855-SWPC-411 (855-7972-411). Your question will be given to the Advisor you request when they are available, and if they are unavailable, a backup advisor will answer your question quickly when time is critical. All the advisors are A&P/IA rated.

Panel of CFI’s or CFII’s: Eric Presten, CFI, see A&P/IA listing above for contact information; James (Jim) Price, CFI, instrument rated, skilled about Short Wings, does flight reviews and tailwheel instruction. Flight advisor with EAA 1127, 411 NE 7th St., Abilene, KS 67410-2125, 785-479-1088, tripacer7075@sbcglobal.net.

Librarian/Tool Acquisitions/Club Archives, Terry and Claire Karlson, 27812 N 256th Ave, Wittman, AZ 85361, 602-509-0388, swpclibrary@yahoo.com

Club Store Manager: Dan Miller, 33206 Truman Rd, Grain Valley, MO 64029-8243, 816-438-2138, SWPCStore@centurylink.net or dm1310@centurylink.net

Education Foundation Manager, Lou Reinkens, PO Box 226, Homewood, CA 96141-0226, 530-525-5273, loureinkens@yahoo.com

Club Webmaster, Ira Rampil, 236 Candler Way, Williamson, GA 30292, 631-335-9582, rampil@icloud.com

Website Forum Manager, Tom Anderson, see A&P/IA listing above for contact information.

Vol. 39, No. 2: The Short Wing Piper News (ISSN 8750-9113) (USPS 738-590) is published quarterly by the Short Wing Piper Club, Inc., 820 E. University St., Springfield, Mo. 65807, with additional entry at Halstead, KS 67056. Annual membership dues are $45 for U.S. members, $55 for Canada and $80 for overseas members ($40 of which is subscription price, with the extra to include postage), all in U.S. currency. E-subscriptions available for $40. Periodicals postage paid at Springfield MO 65808 and additional entry.

POSTMASTER: Send address changes to The Short Wing Piper News, P.O. Box 10822, Springfield, MO 65808-0822.
Table of Contents
January-February-March 2017

Touch and Go: President’s report - No need for an
election, just continuity ...........................................1
Connie Stevens

Special reports:
  2016 SWPC cost center, draft ...............................6
Connie Stevens
  SWPC Convention 2016 P& L, draft ....................8
Connie Stevens
  Short Wings - fun to fly & relatively easy to repair 10
Connie Stevens

2017 Convention - Discover Lancaster 2017
  Discover Lancaster preliminary schedule ............12
Connie Stevens
  Facts at a glance ..............................................14
Ready . set . takeoff! And around the Statue of
  Liberty we go! ......................................................15
Eleanor Mills

Cliff Van Vleet (to be officially elected president at the
  2017 convention) introduces himself to those who
don’t yet know him - Part One .............................17
Connie Stevens
  Part Two: And here -- for the moment -- is the “rest
of the story” ....................................................19
Cliff Van Vleet

Who’s New - 11-21-16 to 2-20-17 ..........................22
Eleanor Mills

A note to new members ..........................................23

Membership Report:
  News you need to know .................................23
Eleanor Mills
  More news from the mail bag .........................28
Eleanor Mills
  FAQ’s about your club/membership .................36
Eleanor Mills

Technical Corner
  Motorized tailwheel tow bar designed ..............38
Frank Sperandeo
  Flight Safety: Refreshers in learning on a cross-
country flight ...............................................42
Ralph Widman
  Non-member’s question answered .....................50
Mills/Anderson
  Jack from scrap metal, stable and useful ..........50
Terry Baker
  Another useful tool: How to make repair of rib
stitches under fuel tanks ..............................53
Bill Havener

The Short Wing Piper News is intended as a public forum concerning
the maintenance, modification and operation of the aircraft that are the sub-
ject of the Short Wing Piper Club, Inc. In the interest of encouraging pres-
entation and discussion of ideas concerning these aircraft, opinions of the
readers of this publication are solicited for this forum. The Short Wing
Piper Club, Inc., makes no judgment concerning any idea or opinion
expressed in the Short Wing Piper News or any other forum, including but
not limited to, the club’s Facebook page, Twitter account, or its website. The
owner or operator of any aircraft should not attempt any alteration of or
modification to, or departure from, approved maintenance or operating
procedures for that aircraft without first obtaining the written approval of
qualified maintenance personnel or the FAA. Any event announced and/or
listed herein, except as noted, is done as a matter of information and does
not constitute approval, sponsorship, control, or endorsement of said event.
Lots of news in this issue -- current, future (well as far into the future as this summer’s convention, at least) and past (in the form of reprints).

Important dates:

May 11: Convention registration rates increase

May 20: Deadline for ads and copy for the July-August-September issue

June 11-15: Discover Lancaster convention

June 16: Depart Lancaster PA for Lock Haven PA and the 2017 Sentimental Journey (June 20-24)
Our current Administration has four amazing years behind us. We have flown in formation over various landscapes. As your flight leader, when it comes to Planning, Coordination, Cooperation, and Continuity, Finance and Organization, we have succeeded in developing strategies to continue on course, taking our club further into the current era of electronics and communication despite the few cross-winds challenging our approach. Most recently, our Board of Directors approved electronic voting. It was to be tested at our President and Secretary’s election this year. However, since all but one for each withdrew their nominations, we will use our new system for surveying our membership interests, with YOUR help, of course. There is no need for an election this year, just continuity.

My two terms over the last two years have taken us through various altitudes. Serving as your Club and Foundation President; Interim Treasurer with Required State and Federal Reporting; Financial Advisor; Website Manager and Responder; Writing and editing our Website monthly “President’s Update” page; Toll-Free Number originator and Responder when needed; E-NEWSlttr originator,
designer, editor and publisher; 2014 Co-Director and pre-convention finance and registration setup; Convention Consultant and Board Representative; Club and Foundation International Representative and Presenter at General Aviation Events; Program originator, designer and presenter of “Buy, Build, & Fly the affordable certified ride”; Designing and distributing Club & Foundation brochures; Piper Aviation Museum SWPC Exhibit update Planner; Club & Foundation donor -- I have enjoyed every moment of every day serving our Club and Foundation needs and to be here for you, our Membership and our Club. I appreciate the opportunity to participate in our Club’s development with you.

Since my second Term is ending and we have a willing member and former President, Cliff Van Vleet, to manage our Club as President and Art Weisburger will continue as Secretary for the next term, 2017/2019, a reduction in my responsibilities is welcomed. I will be able to get back to flying, maintaining and upgrading my Tri-Pacer and catching up on all those things that have been set aside. Our Club is stronger and the new Administrator will set his own course effective June 16, 2017, following this year’s Annual Convention in Pennsylvania, per Club protocol and By-Laws.

Thank you(!) for your continued support and encouragement. Our Board of Directors has certainly paved the way to support Club adjustments to meet most of our mutual goals. However, we could not have taken our Club this far without YOU, our membership. This has been a wonder-filled experience for me to meet & work with all of you, set goals, and get it done! Thank You!

Our Club exists because of our Membership support to promote Short Wing Piper Aircraft with education and safety at the forefront while fulfilling our By-Laws and their commitment to our mission (printed below). We have always asked the question, “Is this in the best interest of our Club and Membership” with every decision since 2013.

Planning

Flight Planning is strategic. Our last four years of Planning Strategies have included reading, understanding and updating as needed our By-Laws; current and new membership diversity, needs and services appreciation; setting each goal’s course for as direct a flight as reasonable; timing fuel consumption accordingly; short-term versus long-term planning as they are relative to growth and membership services, dynamics, and continuity.

Planning for Continuity has a few “must haves”:

1. Our Club and Foundation histories have a HOME: Piper Aviation Museum in Lock Haven PA, the home of Sentimental
Journey. Maintain this gift and our history. The cost is minimal and the benefit is priceless! Erect a “Gone West Wall” to commemorate ALL of our Long-Term (twenty-five years + of Support with paid dues) plus TBD “Life Time”

2. Develop a “Life Time” Membership, a one-time Supporter Fee minimum of $1,500. This will pay for the wall.

3. Centralizing Club & Foundation Calls to a Toll-Free number; Keep it. Minimal cost and priceless for informative data and membership convenience. With any Club issue including officer transitions, we will continue to receive membership calls.

4. Finances are tantamount to our stability. Maintaining a Bookkeeper for monthly data entry and an Accountant for Final Annual Reports is just good business sense and maintains Continuity with the assurance that timely and accurate Reports will happen. Both positions are different from one another and represent different skills. The time and information involved in our Treasurer’s office is extensive and complicated. If our Treasurer can read and understand financial reports and write their analysis and reports to the membership, state and federal offices per our By-Laws, they will be busy. If they take on the entirety with the knowledge, understanding and time to commit, when vacated for whatever reason, our Club is left with a very large fracture in our tail feathers. This corrosion may take years to repair and become current. Providing consistent and professional services keeps the structure intact and permits the complicated portion of our Fiduciary responsibilities to be managed efficiently.

5. Our Annual Convention (See the 2016 Draft Income Statement Below) is our avenue for Educational Outreach, SWP Safety & Maintenance Forums, and Income if managed by our National Club with Program Continuity and financial control.

6. Our Club must release its hold on The Foundation and allow it to grow, removing the conflict of interest. This is the final step to maintaining continuity and releasing the Club’s Officers and At-Large Board members to concentrate on the Club as the Foundation’s major donor and sponsor per current Club By-Laws.

Coordination and Cooperation and Compromise

There are no successes to Plan completion without preparing for Coordination, Cooperation and Compromise and the lack thereof. Flight coordination is supportive of an eventful flight while Crew Coordination (CRM) requires Cooperation in order that everyone remains on the same page for flight safety and recurrent training. We have certainly had challenges since 2013. None went unanswered. None went forward without solutions and compromise. Crew Resource
Management is the only resolve before, during and following all projects and in-flight emergencies. We’ve had our share of in-flight emergencies. We found our way and got through it.

**Finance and Organization and Continuity**

This is where we set our course in 2013: Finance, Organization and Continuity. This is where every President lands at every meeting and travels daily. Finance and Organization are the fuel and oil, while Continuity remains our brake fluid for our flights.

**Financial sustainability** is the continuum for every Cost Center (see our Cost Centers below). Find the disruptions and repair them before the CG shifts and continued flight safety is not only threatened, but eventually becomes impossible and tosses all reason out the window as we attempt to change our route.

**Organizational structures** are the defense against these strong, shifting crosswinds following a long late night cross country arrival. Cost Centers help to pinpoint issues within the structure and adjustments as needed provide knowledge for growth and security. The foundation of every structure is its security. Within our Club’s structure is a membership driven organization. Our Club, a 501(c)4 non-charity, maintains control over a 501(c)3 Charity, The Education Foundation, by controlling the Board of Directors. This long-practiced situation is a conflict of interest and should be changed in the best interest of the Club and The Foundation.

It is unlikely that outside donors will support either organization until this control is released. SWPC is at the intersection of possibilities, if we can open our door to this truth. We have already separated our financial reports. Now, it is time to separate our Officers. It is imperative that the Club no longer maintain the majority of the Board, nor should the Club retain more than one representative, in the interest of clarity.

**Continuity:** Our Bi-Annual recurrent training continues to keep us in the safety zone where there is Continuity for safety’s sake. We hold elections every year to consider changing half of our National Officers who are on a Bi-Annual Flight Review. While four years was not enough time to solve all of our cumulative problems that began long before 2013, we did have a terrific beginning, as does every Administration. However, these realities never go away. It is only when Administrations are conscious, ever-vigilant, and frequently available to assist, that opportunity is realized: Opportunities to find more solutions, set them up, tweak as needed, and move forward enough to do it again. Continuity keeps us in check, stable, and prepared for change. Change is ever-present, as is time. Use them well, my friends.

I hope to see you at Sun ‘n Fun this April at the Type Club Tent and
at our “Buy, Build and Fly” Forum, and at our Convention from June 11-15.

Wishing you and yours a Vibrant and Energizing Spring with calm winds and clear skies,

Connie

SWPC 2016 Mission: To promote and encourage interest in the operation and maintenance of Short Wing Pipers and to collect and disseminate to members - ideas, experiences, and data in relation to such aircraft and the safe flying of SWP’s through Education and Technology, Maintenance and Safety Programs, Camaraderie and Flight while preserving SWPC History, Annual Reunions, and the Short Wing Piper Education Foundation, and Improving Communications -- all while ensuring SWPC sustainability.

Thank you for your continued support of our Club and The Foundation.

Did one of your flights turn into a marvelous flight? Did you rebuild your Short Wing? Did you dream up a new tool or a new way to use an old one? Are you teaching young people how to fly or flying Young Eagles? Tell us about it. Your fellow members want to hear about you and your flying (or fixing or rebuilding) adventures.

Send your story and photos to SWPN, PO Box 10822, Springfield, MO 65808 or email them to eleanormills@att.net

Attach your photos separately!
# Short Wing Piper Club, Inc. 2016 Cost Centers

Presented by Connie Stevens, SWPC President

<table>
<thead>
<tr>
<th>Cost Center</th>
<th>Income</th>
<th>Expenses</th>
<th>Net Income</th>
<th>Problem</th>
<th>Solutions Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>Online Store</td>
<td>Sales $8,246, Shipping $920</td>
<td>$4,895</td>
<td>+$4,271</td>
<td>Sales are lower than previous years</td>
<td>Increase inventory, advertising, &amp; Sales</td>
</tr>
<tr>
<td>per Dan M. Store Mgr &amp; Vol</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The NEWS Magazine</td>
<td>Advertising</td>
<td>Publication</td>
<td>Costs continue to outweigh the Advertising Income</td>
<td>Increase advertising costs, find more advertisers, &amp; find an Advertising Manager &amp; Reduce Pub Costs</td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-----------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$13,506</td>
<td>$12,725</td>
<td>-$25,789</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Employee $22,533</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Empl Tax $4,037</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convention 2016 per Connie S President &amp; Vol</td>
<td>$10,571</td>
<td>$20,142</td>
<td>-$9,571</td>
<td>Reduced attendance Averaged 87 over last 3 years</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1. Advertising &amp; Promotion in local aviation spots.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2. Open Invite to non-members with Member Discounts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3. Increase Tech Edu Programs, Wings Credit</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4. Program Continuity</td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>$73,411</td>
<td>$85,087</td>
<td>-$11,676</td>
<td>Income is not equal to nor more than Expenses</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1. Increase Income with Convention Attendance, Sponsors &amp; NEWS Advertisers to meet expenses</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2. Decrease Expenses further to meet Income &amp; reduce membership convenience, continuity, &amp; Reporting</td>
<td></td>
</tr>
</tbody>
</table>
## SWPC Convention 2016 P&L

**Draft**

### Income

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration Fee $50 x 68</td>
<td>$3,400.00</td>
</tr>
<tr>
<td>Shirts $25 x 25</td>
<td>$625.00</td>
</tr>
<tr>
<td>Caps $12 x 16</td>
<td>$192.00</td>
</tr>
<tr>
<td><strong>Meals</strong></td>
<td></td>
</tr>
<tr>
<td>Meet &amp; Greet (included in registration)</td>
<td>$0</td>
</tr>
<tr>
<td>Breakfast (included in registration)</td>
<td>$0</td>
</tr>
<tr>
<td>Membership Luncheon $25 x 57</td>
<td>$1,425.00</td>
</tr>
<tr>
<td>Dinner - Banquet $30 x 59</td>
<td>$1,770.00</td>
</tr>
<tr>
<td><strong>Poker Run $10 x 10/2</strong></td>
<td>$50.00</td>
</tr>
<tr>
<td><strong>Tours $50 x 38 + $571 at Door</strong></td>
<td>$2,471.00</td>
</tr>
<tr>
<td><strong>Silent Auction</strong></td>
<td>$555.00</td>
</tr>
<tr>
<td>Donations: Convention - to 2016 Convention for</td>
<td></td>
</tr>
<tr>
<td>Caps, Patches, Shirts at AV/OSH</td>
<td>$83.00</td>
</tr>
</tbody>
</table>

**Total Income**

$10,571.00

### Expenses

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hangar Hotel</strong></td>
<td></td>
</tr>
<tr>
<td>Deposit</td>
<td>$1,700.00</td>
</tr>
<tr>
<td>Conference Center, rental for week</td>
<td>$3,400.00</td>
</tr>
<tr>
<td>Meet &amp; Greet</td>
<td>$384.94</td>
</tr>
<tr>
<td>Membership Luncheon</td>
<td>$1,583.90</td>
</tr>
<tr>
<td>Banquet</td>
<td>$2,227.85</td>
</tr>
<tr>
<td><strong>Beverage Services</strong></td>
<td>$460.00</td>
</tr>
<tr>
<td><strong>Table Linens</strong></td>
<td>$156.00</td>
</tr>
<tr>
<td><strong>Bar Set Up</strong></td>
<td>$400.00</td>
</tr>
<tr>
<td>Tax 8.25</td>
<td>$351.13</td>
</tr>
<tr>
<td>Gratuity 20 percent</td>
<td>$851.22</td>
</tr>
<tr>
<td>Flowers and Table Decor</td>
<td>$245.00</td>
</tr>
<tr>
<td>Speaker’s Hotel Rooms 2 rooms for 1 night</td>
<td>$292.00</td>
</tr>
</tbody>
</table>

**Hotel & Support Total Costs**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tours</td>
<td>$1,750.00</td>
</tr>
<tr>
<td>Printing</td>
<td>$310.89</td>
</tr>
</tbody>
</table>
Signs $100.00
Bugler $40.00
Halo: Caps with patch $12.76 x 48 $612.62
Halo: Shirts with patch - $2340.09 + 783.75 + 261.28 $3385.12
Patch Design $120.00
Plaques, Certificates of Appreciation $515.79
Check 992 to Dan Nicholson for Exp Reimb $685.52
Merchant Fees
  B of A $191.09
  Stripe $129.45

Total Other Expenses

$7840.48

Total Expense $20141.50

2016 Convention Total Net Income/Loss $9570.50

9

Another Poly-Fiber Moment in History

Pilot Joebob Lamont (goggles and gloves) and navigator “Thataway” Hattaway (pointing east) were fully confident their ship would be first. Poly-Fiber being unavailable, they used Archie Bancroft’s (taller one on wing) mother’s best sheets, stuck on with whitewash. Despite their unmistakable prowess, no European landfall was ever documented.

Goodproof manual with lots of pictures, and we’re as close as your phone.

800-362-3490 polyfiber.com

Poly Fiber Aircraft Coatings
# Short Wing Pipers are Fun! To fly & Relatively Easy to Repair

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Vagabond PA-15/17</th>
<th>Clipper PA-16</th>
<th>Pacer PA-20</th>
<th>Tri-Pacer PA-22</th>
<th>Colt PA-22-108</th>
</tr>
</thead>
<tbody>
<tr>
<td>Production</td>
<td>Jan '48-Aug '48</td>
<td>Jan '49-Nov '49</td>
<td>Jan '50-Sep '54</td>
<td>Dec '50-Aug '60</td>
<td>Nov '60-Mar '64</td>
</tr>
<tr>
<td># Built</td>
<td>384</td>
<td>736</td>
<td>1,120</td>
<td>7,629</td>
<td>1,849</td>
</tr>
<tr>
<td>Engine</td>
<td>65 hp Lyc or Continental</td>
<td>108 hp Lyc</td>
<td>125/135 hp Lyc</td>
<td>125/135/150/160 hp Lycoming</td>
<td>108 hp Lyc</td>
</tr>
<tr>
<td>Max Speed</td>
<td>102 mph/100 mph</td>
<td>125 mph</td>
<td>135/139 mph</td>
<td>133/137/139/141</td>
<td>120 mph</td>
</tr>
<tr>
<td>Cruise Speed</td>
<td>92 mph/90 mph</td>
<td>112 mph</td>
<td>125/134 mph</td>
<td>123/132/132/134</td>
<td>108 mph</td>
</tr>
<tr>
<td>Stall Speed</td>
<td>45 mph</td>
<td>50 mph</td>
<td>48 mph</td>
<td>48/48/49/49mph</td>
<td>56 mph</td>
</tr>
<tr>
<td>Rate of Climb</td>
<td>510 fpm/530 fpm</td>
<td>600 fpm</td>
<td>810/850 fpm</td>
<td>810/850/725/800</td>
<td>610 fpm</td>
</tr>
<tr>
<td>Fuel Burn</td>
<td>4 gph</td>
<td>6 gph</td>
<td>7/7.5 gph</td>
<td>7.7/7.9/9.0/9.5</td>
<td>6.5 gph</td>
</tr>
<tr>
<td>Range</td>
<td>255 sm/250 sm</td>
<td>480 sm</td>
<td>580 sm</td>
<td>580/580/528/536</td>
<td>648 sm</td>
</tr>
<tr>
<td>Seats</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Controls</td>
<td>Stick</td>
<td>Stick</td>
<td>Yoke</td>
<td>Yoke</td>
<td>Yoke</td>
</tr>
<tr>
<td>Flaps</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

This table of information was prepared by Connie Stevens, SWPC Member, SWP Owner & President. It follows the original Piper Aircraft Company published information & later SWPC duplication for SWP promotional purposes. Every effort has been extended toward accuracy in the above data.

While the information above is relative to the original specifications and general information from 1948-1964 including options not listed above, today there are many available airframe and engine modifications including STCs, 337s and/or FAA Field Approvals with improved safety, overall comfort and performance. Call our Toll-Free number and discuss options with our Technical Adviser(s) today.

Don’t Wait - Call 855-SWPC-411 or 855-7972-411 Today
**PA-22-150 Forecasted 2017 Annual Cost Estimates**

<table>
<thead>
<tr>
<th>2017 Budget</th>
<th>Hangar</th>
<th>Insurance</th>
<th>Annual</th>
<th>Maintenance &amp; Upgrades</th>
<th>Long-Term Maint &amp; TBO</th>
<th>Fuel &amp; Oil</th>
<th>TOTAL ANNUAL COSTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA-22-150</td>
<td>$3,840 $384*</td>
<td>$530*</td>
<td>$500*</td>
<td>~$1,200</td>
<td>~$1,000</td>
<td>~$2,160</td>
<td>~$5,774 48 flt hrs/yr</td>
</tr>
<tr>
<td>Notes</td>
<td>Annual Pmt - Time Trade</td>
<td>0 Claims</td>
<td>Owner Assisted + Trade</td>
<td>Flight Time Variable &amp; Product Trades</td>
<td>Minimum Exp if Flown 4 hours/Month</td>
<td>$180 4 hrs Oil purchase by case</td>
<td>*$1,414</td>
</tr>
</tbody>
</table>

*Fixed Costs

<table>
<thead>
<tr>
<th>~Estimates</th>
<th>*Annual Fixed Costs</th>
<th>Total Monthly Estimate: $481</th>
</tr>
</thead>
</table>

The above estimates are from just one SWPC Member, Owner, & Club President Connie Stevens. N4301A is a 1956 PA22-150. While the table above states the PA22-150's Lycoming 0320 burns 9 gph, 01A burns about 7 gph. Go figure. Everyone is different in some and often many ways. Perhaps, the same can be said for aircraft engines and their performance. What are - or were - your costs for your Short Wing Piper? Please, help potential & existing members to set their estimates and find ways to keep this Affordable Certified Ride – affordable - with a few bells & whistles – or not. What Mods do you enjoy and why? Would you recommend your Mod(s) and why?
Discover Lancaster preliminary schedule

2017 Convention Preliminary Schedule
By Connie Stevens, President
Reprinted from the club website, www.shortwingpiperclub.org

Sunday, June 11:
– Young Eagles SWP Flyout AM Possible from Smoketown
– Convention arrivals and early registration
– Annual Board of Directors Meetings: Club & Foundation
– Late afternoon Hospitality/Welcome Party

Monday, June 12:
– Annual Membership Luncheon
– Annual Membership Meeting & Election
– Activities are being planned

Tuesday, June 13:
– Chapter President’s Breakfast Meeting AM
– National Technical Adviser’s Meeting AM
– Activities currently being planned

Wednesday, June 14:
– AM Activities currently being planned
– Annual Banquet

Thursday, June 15:
– Activities TBD
– Early departures
Friday, June 16:
Departures for Lock Haven for Sentimental Journey, June 20-24
Piper Aviation Museum: SWPC Exhibit
Breakfast (to be determined)

Local Attractions (Lancaster/Smoketown):
- Dutch Wonderland Amusement Park
- Pennsylvania Railway Museum
- Strasburg Steam Railroad
- Amish Farms
- Factory Outlet Stores

Poker Run includes a Flight Around the Statue of Liberty
Date & Time TBD

Possible Bus/Shuttle trips:
- Washington DC – Smithsonian, “The Mall”, National Air & Space Museum, & Other Smithsonian Museums & the Paul Garber Restoration Facility (Free Admission);
- Philadelphia – Liberty Bell & Other Historic Sites
- Atlantic City Casinos

Source: the club website, www.shortwingpiperclub.org
Please note: The club website also has the convention’s registration form in two different formats --- a paper form for you to print out and fill in and mail to the address included and an interactive form that you can fill out online and submit with your credit card information. The registration form is also printed on page 116 of this issue.

Need information on Short Wing Pipers?
Available from the Club Store on the website:

Tips and Techniques CD’s * blueprints and drawings CD,
Vag drawings CD * Piper drawings CD
rigging CD
Plus Hard Copy Tips & Techniques manuals
Facts at a glance

Location: Lancaster, Pennsylvania
Airport: Smoketown (S37), 311 Airport Drive, Smoketown PA 17576. Phone 717-394-6576.

Hotel and Convention Center: Lancaster Host Resort and Conference Center, 2300 Lincoln Highway East (Route 30), Lancaster. Toll Free: 1-800-233-0121 or 855-516-1090 or 717-299-5500. Our SWPC rates at the hotel (be sure to say you’re with the SWPC Convention): $119 single; $129 double; $145 triple, or $159 quad. All SWPC group reservations include a full breakfast daily.

Dates: Sunday, June 11, through Thursday or Friday, June 15 or 16.

Registration form is on the website and printed on page 116 this issue.

NOW AVAILABLE!
AN AFFORDABLE, LIGHT WEIGHT, HIGH EFFICIENCY, REPLACEMENT OIL COOLER FOR YOUR:

- PA-18
- PA-19
- PA-20
- PA-22

- All aluminum construction.
- Cooling efficiency is improved by more than 50%.
- Almost 4 Lbs lighter than the original Harrison copper cooler.
- Direct replacement part, “no modifications necessary”.

STC & PDA

800-565-4268
Sales@niagaraairportparts.com
That’s the word from convention director Rich Capece, president of the Mid-Atlantic Chapter. “We’re going to fly around the Statue of Liberty,” Rich says. “Even if there’s only one plane to make the flight.”

“Oh, no,” I assured him. “There’ll be more than one plane.” It’ll be a parade of Short Wings, just as it was 20 years ago when the convention was held at Smoketown airport and the Lancaster Host Resort and Conference Center.

The flight around the statue might be the headline event of the convention, Rich says, but there will be plenty of other events, meetings, seminars, and attractions to provide a wonderful summer-time vacation for members and their families.

There will be tours for you to sign up for, going by bus (if enough people want to go to fill a bus) or by shuttles (if a smaller number signs up). One tour to Washington DC will include the National Air and Space Museum and the Paul Garber Restoration Facility, along with any other of the museums on the mall. Another tour to Philadelphia will feature the Liberty Bell and other historic sites. Another possibility, Rich said, would be a trip to the Atlantic City casinos.

Local attractions include the Strasburg Steam Railroad and the Pennsylvania Railway Museum, Amish farms, factory outlet stores (about 90 stores, Rich said, all big names), and the Dutch Wonderland Amusement Park, all these “right down the street,” Rich added.

The fun begins with your arrival on Sunday, June 11, with early registration beginning then and continuing on Monday morning. The big event Sunday (other than getting there and checking out which of your friends have already arrived) will be the late afternoon Meet and Greet hospitality/welcome party at the hotel swimming pool.

Monday, Tuesday, and Wednesday will feature the tours, meetings, seminars, etc, with the convention’s closing banquet in the hotel’s “Show Room” Wednesday evening.

Thursday and Friday have been scheduled for departures, unless there is a tour or other activity available on Thursday. It has been suggested that convention-attendees might want to scoot over to Lock Haven to take in this year’s Sentimental Journey. In fact, that opportunity is why the convention dates were selected a bit earlier than usual in June.

But any way you look at it, the flight around the Statue of Liberty will be the highlight of the convention, Rich said. “We will fly out of our host airport,
Smoketown Airport (S37), up to the George Washington Bridge and then head south down the Hudson River. New York’s Manhattan skyscrapers will be on our left and New Jersey on our right down to the Statue of Liberty and Ellis Island. This flight will also include a Poker Run with stops along the way to pick up cards and gas if you need it.”

I can assure you that the flight will be a highlight. It wasn’t from Smoketown, but the flight around the Statue of Liberty in 1993 at the Ellenville NY convention hosted by the Northeast Chapter featured more than 40 airplanes and covered much of the same territory. Just to give you a glimpse of what is in store for you (in addition to Rich’s words above), here is the report by Bob Mills of the flight in 1993:

1993 convention highlight was the group flight down the Hudson

By Bob Mills, Editor
Reprinted from the September-October 1993 SWPN, pages 25-27

Ellenville was a good convention. A highlight of the convention had to be the 140 N.M. round trip group flight down the Hudson River to the Statue of Liberty. More than 40 airplanes took off from Ellenville Wednesday morning heading for the Tappan Zee bridge at an altitude of 2,500 feet with instructions given at the briefing before we left to descend to 1,000 feet after crossing the bridge.

It was a fascinating trip. Since I didn’t fly our own airplane there I bummed a ride in the back seat of Elmer and Janet Miller’s beautiful PA-22/20 Pacer. The Hudson is a beautiful river, wide with a lot of boat traffic on it.

After crossing the Tappen Zee, you pass the steep cliffs of the New Jersey Palisades, then on down river to the Bronx and Yankee Stadium, then past the permanently moored aircraft carrier Intrepid, and on over the George Washington Bridge (Current editor’s note: This is where this year’s flight down the Hudson will begin) and on down the river, flying by Manhattan with the twin towers of the World Trade Center off the left wing almost, it seems, within touching distance, and on past the hundreds of New York City towering buildings and the Empire State Building towering over them all. Then finally to the Statue of Liberty.

For those who went, that flight will undoubtedly remain one of their treasured memories of flying a Short Wing Piper. I am sorry I was not able to fly our own Tri-Pacer, but I really do thank Elmer and Janet Miller for allowing me to accompany them.

(Editor’s note: I didn’t get to make that flight, but I can certainly attest that the flight was one of Bob’s most treasured memories. On the flight Bob took a photo of the Twin Towers of the World Trade Center, one of the Intrepid, and of course, one of Ellis Island with the Statue of Liberty in the background. He was most proud of the good view of the Towers, which of course were destroyed in the 9-11 terrorist attack.

I hope you can take this occasion to make a treasured memory of your own. See you there!)
Cliff Van Vleet (to be officially elected president at the 2017 convention) introduces himself to those who don’t yet know him

By Cliff Van Vleet
Sierra Vista AZ
ccvanvle@mindspring.com

This will be my third term as president of the SWPC, having been successfully elected to two earlier terms from 2005-2009. After eight years of contemplation and recuperation, I have again offered my services to lead our club into the future.


Offices held: SWPC, president, vice president, board of directors. AZSW-PC (Arizona Chapter), president, treasurer. EAA Chapter 776; president, vice president. COPPERSTATE Fly-In: Board of Directors, Public Address Chairman, Operation Thirst Co-Chairperson (Carole was Chairwoman). Classic Aircraft Association of Arizona: Board of Directors and Piper airplanes judge.

I have been active in the SWPC and aviation since the early 1990s and have directed several projects for the Club and EAA, including the Tips and Techniques books and CDs, the Mr. Ed (Ed Wach) “Touch and Go” book, the Commemorative History book, establishing the Hall of Honor, promoting and attending Southwest Regional fly-ins, fulfilling chairman assignments at both the COPPERSTATE and Cactus State fly-ins, plus totaling more than 1200 Young Eagles flown.

I took my first Short Wing flight in
Mr. Ed’s Tri-Pacer, N9592D, in November, 1989. He checked me out and then immediately gave me free access to his airplane, which I flew around Arizona until 1993. Then, at my request, he found Tri-Pacer N3344B advertised in the SWPNews, which I immediately purchased. Between then and now, Carole and I have flown it over 2000 hours including cross-country flights to SWPC conventions in Colorado, Florida, Kansas, Michigan, Missouri, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Utah, Wisconsin, Washington state, and Ontario, Canada. We have attended every convention starting with Prescott, AZ, except for Ellenville NY in 1993, when I was still working and could not get time off.

Our club continues to face the challenges it has faced through recent years: declining membership, cost of business exceeding membership fee income, paucity of volunteers to staff functions and tasks, paucity of fresh material for the SWPNews, Forum and Website neglect and ineffectiveness, accommodating new cyberspace technologies and social media, and convention planning, among the many. The backbone of outreach has been and continues to be the Short Wing Piper News. We MUST remember, however, that the SWPC is an organization staffed by VOLUNTEERS with the exception of producing the SWPNews and technical maintenance of the SWPC website. If more services and/or enhancements are to be realized without incurring substantial costs, more volunteers will have to provide them.

My primary platform is to develop a more inclusive leadership and open communication to lead the Club to adapt and fit into the future aviation, economic, technological and cultural mindset of members’ needs. To accomplish this I will immediately fill all executive board vacancies and work hard to energize volunteers to increase members’ activity and input to reduce the overall load off the president and other senior appointed positions. We must create innovative workable ideas to adapt to future circumstances and I have a track record for doing just that.

If we are going to revitalize our Type Club and keep our aircraft supported well, I need your support. I am eager to bring new energy into our Club and look forward to serving you once again.

This story, Part One, is now long enough. For more personal information, please continue to Part Two and learn more of my background and desires.

Clifford Van Vleet

---

It’s your turn to be heard
Talk to your board
Questions, Comments, Ideas
shortwingpiperclub@gmail.com
or call toll-free, 24-7, to
855-SWPC-411 (855-7972-411), which can also connect you to staff members.
Cliff and his wife, Carole, awaiting breakfast on one of their flights

And here -- for the moment -- is the “rest of the story”

By Cliff Van Vleet

What have I been doing since I stopped down as president of the SWPC in 2009? My first fairly large “retirement” task was scanning our 22,000 35mm slides into digital format. That project took almost two years, but now I have a very good handle on identifying and retrieving all of them. After switching from film to digital cameras, we have at least as many new digital pictures to keep track of. All in all, a very pleasant hobby and thank goodness for computers and their word processing capabilities.

Both Carole and I have continued to be regular attendees at SWPC conventions, Southwest Regionals, and Arizona chapter meetings, plus occasional attendance at special events like Jim Gardner’s Vinita chili feed and the Nebraska Antique Airplane annual event. We both have continued yearly COPPERSTATE and Cactus State Fly-In volunteer dues and directing and flying in our Annual Sierra Vista Airport Open House Young Eagle rallies. We attended Oshkosh 2015 after the Branson convention.

Those of you who know us pretty well appreciate that we both are regular hikers on our local Huachuca Mountain trails plus avid hikers and backpackers in Utah’s slick rock country in Arches, Canyonlands, Zion and the Escalante, plus our very favorite place, Sequoia National Park in California. For increased wilderness
pleasure we have taken two Colorado River trips through the Grand Canyon in 2010 and 2015 plus a Colorado River trip through Cataract Canyon in 2012. We have started seeing more of the outside world through ocean and river cruising with trips to Alaska, the Mediterranean, the Caribbean, the Panama Canal, and Paris-to-Normandy on the Seine river.

Now back to the main topic: I have been interested in aviation all my life; however, I waited until 1988 when at age 37 I learned to fly at Valenti Aviation in Oxnard CA. My primary trainer and first owned airplane was my own C-150, N23324. We moved from Oxnard to Sierra Vista AZ in 1980 where I immediately started learning about higher altitude flying with low power engines. I flew the 100 hp Cessna for over 600 hours in and around Arizona before selling it in 1987 in favor of renting a higher powered Cherokee 140 and Cessna 172.

After I joined EAA and met Ed Wach, he started encouraging me to join the Short Wing Piper Club and sweetened the pot by letting me fly his 160 hp Tri-Pacer. I used to sneak out from work at lunchtime and drive to Mr. Ed’s home in Sierra Vista and over coffee and cookies listen as he regaled me with his aviation stories, including some pretty harrowing WWII experiences late in the war and in post war Germany. In those early days of the Club, Mr. Ed was its chief evangelizer and largest proselytizer of new members. I saw the advantages of the Tri-Pacer and asked him to help me find one. He found N3344B listed in the SWPNews. I purchased it in early 1992 and shortly thereafter joined his beloved Short Wing Piper Club.

I was immediately impressed with the SWPNews with its technical stories and helpful hints. What impressed me greatly were all the contributors who were willing to share their questions, answers and stories with the whole membership in the SWPNews. Through the years, the chapter reports and other non-technical stories have become more and more valuable to me as I came to personally know more and more of the people who were writing them. The Club was in a growth mode during this time period so there were plenty of members sharing their stories. What I am leading up to is to emphasize that all stories were, and still are, member generated. If members (the ubiquitous they?) don’t send stories in, there are no stories to print. If you desire more technical or human interest stories, and we know everyone does, then help your fellow members and send one in, and then look forward to another member sending in one for you to appreciate.

As an aside, after editing Tips and Techniques volumes one and two, the bean count was 1599 stories from 621 authors, broken down as 449 stories from 449 one-time contributors, 473 articles from volunteers who contributed from 2 to 20 stories each, and 677 stories from 10 authors. The largest contributor in this last category was Mr. Ed with 156 technical articles followed by Frank Rush with 120. Eleanor Mills, Lonnie McLaughlin and Kent O’Kelly all submitted over 30 technical articles each. (Editor’s note: Including me in that list is a little misleading, since I was usually simply rewriting and compiling bits of technical hints submitted by other members. However, I AM a member, so SWPN’s claim to be member-written is true.)

The bottom line is that interesting stories do not have to be technically oriented. Indeed, most of mine have been more operational and travel-oriented than technical. The point is interesting content is generated by volunteers, YOU being the volunteers.
Our Club faces daunting challenges as we continue the transition into the new cyberspace era with its emphasis on social media interactions and Internet communications. With the proper leadership approach we can continue to provide the scope of activities and services for all Short Wing devotees to enjoy and benefit from. Most importantly, we need members to contribute according to their individual abilities and capabilities as I pledge to do as your next president and we need to live life to its fullest, giving thanks for our faith, health, liberty and freedom. The bedrock of the SWPC is Fellowship, Fun, Food, and Flying, which are especially on display at our conventions and in chapter meetings. I am looking forward to receiving and implementing your ideas and thoughts and suggestions. I will respond to all incoming communications and will do my utmost to use my past proven experiences to expand open information exchanges throughout our Club. Please support me as we work together for a bright future for the Short Wing Piper Cub.

Clifford Van Vleet

Patronize SWPN advertisers. They help to keep our aircraft updated and flying great!
Who’s New - 11-21 to 2-20

By Eleanor Mills, Editor

We have 18 new members to report this quarter. If one or more of these members is in your area and you would like their email address to invite them to join your chapter or to attend a fly-in with you, feel free to email or call me.

Thomas Andrews, Sanborn NY
Jarod Billen and family, Bartlett TN
Doug Davens, Regina, SK, Canada
John Galloway, New Richmond IN
Tyler and Marissa Green, Traer IA
Brian Heidt, Owosso MI
Chris Joens, Anchorage AK
Dale Kirby and family, Beavercreek OH
Todd Knight, Grimes IA
Russell Lougheed, Bow Aviation, LLC, Bow WA
Edward Marcotte, Dunnellon FL
Dave Parkison, Wolcott NY
John Pennewell, Greenville DE
Larry Perryman, West TX
Jack Rider, Chippewa Lake OH
Dennis Sewell, Clay Center KS
Joel Timblin and family, Plum City WI
Melinda Viteri, Washington DC, with partner Lucy Mencia

Counting partner, spousal and family memberships, there were 23 voting (counting the associated members with full membership benefits other than the Short Wing Piper News) members added this quarter. Welcome to all of you!

Look for a story in this issue about Melinda Viteri and Lucy Mencia and their work with high school students refurbishing Mary Feik’s Short Wing. Mary, you probably remember, was a long-time and well-awarded member of the club who died in June 2016. Her 1952 Pacer-135 was donated to a special program. The story is in the Membership Report: News you need to know, beginning on the next page. We look forward to frequent updates and photos for future SWPN issues.

Need technical information? Call one of our Panel of Technical Advisors, check out the Maintenance material on our club website, ask a question on the website’s technical forum or the club’s Facebook page, or order a CD or Tips & Techniques manual from the club web store. Help is available!
A note to new SWPC members:

Welcome to the Club

Please make yourselves known to the other members by your participation --

- Come to the convention in Lancaster, PA, in 2017; Identify yourselves there as First Timers and join in the fun;
- Join the local chapter nearest you and attend the fly-ins;
- Send in photos and stories to the SWPN --- we’d like to see your Short Wing and hear about you;
- Participate in the comments and questions on our Facebook page or the website’s forum or use the new 24/7 free Hot Line (855-SWPC-411) to direct a question to board members, staff or one or more of our Panel of Technical Advisors or email or call a member of the board or staff --- questions get answered and there’s always someone to hear you and help you!

It’s your club --- you can help make it better

---

Membership Report:
News you need to know

By Eleanor Mills
Editor and Membership Services

Convention registration form in this issue and on the club website

It’s ready now and just needs YOU! You’ve read earlier in this issue the exciting news about the flight around the Statue of Liberty and the other possible trips you can make at this summer’s convention.

Convention director Rich Capece and the members of the Mid-Atlantic Chapter have a great vacation convention planned for club members, with the Statue of Liberty flight perhaps the most exciting for those who fly their own aircraft there or who can hitch a ride with someone else. But for those who prefer other events, there are plenty of things to do this year.

The registration form is now on the club website in two forms, the paper registration which you can print out and send in with your check, and the interactive registration form that you can fill in on line and submit. The form is also printed in this issue, page 116. You’ll sign up for the various trips when you check in to the convention in June. The Meet and Greet on Sunday evening is included in the registration fee and the costs are given for the Membership Luncheon (which will be followed by the Membership Business Meeting) and the closing Banquet.

See you there!

New members shepherd teenagers in refurbishing Mary Feik’s Pacer

Melinda Benson Viteri and her assistant, Lucy Mencia, joined the club in November. Melinda, primary teacher at the British International School of Washington, DC, is also a board member of the Royal Aeronautical Society, and she and Lucy are helping a group of students in the Build A Plane experience, in which the students will work on refurbishing the 1952 Piper Pacer
The most trusted name in aircraft interiors!

airtex PRODUCTS, INC.

Seat Upholstery • Wall Panels
Headliners • Carpets

For all modern and classic planes

Airtex interior upholstery items are all made into complete assemblies, ready for you to install. Your choice of standard or premium fabrics and fourteen vinyl or leather colors. Carpets made of luxurious cut-pile in twelve colors. Headliners in wool fabric or two-way stretch vinyl. Baggage compartments, Seat slings, Firewall covers, etc.

Complete interior assemblies for do-it-yourself installation!

FREE CATALOG!

Fabric Selection Guide - $7.00

airtex PRODUCTS, INC.
259 Lower Morrisville Road, Fallsington, PA 19054
PHONE 215-295-4115 • FAX 215-295-4417
WEBSITE www.airtexinteriors.com
135, received by the Build A Plane program from the Mary Feik Estate. (Mary, a longtime member of the club, died in June of last year.)

The plane is hangared at Hyde Field in Clinton, MD, and students will go there to work on the plane on a weekly basis for two years.

Seventeen students are in the program this year. Organizers say the project is so popular that there is now a waiting list for students to get in the “Build-A-Plane.”

By the way, in my research about the Flight Around the Statue of Liberty in the SWPN from the September-October 1993 and the July-August 1997 issue, I learned that Mary Feik was the keynote speaker at the convention’s closing banquet 20 years ago in Lancaster.

Member’s death reported
Diane Mitchell, Mill Creek, Wash., reported on the club’s Facebook page the death of her husband:

“It is with deepest regret that I must inform the membership that Bob (Mitch) Mitchell passed away on January 5, 2017, from duodenal cancer. All the years he spent as webmaster and a member of the Columbia River Chapter he enjoyed helping anyone he could.”

Mitch was a member of the club from 2000 to 12-1-14. For those of you who would like to express sympathy to Diane and the family, her address is PO Box 1400, Mill Creek, WA 98082. Mitch’s email address indicated his love of his airplane — n2963p@earthlin.net.’

First year member decides not to renew
Jim Pierce, Fraser Lake, British Columbia, holds a low membership number (196) but while deciding not to renew has some thoughts on aviation clubs in general:

“After thinking about my continuing as an SWPC member, I have decided not to renew. In 2006, I sold my Short Wing Piper that I had owned and flown for 26 years. I then bought a fully restored Super Cub 150 on floats and have been enjoying a different type of flying for 10 years.

“With my change in aircraft, I’ve somewhat drifted away from the SWPC and do believe the club is very slowly fading. I belong to several aviation organizations, and the same trend seems to be present in all of them. When you look at photos of groups of aviators, it appears that the average age is near 70, and very few younger persons are getting involved in recreational aviation.

“I have been flying since 1964, have been a member of the SWPC since the beginning of the club (TPOC in the early days), and likely am amongst the few remaining first year members.

“Anyway, I have enjoyed the many years as an SWPC member, and wish you the very best in the future.”

Jim is right — there are only four members who joined in 1979 that still are current: Lonnie and Lu McLaughlin, Brentwood, NY (Member No. 3), Jim and Elaine Freeman, Breinegsville, PA (Member No. 11), William and Sharon Murry, Ocala, FL (Member No. 55), and Steve Culler, Winston Salem, NC (Member

If you have news items about members (or past members) or Short Wings, etc., be sure to share them with SWPN. This magazine is a member-written magazine, written by you, me, the volunteers who serve on the board -- anyone! As I say, this is your club and you can make it better. Works for the magazine, too.
Club has come a long way since 1982, member says

Martin Goldfarb (Member No. 914) sent me an email about an important missing word:

“I just read the comparison of the two Vagabonds on the club site by Christopher Thomas and noticed a missing word in the description of the PA-15. After ‘... and no baggage compartment’ the word ‘windows’ was omitted. The baggage compartments themselves in both aircraft are identical.

“Another significant difference in addition to those mentioned between the two models was the change from a Lycoming O-145 engine to the Continental C65 engine. Both were 65 horsepower.

“Also, while it’s seldom reported, the addition of the bungees allowed Piper to increase the GTOW of the PA-17 by 50 pounds, an increase of almost 5 percent to 1150 pounds.

“As a 41-year owner, restorer and pilot of serial number 15-230, I have to agree the Vagabond is a great airplane.

“The club has come a long way since 1982. Thank you.”

Martin lives in Scottsdale, AZ. His email address is 2014@DesertIslandAir.com.

Blueprint and Drawings CD now available

Dan Miller, manager of the club store, reported on the Facebook page this note:

“It was brought to my attention that
the SWPC Store showed the Short Wing Blueprints and Drawings CD as being out of stock. It was true that we sold out, but a new supply has been produced. I’m posting this in case anyone had tried to order a CD and thought they were out of luck.”

Member survives scary accident
Don Byrne, who lives in Lusby, MD, with his wife, Anita, escaped with non-serious burns and bruises when he was forced to jump from their burning Tri-Pacer during roll-out of an emergency landing at an airport. Don had just taken off from the Sussex County Airport in Delaware when he reported smoke in the cockpit. By the time he touched down, flames had erupted in the cockpit.

He shut down the aircraft and bailed out while it was still moving. The Tri-Pacer burned to the frame in spite of efforts to control the flames by bystanders with fire extinguishers.

I sent the following note to Don and Anita: “I am so sorry to hear about the fire and your injuries, Don. Will Bruce shared the story on the club’s Facebook page.

“I’m sure I express the feelings of all the club members when I say I’m glad you got out and according to one of your friends are doing better. And that we join you in grieving the injuries to the Tri-Pacer. I know Bob (my late husband who used to go to the airport even on non-flyable days just to ‘pat the airplane’) and I would have been desolated to lose our Tri-Pacer.”

Don reported a couple of days later that he was recovering: “I am slowly recovering, soreness is improving and the burns are healing nicely. It will probably take a little while before we realize the loss of our family Tri-Pacer. We had it since 1989. Our son, who is now 25, had his first flight in it when he was 6 days old to go to Buffalo to visit his grandparents.”

We know, Don. We’re just grateful you got out.

As a side note, like Don and Anita’s son, our daughter Kay grew up with our Tri-Pacer, at the age of 5 or 6 named it Tripey when we purchased it, and spent many an hour sitting in the back seat reading a book, while occasionally punching me in the back to shout, “How much farther?” (The shout was because she wore a noise-cancelling headset that was not connected to the intercom. Tripey was great, but noisy.)

Three reminders of news you probably already know:

It pays to read the notice
This particular news is for those of you who do not read the renewal notice very carefully. Every time I send them out, somebody sends back $40 for the E-News Only option. My first clue that this might be a mistake is that they have not checked the option, just sent the $40. I have learned to send the PDF of the latest issue of the SWPN to their email box with a note telling them when the next emailed issue will arrive.

Sure enough, nine times out of 10, I get an email back saying something on the line of “Please cancel the PDF for me of the SWPC News and send it by mail. I treasure them and actually use them to show interested people.”

It’s an easy fix. The mailed issue costs $45, with the additional $5 covering postage. Either the member can send the club another $5 or I can adjust the membership term to take care of that (a reduction of a month and 10 days takes care of it). (Those prices are for the US members, with an additional charge for out of the US because of even higher postage costs.)

I realize that for many years there
was only one option — a mailed issue — and for many years there was only one price for membership — $40. But times have changed. So please read. Please check the option you really want.

**Your spouse or partner is included**

On almost the same topic, please remember that the Family membership option includes your spouse or partner or child or other family member. You do not have to send an additional $7 for a spouse or partner. You get two memberships for one price and if you send the email address of your spouse or partner he or she will receive full benefits of membership (but not a separate SWPN).

Those of you who hold a Family membership will be able to participate in any emailed survey, but you need to send me your spouse or partner’s email address so I can set up a membership online (which we do with your membership number followed by S for spouse or P for partner).

**Remember to cancel ads in the magazine**

Curt Ammons sent me an email saying he had seen a particular classified ad in several issues but when he contacted the member who inserted it was informed that he had sold the airplane four or five years ago.

That was one of the ads followed by tfc in the magazine. Those ads run until you tell me to pull them.

---

**Membership Report**

**More news from the mail bag**

**By Eleanor Mills**
**Editor and Membership Services**

Everytime I write that headline about the mail bag I have to chuckle. Just shows how time passes and things change.

When Bob and I first became the editors, all the copy for the magazine came in the mail --- a real mail bag. Now there are very few articles that come through the post office and almost all comes via email.

But More news from the email just doesn’t have as much style as More news from the mail bag.

We have an update from Theresa Rush (sometimes known as Tee) who moved from the west coast to Georgia and now is living in Texas. Tee wrote an email in December, saying, “Hi, everyone. I finally have my computer up and working. It’s been a real adventure for sure and it’s not over yet. I’m still waiting for my real trailer to get here. It is promised for mid-January but I’m not holding my breath since it will be coming from upper Idaho and there has already been a great deal of snow. However, after camping out in my little 26 foot RV, it’ll feel like the Taj Mahal for sure.”

A later note confirmed that the trailer did arrive and as promised it was spacious and comfortable. Tee moved to be closer to family. Her new address is 17101 Feather Rock Trail, Austin TX 78734. Her email, mrsflyn-frank@gmail.com, indicates her background as the widow of Frank Rush, the club’s longtime Mr. Mechanic, whose columns still answer questions from members in the Reprint Corner of the SWPN.

**Larry Jenkins**, who served many
Attention All Piper Owners
Top-Quality Windshields & Windows Available for Your Piper Aircraft!

Models: J-3 to PA-39

Limited Time Piper Promotion
Use checkout code: SHORTWING to receive a 5% discount on your order!

Lee Bailey's Aircraft Plastics
Web: store.ceebaileys.com
Email: sales@ceebaileys.com
Sales Dept: (800) 788-0618

Aircraft Tires
Best Prices, Best Quality, Guaranteed!
Tires & Tubes • Tailwheels
Vintage • Oversize • Retreads

We carry tires and tubes for every Piper aircraft ever produced!

Limited Time Piper Promotion
Use checkout code: SHORTWING to receive a 5% discount on your order!

Keep Your Piper Rolling

Desser Tire & Rubber Co.
Web: www.desser.com
Email: sales@desser.com
Sales Dept: (800) 247-8473
years as the club store manager and the director of the Short Wing Piper Educational Foundation, reports: “Ol Larry’s flying sure has slowed down. My main reason is I am restoring my 1930 Model A Ford. Anyway, I have attached a photo of the airplane I learned to fly in more than 50 years ago at Ft. George G. Meade Army Air Field near Baltimore MD. (See the photo of the white with red Colt, N5974Z above.) Still love flying my Short Wing Piper.” Larry added that his wife, Jenny, has not been well. A cheerful note from their many friends might make them both feel better. Larry’s email is h75larry@hotmail.com.

Jay Smith, Fort Gratiot MI, reports that his wife, Carol, passed away during 2016. Jay’s email address is ercoupe1@att.net if you want to express your sympathy.

Don and Donna Harbison, Herod IL, sent in a classified ad for this issue. Don wrote a note to explain the need for the ad: “First I would like to thank you for all you have done and continue to do for the Club. I think we have been members since 1988 or 1989. (Yep, 1988). We purchased our first Tri-Pacer in January of 1989. And purchased the current one in 1994. In years past, we have flown to (I think) six Conventions, including Lancaster (Statue of Liberty) and the one held in Denver. We are getting on in age now and have decided to put our Tri-Pacer up For Sale so someone else can enjoy it as we have. It has been a tough decision but would you please list our Plane for Sale. Thanks, Don and Donna.”

Their ad is in and I certainly sympathize with the “tough decision.” But our Tri-Pacers make beautiful memories, Don and Donna, even after they are flying with someone else.

Every convention that we have turns out to be “One of the best,” but the Statue of Liberty flights in 1993 and 1997 were special and so was the one in Denver (probably because we visited Rocky Mountain National Park, one of Bob and my favorite places.)

In this issue’s batch of renewals received since the last issue, quite a few members indicated their occupation/special skills as either mechanic or A&P or A&P IA. The club doesn’t have a complete list of all those who hold aircraft mechanic certification, but you might keep this list and those in future issues to consult when you have need of a mechanic. And don’t
Dan Nicholson’s Red Bird is taxiing out for a flight over the South Texas landscape.

forget that each member of the club’s Panel of Technical Advisors is also an A&P IA. They’re a valuable resource for club members.

On this issue’s list are Lynn Bone, Bismarck MO, an A&P IA; Don Cooksey, New Castle WY, who also lists pilot as a special skill; Mark Patterson, Port Orange FL, who is a retired sheriff’s deputy, a pilot (FW and Rotor), and an A&P; David Owen, Fort Myers FL, who is a helicopter pilot and his partner, Ben Brink, is an A&P; Clyde Fletcher, Tuscola TX, is an aircraft mechanic skilled in auto repair – and has been for 70 years; Lendell Cooke, Mimbres NM, says he is retired and an A&P (or possibly a retired A&P but I’ll bet he’d still help you); Randy Knodel, Canyon Lake TX, who is a mechanic; and Chuck Warren, Sarver PA, who says he is retired and an engineer, A&P mechanic, and skilled in aerospace materials and procedures.

Joe Beam, Charleston WV, is a CFI/MEL/tailwheel; Ralph Kimberlin, Winter Haven FL, is a retired professor, FAA designated test pilot/FLT (and an acronym or word I can’t read – Sorry, Ralph); Nick Wahl, Dillingham AK, is a retired commercial pilot single-multi, land and sea, and a commercial fisherman; Michael Birdsell, Jasper TX, is a pilot; Evan Borge, Irvine CA, is an attorney and very proud to have restored N6023D! (Send us a photo, Evan. And a story, too, if you have time.) And Anthony Leocha, Hampstead NY, is a news photographer.

Dan Nicholson, Spring TX, the director of last summer’s convention in Fredericksburg, reported on January 26 that “last week I was out for a spin in The Red Bird. I think Bob Fuller was smiling down on South Texas. The Red Bird, as you may remember, is the Tri-Pacer Dan bought from Bob not too long before Bob, the founder of the Short Wing Piper Club, died.

More news from members on p.34
The SWPC Store inventory of items we sell can be found on the SWPC website, www.shortwing-piperclub.org. Credit cards or PayPal can be used for orders placed on the website.

Available from the store are CD’s containing drawings and blueprints pertaining to our Short Wings, CD’s and hard copies of compilations of tips and techniques from the pages of the Short Wing Piper News, and products from some of our vendors.

CD’s and hard copies available through the store include the following:

- **Rigging Your Short Wing** - $20  (Frank Rush discussing rigging and Tom Anderson showing how to align landing gear)
- **Tips & Techniques Vol. 1&II** - $40  (Technical articles, etc., from the pages of the Short Wing Piper News)
- **Tips & Techniques Vol. III** - $20
- **Tips & Techniques Vol. IV** - $20
- **Vagabond Drawings (15 and 17)** - $40
- **Piper Drawings** - $60  (over 450 drawings, technical diagrams, and blue prints covering all Short Wing models)

**Manuals (hard copy of the Tips & Techniques) are also available**

Tips & Techniques books I, II, III, and IV are $30 each, with your best value the full set of all four Tips & Techniques books for $110.

Take a look!
More items at the Club Web Store

In addition to the CD’s and Tips & Techniques Manuals listed on page 32, there are several other items currently available in the store -- See the club website for photos.

Popular items include:

**Tom Anderson’s LED Light Kit - $55**

The famous Sky Catch (1) - $30 (Note: Order multiple latches if needed for the rear door as well)

Brackett Air Filter Assemblies for PA-15, 16, 17, 20, and 22) - $55 (but price subject to change)

Brackett Air Filter Element BAF 4108 - $8.50

Classic Strut - Holds the door in the open position - $100

and

Patches - $3 each (SWPC cloth patch)

Note that shipping charges are added to the prices shown.

Order from the website using your credit card of PayPal or order directly from Dan Miller, club store manager. His information is listed on the second page of each issue under Staff Members or send an email to SWPCStore@centurylink.net.
As usual, quite a few members donated to one or more of the funds (to
the club itself, to the library fund, or to the Educational Foundation) with their
renewals. But this time we had a very special donation that came directly to
us.

Anthony Lalor, Yorkville IL, sent us the following letter: “I am a four-
time Short Wing Piper Club scholarship recipient and am finally in a posi-
tion to pay it forward to future applicants. Please see the enclosed donation
of $100 to be used toward the SWPC Education Foundation.

“Please let me know if you would like me to provide an update to the
club. I would love to thank the members again and to share the success
story of a former scholarship recipient. Adolph Svec is my friend and former
SWPC sponsor. He thought you might be interested in an update.”

Anthony’s email is tonyflys@comcast.net. I’ve sent him a note asking
him for the update. All of us who have donated through the years will be wait-
ing for his story. Thanks a bunch, Anthony!

Back to members’ renewals/donations. John Downing, Marion MI, gets
a special Christmas present every year from his daughter, Lisa Praise and her
family in Riverview FL. Lisa says that her dad always requests his member-
ship to the SWPC as his gift. This year, Lisa sent John’s membership renewal
plus a $5 donation to the club library in his name, along with a note to us:
“Merry Christmas! Thank you so much for helping me give Dad a gift
that he enjoys receiving!” That’s a gift that lasts all year long.

Robert Duris, Hubbardston MA, added a $45 donation to the Education
Foundation with his 3-year renewal; Benton Holzwarth, Tigard OR, sent
in $10 to the library and $10 to the Education Foundation; Dale and
Marie Ramey, Atascadero CA, who have a family membership, sent in $15
to the Education Foundation; Johnny and Julie Nichols sent in $18 to the
club, $18 to the library, and $18 to the Education Foundation with their
renewal; Mark Tripp, Midland TX, sent $15 for the Education Foundation;

Craig Baldwin, Aurora CO, sent in his annual $50 donation to the
Education Foundation and added this note: Retiring from Univair after 45
years at the end of the year. That was the end of 2016, so I’m sure the rest of
the Univair crew is still saying, “Craig will do it — oh, wait a minute!”
Maybe you can restore another Tri-Pacer, Craig.

Lonnie and Lu McLaughlin, Brentwood NY, sent in $25 for the
library and $25 for the Education Foundation. That’s not the only dona-
tion to the club that Lonnie makes. He does the annual index of SWPN arti-
cles each year. And as you’ll read in the Reprint Corner, he reads every
story of every issue – and finds mis-
takes that I made. Lonnie is a charter
member of the club. On his renewal
application he says his special skill is
organization. That’s what he has done
for the club for all this time, starting
out in the beginning as the archiver,
serving for many years as the librarian
and secretary, and still serving!
Thanks, Lonnie. (And thanks to Lu for
putting up with him, too! I can see him
organizing her shelves.)

Michael Hirsch, Cambridge MA, donated $15 to the Education
Foundation; Chuck Warren, Sarver PA, donated $20 to the library; Ed and
Doris Newby, Lake in the Hills IL, sent in $100 for the Education
Foundation along with their family membership, to which they added their
son, Michael, as a partner; Robert
and Sandra Oberholtzer, Streator IL, sent in $20 to the Education Foundation; **Sid and Sue Brain**, Harrison AR, sent in $100 for the Education Foundation;

**Dan and Sue Miller**, Grain Valley MO, sent in $10 to the Education Foundation; **Gary Rossman**, Grandy NC, made a $5 donation to the library and $5 to the Education Foundation with his automatic renewal; **Burt and Violet Ackerman**, Shakopee MN, sent in $10 for the Education Foundation with their family membership; **Joe Carter**, Cooksville TN, sent in $15 for the Education Foundation; **Carol Hall**, Urbana OH, sent in $10 for the Library;

**Gary Hamilton**, Melba ID, sent in $55 for the club; **RG and Dawn Hester**, Yakima WA, sent in $45 for the library with their family membership; **Anthony and Phillis Leocha**, Hampstead NH, sent in $32 for the library with their family membership; **Andy Seligson and Gloria Fields**, Yonkers NY, sent in $100 to the Education Foundation with their family membership, and **Adolph Svec and Myrna Akins**, Marengo IL, sent in $100 for the Education Foundation.

Among those last 10-plus donors are four who have donated or are donating something else to the club — their time and talents. Sid Brain is a past member of the board, serving in an at-large position, and with his wife Sue joined with other members of the Mid-America Chapter in putting on the 2015 convention in Branson MO. Dan and Sue Miller also worked that convention and Dan followed up by being the current club store manager.

Andy Seligson and Gloria Fields have donated time to more than one annual convention, the latest at Sarasota Springs in 2013. Andy also served on the board for many years. Adolph Svec and Myrna Akins are regular convention-attendees, with Adolph adding some musical entertainment (as does Andy Seligson at times). Adolph plays the piano and usually there is one at the venue. Andy, however, finds it difficult to transport his tuba to the conventions although he did join in a group playing at a past convention.

Adolph is the current vice president of the club and at a recent board meeting (via telecommunications) accepted the additional title of convention coordinator. So if you know of a place that would be a great convention location, let Adolph know.

As I have said before (probably so many times you could recite them with me), there are many ways to contribute to the club. Coming up soon is a special way to donate to the club — attending this year’s convention in Lancaster PA.

The registration form for the convention is in this issue and on the club website. Please fill it out, send it in, and make your plans for Lancaster. I guarantee that it will be another fun convention with many of your friends.
You can help grow the club! How?

Put an issue of the Short Wing Piper News in your Short Wing. If you see a Short Wing Piper at an airfield or a fly-in, ask if the owner is a member of the club. If not, give him the magazine and suggest he should take advantage of the many benefits of joining the club.

By the way, if you give your SWPN to a potential member, call or email Eleanor Mills and we’ll send you a replacement copy!
Quality Machining Services

Reconditioned Steel Parts Reduce Engine Overhaul Costs

WE OVERHAUL
- CRANKSHAFTS
- CAMSHAFTS
- CONNECTING RODS
- ROCKER ARMS
- TAPPET BODIES
- COUNTERWEIGHTS
- STARTER ADAPTERS

SERVICES
- ULTRASONIC INSPECTION
- CUSTOM MACHINING
- MAG, PARTICLE INSPECTION
- NITRIDING
- BALANCING
- ENGINEERING

Track the Progress of Shop Work Online. Live!

Tightest Tolerances • Fast Turn Times
Unsurpassed Quality • State Of The Art Equipment
Track Progress of Shop Work Online

1-800-826-9252
www.aircraft-specialties.com

2860 N. Sheridan Road, Tulsa, OK 74113 Phone: 918-836-6872 Fax: 918-836-8419

We Recommend CamGuard

FAA D02R764X & EASA 145.6513 Certified Repair Station
Technical Corner

Motorized tailwheel tow bar designed

By Frank Sperandeo
Fayetteville AR 72704
miss_pearl@cox.net

The saying that appears in the dialogue Republic, by the ancient Greek philosopher Plato, “Necessity is the mother of invention,” is defined as a need or problem that encourages creative efforts to meet the need or solve the problem. The creative light bulb attacked me once again, in the dark shadows of slumber at 3 a.m., to design a motorized tailwheel tow bar for Pearl.

The key reason for creating this mechanical contraption is alleviating lower back pain and stretched muscles that ache from otherwise non-use when manually tugging an aircraft loaded with 280 pounds of fuel in and out of a hangar, including the fact of hangar door/floor tracks that present an additional obstacle to be dealt with.

The first problem was to find off-the-shelf items that meet the mechanical truism of form/function and not break the bank. It was decided that Harbor Freight was the ideal place to shop for the key item to propel this tow bar. Strolling down one isle at the ubiquitous Harbor Freight store, I spotted a shelf stacked with those 12 volt ATV Utility Winches, with a 2500-lb. capacity. This was the proverbial Ah-Ha moment! (See pictures)

This winch has the exact mechanical attributes to make this a viable, safe transport tool for towing light tailwheel aircraft in and out of hangars. The unit has planetary gears, rotates at 32 rpm, which will fulfill the requirements of a normal walking pace when cogged timing belt to two steel shafted cogged gears is utilized. The winch comes with an independent remote to control off, on, and forward/rear motion. The knob that extends from the spool side can be pulled out and twisted to put the tow bar in neutral for normal towing.

Additional technical data and tips
*There are many tailwheel manual tow bars available for conversion to this motorized configuration.
*The winch power unit incorporates an aluminum spool with the cable.
Discard the cable.

*Basic metal machining is needed to be performed on the spool, such as removing the 3-1/2 inch diameter outer flange to the spool shaft. The metal cogged gear that should be installed is 3-1/4 inch diameter x 1-inch width. This gear is custom bored to fit the spool shaft and secured to the shaft with dogged eared socket set screws, quantity 2, 90 degrees apart. Also a 2-1/2 inch steel cogged is needed to be affixed to the tow bar’s wheel shaft. (See pictures). A good machinist will be a great source of help.

*You can get a slower or faster pace on the motorized tow bar by installing a smaller or bigger diameter cogged driven gear on the tow bar shaft. The wheel diameter on the tow bar that is on this unit is 6-inch diameter – it makes a difference on the calculated pace. It would be advantageous to use roller (not ball) bearings to aid in the assembling and affixing the wheel to the smaller cogged gear. Another term that can be used in implementing this formula is SFM – Surface Feet per Minute. See the Belt Driven Formula re: www.culvermotor.com/Engineering-Formulas/Pulley-and-RPM-Calculator.html

*A 12-volt small Odyssey battery is used to power the winch unit. These bat-
teries are used in most experimental aircraft and have a useful performance life of 9-12 years.

* 3/32 inch aluminum plate for the construction platform to mount the winch is bolted to the tow bar shank.

**Cost of Parts**

* Odyssey battery – dry cell – pt. # YB16L-B, 230CCA - $110.00
* Motorized Winch – Harbor Freight, 2500-lb capacity - $50.00
* Type H timing gears – 3-1/2 inch dia., 2-1/2 inch dia. x 1-inch (1 each). Part # P22H100MPB and # P16H100MPB respectively - $60.00 total. Maury Mfg. Co. – 800-284-2161
* Timing Belt – Jason Industrial Inc. – 973-227-4904, 1-inch wide x approx. 36-inches long (TBD). Pitch code “H” - $15.00

If you are a constant tinkerer, this is a challenging project to undertake.

**Constant tinkerer, in the middle of a refurbishing job and need a tool, or just a do-it-yourselfer who likes to read about technical items --- The Technical Corner has something for everyone!**
Join your local chapter today for Food * Fun * Fellowship * Flying

See the list of local chapters following the chapter reports or contact chapter coordinator Adolph Svec (contact information on page i and ii or use the SWPC toll free number 855-SWPC-411 or 855-7972-411)

A photo of the completed project is on the next page
without breaking the bank.
To add – A faint heart never won a fair lady.

Frank Sperandeo is currently owner of Pearl Mods LLC and has been active in manufacturing/modification of aircraft parts as add-ons, focusing on drag reduction. His manufacturing career began as a machinist apprentice with Kopper Company and currently spans 60 years as a certificated Master Machinist. Products that were produced were Pratt & Whitney aviation piston rings for type engines, R-1820, R-2800, and the R-4360. His engineering career encompassed design and manufacturing products for Westinghouse Electric Corp. for projects such as the APQ-10 radar system (F-4 Phantom), the AWAC Radar system, the MARK 45 Torpedo, the Stinger Missile project and the Mark1 Abrams Tank project. Frank has also served as Engineering Research instructor with the University of Arkansas, developing equipment for the Super Conductivity project and the Material Substrate Laser/Deposition project in vacuum chambers.

Presently, he is an A&P, IA, DAR and DER performing FAA Airworthiness inspections involving Experimental Aircraft. He is a member of EAA, a Technical Councilor, Flight Councilor, and a Young Eagle pilot. Frank is a member and past president of the Short Wing Piper Club, serving on the club’s Panel of Technical Advisors.

Technical Corner/Flight Safety

Refreshers in learning on a cross-country flight

By Ralph Widman
Lychburg OH
widmanralph@gmail.com

9-4-16. 08:45 weather: sunny & 50F

Jan and I flew to Put-in-Bay Friday, September 4, 2016. A Lake Erie island off the shore from Port Clinton, Ohio, its official name is Middle Bass Island,
As usual we got a late start, which compressed the day, but we accomplished our goals.

Starting out at 5,500 feet to save gas, about Rt. 70 we had to spiral down under the cloud layer to 2,800 ft, not knowing if the big clouds were obscuring farther on or not. The descent certainly didn’t remove our 16 mph headwind!

We arrived at Port Clinton (PCW) about 11 a.m. in a clear blue sky and did a quick $16 tour of the Trimotor Museum and $30 lunch at the Tin Goose Diner. (BTW, their food is quite good, and sandwiches could be split depending on your appetite.) We also went through the Liberty Aviation Museum on a VERY quick tour, this new museum being an extension of the Trimotor one. I was told their PT boat was undergoing sea trials, and their scratch built Trimotor has the solid through spar wing ribs. OUR goal was Put-in-Bay, and time was wastin’.

As we flew around Put-in Bay, the short north and south runway at North Bass Island looked inviting and desolate. We watched the ferry coming to Put-in-Bay. We were 3,000 ft. when we hit the island, and I spent a tour descending around the west and north side of Middle Bass, around the monument and then near 1600 ft. for downwind. The unknown challenge was to be the landing. It was such an affair that later I told Jan that for all the effort it took to get on the ground, I should have been able to have my biennial signed off right there and then!
PIB (as the locals say) is a right hand pattern. The winds were 13-20 MPH out of 060 (given over 122.8 by a departing plane) making it final landing over the trees. From experience I knew I needed 1,600 feet on downwind or I’d be too high. I also kept my glide speed at 80MPH. We did well. It’s weird doing a right downwind to base turn, seeing only water below. (Next time I’ll do straight in only.)

Then, turbulence coming off the trees meant I had to add power in case we got a downdraft. The turbulence made for a wash board approach, and I was adding power when I really wanted to reduce it. That’s the case when a little power is enough – a lot of power and we would be in go-round mode. I floated some (too fast) before we touched down.

We touched down about the first 1/3, to my amazement. I had lost track of where the halfway point was (terminal building) so I was on my old drum brakes pretty heavy. We were stopped by the tie down area and there was another 1/3 of the runway until the end. That end of the runway is undefined, blending in with the surroundings.

This year’s landing fee was $11 – up a dollar from a few years ago. Jan filled out the paperwork and put the money in an envelope and then into a locked box. We had to call for the golf cart rental person. When he arrived, we said we had just 2-3 hours and he charged us $26, which seemed to be a reduced rate.

Golf cart #26 had a grabbing clutch, and by the 4th or 5th time I said that, Jan commented “That’s my story and I’m sticking with it.” Sometimes it seemed like whiplash when going into reverse.

My social director, “the Wife,” realized our time was short, so we set out for specific items: taffy, perch, and the monument museum – not necessarily in that order. She had read that the monument had a new National Park Service Welcome center. Indeed, it was really good. We viewed their good movie on how Perry beat the British in the war of 1812. He was 28 years old and went up against a 23 year old British Commodore. The ships sluggled it out all day long.

When Perry’s flag ship had 4 out of 5 men killed or wounded and was out of ammunition, he took his own flag, left his destroyed ship and rowed under fire to another ship. The fight continued. Perry really had the gumption that only a 28 year old can have. The battle ended when the British commander was killed, his junior officers were inexperienced, and two British ships collided with their riggings getting tangled. The British had to retreat.

What this accomplished was that the British abandoned Detroit and the Northwest Territory, which they had sorely wanted. The USA now controlled these and had also made a significant statement to the Indians about the USA’s military prowess. (The Indians were in cahoots with the British previously).

Perry’s monument was built in 2 years – 1913-1915. A diorama shows the building of the granite monument. The granite blocks had been cut on the mainland and barged to the swampy part of the island. Each block was only slightly shorter than the average person in height and weighed 2-3 tons each. During the laying of each round of granite, or after several rounds were laid, concrete posts were poured behind them for stability. It’s not going to topple over in a storm soon!

I got a great shot of the monument framed by the 2 story windows of the
visitor center. We walked to the base of the monument and peered in. In the center of the floor, 3 British and 3 American military men are buried. (The remainder of the fallen from the battle were buried at sea). After the brief required visit to the gift shop, we headed on to the candy shop nearby where I got my taffy – a favorite.

It was a chilly September day to be there and even I was cold dressed in summer clothes. Later in the afternoon it warmed up some. All things considered it was really the best day to be there. Although no kids were riding the merry-go-round by the candy shop, we stood and listened to the calliope music for a bit.

About 3:45PM, Jan knew it was time to head to the Boardwalk for perch. It was early for dinner but our 5 PM departure ruled, and we wanted perch! From our dining table, I watched sail boats using the strong wind for lots of fun.

Needing to leave by 5, having to refuel at Port Clinton and then 2 hours home – we knew we had time constraints. It was starting to get dark by 8 p.m. now. Departure went well. A couple in a Cessna 140 left right before us. They had parked next to us, so we apparently spent about the same time on the island. They were from Bowling Green, OH, about a ½ hour away.

The fellow at the Port Clinton FBO desk questioned me why I didn’t refuel when I was there at 11 a.m. I commented that I had wanted to be as light as possible taking off at Put-in-Bay. Maybe next time I’ll change my mind – a heavier plane lands better and when departing we were headed into the 13 mph winds and the open monument end of the runway. So, now that I think of it – I could have saved myself a ½ hour fuel stop by getting fuel at the 11AM lunch stop.

Have a technical question?

Call the club’s toll free 24/7 Hotline:
855-797-2411
and ask for one or more
of the Panel of Technical Advisors or one of the club’s board of directors or staff members. (See pages i and ii for personal contact info).
If they don’t know the answer, they’ll know who does!

Have another question? Check with your chapter president or put your question on the forum or on the club’s Facebook page. Answers are available.

Somebody will know the answer!
I also visited the maintenance hangar at Port Clinton. It has painted floors and 4 or 5 planes including a twin in maintenance. The sign said Griffith Flying Service. It was déjà vu for me – I was a 6 month old A&P when I worked there for 2 months in the winter of 1975. They allowed me to put gallons of oil in the Ford Trimotor engine. It was a privilege at the time. I was also pleased to see business had picked up over the last 41 years. Aviation might survive after all.
This photo, with the mother and child to show scale, gives you a better idea of how big the monument is.

The Widmans’ Colt (also shown on the cover) has the monument in the background (behind the trees).
The maintenance guys were towing a Piper Seneca with one of those Wheel Horse tractors they make at Tiffin. We used one back in ’77.

Both of my landings at Port Clinton were done on runway 9. They have even runway headings easy to remember – 9 and 27, 36 and 18. The winds were 060 both times. When it came time to take off I followed a departing plane to 36. It was a lot closer than 9. The wind was in the middle of those headings.

Approaching Port Clinton on final for 9 from Put-in-Bay, I noticed another aircraft had materialized on the runway about 1/2 of the way down. This presented me with a dilemma. Where did he come from? Should I go around? Just about the time I committed to landing, he turned off the active to taxi to the FBO ramp. We taxied in behind him – a turbo prop Pilatus.

It took me a while to figure out how he got in front of us. There was no radio advisory. I finally concluded he must have been on short final for 9 as I was turning base and he snuck in front of me. He would have been faster and as it turned out, he was a charter. Sometimes when a faster plane cuts in front of a slower one, it may be best to keep radio silence as all they can do is make a commotion over the airwaves and they could be landed by the time all the radio talk was completed.

We self-fueled at Port Clinton $100 ($4.98 /gal). I haven’t paid that kind of fuel bill in a long time since I use auto fuel at home. We would be #3 to depart on 36. We turned out right over the swamps and industrial section – partly to avoid bothering the high rent district north of the runway. This put us flying down the causeway. I used to fly the causeway back in ’74 in a Cessna 150 as a brand new private pilot.

I was glad to make landfall and see farmers’ fields again. The two outdated life vests were in the back, although I doubted we’d get to them in time. I was also very happy to see 118 mph on the GPS. The 18 mph tailwind made up for the 16 mph headwind flying up.

I had stashed some taffy in my shirt pocket for the trip home. While listening to my CD player to pass the time, I noticed that about Marion, Jan was starting to get antsy. Taffy pacified her for a bit. By Columbus, she was bored with listening to the Columbus Approach to pass the time. Indeed, after a long day, the trip home seems longer than one wants, even though we were making good progress. I suggested she bring a book next time. Or, she could fly and I could nap.

Landing at Highland, we had two of our local planes in the pattern. It was refreshing to find the AWOS saying winds 04 at 04.

Cross country trips are not “gimmees.” They can challenge us with changing circumstances, some requiring all our training and experience.

Support SWPN advertisers!
They help support our aircraft.
Besides, they speak Short Wing!
Cold Starts Are Hard On Your Engine!

RED DRAGON Preheaters eliminate long cranking, cold starts and extend your engine’s life.

Originally designed for Alaska bush pilots, Red Dragon Preheaters have been proven under the most extreme conditions, Red Dragon Preheaters give you full safety control and heating power rated at 49,000 BTU per hour. Key features include:

- Compact and lightweight design for portability
- Built in safety controls
- Piezo electronic ignitor for clean, reliable ignition
- Propane fueled for clean, efficient heat
- Individually tested before leaving the factory

NOW IN STOCK AT:

<table>
<thead>
<tr>
<th>CHIEF AIRCRAFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Free 800-447-3408</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AIRCRAFT SPRUCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Free 877-477-7823</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALASKA INDUSTRIAL HARDWARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Free 800-478-7201</td>
</tr>
</tbody>
</table>

FLAME ENGINEERING INC.
PO Box 577 • W. Hwy 4
LaCROSSE, KANSAS 67548
800-255-2469
785-222-2873
www.FlammeEngineering.com

H-175-300 self contained unit
Non-member’s question answered

By Eleanor Mills, Editor

In December, Harvey McBain from Nelson Aviation sent in the following question: “Sorry I am not a member of your club. I have a J3 and am a paid member of the Cub Club. We are a maintenance base and have been asked if there are any approvals for an O320-D1A CONV D2A 160 hp with Dynafocal mounts to be installed into a PA-22/20-150. I thank you in appreciation of any info.”

As usual, your non-technical editor had no answer but quickly passed the question on to Tom Anderson, forum manager and my go-to member of the club’s Panel of Technical Advisors.

Tom’s reply came that same day:

“Harvey, I have seen no STC for the PA-22/20 that covers the Dynafocal mount and the O-320D1A or D2A engines. That being said, Univair has STC SA181RM which covers putting an O-360 in a PA-22/20 with a Dynafocal mount. Since you are putting in a smaller engine than the STC calls for you very likely should be able to get a field approval for that. STC SA181RM requires an O360 A4A engine. The STC with the engine mount is $2630.00 so it’s not an inexpensive option, but it makes one heck of an airplane. I have no record of any field approvals using the O320 D1A or D2A engines, but that doesn’t mean there are none out there. It’s just that I’m not aware of any nor does the club have any record of any.”

That’s why I send Tom so many technical questions. Not only an answer but a full answer, even for a non-member. I did, however, send Harvey an email suggesting that either he or his client should consider joining the club so they could receive prompt help from our technical panel and have access to our wealth of technical material online. As far as I know, no one joined as a result of that suggestion. But I tried!

Jack from scrap metal, stable and useful

By Terry Baker
Woodlake CA
Tlbaker8@gmail.com

This could possibly be of help to others. Recently I rigged my PA-22/20 and didn’t have a very good set of jacks to level the plane. After a little head
scratching and looking through my scrap metal, I came up with a very simple design that works great.

Not only do these jacks provide precision lifting and are easy build, they didn’t cost me anything except time. (Scrap metal piles are worth their weight in gold!)

The base is a 6 x 6 inch channel iron with a 4-1/2 inch piece of ¾ inch black iron pipe welded to the middle of the channel. There is a 5-inch piece of 5/8 all thread with a nut welded to one end, which in turn is welded to a 2-1/2 inch piece of uni strut that serves as the cradle for the airplane axle.

Another 5/8 nut and washer completes the lifting assembly.

This unit makes a nice compact, stable jack that not only can be used for leveling but for changing tires as well.

(EDITOR’S NOTE: Terry sent this in with a note saying, “Eleanor, this may
or may not rate a place in the tech corner.” On the contrary, Terry and all you other members, the Technical Corner was designed to be a place for members to submit their ideas, designs, and photos.

Remember that our set of Tips and Techniques books are crammed full of just this sort of invention!

So, if you’ve scratched your head and searched your scrap metal pile and come up with a useful tool, take a photo and let us know about it.

Your fellow members will thank you!

**MICRO VORTEX GENERATORS**

- Lower Lift Off Speed
- Lower Stall Speeds
- Improved Characteristics
- Improved Controllability
- Easy One Day Installation
- Micro VGs on wings & tail

Available for Piper PA-15, PA-16, PA-17, PA-20 & PA-22

Club members: Order your Micro VG kit through the Short Wing Piper Club Store for a $50 discount. Visit www.shortwingpiperclub.org or call Dan Miller at (816) 438-2138.
Technical Corner - Another useful tool

How to make repair of rib stitches under fuel tanks

By Bill Havener
Sterling, IL

In the distant past I have written about a way to repair/replace broken rib stitches under the fuel tanks of Tri-Pacers, Colts, Pacers, etc., without removing the fuel tanks.

The procedure uses a couple of little homemade tools made from coat hanger wire. One is curved with the curved end slotted to accept the rib stitch cord — preferably the flat braided kind. The other is T- or L-shaped with the long end shaped like a crochet hook.

The procedure consists of the following for each repair:

Make holes on each side of the rib near the broken stitch. The hole has to be large enough to insert the ends of the tools.

Insert a length of rib stitch cord into the slot of the curved tool.

Hold the loose ends of the cord and insert the tool into one of the holes and work it across the cap strip to over the other hole.

Insert the hook tool into that hole, snare the cord, and pull it out.

Remove the curved tool and tie off the replacement stitch. Repeat the above steps as needed.

The repairs can then be covered with pinked tape or silver dollar patches.

Although I described these tools in the past, I never showed what they look like, so here is a picture of them.
Yesterday, May 22, 2016, we finally had a sunny day in Ohio. May had been very rainy and overcast, and I had already cancelled two flights to Dew Memorial’s grass strip. Located in eastern Ohio, Toronto is north of Steubenville, under the edge of the Pittsburgh Class C and in view of the Ohio River. I had planned the 1.8 hour trip to do a pre-buy on a 1955 Tri-Pacer. It sounded like an adventure, and I would get paid for it!

The wife and I flew into the strip once in our club’s C-172 powered by the 0-300 Continental. It’s 2,200 feet of sod at the bottom of a shallow valley. The southern approach on base leg puts you about 400 feet over the neighboring houses. We have a joke that when you take off to the south you can see a neighbor sitting outside reading his newspaper, and you get to read the headlines with him.

I departed ½ hour later than planned from HOC. I was 10 minutes into the ½ hour drive to the airport, when I realized I’d forgotten my cell phone. Arriving at the airport, I left word of my flight plan and return time along with my cell phone number. It’s just a little insurance among friends.

I loaded some tools to help me in the pre-buy and a list of PA-22 AD’s. Also, I had my trusty lunch bucket, having planned an in-flight lunch. No peanut snack for me! In flight music would be courtesy of my Walkman CD player. (I have 2 MP-3 players but have yet to figure out how to “rip” music.)

My straight out take off went well and I proceeded to climb to 5,500 ft (east is least). The temperature was probably 50*(*-degrees) on the ground but once at 5,500 ft my OAT was 35*. I hadn’t thought I would need my sweater. But sure enough, after about 1/2 hour, my left arm started to get cold. I fly during the winter with a blanket between me and the outside wall of the Colt. I’d guess there’s no insulation in the side wall. I’d have to remove the interior fabric to install some (now that’s a good idea!) It makes me wonder why our planes have so many drafts in them. I’ve stuffed a towel around the front of the hydrosorbs cover but can still feel a slight draft on my legs.

However, 5,500 feet was smooth and magical, having not been that high in a long time. You get a real sense of being alone up there. It was just me, the Bonanzas, Cirrus, Mooneys, and all the twins. The GPS said 82 mph, with “only” a 16 mph head wind. It figures– and my ETA went from 1.8 to 2.2 hours. My main reason for going high was to save gas. My out and back time will be nearly 4 hours. Having enough fuel for 4.5 hours, I was short of my 1 hour reserve, but still might be able to make the trip non-stop. Realizing this, it
doesn’t take much to see how we pilots run out of fuel. I thought of trying a different altitude for better ground speed, but I’ve never succeeded in that effort. I usually take what I get.

After 20 minutes, the GPS said Ross County (Chillicothe, Ohio) was under me, and when I dipped the wings, there it was. I could see the 4 lane Rt. 23 running N and S from Columbus. I wondered where the individual vehicles were going – we do a lot of traveling with each person having his own story and agenda.

Awhile later, Columbus showed up on my northern horizon. I tuned in Columbus Approach and listened for a while, even though I had Doc Severinsen’s trumpet playing in the background. They were having a slow period. The accommodating controller asked the PA-36 pilot what it was. The pilot replied “a Meridian.” He cleared a C-172 on a local photo mission. I heard a female flying a Cherokee; she knew her way around. A TBM turbo prop was arriving. However, Doc Severinsen won out, and I turned approach off.

Next, Cambridge showed up south of me with the scenic lakes in that area. Cambridge has a long, narrow, wandering lake that looks like a valley was dammed up, and a lake formed from it.

I found 3 or 4 what I thought were capped trash dumps but could have been capped coal pits. I also saw 5 or 6 coal mines, found by noticing “black dirt” in the midst of brown earth with large equipment sitting above ground.

At this point, the hills got higher, and I started getting a bumpy ride. I even experienced a few clipping turbulences – where I was punched from the side by strong air forces – not pleasant. “Hopefully hope this doesn’t get much worse,” I thought, as I prepared for the sure turbulence and winds at Dew.

As my distance to go dwindled to 10 miles, I could see the river but had no idea where Dew was. I had noticed power plant chimneys on the far eastern horizon and hoped Dew wasn’t that far away. They looked like 30 miles away – and must have been located at Pittsburgh. (The locals call Pittsburgh International “Pitt”).

At 3 miles to go, I was left of course and could see the Ohio River and a power plant off to my left but no Dew. At about 2 miles, Dew appeared off to my left, hidden by the hills surrounding it. The hangars were on the west side of the runway. I had thought they were on the east side. At any rate, I figured in one of those homemade hangars was the Tri-Pacer – the object of my adventure.

I could see one new house on the east side of the runway and was certain there was an airplane in their garage. The golf course showed up on the east side. It didn’t have any straight open fairways that could be landed on.

It would have been nice to get a barometric pressure reading. My distance above the ground mattered. With all the hills, dips and valleys, I needed good eyes to judge my altitude. Overflying the field, I found two pink wind socks on top of the hangars. One was larger than the other, and they both looked nearly straight down the runway.

As I crossed over the north end of the runway, I settled for a descending 360* turn to the west and entered a left downwind for 34. I had not obtained my pattern altitude by the runway’s north end, and by the time I passed through pattern altitude, I was ready to enter base leg. The approach so far was “iffy” – but I’m a good pilot.

I turned base farther out to allow more time to descend. Those houses on the
approach to 34 seemed very close to me. I’d guess I was 400 ft over them. Then I turned final after the houses disappeared and found a perpendicular valley at the runway’s end. The runway appeared to be a trough. I was too high and thought to go around, but I tried a severe slip. It helped some but I was still high as I neared the runway’s start and the other end of 2200 ft. started to come into play. I needed to hit the first 1/3 of the runway – any overrun involves ripping through the gulley on the north end.

Power applied, I climbed back to 800 ft., but this time I was at pattern altitude at runway’s end on left down wind. I was sorry I didn’t remember my altitude at the first attempt. It would have helped me to fly lower so I could reach the runway in the valley.

I pitied the houses under me on base leg, but as for noise, I was pretty well throttled back, flying low over the houses. I turned final and seemed a bit high. As I slowed down in the gulley, I realize it was lower than the runway level. I added some power, cleared the fence – now I was too fast – trying to find sod.

Remember - I have at least 25 mph head winds with mild turbulence. I thought of going around, but touched down briefly near mid field and bounced. I’ve never done that in the Colt – it doesn’t do that normally but it did this time.

I had an extremely high angle of attack and thought I had flared too high. I had just touched the power when we plunked down. (Later I realized the high angle of attack was caused by the strong head winds..) I was pleased that the soft grass slowed us, and I made the turn around 2/3 of the way down the runway. I wasn’t too sure how quickly I would slow down and was prepared to use all the brakes. The winds on the lower end of the runway were a bit less than those above it on the surrounding hills. And I vowed always to land straight in during conditions like this.

To my satisfaction, I saw an open hangar door and a Tri-Pacer inside, so I headed toward it. I saw Bob Darst standing at the hangar and hoped that with his bad hearing he had not heard my arrival. And if he saw my landing, he made no comment. But hey – I could walk away from the plane and it was still flyable! The experiences you run into when you fly!

As I departed the cockpit, Bob commented he had tie downs if I needed them, but I always carry my own. I found the Colt was sheltered from the strong winds by the other hangars, so I opted for 2 chocks.

The inspection took about 2 ½ to 3 hours. I have a ’55 project in my barn and love that year. It was the first year for 150 HP and last year for the low panel and radios on the left. It also had the red and black interior like mine.

I talked with Bob before I started, giving him an overview of how I was going to do the inspection. I got his permission before I removed the rear belly panel and before I removed spark plugs for the compression check, wanting him to know I respected his aircraft.

In the inspection, I found very good things, a few not-so-good things and one show-stopper. I made a write up list for my customer and put the solution to each write-up with an estimated repair cost. Additionally I noted if it could be flown to its prospective new home without being repaired.

My show-stopper was a bodacious oil leak on the bottom right side of the engine, coating the belly. It had been there for a long time. Bob said it used a quart of oil in 8 hours. I found that hard to believe.

I was able to check the crankshaft seal and oil cooler as a source of the leak,
but they were dry. Those reduced it to a cracked or loose cylinder, loose rocker cover return oil fittings, or loose crankcase split line bolts up near the front bottom or oil cooler lines. And the #3 rocker cover had been leaking for some time – it had the cork gasket under it.

Under the cowl also, I attempted a compression check. Bob said his small pancake air compressor would go to 80 psi. I’d never worked with one. But after a 10 minute run time, the compressor got up to 60 psi. I had to use what I had. I got a length of rubber hose, held it to my ear, and listened to the breather, exhaust, and intake for bypassing air. I didn’t hear any and even considered that at 50-60 psi, that was pretty good. Plus, the air pressure in the cylinder got me fair resistance while I was holding the prop. The engine also had an Interav alternator, a plus!

I found the Randolph Ceconite process good on the wings and tail. They had cracks or ringworm and a dull white finish. The fuselage and landing gear vee covers needed work. The gear covers had lots of chipped dope, which made the plane look worse than it was. And I’m guessing somebody using a paint roller put latex house paint on the belly from the gear to the belly panel. It was ugly and will probably take 16 hours to repair. If you can do anything with latex overcoat, you can’t put dope over it. It was hard to figure why they did that. The fabric under it looked good.

When I popped open a few wing inspection panels, I was nearly in tears – NO CORROSION – just factory new aluminum – no primer on it. I even found some of Piper’s original red grease pencil numbers written on the spar, back in 1955. It was like looking at the most beautiful thing I ever saw! You have to be a mechanic to appreciate it.

I gained access to the fuselage tubing up through the belly panel. The tubes were primed with tan primer and no rust I could see or poke at.

The interior was in great shape and the headliner looked new. The low panel was nice – overall a great interior.
Inside the wings of the Tri-Pacer - bright shiny metal!

I gave Bob a short list of items he needed to address before the sale, particularly addressing the oil leak.

He commented that some people who base their planes there for a few weeks, “suddenly” move to Harrison County’s 5,000 foot strip. That brought a grin to my face. I’m thinking “even I won’t be back.”

So, job done, I loaded the Colt with my tools, and said good-bye to Bob. I borrowed his ladder to dip my tanks. I found 22 gallons fuel. Taking time for the math – at 8 gph divided into 22 gallons was 2.6 hours in calm winds. I expected tail winds, so that made non-stop easy. However I would be over-flying 3 airports if I needed a fuel stop. And cruising at 6,500 feet my fuel burn will probably be 6 GPH.

Cautiously, I taxied out into the strong winds. Going to the end of the runway, I had a 25 mph tail wind. I wondered if I was nuts. I’ve done similar flying before with success, but only when I had to.
The end of the runway was lower than the middle. I turned into the wind and did my run-up. Wouldn’t you know – my left mag chose to be grumpy – about a 200 rpm drop. Usually I’ve had trouble with the right mag fouling out, and now the right one was fine. Go figure! It couldn’t be lead from the fuel because I burn unleaded, non ethanol auto fuel. The only way my plugs could foul out would be by oil passing by my channel chrome cylinder walls. It was a mystery since my Slick mags have 300 hours on them and shouldn’t be the cause of the higher mag drop. I’m seriously thinking about buying the deep reach anti-fouling, hotter plugs for the bottom cylinders. PN: UREM37BY.

I decided to take off. Full throttle was strong and I held the yoke back, trying for a soft field take off. In retrospect, I wondered with that 25 mph head wind and turbulence if that was prudent. One has more control at higher lift off speeds. I had the end of the 2200 ft. runway to think about. And, I knew once I got airborne that the strong head wind would provide a steep rate of climb.

I ran right through the only mud hole on the whole field – at mid center. I saw it coming but chose not to go around it. It slowed me momentarily but I was determined to leave. It’s been my sod field experience that when the runway could be wet in spring or winter, the center generally would be muddy because that’s where everyone tends to land.

I had a nice rate of climb at the runway’s down-hill end. My next concern was the power plant off to my right. The view of it was blocked by my fuselage. I started a gradual left turn out at 400 ft to make sure I avoided the power plant.

The air was mildly bumpy as I climbed to 6,500 feet (west is best). I estimated the scattered cloud base at 8000 feet and considered going on top but didn’t pursue the idea. As the flight progressed, the thermals took me higher, and the cloud base came down to around 7000 feet. I made an effort to stay below the clouds and put up with the bumps. I expected the air on top would be smooth, but I’m not a Mooney or Bonanza.

My return speed seemed to vary from 105 to 115 MPH. The thermals were slowing me down but provided free lift. Finally I saw Buckeye Lake to my north and the Columbus skyline. The sky scrapers were about as tall as the tip of my little finger. Next I saw Circleville and Chillicothe. I could see Deer Creek State Park Lake. When Paint Creek Lake came into view I had a choice. My timer said I had 2.1 hours out of the left tank. That added up to 2.1X8gph=16.8 gallons used. I had about 2 gallons left in it. At 10 miles out I had nearly 2 hours on the right tank leaving me 2 gallons in that tank. 4 gallons would get me a half hour flying time. Plus I had a tail wind coming back and at 6,500 feet I should be burning 6 GPH.

Without the tail wind, I’d still have 4 gallons left. I started to wonder what was most prudent: do I stay at 6500 feet and circle down over the airport as a hedge for my low fuel? Remember my personal minimum fuel is 1 hour. At the worst I had ½ hour of fuel and at the best I had more. So I decided to do a gradual let down at 10 miles out. And the closer I got, a long final to 23 sounded safer than using more fuel to fly the pattern.

About that time, my WW2 pilot manning the desk at HOC broadcast in the blind: “Ralph, if you’re out there, its 5 PM and I’m shutting down the radio”. I answered his call that I’d be on the ground in 10 minutes. He said he’d wait on me. It’s nice to be remembered by the guys at home.

When I landed back at HOC, I had 5 gallons in the right tank and 4 gallons in
the left. It was enough for another hour. My fuel burn was 6.5GPH. It’s hard to figure that even including a 15 minute climb time I still had 6.5GPH instead of 8.

As I unloaded the Colt and tied it down, it was 65° on the ground compared to my 35° at 6500 feet. We had accomplished a lot that day – AND my gas was paid for!!

(Editor’s Note: Our cover photo shows Ralph’s Colt on the grass runway at the field where he inspected the Tri-Pacer.)

Technical Corner: Vag Rag Vol. 10

The care and painting of Hayes/Goodrich wheels

By Alan Arrow
Magnolia TX
Alaanc4184h@comcast.net

While disassembling my Vagabond for rebuild I noticed one of my Hayes wheels’ outer flange was labeled “Rated at 900 LBS” while the other wheel was rated at 950 LBS. The differences didn’t end there. The 950 LB rated wheel was drilled for a retainer pin in the outer flange as well as having a plaque screwed to the outer flange that stated “4 Ply Tire Required”.

Checking the PA-15/17 drawings CD sold through the SWPC Store I verified the 950 LB rated wheel with the 4 ply tire plaque to be the correct wheel for my Vagabond so I set out to find another 950 LB rated wheel so 84H has matching shoes.

As luck would have it while shopping the Fly Market at the Gainesville Texas Antique Aircraft Fly-In there was a set of Hayes wheels and would you believe it, this set was also a mismatch of one 900 and the other a 950 LB rated wheel. I had brought some surplus parts to barter with and a deal was struck to swap a set of J3 horizontal stabilizers for the entire stock of Hayes wheels, spare bearings

Send in YOUR technical or rebuild article! Your fellow members want to read about it. Send it to eleanormills@att.net and attach your photos separately to the email. PLEASE do not embed them in your article.
as well as brake pads.

Returning home with my treasures I set about overhauling the wheels to begin with the reconditioning of the outer wheel flanges. Most of the Hayes/Goodrich wheels I’ve seen over the years are plagued with the same condition of outer wheel flanges having oversize screws to hold the hubcaps in place or screws broken off inside the holes where no screw can be installed. My set was no different.

Of the combined six holes on my two wheels three holes were drilled oversize and tapped for #10 screws, two holes had broken screws still plugging the screw holes and only one hole was a standard #8 size hole.

The holes which were drilled oversize and tapped for #10 screws are the easiest to deal with since it is a very simple and fun job to install Helicoils into these holes to return them to the original size to accept the #8 screws. These kits are available for $27.95 online and include enough coils to repair three sets of wheels. The kit also includes installation tool and the proper size tap. All you need to complete the job is the proper size drill bit which is called out on the kit, a tap handle, a punch and a hammer. The punch and hammer are used after installation to knock off the coil installation tang.

The broken-off screws are a bit harder to repair which will require removal with an Easy-out. I don’t know why they call this tool an “Easy” out since I have never found them easy to use. I’ve had more Easy-outs break off inside the broken screw than actually removing the screw, which creates an even bigger problem since the Easy-out is much harder material than the drill bit and if broken off inside the screw it’s almost impossible to drill out. While drilling the first broken screw the drill bit actually bit into the screw and screwed it completely out the backside of the hole. The last broken-off screw was much more difficult and required drilling oversize to accept a Helicoil.

After reconditioning the outer wheel flanges I wanted to paint the wheels since the only paint still visible on my wheels was beneath the 4 Ply Tire Required plaques and in the wheel hub wells around the bearings.

Since I could find no information on Hayes/Goodrich wheels as to the type or color paint used from the factory I consulted the Parker Hannifin Aerospace division, maker of Cleveland Aircraft wheels. Their manual can be accessed online and says the following regarding the refinishing of their aluminum wheels: Do not sandblast due to the destructive properties of media blasting, treat all bare metal with a conversion coating such as Alodine, prime with one coat of zinc epoxy primer, and paint with paint from a local supplier (No color specified).

While painting your wheels there are several areas that will require special consideration:

*Plug the outer wheel flange screw holes so as to not get paint inside the threads; I used wooden match sticks for this.

*Plug the bearing holes so no paint gets into the bearing races; I used wood plugs cut with a hole saw.

*Cover the outer wheel flange inner surface and the wheel hub outer surface where they join with masking tape so no paint is applied in these areas. The mate of these two parts is so close any paint will make it difficult, if not impossible, to reassemble the wheels.

After painting, clean, inspect, pack, and reinstall wheel bearings. This last operation is one of the maintenance items allowed by the FAA for regular owner
maintenance and as such should be done at every annual inspection. If you are thinking you fly your airplane only 25-35 hours a year and this can be done every other year, I beg you to reconsider. Wheels at rest are the worst condition for wheel bearings since any moisture, dirt, salt or other contaminants that have found their way into the bearings will be held against the bearing races by the bearings themselves and will work on the bearing surfaces. I’ve included a photo of wheel bearings and bearing races that were allowed to sit for two years without maintenance which did exactly what I’ve described above. If you find black pitting on either the bearings or races, replace them.

Lastly, inspect the felt grease retainers and retainer washers for wear. Again I’ve included a photo showing excessive wear on these items which was caused by over-tightening of the axle nut. The brake dust cover is also shown in that photo showing the axle nuts were so over-tightened the wheel was forced against the dust cover causing the brake drum to wear through the dust cover.
The Helicoil kit

Proper size screw on the left; oversize on the right. Inner surfaces masked; holes plugged with match sticks.

More photos and the end of Vag Rag 10 on pages 64 and 65
Before you reinstall your wheel/tire assemblies check one more thing: are your axles plugged?

The axle is a direct pipeline for water and whatever else to travel through the axle into the wheel bearings and your prop blast will help it do so. Looking at the

---

Preferred Airparts has now purchased Aircraft Technical Support of Columbus Ohio! Preferred Airparts Fabric Division will now be your new supplier for Pre-Sewn Fabric Envelopes, Poly-Fiber, Ceconite and Randolph Materials! We will continue to provide the same quality service, technical support, and great fitting fabric envelopes that Jim and Dondi Miller were known for!

www.preferredairparts.com

Please contact our fabric department at 1-877-877-3334 or e-mail: fabric@preferredairparts.com

Factory Authorized Distributors For:

Fabric Aircraft Coating and Supplies!
PA-15/17 drawings on the CD you will find on the Landing Gear Axle drawing your axles originally had a wooden dowel inserted into the inner end. I don’t find what type wood was used by Piper but would like to suggest Balsam with a minimum of two coats of varnish applied prior to inserting. A ribbon of caulk around the wooden plug will further help it seal your axle. So please, DOWEL YOUR AXLES!

Above, left, wheel bearings and races are pitted. Above, right, damage caused by overtightening. Below, wheel hubs plugged with wood and outer surface masked.
Cliff Van Vleet achieves national honor from EAA

Quite a few of our members have participated in the EAA Young Eagles program since it began in mid-year 1992. Cliff Van Vleet, Sierra Vista, Arizona, is one of them.

“2017 is the 25th anniversary year of the program,” Cliff said. “EAA has plans to celebrate the program and its accomplishments throughout the year. This week (Cliff wrote this on February 1) I was pleasantly surprised to get a call from Brian Lena, EAA HQ Young Eagles Leader, reporting that there are 14 pilots who have flown Young Eagles in each of the 24 years of the program, and I am one of them.”

EAA notified the Sierra Vista Herald newspaper with a request to do a story on Cliff’s involvement with the Young Eagles program. Reporter Monique “Mo” Brand’s story was printed in the February 1 edition, front page, with a photo above the fold! Cliff asked Mo if he could have permission to have the story printed in the Short Wing Piper News and she agreed.

Local pilot celebrates 25 years of service in youth program

By Monique Brand
monique.brand@svherald.com

SIERRA VISTA – An area pilot is one of 14 U.S. volunteers who have participated continuously over the past 25 years, introducing the world of flight to the next generation.

Longtime Sierra Vista resident Cliff Van Vleet joined Chapter 776 of the Experimental Aircraft Association, or EAA, in the 1980s. The local branch is part of an international organization that represents “the entire spectrum of recreational aviation,” according to its website.

EAA sponsors the Young Eagles program, which was started in 1992 with the aim of giving one million children an airplane ride by December 17, 2003: The Centennial of Flight.

According to Jan Johnson, EAA Young Eagles and Eagles program assistant, all pilots in the program explain the safe operation of airplanes and principles of flight before the 15- to 20-minute trip in the air.

The goal was reached and continued – more than 2 million young people have flown as of January 23.

Names of each pilot and participant are included in the World’s Largest Logbook, which is on permanent display in EAA’s AirVenture Museum in Oshkosh, Wisconsin. The logbook is also online through the Young Eagles website.

Van Vleet inaugurated the program for Chapter 776 in November 1992 with the sole mission to introduce Cochise County students aged 8 to 17 to the world of aviation.

“The first group we flew was in Bisbee. I flew six of the 25 kids that day,” Van Vleet said. “The reception was great and the pilots loved it as well.”

Since 1994, Chapter 776 along with the city of Sierra Vista hosts a weekend long rally, inviting students to take the free demonstration flight, especially those who never flew in an airplane.
Van Vleet’s wife, Carole, is the local Young Eagles coordinator. The event is held every year on the first full weekend in November.

“In the 1950s, the word ‘aviation’ brought on some type of cool, you know what I mean?” he said. “But now it’s almost dwindled. Within the Young Eagles program, we intend on making the dream of actually flying an airplane a reality to everyone.”

Today, the chapter has flown a total of 7,976 Young Eagles, in which 6,000 of the flights were performed at Sierra Vista Municipal Airport.

The Jetmore, Kansas, native has solely flown 1,207 Young Eagles.

“We have guys in our chapter that have flown just as much or close,” he laughed. “Barney Parker has flown 721 kids, Dick McColley is at 663, and Leo Scherping at 663. We love and are proud of the organization and its mission of making a child’s dream come true. The reason we do this is for the kids, but also to bring everyone in our chapter closer.”

Monique “Mo” Brand
News Reporter
Sierra Vista Herald/Bisbee Daily Review
O: 520-515-4640 C: 813-438-2052
www.svherald.com

Southwest Regional 2016 featured Williams AZ, Grand Canyon, La Posada

By Kent O’Kelly
headwinds@msn.com

We’ve had 21 Southwest Regionals. This one was in Arizona. Like our annual SWPC conventions, we travel widely.

Any chapter or region in the US or Canada (or anywhere else In the world, for that matter) can have a regional meeting. It’s not rocket science. It’s really simple. Our southwest bunch does it very informally. No registration, no fees, no treasury, no need for our parent Club to provide anything, no agenda unless we want one. We have only one rule: We call if Rule Number One — There are no rules. Expect lots of airplanes? Probably not. Most airplanes? Ten, at one of our Santa Fe gigs. This year? Two. That’s okay. It’s a lot more about friends than numbers of airplanes.

We have a business meeting at our regional each year. We have one agenda item: Where do we go next year? We vote and select a place that has some things to do and see. That’s it. Somebody picks up the ball and puts it together. Doesn’t take much. Where to start?

If we don’t have someone in the area we select, we go to the internet and browse. Hotel? Pick one most of us think we can afford. That means about $80-$100 a night. Find a restaurant that can seat 20-25 of us (that’s about the number that shows up in the Southwest) for our last evening banquet. Find things to do. Have a seminar(s) if you want to. That’s it. Easy.

Features of our Williams regional? An old-time train ride to the Grand Canyon, an aircraft/automobile museum, a wildlife refuge/park, an airport pancake breakfast, some shopping, lots of conversation and good times.
with friends. Nearly anything works when you’re with your friends.

Next year? Claremore, Oklahoma, September 27-October 1 (October 1 is departure day). Charlene and Bill Kendrick will put it together for us. Others will help if needed. What’s there? Among other things, the Will Rogers museum and the Woolaroc Airplane museum and art. The Woolaroc won the 1927 air race to Hawaii. Several flyers ended up in the ocean: tough, risky race.

**Cliff Van Vleet’s report on La Posada visit**

One of the highlights of the 2011 SW regional meeting in Payson, AZ was an overnight stay at the historic La Posada hotel in Winslow, AZ. Winslow is on Interstate 40 a few miles east of Williams, AZ, so a return visit this year was promoted as a pre-amble to the planned main meeting in Williams.

Four of us, Cliff and Carole Van Vleet and Kent and Deborah O’Kelly, joined up at La Posada on Monday afternoon for two nights of relaxation and refreshing hospice before proceeding to Williams. This continued a pattern in SW regional lodging history where we have established a record of staying in old, historic hotels.

Today La Posada is the rebirth of the Santa Fe railroad, Fred Harvey hotel and restaurant designed by Mary Jane Colter in the late 1920s to accommodate Santa Fe railroad travelers. Mary Jane Colter was the renowned (eccentric, quirky, whimsical?) architect of many buildings in the Southwest including the Bright Angel Lodge, Hermit’s Rest, Hopi House and Desert Watchtower at the Grand Canyon. She considered La Posada her ultimate masterpiece and exerted complete authority on the structure and contents of the whole hotel.

Unfortunately, La Posada, Spanish for Resting Place, [www.laposada.org](http://www.laposada.org), was built in the wrong era and survived as a hotel for only 27 years. Opening in 1930 at the start of the Great Depression, it never completely prospered although during the war the restaurants served 30,000 meals a day as the troop trains passed through. After WW II the rise of modern automobiles and airplanes created the demise of suitable business which caused the Santa Fe to close it and reconfigure it as office space and subsequently in the late 1980s close it all together and board it up as an unwanted building in a town Interstate 40 had bypassed. In the 1990s private owners purchased La Posada and now have rebuilt it to its former glory. It is now a prime destination place to visit and dine.

Each bedroom and public room is different with no two floors and ceilings matching; heights and widths and geometry change with interconnections between rooms being archways instead of doors which create an openness and spaciousness.

Many notables stayed in the hotel during its heyday including Charles...
Lindberg and Anne Morrow (while Charles was designing the Winslow airport!), Howard Hughes, Albert Einstein, Will Rogers, Barry Goldwater, John Wayne and many others, and all are enshrined in the hotel by having rooms named after them. Carole and I stayed in the Gary Cooper room.

To cap the experience off, the Turquoise Room restaurant is 4-Star and is simply a grand place for fine dining especially in the company of great friends while being served by a wait staff with heritage made famous by Fred Harvey back in the day serving food prepared by award winning chefs.

As the name, Resting Place, connotes, this is a place to stop for a while, slow down, relax and contemplate before proceeding into the hustle and bustle of an active Short Wing Piper Southwest Regional.

**Flying over the Grand Canyon**

Jim Lambert flew his Warrior with Cliff and me (Kent) over the Canyon. We saw much more of the Canyon than we had the day before, since, obviously, we were above it and covered a lot of ground. We were careful to fly at the prescribed altitudes allowed: not down inside the walls, but close enough to really see things. Thanks, Jim.

**Jim Lambert’s account of the Regional – Jim flies high and over the mountains.**

Hi all:

We have come and gone to the South
Premium Windshields Celebrating 40 years

Keep Your COOL with Solar Control

Solar Control is Available on most windshields and windows*

40% MORE IR 98% UV

ALL GLAP Parts include: Tight tolerances for better optics and safer flying.

*Best Fit Available: less trimming for less time installing.

Mention this Ad and GET A 10% DISCOUNT OFF GLASS

888-826-2792

Great Lakes Aero Products, Inc™ www.glapinc.com

T: 810-235-1402
F: 810-235-5260
e: sales@glapinc.com

915 Kearsley Park Blvd. - Flint, MI 48503

*Note: Parts are trimmed as close as aircraft variation allows to keep customer trimming to a minimum. Solar Control is an optional material, Call or contact us for Availability & Pricing. Discounts only apply to Windshields, Windows and Lenses only by GLAP. Phone Orders only.
West Regional SWPC gathering in Williams, AZ. On the way down we stopped for a little radio upgrade at Payson AZ for a night and day. Then on to Williams for a good time with friends. We rode the train to the Grand Canyon for a nice day of looking. We had good food with friends and good conversations. We met and made new friends at a Boy Scout pancake breakfast at the Williams airport.

After the breakfast three of us got into the Warrior and took a ride to the Grand Canyon. The Canyon has been placed under restricted air space that limits the areas of operation for fixed wing aircraft. It is to help keep the helicopters from running into us. They now just run into each other and leave us alone. Williams (Clark Memorial Field) is 6691’ above sea level and with the 80° temps it is a slow climb over the hills to 8500’.

We entered the east end of the canyon at Zuni South and flew the Zuni point Corridor. It was a beautiful day but bumpy on the way over to the canyon. As we flew out over the edge of the canyon it is like stepping off a tall building into space. This feeling twists the stomach just a bit but quickly moves to wonderment. The beauty of the canyon from this viewpoint is something that assures a person of the existence of a Supreme Being. So this ends a day of perfection again as we slowly glide to the pavement softly placing the wheels on that steamy black surface.

The day of departure is upon us. We have breakfast with some friends and they take us to Clark. We give our special farewells and load the Warrior for the flight home. With our luggage and 50 g. [300#] of fuel we pull off the runway and locate a little ridge to get some quick lift. The flow of the air is like a river and the mountains and hills create swirls of air that push us up. This shortens our climb times and keeps the engine from running in the upper temps. We are at altitude 8500’ on a direct track to Durango [00C]. We enter the Painted Desert and Moenkopi Plateau. As we go along we can view for miles.

We come upon some cone shaped hills. They are coal black, a few hundred feet high, perfectly round like upside down funnels. Then the top has been cut off and conical indentation descends down from the top to form a v-shaped indentation. Off to the side is a lava flow across the desert. This one is
It’s true.

SWPC Members Can Have The Best of Both Worlds.

Special deal just for Short Wing Piper Club members: $30/yr. (Regularly $40)

Use code SWPC20 at piperflyer.org.

YOU GET:
- A Phenomenal Aviation Magazine
- eNewsletter & Digital Magazine
- Members Online Community
- Friendly Parts Locating & Technical Support
- National & Regional Events
  ... and much more!

Call us at 1-800-493-7450 or sign up online.

piperflyer.org

The fastest growing organization for Piper owners and pilots!
so perfectly shaped it looks like it was cut with a huge machine. Never seen anything like it. There is something quite telling about an area with names like Flat Rock, Round Rock, Red Rock, Gray Rock, Hard Rock, Rough Rock, Dry Rock, Wet Rock, Black Rock, and so on.

But the time in the air is short and we are at Durango [00C]. We fuel and have a quick snack of power bars and water, get fuel [a light load though]. We will be climbing out from 6684’ at 00C and will need to go to 13500’ to give us plenty of room. We head direct to Wolf Creek Pass and use a plateau for some extra lift. We make a quick 2 min. turn over it and gain some 4000’ giving us just under 13000’ plenty to get through the pass.

Direct to Baxterville over Lagarita Mountain, cross the town of Saguache and South Park Valley. Head directly over Hayden Pass and turn north over Waugh Mountain, Thirtynine Mountain, and down the South Platte river, across Cheesman Lake, and turn over Golden. Take I70 over to I25 then north to I76 and follow the Platte River to home. What a beautiful trip. Time for the day flight 5hrs 13 min. including the fuel stop.

Editor’s note to Chapter Newsletter Editors (and others who send stories to SWPN) I love your newsletters and articles but if you don’t send me the photos separately (attached as separate files and preferably with a higher resolution than you use for the newsletter), they are probably going to come out smaller and with a lesser quality than we like. It would be nice if you sent me the stories as Word files rather than the PDF (if that’s not asking too much!)
Editor’s note to all chapters:

We do like to have your photos — properly identified, of course. So send them in, but do remember to attach them separately. (On my program it says “insert” but who knows what it says on yours.)

It’s nice if they are at least 4 inches wide and a high resolution, if possible —— I hate to reduce a big crowd to a 2-inch space since you’d need a magnifying glass to see the people properly. I can use a PDF but not those photos embedded in the document itself.

Arizona

From Claire Karlson
Chapter secretary
karlsonclaire@gmail.com
Meetings scheduled
March 4: Cactus State Fly-In, Casa Grande Airport

April 15: Chandler Airport
May 20: Ryan Field, Tucson
June: National convention in Lancaster, PA
All meetings are at the restaurants at 1000 hours

It’s your club and you can make it better

Use your club. Use the website. Join a local chapter. Start a local chapter. Go to the convention. Nominate someone next fall for an office or run for an office. Donate to the Short Wing Piper Club, the education foundation or the club library. Send in articles and pictures to the Short Wing Piper News. Contact officers, staff, or a member of the technical panel on the Technical Hotline (24/7 toll free - 855-SWPC-411) with your questions. Participate in the forums on the club website. Join the Facebook page! Tell someone else about the club. If you sell your airplane, buy a year’s membership for the new owner --- and give him a copy or two (or your whole stash if you’re cleaning house as well as the hangar) of the Short Wing Piper News.
December meeting
By Iris Morris
It was a beautiful sunshiny day for 14 chapter members to meet for lunch at Hallback’s Grille in the Lakeland-Linder terminal. We had one fly-in, Ken Mueller, flying his Pacer 330KR from St. Petersburg (see his note about the plane that follows).

The folks at the Grille set us up with a large table and good service and food. The guys sat at one end and the girls at the other.

Karen and Bob Tripp sent a thank you email for the chapter’s donation to the 2016 convention that they won and
donated to the club’s Education Foundation. “Thank you for the donation to the Door Prizes,” Bob said. “Connie’s plea for donations to the Education Fund sounded like a good place for the money to go and would also help promote the SWPC.”

Bob added, “It is 8 degrees here tonight with our first snow of the winter, but only 2-inches of snow. It is a record for snow to arrive this late in the year in Walsenburg, Colo. Florida sounds like a warm place to be tonight.” (Bob and Karen sent this note on December 8.)

Ken’s Pacer: Some brief notes on 330KR. Originally 6853B, a 1956 PA-22-150 based most of its life in the upper Midwest. Tailwheel conversion in 1984 by previous owners. From 1992 until 2010 it went under a long-term restoration. Total time is about 2515 hours. I purchased it in 2011 in Iowa with engine already overhauled, fuselage fabric replaced but still needed paint, and new interior from Airtex installed. I then recovered the wings and had a friend apply paint since the aircraft was still in Iowa and I lived in Florida. After assembly and about five hours of break-in flying, my son and I flew it to Florida November, 2012. I keep it hangared at KPIE. This winter I plan to add ADS-B, an avionics master switch, and a few other little items.

February meeting

George and Tyke Klitsch and Iris Morris were alone in the lobby at the Bartow Airport, 10 minutes or so past the published arrival time, when Ed Spenchuck came out of Nini’s Café, where he and Emma had been waiting for us. We all went back in and got seated. Every few minutes, more people would arrive and we would get more chairs and tables, ending up with 10 members. Very good! All drive-ins, no fly-ins.

I reported a phone call from Tom Scott, who had been in the hospital for a month with a very serious blood infection. He would be in rehab until the end of February, at least. His address is Tom Scott, 11220 Elderberry Dr., Port Richey FL 34668 if you would care to send a card.

There were the usual aviation and non-aviation conversations going on, with just a little discussion about the upcoming business meeting and Sun ‘n Fun convention.

Those attending were George and Tyke Klitsch, Ed and Emma Spenchuck, Jim Morris, Peter Thompson, John Beer, Dale Faux, Larry Huggett, and Iris Morris. We thank all for attending.

Chapter Officers

President, George Klitsch, 813-689-
78
4822 (h), 813-785-6503 (c)
Vice President, Lee Houseknecht, 863-969-4002 (h)
Treasurer, Iris Morris, 813-737-3463 (h), 813-363-8043 (c)
News Editor, Becky Morris, 813-363-8044 (c)
Tech Advisor, Tom Scott, 823-467-4860 (c)

Fly-Ins
April 4-9, Sun ‘n Fun, Lakeland, FL (Our time starts on Friday, April 1, if not before)
Contact Lee Houseknecht for info and for new places to fly.

Ohio Buckeye

November meeting
By Ralph Gutowski
Chapter Newsletter Editor
tripacer24d@gmail.com

Report of November Fly-In

Thanks to Tom and Linda Schulze for continuing the long-standing tradition of hosting a huge fly-in the first Sunday of each November with hot chili cooked over an open fire, classic cars, and antique pilots.

Ralph Widman sent in this report: I had the best flight of the year today. It was like Heaven! The fly-in was big. About 25 planes, 12 cars and great food for 100 people, at least.

There were many Super Cubs and Mark Friebel even brought his stretch Volkswagen limo from Shelby (OH). I didn’t get a picture but it uses the old VW-Bug engine and the front end. In between I’d guess are seats for 8 or 10 passengers. Seat belts - all open air! He doesn’t do things half way.

Dave Blank drove over. Andersons and Daytons flew in, plus Gary Parsell flew over after most of the planes had left. He’s been busy and was interested to learn most of our meetings are now on Saturday. Bill Colgan and his wife with the 2 little kids showed up again! They came to Middletown last month. They live in Grandview (old Columbus). We used to live north of there in Upper Arlington, so we had a connection. He has a few hours dual but had to stop after the kids arrived. He says living in Columbus he is central to all our meetings! I told him he has the flying disease. His wife seems supportive and they love their kids.

Tom and Linda Schulze had a grand meeting with all their friends. It would have worn me out. My brother Tim drove up from Bucyrus (OH) to be with me. Met Tracy Hille from the strip at Huron, Ohio. He said they were rained out 3 times this year.

Thanks for providing the meeting summary, Ralph. There was no formal business meeting.

Remember: Your fellow members are interested in your tips and techniques. Send them in!
In Loving Memory

Received this sad news via email from Jim Beisner on November 24th: “Sorry to report that we have lost Janet (Barnard). Blue skies and a warm tailwind! JB.” Janet was in the process of restoring a PA-17.

Before succumbing to cancer, Janet asked Tim Pinkerton to assume the project and finish it for her. Tim has accepted the project and is rejoining our chapter. We look forward to seeing Tim at future meetings and lending what advice and assistance we can to help him.

We also send our heartfelt condolences to Leroy Lynn, who informed us on October 30th: “Sadly, I have to report that Monday, my wife Shirley went home to be with the Lord. She had been ill a lot of years but today she is perfectly healed and happy.” You have our sympathy, Leroy, and our prayers for comfort and strength in the Lord.

January meeting

By Ralph Gutowski

Report of January Fly-In to Sporty’s

After postponing the regularly scheduled January meeting one week because of a wide-spread ice storm on Jan 14th, we had the best turnout of 2017 for the fly-in at Sporty’s at Clermont Co. Airport on January 21st. The weather was a balmy 65 degrees with light southerly winds under a high overcast – uncommonly warm for January in Ohio.

Eighteen people attended the fly-in, eight of whom flew in. Arriving by airplane were: Dean Dayton and Bob Robillard (PA-22/20 – Marysville), Dale Kirby and Joe Smith (PA-22/20 – Greene Co.), J.J. Miller and Mark Renwick (PA-22-150 Colt – Springfield), Pierre and Julia Ours (Aeroprakt 22LS “Foxbat” LSA – Madison Co.). Coming by car were: Tom and Denise Anderson (Mason), Leon and Carolyn Awalt (Cincinnati), Bill and Finn Colgan (Columbus), Ralph and Rosemarie Gutowski (Oxford), and host and hostess Ralph and Jan Widman (Lynchburg).

With such a good turn-out for a “carry-in” meal, the food table was overflowing with tasty nosh, augmented by Sporty’s grilled hot dogs, metts, and brats with all the trimmings. A few visitors and customers of Sporty’s spotted the Ohio chapter’s buffet and helped themselves. That included an Ohio Highway Patrol pilot who landed his C-172 there for a pit stop. Of course, Sporty’s is a hubbub of flying activity on Saturdays with the store and the pilot training academy, in connection with the Univ. of Cincinnati. Hal Shevers (“Sporty” himself) and Phil Boyer, former AOPA President who resides on Sporty’s Air Park, both showed up at “Liar’s Club” table.

Three chapter members showed up with landing gear problems – aka knee replacements. Denise Anderson was not deterred by recent surgery to revise a knee replacement that had gone bad after 11 years and she arrived in a wheel chair. Leon Awalt had a TKR a month ago and he is doing extremely well with it. Since the meeting, Jan Widman had a knee replacement on January 26th. She is in a nursing home near Hillsboro temporarily to receive rehab therapy. The

Patronize SWPN advertisers!
They help keep our Short Wings flying!
We had to put five tables end-to-end to seat everyone at Sporty’s “Windows on the Runway” venture. Left to right above on the left side of the table are Mark Renwick, Tom and Denise Anderson, hostess Jan Widman, and Julia Ours. Standing are Bob Robillard, Dean Dayton, and Dale Kirby. Below are those on the right side of the table, right to left (or front to back) J.J. Miller, host Ralph Widman, Pierre Ours, Leon and Carolyn Awalt, and Rosemarie Gutowski.

Chapters, where you find out who’s been doing what!
Widmans would appreciate prayers for a speedy recovery and good rehab progress so she can get sprung from the nursing home soon.

After lunch, the ladies had fun sharing recipes, book-TV-movie reviews, and hobbies. Jan Widman provided materials to make Valentine cards. Julia Ours brought a quilt she is working on to donate to a grandmother-granddaughter event at her church. Rosemarie Gutowski shared a candle wicking project. Rosemarie had made oven door “hurry-up towels” and presented each of the women with one in a red Valentines gift bag.

Among the pilots, there was a lot of discussion about new FAA “BasicMed” option in lieu of a 3rd Class medical. Ralph Gutowski brought Advisory Circular 61-8 which describes the requirements for the new BasicMed rule and he used the AC to answer questions and clarify members’ concerns, especially about the physician’s physical examination checklist – basically a school sports physical exam. We were all especially glad to hear that Cliff Van Vleet is running for President of the SWP International. He will make an excellent president (for the third time) and has all of our support.

Ralph Widman is writing an article for SWPC News about our SWP aircraft trim system. He asked Tom Anderson to review it and critique it for him. “Wid” also showed pics of the paint booth he constructed using old spray booth PVC piping Ralph Gutowski loaned to him – “Wid” is rebuilding a Tri-Pacer for Tom Wilkerson.

Owners of two of the airplanes that were at the fly-in asked the three IAs present (Anderson, Gutowski, and Widman) to look at their airplanes and give them some advice about questions and concerns they were having. This kind of expertise and technical advice is a real benefit of participating in our Ohio chapter activities.

This fly-in was the first time many of us were able to see Pierre and Julia Ours’ light sport Aeroprakt 22LS “Foxbat,” built by the Antinov Design Bureau in the Ukraine (and Poland). Pierre said he was able to get a fully 2020-compliant NavWorx ADSB for less than $2,000 by including it when the aircraft was being built for him. Such a deal!

This was the first Buckeye chapter meeting for JJ Miller and Mark Renwick who base their 150-hp Colt at Springfield-Buckley Airport. JJ pilots a B-757 for American Airlines based out of Miami, flying mostly international routes to So. America and Europe. Their Colt has a late model O-320 requiring a dynafocal mount. Quite unique. They will be hosting our fly-in on July 15th at SGH during the big Barnstormer’s Carnival.

Jan Widman give a treasurer’s report and everyone paid their $10 annual dues to Jan. We filled out our schedule of monthly fly-ins for the remainder of 2017.

Jeanie Elbel wrote afterward that they missed the meeting because “George was at the new house while the windows were being installed that day. George has a potential buyer for the Pacer, but is thinking he might like to keep it for a while. The buyer cannot find a suitable hangar space the last we heard. At any rate, we are doing fine and looking forward to our late summer move.”

Respectfully submitted, Ralph Gutowski

Upcoming meetings
March 11 - Lunken Field (KLUK), Cincinnati, OH. Awalts hosting
April 8 - Union Co, Marysville
Looking at the attendees from a different angle we see (above, front to back) Rosemarie Gutowski, Carolyn and Leon Awalt, with J.J. Miller watching airplanes out the window. Below, left to right, are Tom and Denise Anderson, Jan Widman, and Julia Ours. The red Valentine’s gift bags each woman received contained oven door “hurry-up towels” made by Rosemarie.
(KMRT). Daytons hosting.
May 13 Sat. – Andy Barnhart
Mem’l Apt. (3OH0) – Leroy Lynn.

June 11-15 - SWPC Convention
Lancaster, PA Smoketown Apt.
(S37)
June 20-24 - Sentimental Journey
- Lock Haven, PA (KLVH)
July 15 - Barnstorming Carnival,
Springfield-Beckley Apt (SGH). JJ
Miller hosting.
August 12 – Troy Skypark (37I) –
DeJesus’s hosting.
September 9 - Highland Co.
(KHOC). Widmans hosting.[
October 7 – Hinde Field (88D).
Joint Oktoberfest fly-in with EAA

50. Tracy Hille.
October 14 - Middletown Hook
Field (KMWO). Andersons host-
ing
November 5 – (Sun) – Schulze
Int’l (69OI), Annual chili carry-in.

Hosting a meeting requires: 1). Arranging for a place to eat and meet at an airport or restaurant; 2). Either 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.

Julia and Pierre Ours are shown above with their high visibility 2016 Aeroprakt “Foxbat” Light Sport Aircraft. The following week the Ours were planning to fly this bird over the Appalachian Mountains to Sebring FL for the LSA Expo.

Chapters and Conventions --- where members become friends and everyone celebrates the Five F’s -- Flying, Fun, Fellowship, Food and Family!
President’s Report  
By Tom Brent  
Walnut MS  
tomalvabrent@gmail.com  

Our meeting at Union City, TN (UCY), which likely wrapped up this year’s schedule, turned out to be good and well attended. The weather, for once, was cooperative with clear skies and moderately gentle winds. The roster was comprised of Deb and David Geiger, Larry Jenkins, Will Bruce, Mike Harris, and yours truly. Expressed in another way we had four Tri-Pacers and a Clipper carrying six Short Wing Piper enthusiasts!

This was the first time that our chapter had flown into Union City so it was gratifying to find welcoming FBO folks ready to equip us with a couple of courtesy vehicles and point us to the eateries in town. We quickly found a place that sported buffet style food and as always, we enjoyed the good vittles mixed with lively conversation.

This being the conclusion of a somewhat brutal election year, we still managed to focus on all things aviation; the closest to discussing politics being confined to upcoming elections for officers for the SWPC positions of President and Treasurer (Editor’s note: Now not needed.) Cheers!
Secretary/Editor’s report for November
By Deb Geiger
Murphysboro IL
Inkydeb4@frontier.com

We had lots of fun at Union City TN and will definitely put this destination on our TN Gaggle map! Larry was our driver (by unanimous decision) and as Tom said, we found a restaurant that had something for everyone – a buffet! That always works!

Despite having so many food choices to ponder, we still managed to have a business meeting. Larry gave us a report on the Education Foundation, sharing that a student he sponsored, Emma Jeffries, had been awarded a $1000 scholarship from the Short Wing Piper Club! Emma is a sophomore at Delta State University, and she was Valedictorian at Lewisburg High School. We discussed how important it is to encourage young people to seek careers in aviation, and we voted to make a $100 donation to the Education Foundation from the TN Chapter.

Talk turned to planning some future fly-ins. Mike Harris, our newest member and new Tri-Pacer owner, had several good suggestions, including Hunter Airport (06TN) in Columbia TN, which is in the Nashville area, as well as Sumner County (M33) in Gallatin TN, and Hassell Field Airport, (M29) in Clifton TN. I’m sure these will show up in the rotation this Spring!

All too soon it was time to head for home. Will Bruce had come all the way from Gulf Shores AL. We made our way back to Carbondale IL and Tom and Larry travelled back to Walnut and Hernando MS, respectively. Mike’s hangar was waiting for him in Columbia TN. From hither and yon, we came and departed. It was another successful mission for general aviation!

President’s Report by Tom Brent

Okay, it’s time for the annual statistics! Briefly, we managed nine fly-in meetings, with two months that were scratched and one, June, given up to the SWPC National Convention. The average number of planes at each fly-in was 3.8, surface travelers’ modes of transport not being recorded. The average number of souls in attendance

Tom and David are joining Mike to get a good look at the Tennessee chapter’s newest Short Wing, Mike’s Tri-Pacer.
was 6.5 per meet. The best attendance was in October at Gastons where we were joined by the Mid America Chapter…6 Short Wing Pipers, 13 people….and a parrot!

All in all, I would say 2016 was a good year for our chapter. We gained a few new members who are relatively new owners of Short Wings; and I might add on the young side (relative to old geezers like me) which is refreshing and gives me confidence that our breed of Pipers will be cared for well into the future.

Keith Sargent takes his final flight
By Deb Geiger

Hello, TN (and SWPC) family. We start out our year on a sad note. We have learned from Sparky Barnes Sargent that her father-in-law, Keith Sanders Sargent, passed away on January 18, 2017. Keith and Mary Beth Sargent were lifetime members of our TN Chapter and Mary Beth will remain as such.

While I never had the pleasure of meeting Keith, I can tell he was a beloved and well-respected member of our flying community by the reverence and awe I sense from those lucky to have known him. Tom described him as “a gentleman who displayed both insight and humility.” His aviation background is impressive, including receiving the Wright Brothers “Master Pilot” Award in 2009, in recognition for his 50 years of aeronautical experience and service to the aviation community.

He was also an active member of the Civil Air Patrol - The United States Air Force Auxiliary, Nashville Group III Squadron, for more than 55 years, and attained the rank of Lieutenant Colonel. He was awarded “Communicator of the Year” for conducting a weekly radio net for the Tennessee Wing of the C.A.P. in 1991.

Keith receives the FAA Master Pilot Award from Wally Beven.

Keith and Mary Beth are shown at the 2009 convention in Knoxville, visiting with Carole Van Vleet at the closing banquet.
With 2030 hours of flight time, one could say flying was in his blood. It was also in his heart, as the romantic in me is quick to note, because he met Mary Beth when both were attending Tennessee Tech, and he invited her to join the school’s flying club. The cool, crisp air must have given them both clear vision to know what they wanted from life, as they fell in love and were married on May 20, 1951. Both achieved their private pilot licenses in 1953 and they shared 65 years of happiness with feet firmly planted on the ground and hearts soaring high in the sky. To be able to share this passion is an enviable gift.

Our TN SWPC family extends our condolences to Mary Beth and her family on the loss of this very special man. He left his mark on aviation and his influence on many pilots, and for that we thank him and wish him God speed.

You can read more about Keith Sargent at http://nashvillefuneralandcremation.com/obit/keith-sanders-sargent/

(Editor’s note: Keith received his Master Pilot award at the club’s 2009 convention in Knoxville. He and Mary Beth were members of the SWPC from 1986 to 2011. In the photos from the convention, Keith and Mary Beth are shown with Carol Van Vleet, while in the smaller photo, Keith is receiving his prestigious award from the FAA, the Master Pilot Award, from Wally Beven, manager of the Nashville FDSO. Beven also gave Mary Beth an award.

By the way, I find it impossible to look at Keith in the larger photo without smiling back at him – that’s a most contagious smile!)

Lonestar Chapter
South Texas

By Dan Nicholson
Chapter President
Dannick1935@sbcglobal.net

Christmas was great and the election is behind us for four more years!

We had our 2016 Convention in Fredericksburg with a very poor turnout. Perhaps the Lancaster Convention for 2017 will be better.

The primary objective of the Club is to aid members in the preservation, restoration, maintenance, flying and enjoyment of Short Wing aircraft. LET’S NOT LOSE FOCUS!

The SWPC has the most extensive set of technical data available in the world for our five Short Wing aircraft.

My personal interest in the club is to assist, in any way, those owners of Short Wing planes in the above-stated purpose. If any owner in the greater South Texas Region of the state has a
need for help or information, please give me a call or drop me a note. I have over 38 years experience in trying to keep a Tri-Pacer flying.

If so desired, we can gather from time to time in various places in South Texas, such as the Huntsville Open House, the Flying M Ranch (Reklaw), or catch up with the various good EAA chapters in the Hill Country, Kerrville, Fredericksburg, and others.

Just give me a call or drop a note:
KEEP ‘EM FLYING!
Dan Nicholson
8319 Thora Lane, Hangar B-5
Spring, Texas 77379
Phone 713-703-9333
Dannick 1935@sbcglobal.net

Triple search finds story son needs for father’s award

By Eleanor Mills, Editor
In December, member Don Cooksey, New Castle, WY, sent an email to Connie asking for help:

“I was looking for a Short Wing Piper News article that was written by my dad, John Cooksey. Dad, as I mentioned before, has been nominated for the Wyoming Aviators Hall of Fame and I am putting together an info packet. I recall promising to you to write something up about my dad and the Pacers, so please see the attached.
(Editor’s note: Unfortunately, when Connie passed this request on to me the attachment(s) didn’t come through.)

“Also, in help of finding the SWPN article, I found a note where mom said it was in the Nov-Dec of 1982 edition, page 52, entitled ‘33 years with Short Wings.’ If you can find it, please send it and I’ll include it to the state of Wyoming in support of dad’s nomination.”

Well, Connie and I both searched. Finally, I realized it was the November-December 1984 issue, pages 82-85, and scanned the pages. Then discovered at the same time Don was emailing Connie that he found a correction — also in his mother’s writing — of the date. So Connie found the article as well and asked me to include it in this issue.

So there you have it — a son’s request, his search at home, and a search of the archives by two people, and finally — Success. John Cooksey’s article follows. Perhaps Don will give us an update on his dad’s inauguration to the Wyoming Aviators Hall of Fame for the next issue.

Items include CD’s of drawings, rigging, and Tips & Techniques (also available in hard copy).
Lots of technical information you can have at your fingertips!
Thirty-Three Years with Short Wing Pipers

By John B. Cooksey

My first Pacer experience was at Hyannis, Nebraska in 1950. I had been out of the Navy since September, 1949, and was working for my brother-in-law, Lee Burton. We had ordered a Pacer for a rancher. I believe it was the first Pacer sold in western Nebraska. It cost $4,000.00. I had agreed to teach his wife and daughter to fly it. Took delivery on the Pacer at Ogallala, Nebraska. After taking a good look at it, I became worried about being able to teach students to fly it. At Ogallala, I went around the field twice with the instructor and twice by myself to educate myself so I could get my money out of it upon delivery. I paid for it with a N.S.F. check. A hay meadow was the only available place for a runway so that is where I got my experience and knowledge of a Pacer and it proved to be much easier to fly than I had first expected. In the meantime, a salesman came around and talked me into taking him up to Mer-

This airplane, N2856Z works for a living. It is owned by Intermountain Aviation, Inc. and is flown by John Cooksey of New Castle, Wyoming. John is IA, Inc. It is a 1959 PA-22 converted to a PA-20 with a 150 hp O-320 Lycoming. The plane is painted white with Denver brown and orange trim. It was one of the best looking Pacers on the Minden '84 line. John flies the plane about 350 hours per year on pipeline patrol. Patrol speed is 110 IAS, at 50% power, on 6.5 gallon per hour. It is STCd to burn auto fuel and John says it is running nicely on the "cheap" gas.

riman. We landed on a hay meadow close to a slough and when he got out the darned water snakes got excited and crawled over his boots and he was terrified that they might crawl up his pant legs, so he did an original dance while I convinced him that they were harmless.

I got out of the aviation business for about 10 years, then got back into it in Casper, Wyoming, in 1964, where I moved with my wife and infant son. I saw an advertisement in Trade-A-Place where an old boy had a Pacer for sale in Kansas. I got a friend to take me down there.
We found it way back in the hangar where it had been for several years, with a heavy deposit of bird droppings and we also had to disturb a colony of mice which had taken it over for a home. The owner was rather elderly and not too easy to deal with, but we finally made a deal. He stuck the check in his coat pocket and hurried on with his business. Later, I became aware that he hadn’t cashed the check, but my money was earning interest, so I rode on for about four years. Then a threatening letter from his lawyer arrived as a result of him finding that check in an old coat pocket and he hadn’t worn the coat for quite a while. They were afraid the check wouldn’t be honored when they presented it at the bank. I let them sweat for a few days, then a call followed and I assured them that it would be paid. Of course he was fearful that I had moved my account, gone bankrupt or whatever else he could imagine, so the lawyer reminded me of my civic duty and obligation to pay for that airplane and they didn’t care HOW.

We overhauled that bird and recovered it while I was working for an FBO and I was rightfully proud. I took my little son fishing with me, landing on an island at the Pathfinder Reservoir which was paved with all sizes and shapes of small loose rocks. Upon returning to the airport that “cotton-pickin’” tail wheel came off on the runway and created some excitement. The last time I flew it, took a friend with me and we made a beautiful landing on a road close to a drilling rig. Upon take-off, the left wheel got into loose sand just before “take-off” speed was reached. After setting on the nose for a few seconds, it settled back down. I didn’t have time to fix it so finally sold it for salvage.

I operated a flight school in Casper for five years, moving to Douglas and operating there two years. In 1973, my father passed away and I

John Cooksey, the Wyoming Pipe Line Cowboy, stares off into the distance. Behind him is his trusty steed, an immaculate PA-22/20, which he acquired as a damaged Tri-Pacer, and then rebuilt it into a tail dragger so that he could use it for patrolling the pipe lines in Wyoming.
moved back to the home ranch. I sold my airplanes but couldn’t get rid of the “bug” so had a Pacer conversion done from a Tri-pacer and took a pipeline contract. I fixed a hangar and runways at the ranch. Everyone was thrilled with my “cow-pasture” airplane. The neighbors and kids had to have a ride. I put about 1700 hours on this Pacer, then I found a wrecked PA-22 and located a mechanic who specialized in these conversions and I now have a beauty. I took it to the Tri-Pacer Owner’s Convention in Minden, Nebraska, the past two years and got quite a few “Ohs” and “Ahs.”

It is a honey on the Pipeline and I can stop in at about any ranch for coffee en route. Flying the Pipeline is somewhat of a challenge but I am still doing it since 1975. Winter time is the most difficult. Many times I have to hire someone with a good machine to plow the runways before I can take off. The hangar doesn’t have doors, so I use a heater a lot. “Out-guessing” the snow showers is something else. One time my wife was with me and as we were trying to return to the ranch, a snow shower came from “no where” and dropped over and around us. We had a portable radio the company provided and I got right on that and told them of our location and that we were going to follow the road, if possible, to the Newcastle Airport. We just barely made it. They had been doing some kind of construction of the runway and it was CLOSED. Since we had no other recourse—set it down between parked construction equipment. I was afraid we would go up on the nose, but made it through one snow drift and got stuck on the second one. The pipeline folks that I had talked to had a pickup at the airport when we arrived so they helped us out of the snow drift. Within an hour the storm had passed and the sun was shining, so we got on our way. That was the closest call I ever had and I was prepared to land on the road at any time.

Many people ask me how I detect an oil leak. In the summer the oil usually soaks through the soil and is visible on top of the line or to one side or the other. Other times it runs down a draw or depression to the side and isn’t easy to see when there is heavy grasses and cattails. Puddles of water take some second looks to distinguish from puddles of oil, but oil usually glistens if one can get the light just right. When there is a heavy snow cover, it takes longer for the oil to seep through that frozen ground and snow. Heavy snow makes it difficult to see the line so I have to use my check points and land marks to guide me, but I have flown the line for such a long time that I know where it is, and I don’t go out when it is snowing. One time they had a bad shortage and it took some time to locate the leak as it had run off to the side and down a ravine covered with cattails and brush. Most folks along the pipeline know my airplane and will come on the radio whenever they hear my name and chat a while and invite me to stop in when possible. We have to get a special FAA waiver to fly low enough to observe the details and we therefore get to see a lot of wild life. One morning my wife saw a mountain lion. We turned around in order to get another look at it but it had disappeared. We believed that it had come out of the Black Hills east of us.

One year the Cheyenne River flooded as a result of a heavy rain. We
couldn't imagine such a change from a pencil size stream to a roaring torrent completely out of control. We were the only ones who could get out, as our runways are on the east side of a hill, and the water runs off the hills and onto the meadows before reaching the river. The county road to the highway was under water. I was asked to fly by neighbors to locate their livestock. Normally I do considerable livestock and other survey. During snow covered road conditions, I have dropped mail to ranches on up the river.

We are somewhat isolated out here and one's social life is limited, but there is a little place called "Mule Creek Junction" about five miles southeast across the river which is a focal point for neighbors and a lot of tourists stop at their gasoline station, bar and cafe. I mowed a grass strip for a runway so a small airplane can land there and I go over about three times a week to see what the rest of the world is doing...2856Z Over & Out.

STITS POLY-FIBER

- IS THE WORLD'S ONLY COMPLETE FABRIC COVERING SYSTEM APPROVED
  BY FAA UNDER AN STC AND MANUFACTURED UNDER AN FAA-PMA.
- WILL NOT SUPPORT COMBUSTION.
- WITH POLY-FIBER FINISHES, WILL NEVER RINGWORM, CHECK OR PEEL.
- IS THE LIGHTER COVERING METHOD APPROVED UNDER AN FAA-STC.
- IS THE MOST ECONOMICAL, CONSIDERING THE YEARS OF TROUBLE FREE
  SERVICE.

WRITE OR PHONE FOR FREE . . .

- SAMPLE OF OUR NEW HIGH STRENGTH, LIGHT WEIGHT, SMOOTH FABRIC
  STYLES, WOVEN FROM SECOND GENERATION POLYESTER FILAMENT.
- NEW 68 PAGE MANUAL #1, REVISION 13, WITH DETAILED INSTRUCTIONS
  FOR FABRIC COVERING, REFINISHING FABRIC SURFACES, AND PAINTING
  AIRCRAFT FOR CORROSION CONTROL.
- LATEST CATALOG AND DISTRIBUTOR LIST.

STITS POLY-FIBER
AIRCRAFT COATINGS
P. O. BOX 3084-N RIVERSIDE, CA 92519
PHONE (714) 684-4280
Regional Chapters/Presidents

If you need a reason to fly somewhere in your region, check with your closest regional chapter president to see when the next fly-in is. And the president is also the one who will know who flies what and who does what and who knows what! Give him or her a call and ask to join the chapter!

Chapter Presidents: Please review your information below and make certain it is correct. If changes need to be made, please notify vice president Adolph Svec, interim chapter coordinator, at the contact information found on page i at the front of each issue.

ALABAMA: *** (***See note below)
ALASKA: Rick Brenden, 31076 W. Lee Circle, Sutton, AK 99674, 907-746-0992; rickb@alaska.com See website: www.swpcak.org
ARIZONA: Terry Karlson, 27812 N 256th Ave, Wittman, AZ 85361, 623-388-0711, 602-625-5905 (cell); piper3737z@gmail.com
ARKANSAS: (See Razorbacks)
BUCKEYE: For club business contact Tom Anderson, teanderson@cinci.rr.com, 513-398-2656. See website: http://ohio.shortwing-piperclub.org
CALIFORNIA: Currently inactive *** (*** See note below)
CAROLINAS: Steve Culler, 5900 Brookway Drive, Winston-Salem, NC 27105, 336-767-6426; n2311p@aol.com; See website: www.carolinashortwings.org
COLORADO & WYOMING: Jim Lambert, 11660 E. 160th, Brighton, CO 80602, 303-659-4938; jdlambert@frii.com
COLUMBIA RIVER: Phil Pirrotta. pirrottas@hotmail.com 503-757-4218.
COLUMBIA RIVER: Phil Pirrotta. pirrottas@hotmail.com 503-757-4218. 633 Stearman Street, Independence, OR 97351, chapter website: columbiariver.shortwingpiperclub.org. Find chapter newsletters at the website.
CONNECTICUT: (See Northeast)
DELWARE: (See Mid-Atlantic)
EASTERN MISSOURI & WESTERN ILLINOIS: Greg Kuklinski, 8206 Brentner Ave., St. Louis, MO 63144-5216, 314-209-0050 gregkpacer@juno.com
FLORIDA: George Klitsch, 410 Silver Streak Lane, Valrico, FL 33594, 813-689-4822; gklitsch@tampabay.rr.com
GEORGIA: David Martin, P.O. Box 36, Parrott, GA 39877; jdmartin54@aol.com
HAWAII: (Pacific Islands) Doug Conger, 711 Hartman Rd., Cortez, CO 81321-4029, 970-565-8394; dconger@q.com
HIGH PLAINS: (west TX, east NM) Mark Merritt, P.O. Box 14610, Odessa, TX 79768, 915-368-7441, 915-367-1188; markmerritt@hotmail.com
IDAHO: (See Montana)
ILLINOIS: ***
ILLINOIS, western: (See Eastern MO & Western IL)
INDIANA: ***
IOWA: ***
KANSAS: (See Mid-America)
KENTUCKY: ***
LOUISIANA: (Cajun, see Arkansas)
MAINE: (See Northeast)
MASSACHUSETTS: (See Northeast)
MICHIGAN: Garry Butler P.O. Box 2507, Grayling, MI 48412, 810-706-0043; tripacer03c@exede.net; Facebook page: https://www.facebook.com/groups/142001742595525/
MID-AMERICA: (KS & western MO) Fred Mayes 236 Farmers Lane, Lebanon, MO 65536-3725, 417-531-1278; fbmayes@icloud.com
MID-ATLANTIC: (PA, NJ, DE, MD, northeastern VA) Rich Capece, PO Box 295, Patuxent River, MD 20670, (H)856-765-7223, (C) 609-471-1519; office 301-757-0165, rich_c@yahoo.com
MINNESOTA: (See North Central)
MISSISSIPPI: ***
MISSOURI, Eastern: (See Eastern MO & Western IL)
MISSOURI: (See Mid-America)
MONTANA: David Hedditch, 501 Darla Dr., Victor, MT 59875, Hedditch Airstrip (MT72), 406-360-3283; drh29@bitterroot.com
NEBRASKA: (Cornhuskers) Dallas & Lynette Worrell, 511 Road E, Schuyler, NE 68661, 402-352-8776; dalywnorrell@hotmail.com See website: www.angelfire.com/ne/swpc
NEVADA: (See Utah/Nevada/Idaho)
NEW HAMPSHIRE: (See Northeast)
NEW JERSEY: (See Mid-Atlantic & Northeast)
NEW MEXICO: (See Arizona)
NEW YORK: (See Northeast)
NORTH CAROLINA: (See Carolinas)
NORTH DAKOTA: (See North Central)
NORTHEAST: (northeastern PA, northern NJ, NY, CT, MA, RI, NH, VT, ME)
Andy Seligson, 331 Westchester Ave., Crestwood, NY 10707, (c) 914-522-3341 (H) 914-337-2968; andytuba@optonline.net
OHIO: (See Buckeye)
OKLAHOMA: Tom Gifford, PO Box 538, Barnsdale, OK 74002, 918-906-3521, tgokswpc@art.net
OREGON: (See Columbia River)
Pennsylvania: (See Mid-Atlantic & Northeast)
RAZORBACKS: Jay Bruce (acting president) 127 Woodland Drive Searcy, AR 72143, 501-388-4874; jbruce@sdstech.biz
RHODE ISLAND: (See Northeast)
SOUTH CAROLINA: (See Carolinas)
SOUTH DAKOTA: (See North Central)
TENNESSEE: Tom Brent, 540 CR 119, Walnut, MS 38683, 662-223-6257; tomalvabrent@gmail.com
TEXAS, North: (Longhorn) Art McLemore, 417 Pecan Dr., Aledo, TX 76008, 817-441-8897; artnbetty@icloud.com
TEXAS, South: (Lone Star) Dan L. Nicholson, 8319 Thora Ln Hngr B5, Spring TX 77379, 713-703-9333, dannick1935@sbcglobal.net
UTAH/NEVADA/IDAHO: currently inactive *** (see note below)
VERMONT: (see Northeast)
VIRGINIA: (See Northeast)
WASHINGTON: (See Columbia River)
WISCONSIN: (See North Central)
WYOMING: (See Colorado/Wyoming)

Canadian Chapters

ALBERTA: Marc Stewart, Suite 303, #1 Springfield Ave., Red Deer, AB T4N 0C5, 403-396-3675; sturdywillow@hotmail.com Website:www.shortwingsovercanada.com/http__shortwingsovercanada.com/Alberta_Chapter.html
BRITISH COLUMBIA Paul Evans, 26-2515 Fortress Drive, Port Coquitlam, BC V3C-6E8, 604-945-0588; hhuestis@mdi.ca See website www.shortwingsovercanada.com/http__shortwingsovercanada.com/B.C._Chapter.html
SHORT WINGS OVER CANADA (Ontario & western Quebec); Peter Lubig, 110 Westview Dr, Omemee, Ontario, K0L 2W0, 705-799-0539; lubig@planepictures.ca ; Visit website: www.shortwingsovercanada.com

*** If you would like to begin a chapter in one of these areas, contact Adolph R. Svec, 19009 River Rd., Marengo, IL 60152, 815-568-6652, asvec@mc.net

Anyone with questions on the chapter listings or anyone desiring to reactivate one of the inactive chapters, please contact the Interim Chapter Coordinator and now Vice President, Adolph Svec, using the information shown at the front of this issue or above.

SWPN advertisers -
The Short Wings’ support system!
Remember, to contact a member of the board of directors or the staff, as well as the Panel of Technical Advisors, you can use the toll-free 24/7 SWPC HOTLINE, 855-SWPC-411 (855-7972-411).

Just tell the live operator what you need and your call will soon be returned! It’s easy, it’s free, and it’s another service from the Board of Directors to add value to your membership.

Direct contact information for the officers and staff members, including the technical advisors is listed on pages i and ii in the front of this issue.

Either way, your questions, comments, and concerns are welcome!

---

Reprint Corner

Editor’s face is red!

By Eleanor Mills, Editor

Boy, is my face red! In the last issue, I completely screwed up two of the reprints from the past, both Mr. Mechanic columns by Frank Rush.

Sharp-eyed Lonnie McLaughlin, who said, “See, I do read every article!” while doing his work of supplying the index for the year, is the only one who reported the problem to me. Either the rest of you missed the problem or just didn’t want to make me feel bad! Either way, I apologize.

What happened was that I inadvertently combined two reprints in the JFM issue, both from 1989 issues. Leading off the Reprint Corner this issue you will find the “rest of the story” of “Torque readings needed,” from pages 18-21 of the May-June 1989 issue and the beginning of the story “Oil cooler questioned” from the July-August 1989 issue, pages 13-14 and one paragraph from page 15. The rest of the reprint in the JFM issue is okay.

As I told Lonnie, I too read every article in the SWPN — except the reprints, since I can’t edit the scanned version. I guess I’ll have to start reading them, too! My thanks to Lonnie, not just for having sharp eyes but for having served the club since its beginning and for continuing to supply the index. By the way, be sure to read his note about the index in this issue. He’s asking a question that will determine how we get the index from now on. Don’t forget to tell him what you think.

Also, note that Lonnie sent the technical question on to Frank. At the time, Lonnie was wearing four hats for the club --- librarian, recording secretary (Art Weisberger was corresponding secretary), historian, and membership chairman.
Torque readings needed

Lonnie:

Does the club have the specifications for torque wrench readings for our planes? Propeller bolts, tail wheel specs, tail wires, wing bolts, etc?

Lloyd Gross
900 U.S. Hwy 41N, No. 2031
Brooksville, Fla. 34601

Lloyd:

Lonnie has forwarded your letter requesting specifications for torque wrench readings for our planes to me for comment. He doesn’t have anything in his computer and unless Piper has them hidden away in a document or manual someplace, torque values for everything on the plane are non-existent in one place. There is no all-encompassing maintenance manual for our Short Wing Pipers.

The PA-20-125 and 135 and the PA-22-125 and 135 owner’s handbooks had – in addition to general maintenance in Section 3 – a Section 4: Inspection Instructions, which has a small amount of tolerances and torque values and this is where I got the
following:

Propeller bolt torques, wood propeller hub bolts, are to torque from 140 to 150 inch pounds. Metal propeller hub bolts are to torque from 350 to 375 inch pounds.

When a torque is this high, I always bring the torque up in at least two steps and torque to the low end of the band. You should get more use from your prop bolts using the lower torque.

Wing bolts: The wing attach bolts are a shear installation and less than standard torque is required except for the jamb nut on the strut forks. The rule of thumb I use on a shear installation if torque is not spelled out is to tighten the nut to contact plus one flat on the nut. On a castellated shear nut, my rule is plus one castellation and install cotter pin. Common sense has to be applied in some cases: If the joint has to rotate a swivel then even this small amount of torque may be too much.

Standard aircraft bolt torque values are listed in AC43.13-1A Acceptable Methods, Techniques, and Practices, figure 52. These values would be used on most all applications that did not require special torque consideration such as the propeller, engine shock mounts, joints that have to rotate and other shear installation where you would crush or deform the structure if torqued to standard value.

Standard torque values would be used on installations such as engine mount bolt to aircraft structure through the firewall, tail brace wire attach bolts at ends (the vertical and horizontal tube spars have compression bushings welded in at these locations), and other tab to tab solid installations.

Torque values on the engine would be found in the Lycoming overhaul manual. Torque values for attachments in magnetos and carburetor would be in their respective overhaul manual.

As for “tail wheel specs” I don’t know what to tell you. Please write with specifics on what you want to know about the tail wheel.

Happy flying,
Franklin Rush

Nose Strut Servicing, PA-22

By Frank Rush

In the PA-22 Owner's Manual, Section III covers General Maintenance. Item V describes “Landing Gear Service,” which includes servicing the strut with oil and air and the dimension for proper strut extension.

In the earlier Tri-Pacer Owners Handbooks, it called for No. 40 Univis petroleum base hydraulic oil for servicing the nose strut. The newer Tri-Pacer Owners Manuals call for Mil-h-5606 petroleum base hydraulic fluid. They are both the red hydraulic fluid and are used interchangeably. This fluid is also used in the brake system.

To add oil and air, unfasten the right side of the bottom engine cowl, tie the tail down to raise the nose wheel off the ground, and remove the valve cap and core. The book says to fill the unit through this opening,
extending the strut slowly while adding fluid. This can be tricky and messy.

The secret to easy filling of the strut is to use a length of plastic or rubber hose that will fit snugly over the air valve stem after removal of the valve core. Drop the other end into a clear container with approximately a pint or more of hydraulic fluid. (A plastic container is less likely to break if knocked over). Slowly compress oleo to full compression, then slowly extend oleo to draw fluid into strut. Stop extension before all fluid is gone. Cycle oleo two to three times within these limits to work the majority of air out of the oil and on the last compression stroke stop at 1/4 inch prior to full compression. The strut now has the proper amount of oil inside. Remove the hose from the air valve stem and install valve core.

To add air to the nose gear, first, unless you have lots of air pressure, leave the nose off the ground and service with 80 to 100 pounds of air, then lower the nose to the ground. If you have approximately 5 to 6 inches of strut extension, then this is enough air. Then release air from the valve in short spurts until the 3-1/2 inch dimension is obtained. Rock the airplane longitudinally, working the nose wheel oleo to make sure of proper extension after normal operation. Replace cap.

If, after a period of time, the strut leaks down and bottoms out, the oleo seals need to be replaced, unless you have an air leak at the air valve gasket or core.

Reprinted from the AVCO Lycoming Flyer

An article in Flyer No. 40 (reprinted in the March-April, 1989, SWPC) provided operational and maintenance techniques to help avoid sticking valves. The article prompted several individuals to relay items from their personal knowledge and experience. This information provides a worthwhile addition to the date printed previously. It could be very helpful and is passed along for that reason.

One of the regional service managers here at the Lycoming factory indicated that his experience over the years included working on engines with sticking valves. He commented that the engines will almost always provide a warning by running very rough at start up. As the engine warms up it may then smooth out after a few seconds and run normally, but the initial roughness is a warning that preventive maintenance action is required.

Just a few days after these comments were made, a conversation with an aircraft owner confirmed that the regional manager’s comments were right on target. This is the story which the aircraft owner related.

An aircraft had been purchased recently and the owner flew it to altitude in the vicinity of his home airport to satisfy himself of the aircraft’s capability to fly over mountainous terrain during a planned vacation trip. Content that the aircraft and engine were capable
of meeting his requirements, the vacation trip was undertaken. All went smoothly on the first 300 mile leg of the trip which ended with a planned overnight stop.

When the engine was started the next day, it was very, very rough, but smoothed out and ran normally after a short time. With the engine running smoothly, the vacation trip continued to its destination. The aircraft was then tied down and not operated until it was time for the return trip . . . a period of about one week.

As the engine was started for the return trip, it again gave indications that a valve was momentarily sticking . . . it ran very rough for several seconds, but then smoothed out. With the engine running smoothly again, the return trip was started. After one to two hours of flight at altitude, over mountainous terrain, the engine ran very rough again for a short period of time, and then smoothed out. The pilot decided to land at the nearest airport.

Examination of the engine revealed a considerable amount of oil leakage. The cause . . . a valve which had stuck solidly and caused the pushrod to bend. This bending ruptured the pushrod shroud tube and allowed oil to escape. This is a classic example of the damage which sticking valves can cause.

The lesson to be learned is quite simple. Do not neglect the warning signs. Perhaps the experience related here will allow others to recognize a rough running engine at start up as a possible indication of sticking valves. The next step is to take immediate action to prevent damage.

Although there may be an occasion exception, it is almost always an exhaust valve which sticks. To prevent further valve sticking and to reduce the possibility of damage, all exhaust valve guides should be cleaned of any carbon, varnish, or other contamination buildup. This is accomplished by reaming the guides to their original size as specified in Avco Lycoming Publication SSP 1776, Table of Limits. Avco Lycoming Service Instruction 1425 provides recommendations to reduce the possibility of valve sticking. In particular, Part III of the instruction gives a procedure for reaming valve guides which can be accomplished without removing the engine from the aircraft or the cylinders from the engine.
Oil cooler questioned

Dear Mr. Mechanic:

First let me say that I enjoy your articles very much, and I have learned a lot from them. I have been a member of the SWPC for almost three years now, and I have learned a lot through the articles in the News.

I have a PA-22-125, serial number 542. It was brought to Canada from Holton, Maine, in April, 1968. I purchased the airplane in May, 1987, and have had a lot of enjoyment with it. I pulled the wings off last week, and brought the airplane home to do rebuild on it.

It was getting to look pretty well beaten—paint on the back of the fuselage was peeling badly. I think it is one super airplane, and I hope to keep her here for a long time. Canadian registration is C-FUKF, and I have had some wisecracks on that.

Here is my big concern. In May, 1985, the oil cooler was moved from the firewall to the front cowl just to the right of the nose wheel. This was to improve cooling. I don't think it has done much for it, because on
hot summer days if I do fly the temperature runs between 200 to 240 and the red line is 243. Has anyone else had this problem and if so how can it be remedied?

I use Aero Shell 15W40 and my oil consumption is about one quart in six to eight hours. I think that is quite good. Time on engine since overhaul is 684 hours. The engine is an O-290-D, and it is the original engine. Total time on the airplane is 1929 hours. Not bad for an old bird, eh?

I want to keep it as original as possible because I don’t think there are too many 125s around anymore. It flies great with four adults and surprises a lot of people in performance.

I hope you folks are around for a long time because without people like you, we would have a hard time keep these “winged beauties” airborne. Thanks for all the enjoyment to date, and thanks to MR. PIPER, too.

Cheers,
Bruce Panagapko
P.O. Box 32, Mallorytown
Ontario, Canada
KOEIRO

Dear Bruce,

Thank you for your kind words and I urge you as a member to contributor your experience to the SWPN also.

The red line for the oil temperature on the O-290-D engine is 245 degrees Fahrenheit. If you never run above 240 degrees F. on a hot summer day, then you don’t have a problem.

The original oil radiator installation on the 125 does appear to be marginal on hot days and is even more so if the air plenum seals above the engine are allowed to deteriorate and bypasses the air around the seals. This reduces the differential press across the engine and would reduce the airflow through the cooler.

I have heard that there is an STC available to put a larger oil cooler on the rear engine baffle. I suggest you contact the club librarian to see if he has this info.

As you rebuild your aircraft, some other possible options are to restore it to original and make sure your baffles and seals are in good condition and that they seal properly and live with the limitations on hot days.

You may want to discuss with your mechanic the possibility of installing the oil radiator and nose cowl for the 135 and higher H.P. models. This should not be too hard to get approved on a 337 or whatever your equivalent is. Just remember also that if you increase the cooling for summer operations, you may have to block it off, or at least partially, for winter flying. You also might discuss installing this larger 135 cooler on the firewall. I have seen this done, but not on an STC.

I have enclosed parts catalog pages on the subject parts. Figure 52, Cowl Assembly, Figure 53, Engine Baffle Installation, Figure 54, Oil Radiator Installation, and Figure 56, Power Plant installation, showing the 125 oil cooler. This will give you the different Piper installation to look at while considering how you wish to go. The parts catalog is available from Univair.
I suggest you work Piper S.B. 819 while you have your A/C down. Please feel free to contact me directly if you have other questions.

Good luck with your project.

Regards,
Franklin Rush

(Editor’s note: I’ve noticed that in many of Frank’s columns he passes on pages from Univair’s parts catalog or references Univair in some way. Univair is a prime supporter of our aircraft and has been an advertiser almost from the beginning of the club.)

Index of the 2016 Short Wing Piper News

Compiled by Lonnie McLaughlin
Brentwood NY
lonniemc@optonline.net

2015 Convention Short-Wing Jan/Feb/Mar 2016, Pg.98-105
2015 Convention donors/winners Jan/Feb/Mar 2016, Pg.18-20
2015 Convention Grand-Champ Jan/Feb/Mar 2016, Pg.20-22
2015 Convention money Jan/Feb/Mar 2016, Pg.17
2015 SWPN Index Apr/May/Jun 2016, Pg.112-117
2016 Convention Apr/May/Jun 2016, Pg.13-17,25
2016 Convention Jan/Feb/Mar 2016, Pg.121-122
2016 Convention Oct/Nov/Dec 2016, Pg.9-44
2016 Convention Fredericksburg Jul/Aug/Sep 2016, Pg.12-14
2016 Southwest Regional Jul/Aug/Sep 2016, Pg.59-61
2016 SWP New Memb Outreach Jan/Feb/Mar 2016, Pg.2
2016, Cactus State Jul/Aug/Sep 2016, Pg.98-100
2017 Convention Oct/Nov/Dec 2016, Pg.50
2017 Lancaster Convention Oct/Nov/Dec 2016, Pg.72-73
44B, Convention flight Oct/Nov/Dec 2016, Pg.107-109
7978D drawn Oct/Nov/Dec 2016, Pg.115
access, exhaust nut Oct/Nov/Dec 2016, Pg.78-79
Adolf Svec Vice-President Apr/May/Jun 2016, Pg.25-28,35
ADS-B Jan/Feb/Mar 2016, Pg.42-46
Advertisers Index Jan/Feb/Mar 2016, Pg.8
Advisors, Technical Jan/Feb/Mar 2016, Pg.6
Aircraft Club, Vintage Piper Apr/May/Jun 2016, Pg.108-109
aircraft awards Oct/Nov/Dec 2016, Pg.12-18
Aircraft Spruce Oct/Nov/Dec 2016, Pg.104
Aircraft-Spruce,Go-Pro video kit Jul/Aug/Sep 2016, Pg.102
anchor nut replacement Oct/Nov/Dec 2016, Pg.62-64
angle-of-attack indicator Jul/Aug/Sep 2016, Pg.42-44
application, membership Jan/Feb/Mar 2016, Pg.123
Aviation Events Calendar Jan/Feb/Mar 2016, Pg.98
Aviation Events Calendar  Jul/Aug/Sep 2016, Pg.96-97
aviation-events, calendar of  Apr/May/Jun 2016, Pg.102-104
awards, aircraft  Oct/Nov/Dec 2016, Pg.12-18
Banquet, Convention  Oct/Nov/Dec 2016, Pg.42-44
best glide-speed  Apr/May/Jun 2016, Pg.88
Blues, Pearl 0320  Jan/Feb/Mar 2016, Pg.34-39
Bob Fuller, Remembering  Oct/Nov/Dec 2016, Pg.28-32
BOOBBs wanted  Jul/Aug/Sep 2016, Pg.101
book, Cub Doctor  Oct/Nov/Dec 2016, Pg.105
Brochure, SWPC  Jan/Feb/Mar 2016, Pg.2
Business Meeting  Oct/Nov/Dec 2016, Pg.27
Buyer’s Guide PA22 pt.II  Apr/May/Jun 2016, Pg.96-102
Buyers Guide, PA22  Jan/Feb/Mar 2016, Pg.106-110
Cactus State 2016  Jul/Aug/Sep 2016, Pg.98-100
calendar of aviation-events  Apr/May/Jun 2016, Pg.102-104
Calendar, Aviation Events  Jan/Feb/Mar 2016, Pg.98
Calendar, Aviation Events  Jul/Aug/Sep 2016, Pg.96-97
Canada Chapter  Jan/Feb/Mar 2016, Pg.94-95
Carolinas Chapter  Jan/Feb/Mar 2016, Pg.66-67
CF-GAG  Oct/Nov/Dec 2016, Pg.45-46
Chapter Presidents  Jan/Feb/Mar 2016, Pg.95-97
Chapter Presidents  Jul/Aug/Sep 2016, Pg.93-95
Chapter Presidents  Oct/Nov/Dec 2016, Pg.97-99
Chapter Presidents meeting  Oct/Nov/Dec 2016, Pg.38
Chapter, Carolinas  Jan/Feb/Mar 2016, Pg.66-67
Chapter, Colombia River  Jul/Aug/Sep 2016, Pg.62-63
Chapter, Florida  Apr/May/Jun 2016, Pg.56-58
Chapter, Florida  Jul/Aug/Sep 2016, Pg.64-71
Chapter, Florida  Oct/Nov/Dec 2016, Pg.80-81
Chapter, Mid America  Apr/May/Jun 2016, Pg.58-59
Chapter, Mid America  Oct/Nov/Dec 2016, Pg.82-83
Chapter, Mid-America  Jul/Aug/Sep 2016, Pg.71-74
Chapter, NorthEast  Jul/Aug/Sep 2016, Pg.75-79
Chapter, NorthEast  Oct/Nov/Dec 2016, Pg.84-86
Chapter, Ohio-Buckeye  Apr/May/Jun 2016, Pg.66-70
Chapter, Ohio-Buckeye  Jul/Aug/Sep 2016, Pg.80-92
Chapter, Ohio/Buckeye  Oct/Nov/Dec 2016, Pg.87-91
Chapter, Tennessee  Oct/Nov/Dec 2016, Pg.92-96
checking for prop damage  Oct/Nov/Dec 2016, Pg.68
Chuck Morris  Apr/May/Jun 2016, Pg.36
clamps, door  Jan/Feb/Mar 2016, Pg.111-112
Clipper, history, Vagabond &  Apr/May/Jun 2016, Pg.109-112
Club Store website  Jul/Aug/Sep 2016, Pg.34-36
Club volunteers  Jul/Aug/Sep 2016, Pg.19-20
Club, Vintage Piper Aircraft  Apr/May/Jun 2016, Pg.108-109
Colombia River Chapter  Jul/Aug/Sep 2016, Pg.62-63
color photos  Oct/Nov/Dec 2016, Pg.106
Column, Presidents  Jan/Feb/Mar 2016, Pg.1
Convention Banquet               Oct/Nov/Dec 2016, Pg.42-44
Convention flight 44B            Oct/Nov/Dec 2016, Pg.107-109
Convention Seminars              Oct/Nov/Dec 2016, Pg.35
Convention Things-to-do          Jan/Feb/Mar 2016, Pg.9
Convention where-to-stay         Jan/Feb/Mar 2016, Pg.10
Convention, 2016                 Apr/May/Jun 2016, Pg.13-17,25
Convention, 2016                 Jan/Feb/Mar 2016, Pg.121-122
Convention, 2016                 Oct/Nov/Dec 2016, Pg.9-44
Convention, 2017                 Oct/Nov/Dec 2016, Pg.50
Convention, 2017 Lancaster       Oct/Nov/Dec 2016, Pg.72-73
Cub Doctor book                  Oct/Nov/Dec 2016, Pg.105
D.J. LeJune                      Apr/May/Jun 2016, Pg.36
damage, checking for prop        Oct/Nov/Dec 2016, Pg.68
Dan Miller                       Apr/May/Jun 2016, Pg.11-13,29-32
Dan Nicholsen                    Oct/Nov/Dec 2016, Pg.48
David Fulton                     Oct/Nov/Dec 2016, Pg.44
Deadlines                        Jan/Feb/Mar 2016, Pg.10
depot, maintenance data          Apr/May/Jun 2016, Pg.95-96
Did You Know- McLaughlin reprint Jul/Aug/Sep 2016, Pg.113
donors/winners, 2015 Convention Jan/Feb/Mar 2016, Pg.18-20
door clamps                      Jan/Feb/Mar 2016, Pg.111-112
door-catch, TriPacer             Jul/Aug/Sep 2016, Pg.37-38
e-Newsletter                     Apr/May/Jun 2016, Pg.2
E-newsletter supplement          Jan/Feb/Mar 2016, Pg.4
Ed Wach Touch-N-Go reprint       Jul/Aug/Sep 2016, Pg.107-109
exhaust nut access               Oct/Nov/Dec 2016, Pg.78-79
Feik, Mary                       Apr/May/Jun 2016, Pg.46-48
FELT, Vag rag Vol 6              Apr/May/Jun 2016, Pg.74-75
First solo to Private Pilot      Jan/Feb/Mar 2016, Pg.28-30
fishing, White River             Oct/Nov/Dec 2016, Pg.57
Flap-Jack                        Jan/Feb/Mar 2016, Pg.46-52
flight, 44B, Convention          Oct/Nov/Dec 2016, Pg.107-109
Flight, Museum, Frontiers of     Oct/Nov/Dec 2016, Pg.110-113
flood, Vag Rag avoids            Oct/Nov/Dec 2016, Pg.58-61
Florida Chapter                  Apr/May/Jun 2016, Pg.56-58
Florida Chapter                  Jan/Feb/Mar 2016, Pg.68-71
Florida Chapter                  Jul/Aug/Sep 2016, Pg.64-71
Florida Chapter                  Oct/Nov/Dec 2016, Pg.80-81
forum, website                   Apr/May/Jun 2016, Pg.87-91
Foundation, Piper Education      Jul/Aug/Sep 2016, Pg.31-34
Foundation, SWP Education        Oct/Nov/Dec 2016, Pg.77
Frank Sperando                   Apr/May/Jun 2016, Pg.36-37
Fredericksburg, 2016 Convention  Jul/Aug/Sep 2016, Pg.12-14
Frontiers of Flight Museum       Oct/Nov/Dec 2016, Pg.110-113
Fuller, Remembering Bob          Oct/Nov/Dec 2016, Pg.28-32
Fuller, tribute to Robert H.     Jul/Aug/Sep 2016, Pg.1-11
Fulton, David                    Oct/Nov/Dec 2016, Pg.44
Gary Whitcombe PA22-135 N8746C   Oct/Nov/Dec 2016, Pg.74-76
glide-speed, best               Apr/May/Jun 2016, Pg.88
<table>
<thead>
<tr>
<th>Topic</th>
<th>Publication Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Graduate, Tim Cuff -</td>
<td>Jul/Aug/Sep 2016, Pg.32-34</td>
</tr>
<tr>
<td>Grand-Champ, 2015 Convention</td>
<td>Jan/Feb/Mar 2016, Pg.20-22</td>
</tr>
<tr>
<td>Guide, PA22 Buyers</td>
<td>Jan/Feb/Mar 2016, Pg.106-110</td>
</tr>
<tr>
<td>gust-locks, wind</td>
<td>Jul/Aug/Sept 2016, Pg.44-46</td>
</tr>
<tr>
<td>Handbook, PA-20-150 Owner's</td>
<td>Apr/May/Jun 2016, Pg.93</td>
</tr>
<tr>
<td>heads up, eyes outside</td>
<td>Jul/Aug/Sep 2016, Pg.48-50</td>
</tr>
<tr>
<td>history, SWPC</td>
<td>Jul/Aug/Sept 2016, Pg.5-11</td>
</tr>
<tr>
<td>history, Vagabond &amp; Clipper</td>
<td>Apr/May/Jun 2016, Pg.109-112</td>
</tr>
<tr>
<td>Income/Expense, SWPC</td>
<td>Jan/Feb/Mar 2016, Pg.3-5</td>
</tr>
<tr>
<td>indicator, angle-of-attack</td>
<td>Jul/Aug/Sep 2016, Pg.42-44</td>
</tr>
<tr>
<td>inter-connect &amp; rigging</td>
<td>Apr/May/Jun 2016, Pg.94</td>
</tr>
<tr>
<td>intro, TriPacer weekend</td>
<td>Jan/Feb/Mar 2016, Pg.58-59</td>
</tr>
<tr>
<td>Ira Rampil webmaster</td>
<td>Apr/May/Jun 2016, Pg.11</td>
</tr>
<tr>
<td>Iris Morris</td>
<td>Jul/Aug/Sept 2016, Pg.16-17</td>
</tr>
<tr>
<td>Irish Pacer N2652P</td>
<td>Oct/Nov/Dec 2016, Pg.50</td>
</tr>
<tr>
<td>Lancaster, Convention, 2017</td>
<td>Oct/Nov/Dec 2016, Pg.72-73</td>
</tr>
<tr>
<td>LBJ Ranch/Homestead Tour</td>
<td>Oct/Nov/Dec 2016, Pg.39</td>
</tr>
<tr>
<td>left-over paint storage</td>
<td>Apr/May/Jun 2016, Pg.77-78</td>
</tr>
<tr>
<td>LeJune, D.J.</td>
<td>Apr/May/Jun 2016, Pg.36</td>
</tr>
<tr>
<td>Logan Owen reports</td>
<td>Apr/May/Jun 2016, Pg.49-50</td>
</tr>
<tr>
<td>Lou Renkins SWPEF</td>
<td>Apr/May/Jun 2016, Pg.9-10</td>
</tr>
<tr>
<td>Lubig, Peter</td>
<td>Apr/May/Jun 2016, Pg.36</td>
</tr>
<tr>
<td>luncheon, Membership</td>
<td>Oct/Nov/Dec 2016, Pg.36-37</td>
</tr>
<tr>
<td>Lyc o-320 oil sump pan magnet</td>
<td>Oct/Nov/Dec 2016, Pg.64-66</td>
</tr>
<tr>
<td>magnet, Lyc o-320 oil-sump-pan</td>
<td>Oct/Nov/Dec 2016, Pg.64-66</td>
</tr>
<tr>
<td>maintenance data depot</td>
<td>Apr/May/Jun 2016, Pg.95-96</td>
</tr>
<tr>
<td>Mary Feik</td>
<td>Oct/Nov/Dec 2016, Pg.46-48</td>
</tr>
<tr>
<td>Mayes, SWPN collector Fred</td>
<td>Apr/May/Jun 2016, Pg.52-54</td>
</tr>
<tr>
<td>meet and greet</td>
<td>Oct/Nov/Dec 2016, Pg.22-26</td>
</tr>
<tr>
<td>meeting, Chapter Presidents</td>
<td>Oct/Nov/Dec 2016, Pg.38</td>
</tr>
<tr>
<td>Meeting, October Chapter</td>
<td>Oct/Nov/Dec 2016, Pg.57</td>
</tr>
<tr>
<td>Members, New</td>
<td>Jan/Feb/Mar 2016, Pg.8</td>
</tr>
<tr>
<td>members, new</td>
<td>Jul/Aug/Sept 2016, Pg.17</td>
</tr>
<tr>
<td>membership application</td>
<td>Jan/Feb/Mar 2016, Pg.123</td>
</tr>
<tr>
<td>Membership luncheon</td>
<td>Oct/Nov/Dec 2016, Pg.36-37</td>
</tr>
<tr>
<td>Membership Report</td>
<td>Jan/Feb/Mar 2016, Pg.11-17</td>
</tr>
<tr>
<td>Michigan Chapter</td>
<td>Jan/Feb/Mar 2016, Pg.71-73</td>
</tr>
<tr>
<td>Mid America Chapter</td>
<td>Apr/May/Jun 2016, Pg.58-59</td>
</tr>
<tr>
<td>Mid America Chapter</td>
<td>Jan/Feb/Mar 2016, Pg.73-75</td>
</tr>
<tr>
<td>Mid America Chapter</td>
<td>Oct/Nov/Dec 2016, Pg.82-83</td>
</tr>
<tr>
<td>Mid-America Chapter</td>
<td>Jul/Aug/Sept 2016, Pg.71-74</td>
</tr>
<tr>
<td>Miller, Dan</td>
<td>Apr/May/Jun 2016, Pg.11-13,29-32</td>
</tr>
<tr>
<td>Mission, SWPC</td>
<td>Apr/May/Jun 2016, Pg.2</td>
</tr>
<tr>
<td>money, 2015 Convention</td>
<td>Jan/Feb/Mar 2016, Pg.17</td>
</tr>
<tr>
<td>Morris, Chuck</td>
<td>Apr/May/Jun 2016, Pg.36</td>
</tr>
</tbody>
</table>
Morris, Iris                     Jul/Aug/Sep 2016, Pg.16-17
Mr. Mechanic, Frank Rush         Jul/Aug/Sep 2016, Pg.109-112
Museum, Frontiers of Flight      Oct/Nov/Dec 2016, Pg.110-113
Museum, Piper Aviation           Jan/Feb/Mar 2016, Pg.2
N221EC                           Jan/Feb/Mar 2016, Pg.20-22
N2652P, Irish Pacer              Oct/Nov/Dec 2016, Pg.50
N8746C, Gary Whitcombe PA22-135  Oct/Nov/Dec 2016, Pg.74-76
N9186D, TriPacer                  Jan/Feb/Mar 2016, Pg.60
N9643D, TriPacer                  Jul/Aug/Sep 2016, Pg.13-24
name tags                        Oct/Nov/Dec 2016, Pg.78
New Members                      Jan/Feb/Mar 2016, Pg.8
new members                      Jul/Aug/Sep 2016, Pg.17
New, Who's                       Oct/Nov/Dec 2016, Pg.114
News, Vagabond                   Apr/May/Jun 2016, Pg.105-108
News, Vagabond                   Jan/Feb/Mar 2016, Pg.61-65
News, Vagabond                   Oct/Nov/Dec 2016, Pg.100-103
Nicholson, Dan                   Oct/Nov/Dec 2016, Pg.48
NorthEast Chapter                Jan/Feb/Mar 2016, Pg.77-80
NorthEast Chapter                Jul/Aug/Sep 2016, Pg.75-79
NorthEast Chapter                Oct/Nov/Dec 2016, Pg.84-86
nose-gear, oleo, PA22            Jan/Feb/Mar 2016, Pg.112-113
number, toll-free                Apr/May/Jun 2016, Pg.3-9
nut, access, exhaust             Oct/Nov/Dec 2016, Pg.78-79
nut, replacement, anchor         Oct/Nov/Dec 2016, Pg.62-64
O-320 blues, pt.IV, Pearl's      Jul/Aug/Sep 2016, Pg.39-42
O-320, part-III, Pearl           Apr/May/Jun 2016, Pg.79-86
October Chapter Meeting          Oct/Nov/Dec 2016, Pg.57
Ohio-Buckeye Chapter             Apr/May/Jun 2016, Pg.66-70
Ohio-Buckeye Chapter             Jan/Feb/Mar 2016, Pg.80-89
Ohio-Buckeye Chapter             Jul/Aug/Sep 2016, Pg.80-92
Ohio/Buckeye Chapter             Oct/Nov/Dec 2016, Pg.87-91
oil-sump-pan, magnet, Lyc o-320  Oct/Nov/Dec 2016, Pg.64-66
oleo, PA22 nose-gear             Jan/Feb/Mar 2016, Pg.112-113
Oshkosh                          Oct/Nov/Dec 2016, Pg.46
Outreach, 2016 SWP New Memb       Jan/Feb/Mar 2016, Pg.2
Owen, reports, Logan             Apr/May/Jun 2016, Pg.49-50
Owner’s, Handbook, PA-20-150     Apr/May/Jun 2016, Pg.93
PA-20-150 Owner’s Handbook        Apr/May/Jun 2016, Pg.93
PA22 Buyers Guide                Jan/Feb/Mar 2016, Pg.106-110
PA22 nose-gear oleo              Jan/Feb/Mar 2016, Pg.112-113
PA22, pt.II, Buyer’s Guide       Apr/May/Jun 2016, Pg.96-102
PA22-135, N8746C, Gary Whitcombe Oct/Nov/Dec 2016, Pg.74-76
Pacer Advice New                 Jan/Feb/Mar 2016, Pg.28-30
Pacer restoration                Oct/Nov/Dec 2016, Pg.70-71
Pacer, N2652P, Irish             Oct/Nov/Dec 2016, Pg.50
paint, storage, left-over        Apr/May/Jun 2016, Pg.77-78
part-III, Pearl O-320            Apr/May/Jun 2016, Pg.79-86
Pearl 0320 Blues                  Jan/Feb/Mar 2016, Pg.34-39
Pearl O-320 part-III              Apr/May/Jun 2016, Pg.79-86
Pearl’s O-320 blues pt.IV  Jul/Aug/Sep 2016, Pg.39-42
Peter Lubig  Apr/May/Jun 2016, Pg.36
Peter Polen Plaque  Jul/Aug/Sep 2016, Pg.18
photos, color  Oct/Nov/Dec 2016, Pg.106
Pilot, First solo to Private  Jan/Feb/Mar 2016, Pg.28-30
Piper Aviation Museum  Jan/Feb/Mar 2016, Pg.2
Piper Education Foundation  Jul/Aug/Sep 2016, Pg.31-34
Piper Museum video  Jul/Aug/Sep 2016, Pg.17
Plaque, Peter Polen  Jul/Aug/Sep 2016, Pg.18
poker run  Apr/May/Jun 2016, Pg.22-23
poker run  Oct/Nov/Dec 2016, Pg.40
Polen, Plaque, Peter  Jul/Aug/Sep 2016, Pg.18
Presidents Column  Jan/Feb/Mar 2016, Pg.1
Presidents year end update  Oct/Nov/Dec 2016, Pg.1-3
Presidents, Chapter  Jul/Aug/Sep 2016, Pg.93-95
Presidents, Chapter  Oct/Nov/Dec 2016, Pg.97-99
Presidents, Regional Chapter  Apr/May/Jun 2016, Pg.71-73
prop, damage, checking for  Oct/Nov/Dec 2016, Pg.68
pt.II, Buyer’s Guide PA22  Apr/May/Jun 2016, Pg.96-102
pt.IV, Pearl’s O-320-blues  Jul/Aug/Sep 2016, Pg.39-42
raffle & auction winners  Oct/Nov/Dec 2016, Pg.19-22
Ranch/Homestead, Tour, LBJ  Oct/Nov/Dec 2016, Pg.39
Regional Chapter Presidents  Apr/May/Jun 2016, Pg.71-73
Regional, 2016 Southwest  Jul/Aug/Sep 2016, Pg.59-61
Remembering Bob Fuller  Oct/Nov/Dec 2016, Pg.28-32
Renkins, SWPEF, Lou  Apr/May/Jun 2016, Pg.9-10
replacement, anchor nut  Oct/Nov/Dec 2016, Pg.62-64
Report, 2016 Financial  Oct/Nov/Dec 2016, Pg.3-8
Report, Membership  Jan/Feb/Mar 2016, Pg.11-17
report, Tim Cuff  Apr/May/Jun 2016, Pg.50-52
reports, Logan Owen  Apr/May/Jun 2016, Pg.49-50
reprint, Did You Know- McLaughlin  Jul/Aug/Sep 2016, Pg.113
reprint, Ed Wach Touch-N-Go  Jul/Aug/Sep 2016, Pg.107-109
reprint, Robert Fuller  Jul/Aug/Sep 2016, Pg.103-106
reprint, Vagabond News  Jul/Aug/Sep 2016, Pg.114-117
restoration, Pacer  Oct/Nov/Dec 2016, Pg.70-71
rigging, inter-connect &  Apr/May/Jun 2016, Pg.94
Robert Fuller reprint  Jul/Aug/Sep 2016, Pg.103-106
Rush, Mr. Mechanic, Frank  Jul/Aug/Sep 2016, Pg.109-112
scholars, SWPC Ed. Foundtion  Apr/May/Jun 2016, Pg.48
Seminars, Convention  Oct/Nov/Dec 2016, Pg.35
shooting, skeet  Apr/May/Jun 2016, Pg.55
Short-Wing, 2015 Convention  Jan/Feb/Mar 2016, Pg.98-105
side-yokes, trimmer  Apr/May/Jun 2016, Pg.91-92
skeet shooting  Apr/May/Jun 2016, Pg.55
Sperando, Frank  Apr/May/Jun 2016, Pg.36-37
Spruce, Aircraft  Oct/Nov/Dec 2016, Pg.104
storage, left-over paint  Apr/May/Jun 2016, Pg.77-78
Now, here’s your homework: Lonnie has a question for you: Do you want to continue having a printed index in the Short Wing Piper News or would you rather have one on the club’s website? You can register your druthers by contacting Eleanor Mills at eleanormills@att.net or 417-883-1457 or send them directly to Lonnie at lonniemc@optonline.net

News from SWPN advertisers

B-15 Injector jacket available to order from Aircraft Spruce

The B-15 Injection Jackets are a modern take on the classic military style. The B-15 jacket was first introduced in 1944 to replace the B-10. It was used throughout the late 40s by the U.S. Air Force pilots and air crews.

The Injector is a twist on the traditional B-15 bomber jacket, sharing many aspects in construction: a removable fur collar, washed flight nylon shell, and polyfill nylon lining. The B-15 Injector jackets also have many pockets, for storage and functionality. They are available in blue, yellow, brown, black, and gray.

For more information, please contact Aircraft Spruce at 1-877-477-7823 or 951-372-9555 and reference The B-15 Injector Jacket.

Aircraft Spruce’s complete product line is available at www.aircraftspruce.com. Request your complimentary copy of the company’s free 1100+ page catalog (available in print, CD, or PDF formats).
We are celebrating: Molly’s Graduation, Emma’s 4.0 GPA, and Aren’s Private Pilot License!

Thank you, fellow SWPC Members, for making it possible to help pass the aviation torch to our youth. **Molly Van Scoy graduated midyear from Purdue** and is looking toward her career path. Our two newest scholars, **Emma Jeffries, sponsored by Larry Jenkins, and Aren Akins, sponsored by Adolf Svec,** met SWPEF requirements and both received their 2016 $1000 scholarship checks in February. Very nice ‘Thank You’ notes were received from both Emma and Aren.

Emma continued with a 4.00 GPA and made the President’s List while Aren burnt up the skies and received his Private Pilot’s License. So, guys and gals, take a moment to think about what we have accomplished while helping these students.

**Please help with a Donation to SWPEF before June 1st as that is when I will be preparing for our Foundation Board of Directors presentation and their decision to help our students this year.**

Emma’s and Aren’s appreciative responses upon receiving SWPEF Scholarships are below:

“Dear Mr. Reinkens, I want to thank you so much for the scholarship that the Short Wing Piper Education Foundation so generously provided me so that I may continue my education and training in the Commercial Aviation program at Delta University. I absolutely love what I’m doing and feel so blessed to be a part of the Aviation community! Thank you for helping support me!

Sincerely, Emma Jeffries”

“Hi Mr. Reinkens, Attached are my Southern Illinois University final grades for the last semester. I’m sorry it took so long. I was waiting for a paper copy to come in the mail, but the people at SIU informed me that grades are only available online. This past fall I obtained my private pilot’s license, took and passed the SIU Basic
Flight class. I am nearly finished with all the requirements for that class and will continue with the next SIU Intermediate Flight class this semester. I am really enjoying flying and learning new maneuvers, along with all the other aviation classes I am taking. In addition to my flying classes and Flight Theory this semester, I am taking Airport Management, Air Transportation Labor Relations, and Current Aviation Management Practices and Processes. Thank you so much for awarding me the Short Wing Piper Education Foundation Scholarship. The money is a huge help in paying for my education.

~Aren Akins”

As the SWP Education Foundation Manager, I frequently see how thoughtful donations such as yours help our students achieve their dreams. We truly appreciate your generosity and consideration. I hope to hear from you before June 1, 2017, as that is the deadline for my recommendations to the Foundation Board of Directors regarding our 5 Current Scholarship Students’ Financial Awards. That is also when preparation begins for estimating our checking account balance relative to 2017 Scholarship Awards once all requirements are met.

Sincerely, your partner in Aviation Education,

~Lou Reinkens, SWPEF Manager

Remember: Donations to the Education Foundation probably are tax deductible --- check with your tax advisor. But certainly they are a way to make a difference for the club and for a student and for general aviation. You can donate with your membership renewal or online!

You can make a difference.

The students above are among those who are benefiting this year from your donations and the donation of the SWPC to the foundation of part of the profits of the club store.
Reprint Corner

One of our Club Secretary’s stories

Editor’s Note: Those of you who know our Club Secretary, who will embark on another 2-year term at the closing banquet of our 2017 convention in Lancaster, know that he has some great stories to tell --- about flying and about his experiences as a Marine during wartime. If you get a chance at this summer’s convention in Lancaster, ask him to relate one of his stories. He has a good supply. Here’s one of them, reprinted from the May-June 1989 issue of the Short Wing Piper News, pages 85-87.

First flight was exciting

By Art Weisberger

All of these inspirational stories in the Short Wing Piper News about the wonder of one’s first flight has prompted me into recounting my own tale.

It was 1946, and I was a kid of 15 somewhat more intrigued by airplanes than algebra. Whenever the opportunity presented itself, I’d ditch school and hitch a ride out to one of the many small airfields that then surrounded Tucson.

While many of my friends could identify a car by the sound of its muffler or the rattle of its chassis as it went by, I could tell an aircraft type by the sound as it flew overhead on its way to or from Davis-Monthan Air Corps Base, then 14 miles outside of town. At the time, Davis-Monthan had B-24s, B-17s, B-29s, and B-50s. Thanks to the clarity of the desert atmosphere, one could hear the pilot applying takeoff power and stand open-mouthed and eager-eyed waiting to catch a glimpse of the great, wonderful machine as it flew overhead, only a few hundred feet beyond reach, the vibrations from the motors filling my ears and body with an aching passion to be a pilot.

On weekends, when my friends would set up for a ball game or a bike ride, I’d go out to the airfield and walk among the Cubs and Aeroncas and dream of the day when I too would fly.

Now it just so happened that there was a flight school operated by several brothers whose names I feel obligated to change. The brothers, Frank, Bill, Tom and Ralph, had several Cubs in which they gave instruction. As a kid of 15, I usually found the hourly rate, with instructor, of $6 to be a bit beyond my means. However, the previous week, I had managed to earn $3.50 by working in a local supermarket and through tips gleaned by carrying packages home for several elderly ladies. By a remarkable coincidence, $3.50 was the half hour rate. I
decided to go for it since only God knew when I’d have so much money again. My very first time in an airplane. HOT DAMN!

My instructor, Bill, was a recently discharged Air Corps fighter pilot, who took one look at me and decided that this schmucky kid was a gross waste of his time, but what the hell, three fifty is three fifty.

In 1946, the CAA, the forerunner of the FAA, required that when undergoing any form of instruction, a parachute had to be worn. Only a week or two before, I had read a comic book which had an article on parachute jumping. Now here I was actually about to wear one. I had everything a 15-year-old could want.

Bill stood watching me and sensing that he was about to speak, I nonchalantly picked up the heavy back pack and with a movement I had practiced in my head for years slipped my arms through the straps, pulled the crotch straps up and snapped the chest hook. I was ready to be one with the clouds.

We walked, or rather he walked; I shuffled to our trainer, a J-3 Cub in faded yellow. The aircraft, somewhat oil stained and obviously long in tooth, kind of leaned on its tiedown. I was reminded of a neighbor’s big yellow dog, whose life was devoted to sleeping in the sun, but who, if he noticed you looking at him, would get up to chase a cat just to let you know he could if he really wanted to.

My instructor motioned me into the back seat and watched me hook up the seatbelt. He told me to plant my feet firmly on the brakes while he propped the beast. When I asked if I should do the pre-flight check with him, he told me not worry, everything was there. The motor caught on the first flip and without further ado, Bill hopped in, shoved the throttle forward, and we launched. No runup, no mag check, no traffic check, just tail up and go.

Since I was sitting in the back, I couldn’t see a thing up front. Bill’s head and neck was my view. I had assumed that since this was to be my first instructional flight he was going to show me straight and level flight plus perhaps slow turns to the left and right.

Instead, he never said a word, just kept climbing. At 4500 feet he stuck the nose up, stalled the plane, dove to build airspeed, and looped. On the 12th loop, I asked Bill what we were doing. My instructor said he was teaching me stalls, and I was to notice how level the wings were just prior to the break.

We came up on number 13, and I glanced out the open door at the right wing, which looked to be at about 60 degrees to the horizon. I turned toward the left wing, and it seemed to be at about the same angle but appeared to be lower.

The stall broke, and we dived, looped, and pulled up into number 14. I looked right, then left. The wing angle seemed somewhat the same but the left wing appeared to be even lower than before.

Woosh, dive, up and over into number 15.

Now picture this; we are at about a 60 degree angle about
to stall again when I shot a fast peak at el lefto wingo. The tip is drooping down about two feet, and I see the strut has a kink in it.

I yelled at the instructor that the left wing was low. He said it was all right, everything was neat. I told him to look at the wing. He said that I was distracting him. My eyes were frozen on the left strut, which was doing a slow-motion fold. The wing drooped farther, and I popped him hard on the head while screaming in three clicks of falsetto that the left wing just fell off.

Bill turned his head, and I saw a pale green cheek. He yelled, “Get out,” but I was already enroute.

The comic book opened in my mind. I knew exactly what I must do.

With one hand, I opened the J-hook. The other hand, I placed on the door sill and pushed out toward the tail. Then I grabbed my glasses, and my other hand locked on the D-ring.

I knew I was flying at the same speed as the airplane and must take time to slow down so I wouldn’t get tangled up in it. I also knew I was only about 1,200 feet up.

I count, one thousand one, one thousand two, one thousand three, one thousand four. I yank the D-ring and a second or two later get one hell of a kick in the nerds. The book never said anything about tightening the crotch straps.

There were a few seconds left before I was on the ground. I looked around and saw the plane hit. Something caught the corner of my eye, and I saw my hero pilot floating down about 400 yards away.

I also saw a dust trail bouncing across the desert toward us. I spread my feet about 18 inches and flexed my knees. I landed hard and rolled while pulling on a lower riser to spill the air. A cholla cactus caught the chute, and I stopped with only a couple of scratches.

A few second later, a pickup truck driven by a flyboy on his way to Davis-Monthan pulled up all wide-eyed and hollering. He had been watching our loops and saw the wing fold. Boy, was he ever excited.

We collected Bill, and the corporal kindly drove us to a nearby gas station where Bill used the phone to notify the Smith Flight Service that they were out one plane.

While waiting for a ride back to the airfield, I employed my Scout knowledge and wrapped his sprained ankle. A 1939 Ford pulled up, and we rode back to tell what happened.

What happened do you think when we got back to the airfield? One of the brothers checked the books and charged me $3.50 for a half hour of instruction.

Join a chapter
or start a chapter.
Call Steve Marsh
816-353-1077
Conrad Registration Form: Please complete all information below:

Last Name __________________ First name (for badge) _______________
Last Name __________________ First name (for badge) _______________
Mlg Addr __________________ City ____________ State ___ Zip _______
E-Mail _______________________ Cell ______________ Text OK? Y N

Children’s Names/Ages _________________________________________

Planned arrival date _________ Departure ________ # of Guests/Pax ___
By: (Circle) Own Plane   -   Airline   -   Auto   -   Camper   -   Other
Aircraft N # ___________ Open to Award? Yes  No
Accommodations (circle):   Lancaster Host Resort   -   Other Hotel -
Camping   -   Other Location _______________

First time attending an SWPC Convention? Yes  No
I would like to be a convention volunteer (circle) Yes  No  Maybe

Adult Registration & Event Fees                  $85 pp x ___ = $__________
Children:                               $10pp x ___ = $__________
Adults after May 11:                         $100pp x ___ = $__________

Sunday, June 11, Meet & Greet Social (included) #attending _________

Monday, June 12, Membership Luncheon    $18pp x ___ = $__________

Wednesday, June 14, Banquet                      $35pp x ___ = $__________
Children                                             $15pp x ___ = $__________

Total                                                                                 $____________

Payment: Credit Card # ___________________ Exp _____ S.C. ______
Signature _______________________ Date _____________
Name on Card _______________________
Card mailing address & Zip code ________________________________

Make checks payable to: SWPC CONVENTION and mail with this form to: SWPC, PO Box 226, Homewood CA 96141-0226
Classified Ads

Notice to Classified Advertisers

Classified advertising is free for all members, providing it is for an ordinary buy, sell or swap transaction of a non-commercial nature. Please describe the items for sale or trade accurately so as to protect the reputation of the club and its magazine. A stipulation of the free advertising is that parts may be returned to the seller and money paid refunded, except postage, if the buyer is not satisfied with the item.

PLEASE NOTE: If an SWPC member is operating a business for profit and advertising items for sale in connection with his or her commercial enterprise, this must be considered commercial advertising and does not come under the “freebee” classification. It must be paid at the regular commercial classified rate of $7.50 for the first inch and $2.50 per inch for additional space, with a $7.50 minimum.

Send all advertising to eleanormills@att.net or The Short Wing Piper News, P.O. Box 10822, Springfield, MO 65808. All classified ads, unless specified at the time of insertion, will be run one time only. If you need your ad run again, please notify Eleanor by the deadline date.

Note: If your ad is followed by “tfc” it will run as is until you tell Eleanor to pull it or change something in it. (DON’T FORGET)

If your ad is followed by amj, it will run this issue only. If you want it run longer, tell Eleanor.

Note that the website is separate from the magazine. If you want your ad run in both places, make sure you send it to both places. (Website address: www.shortwingpiperclub.org and it’s set up for you to put your own ad on there.)

Aircraft for Sale

1951 PA-22/20-150: Price: $30,000. More information: 3058 TT, 580 TTSMO; 58” pitch prop, compression 72, 74, 74, 72, ADC oil filter, Lamar starter, Interav 50 amp ALT, 70 amp P&P Reg, M20 Marvel oil separator, MA-SPA4 carb, EGT, Slick mags and harness, new muffler, Steve’s A/C gas-colators, Jensen fuel valve, custom panel with gyros, 403 intercom with four headsets, Garmin SL40, Valcom 760 channel, 295 Garmin GPS, ELT10, AK350, push-to-talk both yokes, front shoulder harnesses, Nasa seats/new upholstery, Stitts PolyFiber with Polytone and Aerotherane White, Brown, Orange, pilot side Stewart’s window mod, Cleveland brakes with toe pedals both sides, Michelin tires, 3200 Scott tailwheel, excellent windshield and side plastic, 3 position strobes, sealed struts with LG forks. Hangared 31 years. Next annual April 2017. $30K. Contact Paul Simon, 503-730-6630 phone, paul_s51@hotmail.com email. Location: Hillsboro, Oregon USA. Visit website.

amj

1953 PA-22-135, N8548C: SN 22-1251; 150 hp O-320-A1A, SN 824-27; SMOH 140 Oct. ‘15. Comp. high 70s x 4; TTE 5,920. Oil filter; prop Sensenich 74DM-60-60, SN A54603; Complete logs, NDH. TTAF 3950. Stitts Poly in 94, hangared/
ered since. Bungees new 2017, muffler new 2015; full gyro panel (new Attitude in 2016); Venturi Vacuum w/ Precise Flight Standby Vac. system; JPI EDM-700 eng. mon. w/ Fuel Flow & OAT; 36 gal fuel; EZ Heat oil pan heater; Vernier mixture and carb air wi/CAT gage; 50 amp ALTERNA- TOR; Garmin GTX-335 ADS-B out compli-ant; KY-97A comm; Narco NS-800 RNAV (DME, VOR, Loc, G/S & RNAV); Sigtronics SPA-400 i/c; Strobes. Useful load w/ full fuel ~ 440 lbs. Includes covers for wing, tail, cabin and engine ($900 value). Fresh annual. AOPA Vref $28K+(w/o $3K GTX-335), $28K, offers. Email/call Pete, 301-881-1446, mapesni@aol.com. At 166 (SW Ohio).

1953 Pacer: PA-20-150, serial 20-1067, TT 4647 hours, 670 SMOH. Following a 2.5 year ground-up restoration, completed April 2012. This aircraft is better than when it was first built - fabric, brakes, tailwheel, interior, new sealed struts, tires, etc. Also for sale, like new muffler for PA-18 O-320. Hangared in Three Forks, MT. 406-285-3668.


N8734D, 1958 Tri-Pacer PA-22-160: TT airframe and engine 1618 hrs, SMOH 908 hrs, STOH 446; King KLX nav/com; King transponder Mode C; sealed struts; brake booster. No known damage history. Always hangared. Next annual due October 2017. Have owned for past 23 years. $20,000. Phone 618-275-4557.

Short Wing Piper News. Fly it home! Bob Miller, 740-381-2427, alienair@comcast.net.


1959 PA-22 Tri-Pacer 150 hp, metalized, 4 seats, TT 2958, since EOH 207, good paint and interiors, audio panel KMA 24 150, dual King nav/coms KS170B (with glide slope), KX 145, transponder KT 76A, two place intercom, disk brakes, Demers droop tips, Bogart updated battery cables, wheel covers and good tires, hangared since 1980, front shoulder harnesses, complete lots, auto gas STC, oil separator, white with light and dark blue trim, $24,500. Rene, Maine, 207-495-2174, reneburdet@roadrunner.com.

1961 PA-22/20 PIPER COLT TAIL-DRAGGER: 14 hours SMOH, 5940 TT. Reconditioned crankshaft, reconditioned camshaft, new prop, Scott tailwheel, vortex generators, Cleveland wheels and brakes, Williams toe brakes and rudder pedals, oil filter and 60 amp alternator, Bogart cables, Terra nav-com, transponder. Sealed struts, wheel pants, lightweight starter, auto gas STC, Ceconite fabric good, Daytona White with Bahama Blue. $25,000. 636-399-1400.


1949 PA-16 Project for Sale: N5934H Serial No. 16-557. 2829 hours total time. 218 hours SMOH by Mattituck. Original Lycoming O-235-C1 engine. All logs since factory new in 1949. Vacuum system, gyro instruments, InterAv Alternator, B&C spin-on oil filter, Grove disc brakes installed, Stewart STC to install Lycoming O-320 engine and/or modified PA-22 fuel system. Wings, ailerons, horizontal stabilizer, elevator, and rudder removed and epoxied painted. Poly-Fiber covering on ailerons, horizontal stabilizer, elevators, and rudder. Wings ready for PA-22 fuel system install and recover. All parts, components, and documentation to complete rebuild with Poly-Fiber System. Located KLWM. Many photos available. $10,000 OBO. Cliff Allen, (413) 551-7299, cliffallencfi@gmail.com.


Projects for Sale

120

j=faught@msn.com. tfc

**1981 WAG-A-BOND**, 235 Franklin, 130 hp., wings and tail feathers covered. Fuselage needs cleaned and covered, left and right doors. I bought at estate sale and don't have time any more to work on it. Pictures available on request. Ken Van Bortel, 717-436-8384 or cell 717-994-2034, kenglo65@embarqmail.com tfc

**1953 Tri-Pacer 135 Project** to complete: 822 hours SMOH on engine. New instrument panel with $12,000 in modern instruments and radios: Two each: KY-97A VHF comm radios 760 channel, KNS-80 (VOR/RNAV/DME/ILS, KLN - 90B GPS, KI 520 indicator, annunciator/switch panel (controls which uses the KI 520 indicator, LNS-80 or KNS-90B), KMA-24 TSO w/3LMB audio channel, and PMm 1000 II intercom. MD41-244 relay and a new fabric wiring harness. Manufactured by High Desert Avionics, Inc., in Lancaster, CA. Fuselage stripped with two coats of epoxy primer, ready for covering. Covering done includes both wings, elevator, flaps and ailerons. Covered in PolyFiber with three coats of silver coating. PolyFiber material for covering fuselage, two gallons white PolyFiber paint, and three new tires never installed. Over $20,000 invested in parts and material only. All parts in dry storage. Call Hal @ 760-214-4021. Asking $15,000 or best offer considered. tfc


**1963 PA-22-108 COLT** with Lycoming O-235. Needs to be recovered. Always hangared. $7900 or best offer. 301-641-0991, Austin Gibson. tfc

**VAGABOND/WAGABOND FUSELAGE**: New and in epoxy primer, includes door frame, two opening windows, skylight, firewall and floor panel. Fuselage has extra stringers to break up the boxy appearance. I can email 20 detailed pictures on request. Wag-Aero gets $8,000 for the same fuselage minus door and window frames. Asking $4,500. Free delivery within a reasonable distance from Central Wisconsin. Contact Don Halloran, 801 South Lincoln Ave., Marshfield, WI 54449. Phone 715-387-3057. Email eishal@charter.net. (20 photos available) tfc

**FAST, FAST, FAST Cassatt Raceer project**, fuselage almost ready to cover and wing almost ready to cover. $2,495, 573-759-7143, Rolla, MO area. tfc

**WANTED**: 1957 PA-22-150 original set of wheel pants and associated hardware. Call 847-691-3031 or email ednewby@aol.com. tfc

Thinking of selling your Short Wing Piper? Consider donating it in memory of a loved one to the Piper Aviation Museum in Lock Haven, PA, a 501 C 3 organization. The Museum would like to have and display an assembled Clipper or Pacer. (No projects). Check with your accountant for a possible tax deduction. For more information call Phil Hoy at 860-342-3474 (leave message) or email...

Sensenich AM series propeller, bolts, and spinner assembly removed from Colt. Have yellow tag for prop. $900. Garry dugie94z@outlook.com.

AIRPATH C2300 L4 panel mount compass, lit, 12v, $80. Franco Sperandeo, 479-521-2609.

AIRBORNE vacuum regulating valve, 283-19, $150. Franco Sperandeo, 479-521-2609.


1956 Tri-Pacer fuselage. Good condition and in annual. 24440 TT, Ceconite, aux fuel tank, no rust, good interior. Logs included. $5,550. 503-252-2836.

McCAULEY IC90 LM (7146). Will fit Lycoming O-235, PA-12, PA-14, PA-16, PA-18, and PA-20-115. $1300. Joe jvas41@aol.com, 612-282-7824.

EXPERIMENTAL CONT. O-200 engine “kit” (Ready to assemble). $2,995. No accessories. 573-759-7143, Rolla, Mo area.
Install the original speed mods that are on Miss Pearl, the national EAA Grand Champion. See website: www.miss-pearl.org. Available with approved 337s. Speed mods include monocoupe style wheel pants, flap hinge, aileron horn wingstrut and rudder cable fairings. All high quality, light weight, hand layup and ready to paint. Also available cowl door restraints, custom sun visor kit, vent window slide retainer, custom spring loaded rudder/elevator gap seals, and luggage gas spring mod. Also available, DER reports for left door install -- PA-22, upper split cowl, brakes, alternator/generator substitution, etc. Bungee chord install on Hydrosorbs. New Cleveland brake pad/back plate units. (Send cores). Bungee installations --- One day turnaround. Call for prices. Call or e-mail requests for information to Frank Sperandeo. Tel: 479-521-2609 or e-mail miss_pearl@cox.net tfc

SPLIT NOSE COWL MOD eliminates need to remove prop to remove/install nose cowl. Two-piece nosewheel fairing mod eliminates need to remove wheel from fork to remove/install fairing. Both of these mods, with approved Form 337s and detailed descriptions of how the work was done are available from Bill Havener, 1409 6th Ave., Sterling, Ill. 61081, phone 815-626-0910. tfc

CHECK YOUR AD: If it says TFC you need to tell me when to pull it. If it says amj2t, it will run next issue and then be pulled unless you tell me otherwise. If it just says amj it will NOT be in the next issue. Call Eleanor at 417-883-1457 or email eleanormills@att.net to make changes or to pull your ad.
MEMBERSHIP APPLICATION

Membership in the Short Wing Piper Club is open to all persons who own, fly or are interested in the Piper Vagabond, Clipper, Pacer, Colt, and/or Tri-Pacer. The primary objective of the club is to aid members in the preservation, restoration, maintenance, flying and enjoyment of these aircraft. The membership year is 12 calendar months from the date of acceptance. (Payments accepted in US funds only.)

Name: ____________________________________________________
SWPC Member Since: ________________
Mailing Address: _____________________________________________
City __________________________________State: _____Zip: ________
Home Phone: ____________________ Work/cell: ______________
E-Mail: ______________________________________
Occupation/Special Skills: ______________________________________

Individual memberships (per year):
$____E-News only $40 (no matter where you live!)
$____With Mailed SWPN: U.S $45 USD/yr.; Canada $55 USD/yr.;
other foreign $80 USD/yr. (Charges include increased postage costs)

Family memberships:
$____E-News Only $50
$____With Mailed SWPN: US $55; Canada $65 USD;
other foreign $90 USD
Spouse/Partner name: _______________________Please list children’s names
and ages on the back of this form

$____ Student Memberships - high school or college under the age of 24
(E-News only and non-voting): $20.
$____Additional Individual Membership: $7/yr. (Spouse Partner)
$____Additional Years (at regular rate): 1, 2, or 3 (Circle total years)

$____ Donations*: SWPC 501(c)4 $_____ Club Library $_____
Education Foundation 501(c)3 $_____

$____ Total
Spousal and partner memberships (and one other of the Family Membership) will receive
the Short Wing Piper E-News only if desired; otherwise, they will have full membership
privileges, including telephone and mail access to the Club Library collection (including
tools) and voting privileges. They will also have their own access to the members’ only
section (where issues of the SWP E-News are found) on the club website if they have a
separate e-mail address. *Dues and donations to the Club and Club Library are not
tax deductable; however donations to SWP Education Foundation are deductible
insofar as permitted by Federal and State Laws. Please, check with your tax repre-
sentative.

I authorize The Short Wing Piper Club to charge my credit card as follows:

Total Amount $___________ Visa MasterCard Other _______________

Card number: ____________________________ Exp Date: ___________

Signature: ________________________________ Date: ______________

I authorize the club to use the above card number for Automatic Renewal

Yes _____ No _____ Signature ___________________________________

Mail to: Short Wing Piper Club, P.O. Box 10822, Springfield, MO 65808
Gift Membership

Please enter a gift membership for one year for:
Name
Mailing Address
City State Zip
E-Mail Phone

Please send a notice to the new member, indicating that the gift is from

Enclose correct amount as shown on reverse. For credit card use, fill in credit card information on the application form on the reverse.

Mail to
Short Wing Piper Club, P.O. Box 10822, Springfield, MO 65808

News and advertising deadlines:
May 20 for July-August-September 2017
August 20 for October-November-December 2017
November 20 for January-February-March 2018
February 20 for April-May-June 2018
WE TREAT YOU LIKE A NAME, NOT AN N NUMBER.

When you call Avemco Insurance Company, you know who answers the phone? An Avemco Aviation Insurance Specialist at our home office in Frederick, Maryland. Somebody who knows a PA-20 from a PA-22. Somebody empowered to make decisions, solve problems and customize a policy based on what you fly and how you fly it. And, if you ever have a claim, Avemco can help you get back in the air fairly and quickly. Because we don’t simply insure Pipers, we insure the people who love them.

Get a free personal quote and get a free hat. Call (800) 558 8844 or visit Avemco.com.

*Not all coverages or products may be available in all jurisdictions. The description of coverage in these pages is for information purposes only. Actual coverages will vary based on local law requirements and the terms and conditions of the policy issued. The information described herein does not amend, or otherwise affect, the terms and conditions of any insurance policy issued by Avemco. In the event that a policy is inconsistent with the information described herein, the language of the policy will take precedence. Free hat offer not available in New Mexico.

Avemco.com
Blue skies, white clouds, green grass runway . . . and a white with red Colt looking right at home! What more could you ask? The PA-22-108/150, N4828Z, is the proud possession of Ralph and Jan Widman, Lynchburg OH. And inside this issue we have two stories by Ralph that illustrate perfectly the practicality of our Short Wings --- One story is of a pleasure flight to a pretty place and the other is a business flight to conduct a pre-buy inspection of a Tri-Pacer. That’s the story that our cover photo belongs to. Ralph, a member of the club since 1987, is an A&P IA and a member of the club’s Panel of Technical Advisors. His stories highlight the joys of flying, solving any issues of a flight that can cause concern, and a genuine love of his airplane -- just what this club promotes!

Also inside this issue you will find information on the 2017 convention!