

The Short Wing Piper News



October-November-December, 2014

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Grand Champion

A 1949 Clipper on floats attracted everyone's eyes, including those of the judges, and captured the grand champion trophy at the 2014 SMX Convention in Santa Maria, Calif. As the plane clearly advertised, it is a part of Presten's Aero Photography. N5875H belongs to new member Eric Presten of Sonoma, Calif., and is a former award winner at Oshkosh (2002). Presten holds single and multi-engine instrument, commercial land, single-engine commercial, and Part 135 seaplane qualifications, a glider tow pilot qualification, is an A&P/IA, and is an EAA certified Technical Counselor and Flight Test Advisor. Presten is also an author, with several Vintage Flyers books, The Aviator's Timeless Choice, and The Classic Taildragger Buyer's Guide, all published by Prewar Publications of Sonoma.

Photo by Presten's Aero Photography

THE SHORT WING PIPER NEWS

The Voice of the Short Wing Piper

October-November-December, 2014 - Vol. 36: No. 4



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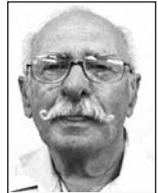


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Chapter Presidents, pages 105-107

Check out the club's website and the club webstore!
www.shortwingpiperclub.org

Need information or tech help?
Use the new 24/7 toll-free
HOTLINE - 855-SWPC-411
(that's 855-7972-411)

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The Short Wing Piper News is intended as a public forum concerning the maintenance, modification and operation of the aircraft that are the subject of the Short Wing Piper Club, Inc. In the interest of encouraging presentation 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. 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.

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Nominate YOUR choice for President (2015-2017) and Secretary (2015-2017) using the nomination form on page 117. Deadline for your form to reach secretary Art Weisberger is January 10. The ballot will be in the April-May-June 2015 issue, with the election at the 2015 convention in Branson, MO, June 29-July 3.

President's Report



SWP Club and Foundation weight & balance annual report - 2013/2014

By Connie Stevens

Over the last 1.5 years we have deliberately reduced Weight, established a new CG and Balanced spending with our projected annual income with fixed and variable costs according to our 2012 and 2013 Financial Reports and notations. Each of these efforts has made our organization stronger as we incorporate our SWP's lighter useful load as we regularly check for increased stability, sustainability, and continuity. Yes, we are challenged to meet the moment as our Club met the following 'Sweet 16' project CG decisions:

***Reduced Spending and Increased Income:** From July 2011 – July 2013, our Club was staggering with annual spending losses beyond SWPC income. During 2013's fourth quarter, we reduced spending by \$5,000 annually by taking responsibility for SWPNews advertising with the removal of commissions. As of May 31, 2014, our Treasurer reported a positive net income increase of 115.6 percent as an indication of our reduced expenses. Many companies provide formal financial audits in the interest of transparency for membership and charitable organizations and their donors. Requested Grants for Development are often futile if financial reports are not audited annually or at the very least with some frequency. SWPC and SWPEF financial records have never been formally audited to anyone's recollection. Of course, there will always be CG shifts in finances. Preparation, recognition and the correct response before flight must be our action to preserve the integrity of the flight and in some cases our SWP structure due to an aft CG complicated by turbulence.

***Budget Development:** Includes Foundation, Website, Membership improvements, and established Reserves. **Short Wing Piper Education Foundation** will include ages 8 to 18 for AirVenture, Sun 'n Fun and other Aviation-Based Scholarships in 2015

***Website Redevelopment:** Cost Increase TBD combined with Website Advertising income. In today's world, this is an important ongoing activity for any small businesses if they are to keep up with Membership Services. Interactive Technology is in a full changeover within three years on average given development history

***The Quarterly SWPNews:** Once self-sustaining, should return to six Issues per year in 2016 (Cost Decrease TBD. With increased advertising, all costs should be recoverable by 2017)

***Technical Advisors:** Increased from 5 to 10 and planning Support to Include CFII's in 2015

***Annual Convention Improvements:** The Annual Convention is currently self-sufficient with Club's Decreased risk costs of \$5,000 per year with the ability to plan 3 years in advance

***Regional Chapter Support and National Activities:** Virtual Chapter Development in 2014 = National Support

***Serious collaborative participation** through Educational 2014 Outreach for Club & Foundation

1. Piper Museum: Advertising in The News at a discounted rate on back cover = Healthy Collaboration
2. Sun 'n Fun and AirVenture Forums: Buy, Build, & Fly the Affordable Certified Ride = Increased Membership
3. Sentimental Journey: Maintain SWPC presence and promotional activities = Increased Membership
4. EAA, Vintage Aircraft Association & Type Club Coalition Participation = Increased Recognition & Membership
5. Various aviation articles are planned in 2015 for Aviation-focused publications = Increased Membership

***Online 2015 SWP Training** with Membership Benefits: Initial Costs TBD with Self-Sustainable Results, Recovered Costs with possible profits, reduced pilot/aircraft insurance costs for those completing programs

***Online Advertising:** Maintain Income and Recover Initial Costs. Self-sustaining

***Renewed Hospitality Roster:** SWP camaraderie and local information enroute

***24/7 toll-free number, 855-SWPC (7972)-411:** Gives our Club increased stability and continuity for all Club and Foundation inquiries with one phone contact (Annual Cost Increase is about \$684)

***New Clerical Assistant:** Judy Rudd, assists Board Secretary Arthur Weisberger

***New Board VP:** Chuck Davis, a member with a positive, can-do energy. His first Project is Archives and securing SWPC history and current activities with the Piper Museum, Lock Haven

***New Board Treasurer:** Claire Karlson, MBA and RN. She is looking forward with us to continue our direction with conservative and transparent financial decisions ensuring SWPC and SWPEF Sustainability and Growth

What do you get when you join SWPC? Just Plane Fun!

*A Developing Website *Camaraderie with other Short Wingers

*The News! *The Online Store!

*Technical Support with Toll Free number 855-SWPC-411

*Annual Convention & a BFR *Regional Chapters & Events

*Ongoing Short Wing Piper Training Opportunities (coming soon)

*Insurance Discounts (coming soon)

*Legacy with Ongoing Opportunities

*Education Foundation Scholarships for Aviation-Minded Students



***New Bookkeeper Contractor:** Wendy Ackermann and her assistant will provide monthly data entry, financial reports, payroll, year end, and annual reports for both SWPC and SWPEF while coordinating directly with our Treasurer and President. Her position provides continuity between administration transitions and maintains standardized financial reporting (Annual Cost Increase is approximately \$2,880)

As pilots, we carry most of the responsibility of our Short Wing Piper's ability to meet Weight and Balance requirements for each and every flight. Certificates do that to pilots, A&Ps, IAs and CFIs. Weight is relative to the Short Wing's Balance, and hence to flight characteristics, safety, and legality for flight. Our passengers and families trust us to 'do the right thing' to keep them, ourselves and our SWP safe before, during, and following every phase of each flight and project.

As we adjust the Club's total allowable gross weight for this SWP, we continue our promise to never exceed our Weight and Balance requirements as we begin our next flight with limited risk and an open mind for improvement of club equipment, activities, benefits, financial management, and services.

This is the same with our Club's Officers' responsibility to membership and non-profit donors. Indeed, we all hold our club values near and dear. With each monthly meeting agenda, our Board of Directors' decisions are based on the best decision for our membership within our useful load placement of various projects and our CG of finances and resources available.

As needed on occasion, we may have to reduce our angle and rate of climb, lower our intended ceiling and land sooner rather than later with our range shortened. And it is possible that our landing speed will be higher and rollout longer if we find a project ekes surprisingly toward exceeding gross weight. Our Board will estimate our ratio of fuel, oil and payload for all projects. It is possible that we may not be able to fill every seat on all flights planned over the next year. It all depends upon our financial weight and balance.

Our SWP's published gross weight, like our Club's financial budget, is likely not to be exceeded lest we prefer structural stresses that may cause a loss of control while possibly extending our take-off distance beyond our runway's commitment. This is never where your pilot wants or needs to be. And clearly, our club's management prefers conservative development with confidence and the best interest of our membership in mind.

Completed surveys in The News requesting your preferences over the last six months are below. To date one survey illustrates our membership's top three priorities with Convention and Website tied for third place and with the SMX 2014 survey we have 2 tied for second place.

1. The News: changed from bi-monthly to quarterly to reduce costs and it is happening

2. Technical Advisors: we have doubled our Tech Advisors from 5 to 10 (adding Lloyd Perkins, Clyde Smith, Frank Sperandeo, Steve Pankonin & Doug Stewart)

3. Annual Convention: SMX 2014 Convention received no funds from National and has produced a net income of about \$4,000 (Draft Financial Report with outstanding expense reimbursements to be paid) encouraging Convention planning up to 3 years

3. Website: under reconstruction and updating for increased speed and flexibility while representing our highest expense to date.

Do you want to reach an audience of Short Wing pilots? Or do you know a business that should be reaching that audience?

**The SWPC has the perfect answer:
an ad in the Short Wing Piper News!**

Ad rates are reasonable:

Full page, 4.5 inches wide, 7.5 inches high, \$194

3/4 page, 4.5 inches wide, 5.75 inches high, \$138

1/2 page, 4.5 inches wide, 4 inches high, \$115

1/4 page, 4.5 inches wide, 2 inches high, \$80

Business Card, 4.5 inches wide, 2 inches high, \$80

(for color, add \$60 for full, 3/4, and half pages and \$20 for 1/4 page and business cards)

We can use your information to prepare an ad or you can send copy ready ads. Either way, with the least expensive rates available, we look forward to providing the kind of friendly and professional service that you can write home about.

Send ad material to

Eleanor Mills, PO Box 10822, Springfield, MO 65808 or

eleanormills@att.net.

**All payments should go to SWPC, c/o Stevens, PO Box 226,
Homewood CA 96141.**

Our SMX 2014 Survey relayed attendees were most satisfied with:

- 1. Radisson Hotel**
- 2. Banquet and Speaker tied with Tours**
- 3. Forums**

Yes, we will take our Club into the next decade with the celebration of Short Wing Pipers, General Aviation and Type Club collaborations at the forefront of our development. And our management will continue to honor our Club Bylaws and Mission Statements with a Weight and Balance within financially responsible limitations as we move forward with a useful load and known Center of Gravity.

Thank you for your continued support, patience, and participation in our requests for your feedback when able. We plan to migrate toward Survey Monkey soon with e-mail attachments for your convenience in 2015.

Wishing you, your families and friends the most wonderful Holiday Celebrations this Canadian (Oct 13) and US (Nov 27) Thanksgiving, Hanukkah (Dec 16), Christmas (Dec 25) and Boxing Day (Dec 26) — and a prosperous New Year full of adventure and flights of fancy,
Connie

PS. If you are interested in finding your own aircraft's Weight and Balance, "a free service is available and you will be able to enter as many aircraft weight and balance configurations as you like. This is one situation where your Pilots Operating Manual/Handbook (POH) will prove useful. You'll be able to use these entered configurations each time you log in and quickly determine if your airplane is safely loaded from take off to the zero fuel parts of the flight."

<http://www.skybound.nl/cgi-bin/service/wb/index.cgi>

SWPC and SWP-EF boards of directors are now complete

By Connie Stevens

Claire Karlson Joins SWPC & SWP-EF Board of Directors

At July's Board of Director's Meeting, the SWPC Board nominated and unanimously approved the appointment of Claire Karlson as our Treasurer.

Claire's qualifications are listed below. Claire is committed to ensuring Club and Foundation funds are secure, well managed and sustainable for future SWPC members and students. We welcome her extensive experience and dedication to the SWPC. Please, visit with her at this year's SW Regional Meeting in Colorado and/or our 2015 Branson Convention. We are very lucky to have her talents on our Board of Directors.

Chuck Davis, SWPC & SWP-EF Vice-President, is Ready and Willing

Chuck was nominated and unanimously approved as our Club and Foundation Vice-President at this year's Santa Maria California Convention Annual Board Meeting. He recently retired from his local Police Department and on the following day began a new career with his local Sheriff's Department. An SWPC former member of the Columbia River Chapter, Chuck is involved with his PA-22 and Cub.

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Closed (above);
open (right)



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**Frank P. Sperandeo III, A&P, IA, DAR, DER,
SWPC and EAA Technical Advisor
(H) 479-521-2609 (C) 479-283-3383
email: miss_pearl@cox.net; www.miss-pearl.org**

Enjoy his Biographical Sketch below and know that he has hit the ground running with his ability to commit to serving our members and keeping our Club and Foundation on a straight course for financial sustainability.



Chuck Davis

SWPC's new vice president, Chuck Davis

Chuck Davis, who lives in Kalama, Wash., has been a member of the SWPC since 2001, and has been a busy pilot since 1986, with 600 plus hours as a PIC and having been checked out in 11 types of aircraft.

Chuck says he has owned three aircraft, including two PA-22s. "Currently the only aircraft owned is my 1939 J3-65," he added. In addition to his SWPC membership, he is also a member of the Cub Club and the EAA. He has been an active member of the Columbia River Chapter in the years 2001-2006 but inactive since due to other aviation commitments.

Among his flying adventures have been two long stints as a tow pilot, having served as tow pilot for

Willamette Valley Soaring Club since 2000 and for NW Skyports, Hood River, Ore., from 2000 to 2011. He has over 200 hours in tail-wheel aircraft, mostly PA-25-260 Pawnee, he said.

He has been a volunteer at RARA (Reno Air Racing Association) since 2002, including Heritage Trophy, Event Security and Transportation Crew. He has attended three fabric seminars by Clyde Smith, Jr. (also a member of the board as an at-large representative), and has done extensive participation in the restoration of a PA-22 and PA-25.

Chuck says he has a complete library of SWPN issues from 1984 to the present and is looking for 1982-1983. He's a subscriber to four different aviation publications.

And new treasurer, Claire Karlson

Attendees at the SMX Convention in Santa Maria, Calif., this summer saw new treasurer Claire Karlson (right) most often in the registration room helping Carole Van Vleet organize and keep track of attendees and events.



Claire Karlson isn't new to most of us, since she and her husband, Terry, have been members of the club since 1996 and have served as librarians for the club for a total of 15 years. She and Terry have also attended every annual convention except one since their first one in Pennsylvania. "We had a great time, as we always do at conventions," she said.

Even though they now live in Virginia, they continue to actively support the Arizona Chapter, with Terry serving as president and Claire as part-time secretary and newsletter coordinator. They are also active members of the Southwest Regional and Northwest Regional Chapters.

They bought their Tri-Pacer, N-3737Z, in 1992. "I fly with Terry and take the wheel to keep current on flying and landing in case of an emergency," Claire said. "We used the club library for tools and the blue-

prints to update the interior of our plane with new seats and headliner."

Claire has been president and treasurer for the Commission Officers, Ft. Detrick Chapter, of the United States Public Health Service for two years. Her regular job is as a commissioned officer with the rank of O-6 CAPT. "During my career, I have been a Health Service administrator, analyst, recruiter, trainer of hospital personnel, and a nurse," she said. "I love working with budgets and love it when a plan comes together and the ends meet. I am presently an analyst with the FDA and finalize the annual budget for our committees."

While Claire serves as the club treasurer, Terry will become the official librarian. Claire added that she is looking forward to moving back to Arizona when she retires.

2014 Convention

SMX summary and review

Behind the Scenes with Lou Reinkens, NorCal Chapter President

As Co-Director of the SWPC 2014 California Convention, I want to take this opportunity to say how much we appreciated the volunteers that stepped forward to help with the convention in Santa Maria. When we took this on, **Kent O’Kelly** offered some sage advice: 1. Do it your way — that’s what makes every convention different; 2. Keep your focus on what you’re trying to achieve because lots of people will try to influence you. Also he

had compiled a formalized and helpful guideline about SWPC Conventions and made himself available for numerous discussions. Thanks, Kent!

Cliff and Carole VanVleet assisted with dual instruction at the Utah Convention and provided their written word on “how to do it.” And the New York Convention brought Carole forward to volunteer for the California Convention once the election results were announced at the Banquet. She knew how difficult it would be for the Club President to also lead the



Jim Bull, speaking to convention attendees on the Missions and Solvang tour bus, provided expert local information on all three of the tours. The other two were the beach tour and the Vandenberg Air Force base tour.



This is the view of our Grand Champion that convention-attendees and the judges saw. Eric Presten provided the color photo on the cover of this issue. Eric was among those who helped with the Technical Advisors meeting.

California Convention's registration efforts as Co-Director the following year. And she was correct! Carole stepped forward and with the Radisson Hotel doors open and Short Wingers arriving, managed with the help of **Claire Karlson's** extraordinary organizational abilities, **Art Weisberger's** wonderful witty assistance, **Chriseve Cronan's** gentle persuasion and **Judy Rudd's** watchful eye as she continued SWPC Convention Hospitality area goodies and drawing prizes. These men and women, our Convention guardian angels, shared their experience, calm natures and 'can do' attitudes and were the epitomes of SWPC hospitality. Thank you all.

Both Connie and I are strong EAA-ers. Our schedule opened SMX 2014 with Young Eagles, Flyout 1 for local kids. The SMX EAA Chapter is currently inactive and our Co-Director,

Joe Cronan, suggested the nearby Lompoc Chapter led by SWPC Member **Ed Mandibles**. Ed enthusiastically concurred. The site would be SMX Museum of Flight. MoF CEO, **Mike Geddry**, also agreed. But, where do we get the kids? **Jim Bull**, my brother-in-law, suggested his church school kids might be a source. He took it on and got the kids. Thanks, Jim. Ed got the planes, his PA-22, a beautifully restored Stinson Reliant, and (would you believe this?), an open cockpit Peitenpol Aircamper owned and flown by Mike Madrid; All of this from his EAA Lompoc Chapter. But, I still don't know how he arranged for the rocket launch that occurred during his KSMX departure climb with a load of Young Eagles on board. Many thanks, Ed.

Roni MacPherson assisted **Joe Cronan** with TSA required security

efforts and was fearless with her tarmac security role and assisting visitors onto the ramp and entering the Radisson. Thanks, Roni and Joe.

Our Technical Advisors' Meeting expanded into an open Forum and Hangar Talk the next day. A&P's and IA's **Doug Stewart, Eric Presten, Ed Mandibles, Steve Pankonin**, and others fielded questions from the floor from more than 30 attendees. I was honored to moderate this very active dialogue and exchange of experience and professional experiences. Great questions and open dialogue. Thanks, guys. Many compliments were received and improvisation worked this time.

Eric Presten has a PA-16 with amphibious floats, a la Presten. Eric deserves the Yeoman Volunteer award for giving us a presentation of his flight down the Mississippi. His proud Clipper took top honors, being judged the convention's grand champion. He also presented a technical session on building his floats and getting them signed off. Author and photographer Presten's books on airplanes were available with signature. To top it off, he renewed his SWPC membership, too. Great job, Eric, and thanks.

Two of our scheduled speakers had medical problems, one that resulted in surgery. So, they could not attend. **Steve Pankonin** stepped forward and presented the rigging seminar and **Bob Honig** from Ameritech presented the Electronic Ignition Forum using the Electroair Ignition. Steve designed and builds a great gascolator and rudder trim system for SWP's. Plus he had his PA-22/20 Hot Rod on the ramp. Bob's presentation was about his company's ignition system which delivers 10 to 15 percent reduced fuel

consumption and is STC'd for our engines. Bob really worked hard to include us in his schedule. Both of these guys did a great job. Thanks!

And for such a well-received hotel, our audio/video services were a disappointment due to their aging equipment. This issue was quickly overcome, though, by their helpful staff, who each day arrived to assist and set up projector and speaker for use for our Business Meetings, Forums and Banquet. The absolute experience was when everything was set up and working before the Banquet and nothing was working when Brian arrived to set up his presentation. In the midst of SWPC Chapter Coordinator **Adolph Svec's** wonderful piano playing and the slight upset, a young Polynesian banquet staffer appeared with his techie spirit and rescued our presenter. This was the ultimate experience for our family of Short Wings. Several attendees came to the Convention with the exclusive intent to hear Brian's presentation. He did not disappoint.

Finally, let me say thanks to our banquet speaker, **Brian Shul**; he did a superb job and had us with him at Mach 3.452. He is a SURVIVOR. A reminder that this year is the 50th Anniversary celebration of the SR 71's first flight and the 50th Anniversary of disappointment for the SWP Colt's last aircraft to come off of the assembly line in Lock Haven. Not bad for the steam gauge, slide rule and pocket protector crowd, eh Kent, Cliff and Lou?

Our flyouts conflicted with the tours and our tour director and SWPC Member **Jim Bull**. Jim unintentionally won the time preferences with each of our tours.

I especially want to thank all who attended this terrific SWPC Convention at Santa Maria. We



The Meet & Greet at the Museum of Flight was a great way to start the convention, with a packed house listening to Mike Geddy speak about the museum and taking the opportunity to renew friendships. Above, Sandy and Jack Madden (left) talk with Betty Youngren as they stand below one of the aircraft on display.

enjoyed seeing you again and meeting new friends. Come on back again and stop by enroute at TRK and we will pick you up at the airport for a brief visit or an overnight.

Below is a brief review of SMX 2014 Awards presented by Past President **Cliff Van Vleet** and Current President **Connie Stevens** at the

evening banquet following Brian's presentation. A very successful banquet, indeed!

The awards were present at the convention; unfortunately, most of the awardees were unable to attend. **Jim and Janice Fix** were added to the **SWPC Hall of Honor**. **George and Tyke Klitsch** were surprised to receive a plaque recognizing their addition to

the Hall of Honor last year, when they received a framed certificate in lieu of a wooden engraved plaque.

Certificates of Appreciation plaques were awarded to outgoing treasurer **Kaaren McGlynn**, outgoing vice president **Andy Seligson**, and Education Foundation director **Larry Jenkins**, who has announced his wish to retire, and an **Atta-Boy** plaque to **Clete Cisler** in honor of his service for the club at Oshkosh.

Aircraft awards from the judges were: **Best Vagabond, Doug Stewart; Best Clipper, Roni MacPherson; Best 22/20 modified Pacer, Al Wright; Best 22/20 original Pacer, Reid Murphy; Best PA-22, Sid Brain; Best Colt, Peter Jeff, and the Grand Champion, the amphibian Clipper, Eric Presten.**

In addition, **Jack and Sandy Madden** were given an award for hav-

ing flown the longest distance to the convention, from Frostproof, Florida.

Ken and Verla Stump were awarded the largest prize at the convention, the STC for fuel modification donated by **Eddie Trimmer, Trimmer Aviation**, in Willow, Alaska. **Roni MacPherson and Lou Reinkens** were each awarded a bottle of wine.

Our Very Brief SMX Financial Review below is in Draft form since expense reimbursements are awaiting receipts.

Income: \$13,322

Expenses: 9,000

Estimated Net Income: \$4,322

The SMX 2014 Satisfaction Survey top three choices summary:

1. Radisson Hotel
2. Banquet and Speaker, tied with Tours
3. Forums

2014 Convention - Club business

Financial reports presented

Kaaren McGlynn, the club's treasurer for the past two years, completed her term of office June 30. As one of her last official actions, she prepared Balance Sheets and Profit and Loss statements for both the club and the Educational Foundation for the first six months of 2014.

You can look for the statements for the whole year of 2014 in the first possible issue of 2015, which with the timing of quarterly issues will probably be in the April-May-June issue, since plans are to have the reports audited by an outside auditor.

In this issue we are printing the 2013 Treasurer's Reports and Financial Reports for the first six months of 2014 (Balance Sheets and Profit & Loss YTD Comparisons for both the club and the Education Foundation). It should be noted that the following reports are (as has been usual with the reports printed following the convention) unaudited.

The Board of Directors expressed their sincere appreciation for Kaaren's efforts to manage the club and foundation financials.

Treasurer's Report

Year-end review for 2013

December 31, 2013

By Kaaren McGlynn

The club continued to experience financial losses in 2013. Our year-end loss was \$10,708. Annual membership dues were down by \$6,000 from our December, 2012 year end totals. This is reflective of our continuing membership decline.

Eleanor supplied me with the following membership information:

As of the convention in 2006, there were 2,206 regular members, 28 partner members, and 238 spousal members for a total of 2,472. This year, as of Dec 31, 2016, there were 1,201 regular members, 16 partner members, and 155 spousal members for a total of 1,372. If I take just the change in regular memberships at \$40 per membership – that is a decrease in dues revenues equal to \$40,200 per year! $((2,206-1,372)*\$40)$.

Given our budget for next year, if our membership remains the same we should break even with the cost cutting measures we have implemented. However, if membership continues to decline expect losses again.

I cannot emphasize enough how much each member adds to the financial health of the club. If you want to see the club survive then actively recruit members. Every time you see a Short Wing pilot ask if he or she is a member of the club – carry an application – sign them up. If each person could bring one other member into the club we would be back into a secure financial position.

See the report of 5-31-14 on page 17 to see the improvements made.

The stock market had a rebound last year, so the club's investments saw a \$7,415 valuation increase. Only \$3,237 was realized gain. The rest was market appreciation.

We were able to decrease expenses in 2013 by \$17,304. 2014 will see another decrease in expenses because of our change in publications from six to four next year. But, given membership declines, I am doubtful that all of that will be reflected on our net income line.

Short Wing Piper Foundation Treasurer's Report December 31, 2013

The foundation experienced a great year in terms of store sales and donations. The foundation was able to increase the amount available for scholarships from \$10,000 in 2012 to \$14,000 in 2013. Sales for 2013 tripled over the amount of sales in 2012. Larry played a huge role in getting new and exciting products out there that the membership was interested in buying. He made great use of our new web site to promote store products.

The foundation's investment also experienced gains with the upswing in the market. The foundation had \$862 in realized gains and \$3,306 in market appreciation.

The foundation awarded five scholarships in 2013. The fifth student received his scholarship in 2014, after having successfully completed his first term.

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Treasurer's Report

Five-month review in 2014

Short Wing Piper Club Treasurer's Report as of 5/31/2014 By Kaaren McGlynn

It is with great pleasure that I am able to present the current report.

From 2006 (the earliest year I have records from) through the end of 2013 the club had been losing money. Part of my mandate was to determine where the club was bleeding out its resources and determine a course of action to stop the bloodletting.

The club was faced with very limited choices. Those included:

- Increase membership

- Increase member dues

- Decrease the number of Short Wing Piper News the club published each year

- Reduce commissions on advertising revenues

2012-2013 was a year of trying to increase membership. Unfortunately, that did not come to pass in such a way that the club could be in a solvent position.

Based upon the continuing decline in membership, the board was faced with addressing the other alternatives available. These decisions were difficult, but absolutely necessary if the club was going to survive in the long run. The board took a deep breath and collectively decided to increase dues,

decrease the number of publications, and eliminate commissions on advertising revenues. And thanks to Eleanor, who was able to negotiate lower publishing rates.

The Income Statement I am presenting to the membership today shows that in the first five months of 2014 the club not only broke even, but was able to put a little back toward prior losses. The club is reporting income for the first five months of \$1,141.51. Last year at this same time we had a loss of \$7,311.30. Your board has worked hard to improve the financial position of the club by \$8,452.81.

Please take a moment to thank your board for solving difficult financial problems. The decisions were hard, but well worth it!

Short Wing Piper Education Foundation Treasurer's Report as of 5/31/2014

The foundation remains in a good financial position and looks to be headed toward the goal of having \$10,000 to award in scholarships in 2015.

Kudos to Larry Jenkins for the outstanding work he has done with the foundation and his unswerving dedication to our fine students.

Six month statement of 6-30-14

By Kaaren McGlynn

The numbers for the first six months are in and the club has definitely made great progress in getting to a break even position. June saw a year-to-date loss of \$970. Part of this was the pur-

chase of plaques for the convention, \$675, and the answering service of \$193. It is a reminder that the club's financial health is still very, very delicate.

Short Wing Piper Club, Inc.
Balance Sheet
 As of June 30, 2014

	Jun 30, 14
ASSETS	
Current Assets	
Checking/Savings	
1000 · Checking Accounts	
1001 · Bank of America	9,540.45
1005 · Paypal	1,097.92
Total 1000 · Checking Accounts	10,638.37
Total Checking/Savings	10,638.37
Accounts Receivable	
1200 · Accounts Receivable	2,052.00
Total Accounts Receivable	2,052.00
Other Current Assets	
1580 · Investments	
1581 · Nicolet Nat Bank Trust	74,567.60
1583 · Edward Jones Investment	86,754.57
Total 1580 · Investments	161,322.17
Total Other Current Assets	161,322.17
Total Current Assets	174,012.54
Other Assets	
Office Equipment	1,643.74
SWPC Library	3,854.27
1600 · Capitalized Projects	
Tips & Techniques Book	2,946.75
Tips & Techniques CD	3,004.90
Total 1600 · Capitalized Projects	5,951.65
1610 · Club Equipment	1,322.31
Total Other Assets	12,771.97
TOTAL ASSETS	186,784.51
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Education Foundation Receipts	
COGS - Foundation Store	-6,990.93
Donations	3,903.50
Sales Receipts	20,842.45
Store Shipping	1,141.53
Web Store Fees	-748.02
Total Education Foundation Receipts	18,148.53

2150 - Ad Rev Billed in Advance	2,763.00
2200 - Payroll Liabilities	
2250 - FUTA Payable	42.00
Total 2200 - Payroll Liabilities	42.00
Total Other Current Liabilities	20,953.53
Total Current Liabilities	20,953.53
Total Liabilities	20,953.53
Equity	
Convention Start-up Funds	2,988.87
Year Beginning Net Assets Unrestricted	202,195.38
Total Year Beginning Net Assets	202,195.38
3500 - Unrealized Inv Gains & Losses	-4,178.88
3900 - Retained Earnings	-34,243.88
Net Income	-930.51
Total Equity	165,830.98
TOTAL LIABILITIES & EQUITY	186,784.51

Niagara Air Parts ad
half page
ran on page 19 last issue
email sent 8-17-10

Short Wing Piper Club, Inc.
Profit & Loss YTD Comparison
 June 2014

	Jun 14	Jan - Jun 14
Ordinary Income/Expense		
Income		
Donations		
Library Donations	10.00	382.00
Donations - Other	0.00	38.00
Total Donations	10.00	420.00
Membership Dues	2,065.00	21,251.00
4600 - Classified Ads	347.00	5,212.13
4600 - Club Donations	0.00	110.00
Total Income	2,422.00	26,993.13
Gross Profit	2,422.00	26,993.13
Expense		
Employee Charges		
66000 - Salaries - Membership	1,147.84	6,887.04
66500 - Salaries - Newsletter	1,877.75	11,266.50
67000 - Employer Payroll Tax Expense	231.46	1,527.98
Total Employee Charges	3,257.05	19,681.52
Promotional Materials	0.00	448.54
6000 - Newsletter Expenses		
6010 - Publishing	0.00	2,210.49
6030 - Newsletter Postage	126.03	2,030.35
Total 6000 - Newsletter Expenses	126.03	4,240.84
6130 - Service Charges		
6133 - Credit Card Fees	115.86	822.06
Total 6130 - Service Charges	115.86	822.06
6140 - Contracted Services		
6143 - Web Site Management	0.00	707.00
6146 - Answering Service	193.10	193.10
Total 6140 - Contracted Services	193.10	900.10
6240 - Member Services	0.00	84.60
6245 - Miscellaneous	0.00	0.00
6300 - Office Supplies		
6340 - Office Supplies	84.19	494.11
6350 - Postage and Delivery	83.14	449.77
6360 - Printing and Reproduction	0.00	122.47
Total 6300 - Office Supplies	167.33	1,066.35
6500 - Library Expenses		
6550 - Library Shipping	0.00	406.03
6556 - Library Shipping Reimbursement	0.00	-361.05
Total 6500 - Library Expenses	0.00	44.98
6700 - Travel & Ent.		
6740 - Awards & Prizes		
6741 - Aircraft Trophies	674.65	674.65
Total 6740 - Awards & Prizes	674.65	674.65
Total 6700 - Travel & Ent.	674.65	674.65
Total Expense	4,534.02	27,963.64
Net Ordinary Income	-2,112.02	-970.51

Reports for the SWP Educational Foundation follow

Short Wing Piper Education Foundation
Balance Sheet
All Transactions

	Jun 30, 14
ASSETS	
Current Assets	
Checking/Savings	
Bank of America Checking	9,844.86
Education Trust Fund	
Edward Jones	54,168.15
Total Education Trust Fund	54,168.15
Total Checking/Savings	64,013.01
Other Current Assets	
Funds Held By SWPC Inc.	18,148.53
Inventory	10,573.64
Total Other Current Assets	28,722.17
Total Current Assets	92,735.18
TOTAL ASSETS	92,735.18
LIABILITIES & EQUITY	
Equity	
Scholarship Reserves	1,367.65
Beginning Equity	
Unrealized Invest Gains/Losses	3,306.00
Unrestricted	67,204.06
Total Beginning Equity	70,510.06
Retained Earnings	-46,061.32
Net Income	66,918.79
Total Equity	92,735.18
TOTAL LIABILITIES & EQUITY	92,735.18

Get your Christmas gifts at the club
web store!

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Remember -- profits from club web store sales go to the SWP
Education Foundation to fund the scholarships the foundation awards
each year --- \$10,000 in the past few years!

**Short Wing Piper Education Foundation
Profit & Loss YTD Comparison
June 2014**

	Jun 14	Jan - Jun 14
Ordinary Income/Expense		
Income		
Donations	155.00	2,143.88
Gross Sales		
Shipping	-25.64	-180.89
Merchandise	0.00	3,050.00
Gross Sales - Other	732.00	2,716.50
Total Gross Sales	706.36	5,585.81
Total Income	861.36	7,729.69
Cost of Goods Sold		
Cost of Goods Sold	0.00	1,709.80
Total COGS	0.00	1,709.80
Gross Profit	861.36	6,019.89
Expense		
Service Charges		
Credit Card Processing	17.17	-3.82
Total Service Charges	17.17	-3.82
Shipping Supplies	106.98	130.65
Total Expense	124.15	126.83
Net Ordinary Income	737.21	5,893.06
Net Income	737.21	5,893.06

2014 Convention - Club business

Membership report/SWPN report

By Eleanor Mills

Membership:

After reading through the treasurer's reports, I'll bet you're just dying to read a few more numbers, aren't you? Well, I am to please and as usual, I'm going to start off with some of those

numbers and a little bit of statistical analysis:

First, here is the information on the membership numbers for the years 2004-2014, with the numbers reflecting the status of the membership at the time of the conventions.

<u>Year</u>	<u>Reg.</u>	<u>Pt.</u>	<u>Sp.</u>	<u>Vote</u>	<u>Down</u>	<u>New members</u>
2004	2536	41	279	2856		194
2005	2352	35	237	2624	232	181
2006	2206	28	238	2472	152	127
2007	1992	15	210	2218	254	101
2008	1806	7	191	2004	214	79
2009	1586	6	197	1789	215	77
2010	1417	11	160	1588	201	73
2011	1299	6	156	1461	127	67
2012	1265	9	158	1432	29	65
2013	1208	8	159	1375	57	58
2014	1150	17	150	1317	58	80

At first glance, the report is still dismal — we're still losing membership but by almost the same number as last year. However, there is one bright spot — notice that the new members this year (2014) total 80 and the number lost since the last convention is 57. Why the total loss then? Well, 291 members didn't renew whose memberships were up between the last convention and today, while there were 156 new members in that period. Still, the numbers are better than at any time in the last 11 years except for 2012 (when timing of the renewals made the difference). And there are more new members in 2014 than in any year since 2007. Those are things to cheer about.

I can think of a few things that have kept us from increasing membership overall this year: First is the increase in membership dues to counter rising postal costs. Any time we have raised dues, we have lost members the first year. Some of them come back later. Some don't. Second is the fact that we always lose some members in their first or second year. They've tried us and decided we don't fit their goals. Third is what I call the negativity that has been prevalent on the forums since the last convention. Fourth might be the fact that the website was sort of out of commission in the last few weeks with the transfer of the website to the new server.

We have done several things to attract members — president Connie Stevens spearheaded forums at Sun 'n Fun; Tom Anderson put a bunch of technical items on the website; brochures were given out at Oshkosh last year and Sun 'n Fun this year, as well as Sentimental Journey (going on now), and will be given out at Oshkosh this year. Connie is also planning a forum for Oshkosh. We also passed out issues of the SWPN at Oshkosh last year (courtesy of Clete Cisler and his crew), at Sun 'n Fun this year (thanks to Tyke Klitsch and her crew), and Sentimental Journey (courtesy of Clyde Smith, Jr., Phil Hoy, and Larry Jenkins).

The board has added several new categories of membership — the E-News only, the mailed SWPN membership, the Family Membership, and the Student membership (although no students have taken advantage of that one yet). The E-News only and the Mailed SWPN categories were a direct result of continually increasing postage costs, especially for our non-US members. The E-News only allows all our members the option of receiving their SWPN via PDF emailed to them for \$40 per year.

The SWPC Board of Directors has been working diligently to make the club efficient, informative, and enjoyable for the members, meeting monthly via tele-conferencing.

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Anything YOU can do to gain a new member will be appreciated. Or if you have ideas for other incentives, send them straight to the board or to me and I'll pass them on.

Short Wing Piper News:

The biggest news for the SWPN was the shift from bi-monthly to quarterly this year. I know some of our members regret the increased time between receiving the magazine, but that was a necessary change to offset the deficit the club had been running in the past several years. Treasurer Kaaren McGlynn and Connie did a great job of analyzing what could be cut without being severely detrimental to the membership.

In terms of finances for the SWPN, it came down to either drastically reducing the number of pages (cutting pages to 64 or even 48 per issue was mentioned) or retaining a substantial size and publishing quarterly. By talking with our printer and exploring various printing options, we have also reduced the printing cost of each issue — and added color on the inside covers — without reducing the quality of the magazine. The result is a much improved bottom line as far as the SWPN is concerned, with members receiving a 128 page magazine quarterly rather than a reduced size bi-monthly. (You can do the math — 128 pages four times a year equals 512 pages versus 48 pages six times a year for 288 pages or 64 pages six times a year for 384 pages.)

The changes being made recently on the website — switching to a new server — will also result in being able to post more items on the website as well as in the magazine.

Advertising:

The advertising numbers have remained fairly steady. In the July-August issue last year we had 19 advertisers plus the club web store. In the April-May-June issue this year there were again 19 advertisers:

Aircraft Specialties Services
 Aircraft Technical Support
 Aircraft Spruce & Specialty Co.
 Airtex Products, Inc.
 Avemco
 B & C Specialties
 Cee Bailie's/Dresser Tire
 Fabric Doctor
 Flame Engineering
 Great Lakes Aero Products, Inc.
 Micro AeroDynamics
 Niagara Air Parts
 Piper Flyer
 PolyFiber
 Randolph Aircraft Products
 Star Gloss
 Stewart's Systems
 Univair Aircraft Corp.
 Wag-Aero Group

Dropping their ads during the year were Fix Prop Shop (with Jim and Janice closing their shop) and Stewart's STC (although Stewart's Systems kept that ad in). Fabric Doctor will not be in the next issue. And, of course, the Piper Flyer ad is an exchange ad (we run an ad in their magazine in exchange for their ad in our magazine, but no money changes hands).

Bob Fuller (although he resigned his advertising position around the first of the year) and Connie have done a great job in selling ads this year, with Flame Engineering and Cee Bailie's/Dresser Tire being full page ads. In addition, Connie has managed to convince both Univair and Avemco to add color to their ads on the inside covers and in the July-August-

September issue we added the Piper Museum with a color ad on the outside back cover.

If you do business with a good supplier, suggest that they advertise in our magazine! And the board is also looking still for an advertising manager, so if you know someone who would be great at selling ads, let the board know.

Other Thoughts

I do think the website is helping, especially for people who can pay by credit card or PayPal when they're first excited about the club, rather than having to print out a form and mail it to me. I still think that most members are satisfied with the club and its services. I get positive comments about the magazine (especially) and about the help from officers and the panel of technical advisors each time renewals come in.

I think the website appeals to those who are high-tech by nature. To enhance their membership, those technical-minded people can now access the Short Wing Piper News online before it is mailed. In addition, this

year, a bunch of members chose to receive their SWPN in PDF form via email, bringing the total of those receiving the News via email to 126. The printed magazine appeals to those who are not technically minded or to those who simply like to hold a book when they read.

The Facebook page (with thanks to administrator Dave Sterling) is also increasing our exposure to those who are comfortable with computers. There's no way to track how many new members we receive from Facebook, but I'm sure we've added some. It is certainly increasing our communication between members and — along with the website — from the club to the members.

I'm open to any suggestions from the board (of course) or the general membership as to things to do to try to increase membership and/or reduce expenses. And I know Connie would appreciate any leads on new advertisers.

Eleanor, 6-19-14

Presented to the SWPC board at the 2014 Convention, Santa Maria, Calif.

2014 Convention

A great time enjoyed by all!

By Terry and Claire Karlson Arizona Chapter members/officers

The Santa Maria Convention was a great time enjoyed by all. Our stay and people at the Radisson were so nice. The hotel was right on the airport, and we could watch the airplanes come in and out of the airport from our rooms. The airport served two carriers, Allegiant and Sky West, which is operated by United.

The Monday night hot dog and hamburger Meet N Greet was held at the "Museum of Flight" on the field.

This was in the hangar that was built for the movie "The Rocketeers." Many aircraft pictures, uniforms, and aircraft miscellaneous. It was a wonderful get together.

The tours were provided by school buses and transportation was sponsored by the local church.

There were beach tours and Mission tours. The beach tour provided a visit with the sea lions and very strong winds that were so strong the sand was stinging our skin. Many stayed on the buses or in their private vehicles.

Hearst Castle, old Spanish Missions, and vineyards were among the tours. The third planned tour was at Vandenberg Air Force Base and the grounds which encompassed nearly 200,000 acres. Again we had to put up with high winds and hearing the tour guide was a little difficult at times for those hard of hearing. The Vandenberg museum on the base was full of articles of space launches and our representative gave an enthusiastic tour and discussion of the current space launches going on at Vandenberg today.

The other tours and forums were great and the best was kept for last and that was the guest speaker at the banquet, Brian Shull known as the Sled Driver. He talked about his military career and flying the "Black Bird." He sold copies of his book, and Terry

bought one for our book collection.

Cliff did it again! He published another version of the Tips and Techniques! We all thank you, Cliff, and appreciate all the hard work you put into these books.

Santa Maria was a great convention, and if you didn't go, you will be able to hear about it from those of us Zones that did attend. According to Cliff's accounting, Arizona was the largest Chapter in attendance. The vote for the by-laws was passed.

The new SWPC vice president was appointed and approved by the board and we welcome Chuck Davis.

The new Treasurer is our own Claire Karlson, who has agreed to be Acting Treasurer.

SWPC bookkeeper is Wendy Ackerman from California.

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More stories about the convention --- and flights to and from the convention will follow the color section beginning on the next page. In the meantime, enjoy the full color! (And watch for color photos in the online and PDF copies of the January-February-March issue! Call it a Christmas present, since it should be online in December and delivered to those requesting E-News only.)

Your 2014 SMX Convention in color Award-winning Short Wings lead the parade!



In a year when weather and distance brought only 10 Short Wings to the convention, two Clippers took two of the prizes, with Roni MacPherson's "Gus" taking the Best Clipper award, joining Eric Preston's Clipper on floats in the prize parade. As is almost always the case, even though there were fewer Short Wings than usual, they were all high quality and got a lot of admiring looks from convention goers. Gus sported airshow scallops on top of the wing.



Converted Tri-Pacers also got two awards, however, with Al Wright's N7029B, a 1956 PA-22/20 taking the Best Modified Pacer award. Al is from Medford, Ore. and Roni from Cardiff by the Sea, CA



Reid Murphy's N9999A, a 1955 PA-22/20, took the Best Original Pacer award. Reid is from Peachtree City, Ga.



Doug Stewart's 1948 PA-15 Vagabond was not only the most colorful of the Short Wings on display, but it also won the award for Best Vagabond. Doug and his wife, Rava, who was not able to attend this convention, live in Cashmere, Wash.

Bring YOUR Short Wing to Branson, MO, June 29-July 3, for our 2015 convention --- where in honor of the Show Me state, we want to "Show You Short Wings Over the Ozarks."



For the second year in a row, Sid Brain's N8457D took the award for Best Tri-Pacer. Sid and his wife, Sue, who was not at the convention this year, live in Harrison, Ark. 57D is a 1957 PA-22-160.



Peter and Julie Jeffs came from Baker City, Ore., in N4511Z, which took the prize for Best Colt. 11Z is a 1960 model. By the way, shown in the background of many of the photos (as it is in the one above) is the Radisson Hotel, where attendees were able to walk out through the door you see just over the Colt onto the tiedown area where the Short Wings were parked. In fact, several people took photos of the aircraft from their hotel rooms.

Not winners, except in our eyes!

N8879C (below) didn't win an aircraft prize, but owners Jack and Sandy Madden took home the award for Most Distance Flown as they flew 79C from their home in Frostproof, Fla., to Santa Maria, Calif. You can read Jack's account of their trip to the convention and back in the next issue. By the way, counting the two award winners, the Maddens' 1953-22/20, and the one on the next page, converted Tri-Pacers made up almost half of the Short Wings at the convention.



If you didn't attend the SMX convention in Santa Maria, you missed a very good one. The hotel was great, the events planned went off without a hitch (except for the poker runs, which ran into the morning coastal fog), the scenery in the area was beautiful and the planned tours managed to show attendees a lot of it. In short, it fulfilled the goal of all our conventions --- to be one of the best ones ever! It's impossible to show you everything we saw and did during the convention, but in the following pages we'll try to hit the highlights.

And now is the time to start your planning for the 2015 convention in Branson, Mo. It's in the center of the country so you won't have to fight the long distances, there's no coastal fog, the hotel is right in the middle of the activity in Branson, and the convention committee is excited about hosting you. Come on to Branson --- Show Me Short Wings Over the Ozarks!



Here's the final PA-22/20 at the convention. N-3200G, a 1956 model, was flown in by Steve Pankonin of White City, Ore.



Barb Miller, who now lives in Lewistown, Mont., usually gives the Maddens a run for their money on the longest distance flown. Not this time! She flew N8138D, a 1958 PA-22-160, straight to Santa Maria. However, we were told she planned to make up for it on the way home --- Where'd you go, Barb?

The people, the events, the places



Mike Geddry, CEO of the Museum of Flight, is shown speaking at the convention's opening event, the Meet & Greet at the museum. Standing at the left of Mike is club president and convention co-director Connie Stevens. Standing on the right above are Lou Reinkens, also a co-director, and Art Weisberger, club secretary.



After touring the exhibits in an adjacent hangar, members make their way back to the main hangar of the Museum of Flight. Two of the aircraft displayed between the hangars are shown.



The executive board meeting was the first order of business for board members and staff and those guests who wanted to sit in. Shown above from left front are Connie Stevens, president; Fred Mayes and Sid Brain, at large members; Claire Karlson, librarian, now the newly appointed club treasurer; Terry Karlson, now the sole librarian; Jim Thames, president of the California Chapter; Kent O’Kelly, a member of the President’s Counsel and representative of the Colorado Chapter; Judy Rudd, clerical assistant for the board; Cliff Van Vleet, also on the Counsel of Presidents and a representative of the Arizona Chapter, and Art Weisberger, club secretary. Also there were Adolph Svec, Chapter Coordinator, mostly hidden behind Fred; Eleanor Mills, membership services and SWPN; Lou Reinkens, convention co-chair and representative of the NorCal Convention Committee, and other guests Butch Prillwitz and Peter Jeffs.



Another early meeting was the Chapter President’s meeting, which brought together chapter presidents and other representatives of chapters. Shown are (clockwise from front left) Fred Mayes, Mid-America; Terry Karlson, Arizona; Ken Stump, Arkansas; Adolph Svec, chapter coordinator; Cliff Van Vleet, Arizona; Kent O’Kelly, Colorado; Jim Thames, California; Doug Conger, Hawaii and Arizona; Ted Fields, Oklahoma; and Lou Reinkens, NorCal convention committee.



Two of the busiest people at the convention (and the first some of us saw) were Carole VanVleet (above right), who was in charge of registration, and Claire Karlson, who helped. Shown visiting in the registration/hospitality room below are (clockwise from front) Deborah O'Kelly, Barb Geiger, Judy Rudd, Verla Stump, Tyke Klitsch, Iris Morris, Carole, Claire, Art Weisberger, and Ted Fields.





On this page and the next are scenes from the bus tours offered at the convention. Above, members of the group gather in the welcome center at the La Purisma Mission, part of the Missions and Solvang tour on Thursday. Looking at the diorama are Carole Van Vleet and Deborah O'Kelly. Below, members and other people gather outside Hearst Castle, a central stop on the coastal tour. Among those shown are Cindy and Doug Conger and Sid Brain (standing) and seated on the right are Butch Prillwitz, Betty Youngren, and Fred Mayes, plus a couple of others between Butch and Betty that Eleanor can't see well enough to identify.





Above, at one of the beaches on the coast tour, are (left to right) Iris Morris, Sandy and Jack Madden, and Tyke and George Klitsch. Below, Iris rode in splendor at La Purisma Mission, being wheeled around in an all-terrain vehicle. Here, George Klitsch is doing the pushing, with Tyke at his side. Others spotted taking a turn providing the power were Connie Stevens and Lou Reinkens. George and Iris provided the photos here and the one of the Hearst Castle stop. Peter Jeffs and Jack Madden also sent in photos, with Peter and Jack both writing about their trips to the convention. Their stories (and yours, if you send it) will be in the Jan-Feb-Mar 2015 issue.





Above, Bob Honig of Ameritech talks about the Electroair electronic ignition system and how it would reduce maintenance costs over the life of our Short Wings' engines. In addition to Honig's presentation above, Steve Pankonin joined him for a session on rigging for the electric ignition. There were a number of other seminars at the convention from vendors and from members. Below, Verla Stump (left) attends a Mary Kay consultation.



Brian Shul (right) gave the keynote address at the banquet and kept the audience spellbound with the story of his traumatic injuries when he was shot down in Vietnam, the efforts he expended in recovery to resume his flying career (including drinking 4 gallons of Cherry Kool-Aid a day for five days), and his years of flying the "Sled," the SR-71. Shul also brought copies of his book which he autographed for those wanting to buy it.





Three of the four members of the convention committee (Ed Mandible is not pictured) are shown above. That's Lou Reinkens with the microphone introducing Joe Cronan and Connie Stevens. The three were not the only ones honored: Below left, Connie presents Tyke and George Klitsch with their Hall of Honor Plaque. (They received a framed certificate at last year's convention). At right below, Cliff Van Vleet holds one of the other honor plaques, this one naming Jim and Janice Fix to the Hall of Honor. Other plaques announced included an Attaboy plaque for Clete Cisler for his work at Oshkosh, Appreciation plaques for outgoing officers Kaaren McGlynn and Andy Seligson, and an Appreciation plaque for Larry Jenkins for his work as director of the SWP Education Foundation.



Awards and Honors



And at the banquet



Deep in conversation and story telling are (from left) Terry Karlson, Doug and Cindy Conger, Doug Stewart, and Barb Miller.



Seated above (from left around the table) are Michele Wolff, Steve and Joan Pankonin, and Peter and Julie Jeffs. That's Sid Brain standing at top left, while in the background Lou Reinkens and Brian Shul try to get the audio-visual equipment working in preparation for Brian's Sled Driver address.



It was just a coincidence, but this turned out to be the table of champions. Shown clockwise from left front are Roni MacPherson, who received the Best Clipper award; Sandy and Jack Madden, who got the award for farthest distance flown; Al Wright, who had the Best Modified Pacer (PA-22/20), and Eric Presten, who captured the Grand Champion award for his amphibian Clipper.

With entertainment by



As he has done at many of our conventions in the past, Adolph Svec entertained the crowd at the banquet before the food was served. Several times in the past, Adolph has been joined by a banjo player and a tuba player, but they were among the missing in California. We are assured, though, that Frank Sperandeo will have his banjo picking fingers toughened up in time for the 2015 convention --- Show Me the Short Wings Over the Ozarks, June 29-July 3, in Branson, Mo. Maybe Andy Seligson will be out of school and can come with his tuba. Other instrumentalists welcome!



From left front around the table are Nora Arnold, Bob and Joyce Carty, Sarah and Ted Fields, and Myrna Akins.



Above from left are Deborah and Kent O'Kelly, Cliff Van Vleet, and Joe and Chriseve Cronan. Below are Marie and Dale Ramey and Brooke Serna and Chris Colson.





Looking happy above are (from left around the table) Verla and Ken Stump, Steve and Shirley Shepherd, and Barb and Adrian Geiger. Arkansas, Nebraska and Arizona --- friends meeting again, this time in California!



Florida and Missouri got together for this photo. Shown counterclockwise from left are Missourians Annie, Izzy, and Cali Mills-Hosmer, their mother, Kay Mills, and the Florida bunch, George and Tyke Klitsch and Iris Morris. The girls (and Kay) had a great time exploring the California coast. They gathered shells, waded in the surf, climbed sand dunes, saw elephant seals and zebras (the zebras were on Hearst Castle grounds), and were on the go all the time. That's why Annie's expression says, "Not another photo, Grandma!"

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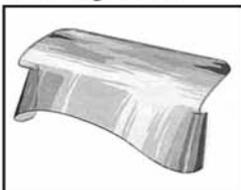
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2014 Convention

The location, the tours, the people . . . just great!

By **Iris Morris**

Florida Chapter newsletter editor

It seems like a hundred years ago yesterday that we were going to Saratoga Springs and now we are going to Santa Maria. George and Tyke stopped for Iris at 0300 (EDT) to go to Tampa International. At about 1500 (PDT) we were at the Radisson. That was a trek, not a trip. Tampa, to Houston, to Los Angeles, to Santa Maria.

This was a great Convention. The location, the tours, the people... just great. A very special thanks to all the people who took the time and effort, for at least two years, to make this happen. (An extra thanks from Iris for all the help and consideration to make this such an enjoyable convention.)

Santa Maria is a nice town, about the size of Lakeland, with the 'Old Mission' style construction every where. The Radisson is right at the airport, with our Short Wings tied down outside the doors. The airport is served by two carriers, Allegiant and Sky West operated by United.

The Monday night hot dog and hamburger Meet an' Greet was held at the "Museum of Flight," on the field. This was in a hangar that was built for the movie, "The Rocketeers." It was taken apart, moved and reconstructed to local code. It is very well maintained and stocked.

A local church furnished the bus and excellent drivers for the three tours. One tour was along the beach, where we could see all the rock formations and beach towns. At one beach that the

sea lions use, the wind was so strong at this time that many of us didn't get off the bus. This tour also included a tour of the Hearst Castle. Another tour was to several of the old Spanish missions. This was very interesting. Some of them have been restored, using the materials and methods used at the time of original construction. The roofs were of hand made terra cotta barrel tiles, placed on a layer of reeds, tied to the hand hewn rafters with strips of rawhide. The buildings were of adobe. The third tour was to the Vandenberg Air Force Base and grounds, which covers nearly 200,000 acres, most of which is barren, as far as buildings go. Rocks, hills, gullies, mostly low vegetation and wind. At one stop, near the beach, the wind was so strong and cold our light jackets that we wore all week weren't enough. Along this area of the California coast is where the cold Pacific current turns into the coast. (The water and wind were especially cold to us Florida folk, who had just left 90 degree days.)

The other events, forums and meeting were well organized and attended. At the Thursday night Banquet, our guest speaker was Brian Shul, Sled Driver. His accounting of flying the "Black Bird" was excellent, entertaining and most interesting. Thank you, Brian!

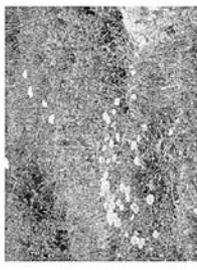
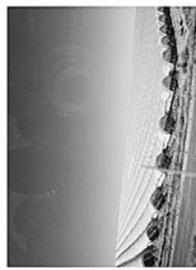
A Special Thanks to Lou and Connie: they and their group did a "bang-up" job for this Convention. (Lou, the "All-terrain Vehicle" at the Mission, was wonderful. Thank You.)



Jack Madden

OLE !!!

Doug Stewart



Iris's convention poster above shows: Row 1(across) Tyke and George, sea lion beach, 1700s technology (handmade terra cotta roof tiles, reed sheathing, hand-hewn rafters tied with rawhide strips), beach town street scene; row 2, George shows Cindy's picture to fellow dog owner, 1886 Stage Coach Station used as restaurant today, at VAFB (countryside); Row 3, agriculture "green house," vineyard (some had flowers on outside rows since bugs attacked them first and gave time to save the grape vines from them -- neat idea), at VAFB; Row 4, California poppies, at VAFB, outside our Radisson room's window; rows 3 and 4, pictures 4 and 3, Doug Stewart and Jack Madden talking about modifications and work on their planes (honest!)

Who's new? 5-21 through 8-20

We have 31 new members to report this time, bringing our total new members for the year to 90 (up 10 since the convention). Of the 31, there are four spousal or family memberships, so our total of new voting members is 35. Those joining this period are:

Denis Arquette, Englewood CO
 Dennis Bakko, Walcott ND
 Paul Beerman, Ft. Wayne IN
 Curtis Bryan, Enumclaw WA
 Brian Coate, Tullahoma TN
 Alan Core, Indianola IA
 Oscar Corral, Ft. Stockton TX
 Judd & Colleen Eifealdt, Cheyenne WY, member & spouse
 Kenneth Ellis, Thomaston GA
 Kenneth & Janney Goff, Eureka MI
 Robert Greene, Bennington VT
 Paul Griffin, Riverton WY
 Tim Holbrook, Traverse City MI
 Lynette & Addison Hymers & Mike Behrenbrinker, Laingsburg MI.
 Family membership. Daughter

Addison is 16.

Brian Kramer, Seattle WA
 Clifford Kramer, Eastport ID
 Shannon Kruse, Boise ID
 Edgar Leslie, Wasilla AK
 Jim Middenorf and family, Naples FL

Howard Miller, Tyngsboro MA
 Andy Nabors, Raleigh NC
 Luke Nieslanik, Cokesville WY
 Jim Nix, Madison AL
 Eric Presten, Sonoma CA
 Albert Robinson, Byhalia MS
 Robert & Joyce Tersteeg, Palm Harbor FL

Cathy Wade, Helena AL
 Martin & Lynn Weber, Marthasville MO, member & spouse
 Warren Winkler, North Port FL
 Daniel Wolford, Bettyendorf IA
 Shane Woodson, McKinney TX
 Wow! Four new members from Wyoming. Three from Florida.

A note to new SWPC members:

Welcome to the Club

Please make yourselves known to the other members by your participation --- Fill out the Hospitality Roster Questionnaire in this issue; Come to the convention in Branson, Mo., in 2015; 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 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 a member of the board or staff--- questions get answered and there's always someone to hear you and help you.!

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Membership Report

News items members should know about

By Eleanor Mills

Just one number to remember!

For all of you who have searched your library for the latest SWPN so you could call a member of the board or the staff or the technical panel, there is now just one number for you to remember: That's the club's new 24/7 toll free **HOTLINE: 855-SWPC-411 (or 855-7972-411)**.

The hotline is staffed all day every day and has the contact information for all the board members, the staff, and the technical panel. Just call, explain what you need, and who you want to talk to if you know that information. The person on duty then sends a text to the one you should talk to. That person will then call you.

Not only is that more convenient for you and the person you're calling but it allows the club to track the kind of information members or other callers are needing. A board member or staff member who is out of town (or out of commission for some other reason) can arrange for someone else to handle his or her calls. Or, depending on what kind of information is needed, take a minute or two to call you back.

No more leaving a message and wondering why I haven't called you back! We did leave the email addresses on the first and second pages, so that works, too.

Watch for the October issue of AOPA Pilot magazine! Bob Fuller

reports that the Tri-Pacer article he and Al Marsh of the magazine have been working on will be in that issue.

Miss Pearl and Franco in the news

Frank Sperandeo and Miss Pearl have made another splash in the national news — this time through AOPA Insurance. There's a beautiful photo of Miss Pearl and Frank in the July 2014 issue of AOPA Insurance's eBriefOWN entitled "In Love with a Taildragger."

Why a taildragger? the article asks. "I wanted an aircraft that I could fly around the patch, go cross country, land on turf or concrete runways, and have great fun meeting people coast to coast," Frank said. "The maintenance is minimal and insurance coverage is minimal." (Editor's note: Sounds like a plug for Short Wings in general and the SWPC, doesn't it?)

Frank supplied this address for the article: <http://insurance.aopa.org/About/news/Articles/2014/July/In-Love-with-a-Taildragger?INS=eBriefOWN>. (Editor's note: I went to aopa.org and put in the search blank "July 2014 articles" and it came up in a list.)

Death reported of longtime member, Jack Lautzenheiser

Jack Lautzenheiser, Lima, Ohio, a longtime active member of the Short Wing Piper Club, died July 7 in his home.

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Jack and his wife Pat joined the club in 1979 and held Member Number 73. They have been active in the club and in the Ohio Buckeye Chapter, attending many conventions and holding chapter offices. At the time of his death, Jack was serving as chapter president and Pat is the chapter secretary/treasurer.

Jack had been a licensed pilot for over 40 years. He worked in the tire business for over 50 years and had been a school bus driver for 38 years. In addition to the SWPC, he was a member of the Young at Heart Toy Club and the F.O.P.A.

Survivors in addition to Pat include six children, seven grandchildren, one great-grandson, two brothers, a sister and a half-sister. Services were held Friday, July 11. Memorial contributions were suggested to the Wounded Warriors Project, P.O. Box 758517, Topeka, KS 66675.

To express condolences to Pat, contact her at 1515 E Elm St., Lima, OH 45804-3019 or tripacer@woh.rr.com.

(Editor's note: There is also a touching remembrance of Jack elsewhere in this issue, written by Ralph Gutowski for the Ohio Chapter newsletter.)

Piper Museum now has a donated flying Vagabond

Phil Hoy, who donated a flying Tri-Pacer to the Piper Museum in Lock Haven, reported on July 11 that the Piper Museum had received the Vagabond donated by SWPC member Bill Ihm of Ainsworth, Neb. "I am ready to fulfill my promise to donate \$1,000 to the SWPC if and when a member would donate a Piper Short Wing to the Piper Museum."

After consultation with president Connie Stevens as to where the contribution would do the most good, Phil donated the money to the club in general.

To continue his efforts for the museum and for our club, Phil has promised another \$1,000 if a member donates a Clipper or a Pacer (PA-20, not a conversion).

(Editor's note: You can read about Alex Minimum's trip ferrying the Vag from Nebraska to the Museum elsewhere in this issue. Alex is a former scholarship student. Also, you can read a story by one of Phil's nephews about his flight in the museum's Tri-Pacer that his Uncle Phip donated.)

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Direct line for hotel reservations for the 2015 convention

Ready to make your reservations for the Lodge of the Ozarks for the 2015 convention in Branson, MO? To make sure you receive the convention rates (good for five days before and five days after the convention on June 29-July 3), call their direct line, 877-327-9894. Our promo code is Piper.

You can go online to lodgeoftheoarks.com to see room selections and their everyday prices. You can register there as well but be sure to use the **Piper** promo code since we've received special pricing of \$89.99 for their Premier Rooms and \$79.99 for their Value Rooms.

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(Editor's note: See the Convention News You Need to Know for a special offer for early registrants for the convention — not the hotel — but the prize is a free room for the convention.)

Cockpit air horn could save lives

Club founder Bob Fuller sent in the photo you see here after reading of the tragedy in Florida in July, where two people on a beach were killed by an aircraft. Bob said, "If the guy in the Cherokee had one of these on Monday when he killed two people on the beach, the people maybe would not have been killed." He added that he keeps one in his airplane and has given out a few to friends — "Especially to the banner tower over the beach near where we live," Bob added.



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Membership Report

More news from the mail bag

By Eleanor Mills

I have to add my praise to that expressed by everyone I've talked to who attended the SMX convention. It was a very good convention, very well run with lots of well-planned activities, and I don't know how it could have been held in a prettier area.

My daughter Kay and my three granddaughters, Izzy, age 12; Annie, age 9, and Cali, age 7, had a good time right along with me. If we missed a beach between Los Angeles and Santa Maria, it was an accident. Cali and I and Kay picked up shells and rocks until we almost overloaded our suitcases. All of us waded in the surf, Kay and the girls climbed a sand dune, and we saw the elephant seals and a few dolphins.

The only downside was a couple of attacks of vertigo that I suffered while there — the first of which made me miss the membership meeting (where the bylaws revisions passed) and the

beach tour. The second came Friday, the day we left. I thought later that as we walked slowly to the car, Izzy and Annie taking their turn to keep me walking straight instead of staggering and possibly falling, that some watchers might have wondered just how much celebrating I had done the night before. Anyway, I found out that Kay, Izzy and Annie all have strong arms as I held on to someone every place we went. I depend on my family a lot anyway, but this time it was a physical dependence.

The vertigo lingered for about three weeks, coming and going. But it's all gone now . . . knock on wood! And even being dizzy didn't keep me from enjoying myself at the convention. The lingering vertigo did keep me from keeping up with some of the membership duties. If you've wondered why it took forever for me to send you your membership card, that's why. That month (counting the week of the con-



If we weren't wading in the surf or walking along the beach, we were just admiring the beauty of the ocean (and looking for dolphins). Here, Kay and the girls (from left, Cali, Annie and Izzy) are taking advantage of a rock outcropping to get a better view.

vention) was just a lost one in a lot of ways — got a lot of reading done, though! Couldn't use the computer much — looking from a renewal application up to the screen and back seemed to be the worst thing I could do — other than turning over in bed at night.

But the world (and the club) went on without me. Imagine that! Here's a bunch of members who have taken the time to tell me something about themselves — or in this first case, about someone else.

Jim and Anne Haynes, Bushnell IL (and Green Valley AZ) gave a gift membership to **Daniel Wolford**, Bettendorf IA. Jim said he and Anne worked at the annual Monmouth Flying Club fly-in breakfast and "I ran into him when I spotted this Pacer taxiing to the flight line. What a surprise when I saw him get out. He has not had it very long . . . his first personal airplane. It is a beauty." Daniel comes from a flying family who have been friends with Jim for several years. "His family lives not too far from me and they have an airstrip on their farm . . . dad and a brother are also pilots."

Jim added that the Monmouth Airport is the oldest continuously operated airport in Illinois. "I learned to fly there after WWII. I wrote my first history book, *Flying Field*, about it." Eighty aircraft flew in to this year's breakfast, Jim said, where pilots eat free. "The club thinks I can't do anything strenuous any more except take tickets and Anne passes out utensils. Lots of fun, but tiring. Maybe it's because we are over 80," he said. No, Jim, it's just tiring. Jim joined the Mid-America Chapter fairly recently and has already promised a significant donation toward the 2015 convention in Branson.

Jim also sent in a bit of history about

Santa Maria, commenting on the hangar that is now part of the museum where the Meet and Greet was held. Jim advised me to "look for an old hangar . . . vintage 1930s. When they were filming a movie, *Rocket Man*, they built this hangar with doors at both ends. One of the scenes has a daredevil pilot fly through the hangar on a dare. The airplane was a look-alike Gee Bee. The movie wasn't much, but lots of old airplanes."

Joanne Ennes (and I'm sorry, I didn't write down where she lives) sent in a membership payment for her son, **Michael Doster**, Nampa ID. Joanne said, "I am Mike's mom. He is in Afghanistan for a few weeks and asked me to take care of this." Best wishes, Mike, and thanks, Joanne. I hope Mike is home by now.

Michael Coghlan, who lives part of the time in Ireland and part of the time in Berryville AR, sent a note saying, "Unfortunately, yet again, I will not be able to attend this year's convention. The last year was not too good with my back and the farm. Weather was very bad in the west of Ireland, although the lambing went well during April this year." Michael went on with some high praise for one of the volunteers of the club: "I would like to pass on my good wishes to **Larry Jenkins**. I think he has done an outstanding job with great dedication and effort, managing the Education Foundation. In my opinion it has benefitted our club immensely, as well as the lucky recipients. With so many people giving help and time to our community, I would not normally put this forward, but now and again some one or thing is done to better the club in an outstanding way. I cannot recall if there is an outstanding achievement award or not, but I feel there are times when it would be

appropriate. In my opinion, Larry's work is just such an occasion."

As the saying goes, great minds think alike, and the **SWPC Board of Directors** had already approved just such an award. Larry wasn't at the convention to receive it, but the plaque was there, reading, in part: "The Short Wing Piper Club commends you for an important job done efficiently and with passion. The 15 students you have recruited, shepherded through the application process, and brought to the board for scholarship approval have brought recognition to the Short Wing Piper Club and its goals. Encouraging generous donations by members and friends to the Education Foundation each year has enabled the club to reach your goal of awarding at least five scholarships each year. We are sure those 15 students, some of whom were

multiple year awardees, join the club in saying Congratulations and Well Done."

Word was received of the deaths of a couple members. Joyce Phillips, Mulberry FL, wrote to say that her husband, **John C. Phillips** had died and that their airplane would be sold. John was a long-time member, holding membership number 451 and joining in 1981. Their address was 5350 Southwind Dr, Mulberry FL 33860-9688 if you want to express condolences to Joyce.

Adam Toepfer sent an email to Ralph Gutowski with copies to me and the other members on the club's panel of technical advisors, saying that his father, Darrel Toepfer, died on Friday, July 4. Adam was seeking information on his father's Pacer, which Adam



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said “is unfortunately still in pieces.” Darrel Toepfer lived in Eunice LA, and was a club member from 2003 to 2009.

Also, the death of **Jack Lautzenheiser**, president of the Ohio Chapter, is announced in a couple of places elsewhere in this issue — in the things you should know portion of the Membership Report and in a story written by Ralph Gutowski.

Iris Morris, Plant City FL, is one of the members who promised me photos to add to what I took at the convention.

George Klitsch, the Florida Chapter president, put his and Iris’s photos on a CD for Iris to send to me.

“We had a wonderful time at the convention. The three tours were excellent. Everyone was so kind, considerate and helpful of me — I can’t thank them enough. The ‘clean ocean and desert air’ was great for me. I know a lot of my problems are allergies, but I had none out there. It was so nice not to be sneezing and coughing. I didn’t have to use oxygen except while sleeping. (But no, I don’t think will move out there.)” she said. Iris also mentioned the “old bells” spaced about a mile apart by the highway. Those were interesting. I kept wondering what they represented, until finally we drove by some that still had their signs attached: El Camino Real, generally translated as The King’s Road, the old name for the highway. From the many that had no sign, I suppose everyone liked the signs, some liking them well enough to take them home with them.

“The convention is so short and time with friends, even shorter, but I’m very thankful for the time we have,” she concluded. Me, too, Iris, and thanks to you and George, to **Peter Jeffs** and **Jack Madden**, who wrote stories about their trips to the convention and included some photos and to Bob

Carty, who also send in some photos.

Matty Dalrymple, Downingtown PA, is now a published author. She published her first novel in December, *The Sense of Death*, and has been busy promoting the book and working on the sequel. I bought the book to read on my iPad (available on Amazon and also, Matty said, on Goodreads.com) and enjoyed it. Matty joined a year or so ago and was looking for a Tri-Pacer. She said she had to suspend that search until she got her Stinson repaired and airborne. “I am still trying to decide whether to sell it or not, and probably won’t be actively looking for a Tri-Pacer until I’m airplane free (can’t quite swing rental for two hangars) but I still enjoy checking out the ads for Tri-Pacers.

And **Sparky Barnes Sargent**, Washington OK, has just published a new WWII-related book, *My Father,*



Sparky’s book cover

My Friends - Memories of World War II. The book has a forward by Budd Davisson, editor-in-chief of Flight Journal. The stories of the veterans are told largely in their own words, whether from interviews or from "poignant and detailed handwritten journals." For information or to order the book, go to <http://www.lulu.com/spotlight/dgaenterprises>.

Terry Baker, Woodlake CA, says, "Thanks for all the good work! The SWPN is a great source of information about our Short Wings. I especially value the tech articles." So, all you tech people, keep sending them in!

Jerry Isbell, Gahanna OH, was the star of one of AirVenture's Around the Field articles at Oshkosh this year. And

Zac Weidner, Bunker Hill IL, was featured in the same issue. There's a long website address you can type in: <http://www.eaa.org/en/airventure/eaa-airventure-news-and-multimedia/eaa-airventure-news/eaa-airventure-oshkosh/2014-07-29-around-the-field-vintage>. I kept making mistakes so I typed EAA Airventure Around the Field Isbell and Weidner and it came up. I suppose asking for the 7-29-14 Around the Field would get it too. Anyway, nice articles and good publicity for the Short Wings.

Three Short Wings were among winners at the Arlington (Washington) fly-in. Phil Pirrotta, a member from Lake Oswego, Ore., reports that not only did his 1957 Tri-Pacer, N6931D, capture the Outstanding Champion

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Two of the Short Wings honored at Arlington are shown above, N6931D, Phil Pirrotta's Tri-Pacer (green and white) in the foreground and Mary and Curt Jutzi's N9505D, a red and white Tri-Pacer.

award in the Contemporary (1956-1970) Class at the Arlington Fly-In recently, but that two other Short Wings were among the five aircraft awarded in that class.

Mary and Curt Jutzi's 1958 Tri-Pacer, N9505D, took the award for workmanship, and Stephen Adams' 1957 Tri-Pacer, N7514D, won another award. Phil and Curt are members of the Columbia River Chapter, and Stephen is a former club member. The Jutzis live in Lake Oswego and Adams is from Lopez Island, Wash.

As usual, many of our members took the opportunity to add a donation to their membership renewal. Thanks to all of them for their generosity. Donors were **Robert and Linda Williams**, Vancouver WA, who added \$10 for the library to their Family Membership; **David and Patricia Adams**, West Ossipee NH, who donated \$3 to the club and \$20 to the library; **Mark Hruz**, Friendsville TN, who gave \$10 to the Education Foundation; **Don and Letitia Davis**, Kirkland WA, who gave \$5 to the club; **Bryan Hunt**, Rockford IL, who gave \$20 to the Education Foundation;

John and Linda Parish, Pharr TX,

who gave \$24 to the library and \$24 to the Education Foundation (they also made a difference for the club by directing the convention in Ogden, Utah, before moving to Texas); **Cary Grant**, Cave Creek AZ, \$10 to the library and \$10 to the Education Foundation; **David Dibbell**, South New Berlin NY, \$10 to the library and \$10 to the Education Foundation; **Timothy and PJ Fiedler**, Lake Geneva WI, who gave \$25 to the Education Foundation (Tim says he also volunteers with Habitat for Humanity);

Michael Coghlan, who is sometimes in Killarney, Ireland, and sometimes in Berryville AR, donated \$50 to the Education Foundation, and **Michael and Janet Bednarek**, Centerville OH, who donated \$100 to the Education Foundation. Thank you, one and all, for your donations.

Other members took the time to tell us something about themselves, their skills or occupation or their aircraft. **Bob Tersteeg**, Palm Harbor FL, sent in a new membership and a note saying he has owned and rebuilt two wind-damaged Tri-Pacers, a 1955 and a 1959 model. He is an A&P mechanic

and a former airline pilot for Frontier Airlines. **Charles and Norma Cansino**, Florence AZ, added a note to their renewal, saying "Thanks for the reminder for renewal. Enjoy the get-togethers of the Arizona group when we are able." Charles is a retired medical doctor. **Roger Trump**, Greenville OH, is an ag-pilot and an A&P/IA.

George Richmond, Omaha NE, is a CFI, A&P, and IA; **Glen Love**, Poplar Grove IL, is a helicopter mechanic; **David Lambert**, Conway AR, is an A&P and is retired from the Air Force; **Dave Godec** is an airline pilot for American Airlines (and is also the owner of a Clipper formerly owned by Jim Haynes); **Karl Clifford** is a retired attorney who is an A&P/IA; **Steven and Karen Christensen** live in Platte SD where Steven is a retired police

chief, welder and truck driver; **Ronald Brown**, Memphis MO, is a truck driver, heavy equipment operator and (most importantly) a private pilot; **Terry Baker**, Woodlake CA, is a citrus rancher, restaurateur, and retired from it all!

Walt Smith, Villa Rica GA, is a retired Delta captain and an A&P; **Paul Gotzian**, Big Lake MN, is a metal fabricator and welder; **Pamela Freese**, Frederic WI, is a pilot/instructor; **Greg Heinze**, Charleston WV, is a pilot and in insurance; **Robert Estes**, Richmond VA, is an independent rep who flies N879Z, a 1952 PA-22/20.

Thank you, everyone, and as they used to say on those old time radio shows, "Keep those cards and letters coming, folks." Sending in your

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renewals, adding notes, giving donations, sending stories and photos to be printed, joining your local chapter, attending chapter fly-ins, regional meetings, and annual conventions, nominating someone for an office

(nomination form in this issue for 2015), voting, running for office — there are a multitude of ways you can make a difference for the club. Remember, it's your club.

2015 Convention News you need to know

June 29-July 3, 2015

Branson, MO

**Convention Center: Lodge of
the Ozarks**

**Convention Airport: PLK,
M. Graham Clark Downtown**

**By Eleanor Mills
Public Relations
2015 Convention Committee**

Plans for the 2015 convention in Branson are coming right along. The committee has held two long meetings in the week before I'm writing this (August 15) and we have nailed down costs and other details. And we're all still excited about the convention!

Special Offer: The registration form is in this issue — so check it over and fill it out and send it in! We've got a special offer for early registrants: The first 50 registrations received (other than convention committee members') will be entered into a drawing for a complimentary room for the whole convention week! As they say in this part of the country, "you can't beat that with a stick!"

Date to keep in mind: Registering early will keep you from having to worry about one of the dates to keep in mind — That's the June 1 deadline for the \$50 registration fee for



the convention. After that, it's \$60 (and still a bargain!) But June 1 is also the deadline for the Lodge of the Ozarks to keep our block of rooms for you, and that's really important. Christopher Fry, assistant manager and sales director of the hotel, said June and July are right in the middle of the busiest times for Branson and for the hotel and weekends especially are booked solid. So don't delay registering at the hotel. (Don't worry — if you win the free week's lodging, you can always cancel your registration).

Airport name change: As I said in the last issue, our convention airport has had many names over the years. However, evidently they have settled on one name: **M. Graham Clark Downtown (PLK)**. Fred Mayes, convention director, says that's the name of the airport in both the Missouri Airport Directory and the Missouri aero charts. Information about the airport was in the July-August-September issue. A caution about the

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hangar space has also been received. There is limited space in the hangar, so if you want your Short Wing inside, better call airport manager Mark Parent and reserve a space. Plenty of space outside, though.

Speaker arranged: We have a special speaker for our Membership Luncheon: Yasmina Platt, AOPA regional manager, who serves the central southwest region of New Mexico, Texas, Louisiana, Oklahoma, Arkansas, Kansas, Missouri, Nebraska, and Iowa. She's a private pilot who will fly her own aircraft (a Piper but not a Short Wing) to the convention. She plans to be here Monday for the Meet and Greet as well.

Cookie and Donation Call! We need cookies for the hospitality room. Bonnie Mayes has pledged to bake cookies and sweet bread for the room, but she's also a member of the planning committee, serves as substitute secretary for the Mid-America Chapter and secretary for the convention planning committee as well as keeping up with Fred, so we don't want to overburden her. Therefore, if you're coming to the convention and are a baker, bring cookies! Teresa Lynch is in charge of the raffle prizes and the items for the silent auction. We need donations of aircraft-related items and handcrafted items of all kinds. You can bring the donations with you to the convention or you can send them to me, **Eleanor Mills, 820 E. University St., Springfield, MO 65807**, and I'll make sure they get to the convention. If you're bringing the donations with you, it might help if you email me at eleanormills@att.net and tell me what you're bringing, so I can pass the word on to Teresa.

Early call for chapter presidents and club board members and staff: (See schedule following) Please note that the chapter presidents' meeting

starts off bright and early Monday morning, followed by the executive board meeting. That probably means that your arrival date should be Sunday, rather than Monday. But the hotel rate is the same!

Camping at the convention? If you own an RV and want to drive it to Branson with your family instead of flying in, there are many RV parks and campgrounds in the area. The website <http://www.explorebranson.com> has a list of campgrounds.

Bill and Teresa Lynch note that the city of Branson operates **Branson Lakeside RV Park** on Taneycomo Lake very near the Branson Landing Shopping Center. It's 3 miles from the airport. Cost, Bill said, is around \$35 per night.

The closest campground to the airport is **Turkey Creek RV Village**, 1-1/2 miles from the airport. They also allow tent camping for Escapee members, \$5 plus 66 cents tax per night for tent camping. If you don't have an Escapee membership and you want to stay there, you need to buy your membership before October 31 of this year, when the rate rises. Right now it's \$29.95 but Bill said it goes up November 1, to \$60-some I think he said. RV camping is \$20.93 per night for Escapee members and \$28.28 per night for non-members. It's \$107.45 per week for members.

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2015 Convention

Preliminary schedule of events

We can't guarantee that something won't change on this schedule --- and we're planning to add to it, but this will give you an idea of what you'll be doing. The Monday events, the membership luncheon and meeting, the Branson Belle cruise, and the banquet are solid --- they won't change.

However, we will have some seminars to add to the schedule. If you have suggestions for seminars (or other things) you'd like to have added to the schedule, please send your suggestions to Eleanor Mills at eleanormills@att.net or 417-883-1457.

And we hope you'll take advantage of some of the many other activities going on in the Branson area, either before or after the convention (hotel rates will be at convention prices) or during some of the planned "empty hours" we're building into the schedule. See the More things to do article that follows for a sampling of activities available. And don't forget the many concerts and family friendly shows offered by Branson theaters. We hope you'll plan to attend at least one --- morning, afternoon, or evening --- and take in some of the other attractions available in and near Branson

Let us know what you think: We want this to be a convention to be remembered.

Monday, June 29

7:30-8:30 a.m. Chapter Presidents' meeting/breakfast

10-noon Executive Board meeting

5 p.m. Meet and Greet at the airport, Barbecue, Vendors' display, tour Short Wings on the field and antique airplanes from Mark Trimble's collection

Tuesday, June 30

All day - judging at airport

12 noon Membership Luncheon, Keeter Center

1-3 Membership Business Meeting, Keeter Center (immediately following luncheon)

Wednesday, July 1

All day - judging at airport

2:15 p.m. Board bus for Branson Belle dinner cruise

3-4 p.m. Board the Branson Belle (all aboard by 4 p.m.)

Thursday, July 2

Until 2 p.m. - judging at airport

9:30 a.m. Briefing for Poker Run

10:00 a.m. Poker Run

5 p.m. Hospitality time before banquet

5:30 p.m. Closing Banquet

Friday, July 3

Departure date. Transportation shuttle to airport until noon

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2015 Convention

More things to do in Branson

By Tom Edmondson-Peterson

tomedmondson@hotmail.com

Convention Committee member

Here are some ideas on things to do for participants of the 2015 SWPC Convention in Branson (although some of them would seem to require you to stay over a day or two or come early, others are doable during the free time we have planned into the convention schedule — and of course that presumes you're not going to go to one of the 100 family-oriented shows that Branson is famous for):

Wine Tasting 101 Classes - Mount Pleasant Winery: see their website: <http://www.bransontourismcenter.com/shows/info/mount-pleasant-winery-wine-class-101>

White River Kayaking/ Paddleboard Rentals: <https://whiteriverkayaking.com/>

Cave Tours Branson:

Marvel Cave : <http://www.bransonshows.com/pointsOfInterest/MarvelCaveSilverDollarCityBransonMO.htm>

Talking Rocks Cavern: <http://www.talkingrockscavern.com/>

Helicopter Tours of Branson: <http://www.bransonshows.com/activity/IPilotHelicopterAdventure.cfm>

Bicycle Trails in Branson —20 different routes and trails.—Rent a bike here: <https://www.whiteriverkayaking.com/Bike-Rentals.html>. Here is the website with various maps and routes to pick and ride! <http://www.mapmyride.com/us/branson-mo/>

Horseback riding in Branson: <http://www.uncleikestrailride.com>. This one offers a cattle drive and outdoor lunch: <http://www.dogwoodcanyon.org/Page;Horseback-Riding.html>. Dogwood Canyon is a beautiful area with biking available as well.

Hiking in Branson: A not-well-known hiking area is the **Ruth and Paul Henning Conservation Area**, in the northwest part of Branson and between our hotel and Silver Dollar City. It offers more than 5.5 miles of glade and forest hiking. The longest path, called The Homesteaders Trail, lets the hiker see remnants of pioneer habitation. Settlers moved in during the mid 1800s, finding water from Roark Creek and lots of game in the forest. The creek and the animals are still there. <http://www.exploresouthernhistory.com/henning1.html>.

Kayaking in Branson — taking advantage of the beautiful lakes: <http://www.kayakbranson.com>

Golfing in Branson — Championship golf abounds in Branson. Check explorebranson.com for golf courses tied to some of the greatest names in golf.

Shopping in Branson — lots of shopping. Outlet malls, Branson Landing, historic downtown Branson — take your pick!

For the Sportsman:

Bass Pro Shop (Springfield, MO), the Headquarters store which includes an

archery museum and an historic rifle and revolver museum and a great restaurant: <http://www.basspro.com>

Bass Pro Shop (Branson, MO), smaller store (but closer) down on the Landing. There's also a nice Fish House restaurant on the river there.

For the Antique Lover: Antique and flea market shops in the Branson area: https://directory.branson.com/listing/guide/home_garden/antiques_flea_markets

For the lover of quilts and other handmade items (take home something made in the Ozarks!) Over 200 quilts in stock at this store in Branson, MO: <http://www.ozarkquilts.com/>

Another Quilt Shop Ozark Mountain Quilts: <http://www.bransonquiltstore.com/contact.html>

Art and Special Collection Museums: While Branson is known for its live music and entertainment venues, it also is home to numerous museums and art galleries. *The Springfield Art Museum (in Springfield, MO)* includes a collection of over 9,000 works of art spanning thousands of years of history. *Crystal Bridges Museum of American Art (Bentonville, AR)* is an outstanding museum. General admission is free (sponsored by WalMart) and the building itself is a work of art, nestled in a natural area that has trails winding around among the trees. Special exhibits announced on their website.

When you visit the *American Presidential Museum in Branson*, you can tour life-sized replicas of the Oval Office and the presidential quarters of Air Force One, as well as view numerous exhibits and displays: <http://www.bransonshows.com/pointsOfInterest/AmericanPresidentialMuseumInBransonMO.htm>

At *General Sweeney's Museum (in Republic, Mo., adjacent to the Wilson Creek Battlefield)*, you will find over 50 Civil War displays with weapons, uniforms, flags, and other artifacts.

The Air and Military Museum of the Ozarks (in Springfield, MO) is dedicated to the upkeep of military artifacts and also is home to an exciting helicopter simulator.

The Veterans Memorial Museum (in Branson) features artifacts and exhibits on every war fought since the turn of the 20th century.

Bonniebrook Park (between Branson and Springfield) is the historic home of artist Rose O'Neill and features a museum and restaurant.

At the *Laura Ingalls Wilder Home and Museum (in Mansfield, MO)*, you can tour the historic home of the author who wrote the Little House On The Prairie series.

The Ralph Foster Museum at College of the Ozarks includes items and artifacts on the history of the Ozarks, covering such areas as mining, culture, wildlife, arts, and more.

Sports enthusiasts will want to visit the *Missouri Sports Hall of Fame (in Springfield)* with exhibits and memorabilia from a variety of sports. <http://www.bransonshows.com/pointsOfInterest/MissouriSportsHallofFameInSpringfieldMo.htm>

At the *Museum of the Unexplained (in Reeds Spring, MO)*, you can view credible UFO accounts, as well as other unexplained but substantiated events and items.

The Railroad Historical Museum (in Springfield, MO) is an actual train, where the engine, passenger car, and caboose are filled with exhibits and displays on the history of the railroad. It's a non-profit museum run by volunteers and may not be open all days.

At the *World's Largest Toy Museum in Branson*), you will get lost in memories of your youth as you explore thousands of toys dating from the early 1800s to the present. <http://www.branshows.com/activity/WorldsLargestToyMuseum.cfm>

Eureka Springs, AR, is a town well worth visiting as a day trip either before or after the convention or on a day when the convention's activities don't appeal to you. By the way, Reeds Spring is almost next door to Branson, Springfield is about 35 miles, Bentonville, Mansfield, and Eureka Springs are farther away. (MapQuest will tell you!) Whether you stay in Branson or venture farther out, you will have a great time experiencing the history and culture of the Ozarks when you explore the area's museums and galleries.

2015 Convention

Just how far is it to Branson, anyway?

Missouri is in the center of the US, so we figure Branson is within flying distance of everyone in the club. (After all, Jack and Sandy Madden flew from Florida to California for the 2014 convention, so we figure most of our members would have just half that far to fly. Besides, we hope you are thinking more about how much fun you'll have in Branson next June 29-July 3.

But just in case you were wondering, convention committee member Tom Endmondson-Peterson went to the internet to get the following driving mileage and nautical mileage from various points around the USA to Branson:

From Seattle WA to Branson: 1,656.92 miles or 1,439.82 nautical miles

From Minneapolis MN to Branson (a straight shot south): 917 miles or 495.14 nautical miles

From Bangor ME to Branson:

1,392.98 miles or 1,210.46 nautical miles

From Virginia Beach VA to Branson (a straight shot west): 954.36 miles or 829.32 nautical miles

From Miami FL to Branson: 1,073.32 miles or 932.69 nautical miles

From Corpus Christi TX to Branson: 658.53 miles or 572.24 nautical miles

From San Francisco CA to Branson (almost a straight shot east): 1,603.68 miles or 1,393.56 nautical miles

So there you have it. The answer? Not that far! And we guarantee you'll find lots of fun things to do at the convention — after all, the club's annual convention is the greatest place for the club's Five F's — Flying, Family, Food, Fun, and Fellowship — and then there are the many activities available in the Branson area. Come one come all — “Show Me” Short Wings Over the Ozarks.

2015 Convention

Our convention center hotel will be great!

By Eleanor Mills

The members of the planning committee have been especially pleased with our reception at the Lodge of the Ozarks, our convention hotel. From our first meeting there last year to our latest meeting on August 14, those in charge have extended themselves to not only make us welcome but to accommodate all our suggestions.

Not only that, but they have arranged for great rates. The hotel has two classes of rooms, Premier Rooms on the first and second floors, and Value Rooms on the third and fourth floors. The Premier Rooms, feature special furniture (Amish-made furniture on the first floor and a special dark colored furniture on the second floor). Rates are \$89.99 with a free full buffet breakfast for the Premier Rooms. Value Rooms (which are more like standard motel rooms) are \$79.99, also with the free breakfast.

Rates are for double occupancy, with kids 13 and over charged an additional \$15 for the room and \$5 for the breakfast. Kids 12 and under are free. The convention rates apply five days before and five days after the convention — so remember that when you call to register. Service animals are allowed, but no other pets.

For a view of the rooms, go to lodgetheozarks.com. The website lists and shows pictures of all the available room styles.

You can register either by telephone or online. Our promo code is Piper.

That secures our rates for not only the convention dates but the five days before and five days after for those of you who would like to extend your vacation to take advantage of even more of the activities the Branson area offers. The phone number is (toll free) 877-327-9894 and the website is lodgetheozarks.com.

Remember that you need to register before June 1.

Events and activities set for the hotel include registration and hospitality (including raffle items to vie for and silent auction items to bid on), the chapter presidents' meeting/breakfast, the executive board meeting, and the closing banquet. The Crystal Hall will be used for the banquet, with round tables, a stage, PA system and all the audio visual equipment we might need. Our banquet meal will be The Lodge Country Buffet, with crispy fried chicken, thinly sliced roast beef, creamy mashed potatoes, creamed corn, turnip greens, ham and beans, garden salad with assorted dressings, jalapeno and sweet cornbread, sweet yeast rolls, apple cobbler and peach cobbler, coffee and tea service. I don't know about you, but that makes me hungry!

The hotel is right in the center of activities in Branson. It is located on Highway 76, known as the 76 Strip. There is a theater right across the street that this fall was featuring the Liverpool Legends (a tribute to the Beatles), next door to the Mickey



Two views of the Lodge of the Ozarks' lobby area. Above is the registration desk. The convention registration room will be just off the lobby on the right. Below is one of the conversation areas the lobby features (along with the fireplace, which we won't need).



Gilley theater on one side and a family fun track on the other, and out the back door you can see the smoke stacks of the Titanic. White Water (with an amazing new water adventure called the KaPau Plummet and 13 acres of rides and slides) is just a bit up the highway. Silver Dollar City (less than 5 miles away) just announced two new attractions, Fireman's Landing, set to open in the spring, which features 10 new rides and play areas for all ages, and performances by the Harlem Globetrotters at Silver Dollar City for six weeks starting in June. The Globetrotters won't be playing basketball games but they will be doing three shows a day featuring their comedy, ball handling, tricks and athleticism.

The hotel is expecting to have a franchise restaurant on site when our convention starts. Right now they

serve the full buffet breakfast and offer limited food items in the lounge area, with diners who want other options able to choose from 45 other restaurants within a mile and 10 within walking distance. And they cater other meals such as our banquet. And to satisfy the ice cream lovers in our crowd — you know who you are — there is an Andy's Custard just down the street! (And the Keeter Center, where we'll be on Tuesday for our membership luncheon and meeting, has an ice cream parlor with 10 flavors of College of the Ozarks student-made ice creams and sherbets.) We guarantee you won't go hungry!

And you'll find plenty to do. Just check out www.explorebranson.com to see a listing of attractions from A (Amazing Zipline) to Z (Zipline USA) — not all ziplines, of course. There are

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Two of the hotel managers ready to make our convention center great are shown here. Above is Christopher Ray, sales director and assistant manager. At right is Khalid Wahab, general manager. Both met with part of the members of the convention planning committee in June. Shown clockwise around the table above are Bonnie and Fred Mayes, Christopher Ray, Bill and Teresa Lynch, Sid Brain, and Frank Sperandeo.



museums such as a toy museum, the Farm and Auto Museum, Ripley's Believe It or Not, the Ralph Foster Museum at the College of the Ozarks, the Veterans Memorial Museum, mini-

golf and go-karts, a fish hatchery, and all the theaters and family-oriented shows you could possibly imagine.

And our convention, too! What more could you ask?

Convention Dates to remember

Convention dates: June 29-July 3

Registration Form: Ready now for you to fill out

Registration Deadline: Deadline to register with the hotel for the special rates (and to make sure there is a room) is **June 1**. That's also the deadline to get your registration form in to qualify for the cheaper registration fee and to make sure you can attend the convention events such as the Branson Belle dinner cruise.

SWP Education Foundation Update

Scholarship awards for 2014-15

By Larry Jenkins
Foundation Director

Thank you for being so faithful in reading what I write in the SWPC News. Sometimes I struggle in writing, but I feel I need to share with you what is happening with the Short Wing Piper Education Foundation. I never want to think we can't do better, just because we have reached a higher level than we have ever achieved. You have truly been faithful to support me as your Education Foundation Director, and to donate generously! I know I fall short in saying thank you, but our scholarship students truly appreciate the assistance we give toward their aviation career education.

At the 2014 Santa Maria Convention the Short Wing Piper Club Board approved all four of the scholarship applicants. I was ecstatic that we were able to give them \$2,500 each for tuition assistance. Although this is not much money, in today's economy, it helps these young aviators as they pursue their education for a career in aviation. Because I know the cost of tuition, I cannot be satisfied even with the amount we have provided. But I am very grateful on their behalf, and I hope we can do more next year. I still like my idea of each member making a one-time \$10 donation each year, and we would have more money to award than we awarded this year! I still advocate that the Short Wing Piper Education Foundation is the passion of our club. With each member participating, with a nominal donation, we could do even more for our scholarship students.

Tim Cuff is a renewal scholarship

winner; he will be graduating in August 2014 from Central Washington University, with a Bachelor of Science in Aviation, Commercial Pilot Specialization, with two minors, one in Aviation Management and the other in Administrative Management. Tim's drive to accomplish his goal is most commendable. He has accomplished all of these academic goals before his 20th birthday. Dave Luse, Tim's sponsor, saw in this young man the drive and determination to be worthy of a scholarship, and he was right! Tim has a 3.685 GPA!

Justin Holt is a first time scholarship winner from Delta State University. He is in his senior year, where the financial aid seems to be needed the most. He also has a football scholarship, and has maintained a 3.65 GPA! When I reviewed his college transcript, I was impressed with the courses he had taken, as they are the courses one needs to be proficient in for an aviation career. Justin has not let the summer slide by, but has done an internship with the aviation department of Sanderson Farms. He is thinking ahead, by using every means possible to build flight time, as we all know the airlines hire those with flight experience. Also, he made his way to Memphis to visit with FedEx, where he was given an introduction to the 777 simulators. I found Justin to be a worthy candidate for the Short Wing Piper Education Foundation Scholarship, and I am honored to sponsor him.

Cody Marks is a renewal scholarship winner from Lewis University. He is in his sophomore year and has a

3.95 GPA! He is seeking a degree in Aviation Maintenance Management with a minor in flight. He has now completed his A & P training, and will be focusing on his management academic courses. He is also on the University's flight team and has a part time job at an aerial application company. His letters of recommendation from those who know him reflect that he has his focus clearly on a career in aviation. Adolph Svec is his sponsor.

Logan Owen is a first time scholarship applicant, and will be a freshman at Auburn University, studying at the Raymond J. Harbert College of Business and Professional Flight Management. He has very good letters of recommendation, and his high school credentials are noteworthy. He was the 2013-2014 Senior Class President at Harrison (Arkansas) High School. He has the academic background to take on the challenges he has chosen at Auburn University. Sid Brain is his sponsor.

In 2015, only Cody Marks and Logan Owen will be potential scholarship renewal candidates, as Tim Cuff and Justin Holt will have graduated. This means I need to appeal to the

membership and chapters to find scholarship candidates. I stand ready to email you a scholarship application to review and share with a potential scholarship applicant. I am still looking for a student who is aspiring to have a degree in Aeronautical Engineering, and I hope we get to award that young person a scholarship. The Education Foundation is open to awarding scholarships in all career fields of aviation. To contact me, please use swpcefdirector@hotmail.com. Using this email address I can put all my Education Foundation information in a folder for future reference.

I am proud of all our scholarship students. Our "club passion" is a wonderful edification of the future of aviation. Your strong support of my request, as your Short Wing Piper Education Foundation Director, has been most heartwarming. Yes, I get that warm fuzzy feeling when the Board votes to fully support my request for awarding our students scholarships. One hundred percent of your donations are being used for the student's benefit, and I thank you.

Education Foundation Update

Student expresses thanks

To the members of the Short Wing Piper Club,

I am writing you all today to say thank you. Thank you all for supporting me over the last couple of years as I pursued an education and career as a pilot; your contributions to my success have certainly not gone unnoticed. I would especially like to thank my sponsor, David Luse, who helped give me the initial opportunity to obtain a

scholarship from SWPC.

I'd like to give you all a brief timeline of my progress and success in aviation over the past two years. In September of 2012 I entered the flight program at Big Bend Community College with my Private Pilot Certificate. I moved swiftly through the program in my first year, completing my Instrument Rating in June of 2013 and my Commercial by the end

of summer quarter in August.

Returning to school in September 2013, I began my new life as a CFI applicant. After working at the rating for two quarters, I tested for and received the certificate in March of 2014. I immediately jumped into CFII, and completed that stage in June.

Finally, at the beginning of July I began my Multi-Engine training, completing that rating the day before this writing, August 4, 2014. Additionally, I am almost finished with my degrees from Central Washington University. My major, Aviation-Professional Pilot Specialization, will be finished at the end of Summer Quarter, my minors, Aviation Management, and Administrative Management will be

completed in the fall of this year.

Finally, I also have obtained a position here at Big Bend as a Junior Flight Intern where I will get to use my CFI and CFII privileges to guide students from zero time to their commercial pilot certification. I was hired at the end of July and will have my first students when classes resume in September. I am looking forward to using my talents and sharing a passion for aviation with others.

Once again, I give my sincerest thanks to the Short Wing Piper Club. Your generous contributions have helped make my success possible.

Keep the greasy side down.

Sincerely,
Tim Cuff

Former scholarship student delivers donated Vagabond to the Piper Museum

Home from Nebraska

By Alex Minium

(Editor's note: Phil Hoy, who has donated \$1,000 to the club following the donation of a flyable Vagabond to the Piper Museum, contacted the volunteer who flew the Vagabond to Lock Haven, and asked him to write a story about the flight. Alex Minium — a former SWP Education Foundation scholarship student — was that volunteer. This is his story.)

Once in a while high and fast needs a bit of low and slow. Call it a change of pace, but looking down and being able to count the number of cattle in a field as opposed to just seeing a patch of green lets you see what you've been missing.

When the Piper Museum of Lock

Haven PA contacted me about flying a recently donated PA-15 to Lock Haven PA from Bassett NE I jumped at the opportunity to "step back a few years" in the world of aviation. Plans were made and soon I found myself in Grand Island NE (which is not very grand and the farthest thing from an island I can imagine) introducing myself to a gentleman by the name of Bill Ihm, the owner of N4355H. (Editor's note: Bill is a member of the club, having joined in 1991.) I wasn't sure what I expected Nebraska to be like, having only flown over a few times, but it was certainly unique. Nebraska is laid back compared to the East Coast, and refreshingly so. I'd definitely go back, especially with the hospitality of Bill and his horses (he

lives on a farm and they came right up to his car to greet us upon arrival).

Believe it or not, the trip from Nebraska to Pennsylvania only took two days of flying even with weather delays along the way. The first day started at the Rock County Airport in Bassett, and after pulling the plane out and topping the tank (singular!) I was on my way. I'm very familiar with making long cross country flights from having ferried many planes and flying corporately for a living, but this one was unusual to say the least. Apart from the obvious lack of instrumentation and autopilot, the most difficult part of flying this plane was that tiny little 12 gallon fuel tank. I didn't mind flying via pilotage because that is just a good skill for any pilot to maintain, but having to land every hour and a half made it tough to get into a groove. I did have a 5 gallon can of gas in the back just in case I landed somewhere that unexpectedly didn't have fuel, but for the life of me I couldn't figure out how to get that gas from the can into the plane's tank without landing...seeing as its fuel filler is just outside the front windscreen. So close, yet so far.

Rather than write about every single stop along the way (there were 11), I think I'll spare the reader and mention a few of the highlights. In case you want to map out the route, it went something like this; KRBE-KLCG-KEFW-KAWG-C75-KRZL-KIWH-KMNN-4G4-KDUJ-KIPT-KLHV.

In Wayne NE (my first stop) I met the manager of the airport who had quite the story to tell. After he had established that I had just come from the Middle of Nowhere (no kidding, that's really what the locals call it), he proceeded to tell me about how a tornado had devastated the very airport I was then standing on. A year prior, a twister had come through the town leveling all of the hangars, his house, and

many other local properties. Despite the devastation, the man stood proudly on a brand new tarmac with all new facilities and a new house that he and his wife had moved into only a week prior to my arrival. Talk about a rough year! I can't imagine. If you ever get the chance and are flying around the Middle of Nowhere, make sure to stop by and hear for yourself. What a neat first stop...except for the steep learning curve and sore shoulder from figuring out how to hand prop a hot C-65, but that's another story...

I spent the first night in WaBash IN and, thanks to a willing medivac helicopter medic, I was able to hitch a ride to a hotel since the FBO had closed before I arrived. The same medic also willingly took me back to the airport in the morning (luckily his work schedule matched mine!) and I ended up spending most of the morning of day two in their medivac crew quarters waiting for a thunderstorm to pass. We had a great time sharing stories and talking about our families and I am very grateful for their hospitality.

Day two was great for tailwinds! I ended up following the same storm that delayed my departure all the way to Pennsylvania. Following behind the weather made for (no surprise) a rough ride but it was a willing exchange for ground speeds over 100 kts!

I had a little help in Marion OH from a nice lady who helped me with getting some fuel and getting the plane started. By this point I had nearly mastered hot starts and had also gotten into the habit of tying the tail down prior to hand propping the little plane. Marion had winds of over 30kts and I had a hard time finding something to tie the tail to, so she offered to sit inside and hold the brakes while I got it started. She owned an Aeronca Champ so she knew the process well.

I finally made it home, flying just a



The Vagabond is now at home in the Piper Museum. You can also see the Vagabond on the back cover of this issue in the ad for the museum. Our thanks to John Bryerton of the museum for the photos. (And to Phil Hoy and Bill Ihm and Alex for making it possible for the museum to have two flyable Short Wings on display!)

bit past Lock Haven to my home airport of Williamsport PA. It was almost dark and I didn't have a ride from Lock Haven to Williamsport so I opted to take the Vagabond "home" the following day. Overall it was a great trip

and I enjoyed flying a once "modern day" training aircraft. I don't think I ever went much over 1000' AGL and the window was open the whole way home. It just goes to show that low and slow is sometimes the way to go.

Have a technical question?

Even worse, do you have an emergency problem with your Short Wing? Or just a question to ask the board or need help negotiating the website?

Now the Short Wing Piper Club has a toll-free 24/7 Hotline to get you quick, authoritative answers from a member of our Panel of Technical Advisors or a quick answer from whichever board member or staff member knows the answer to your question.

Just call

855-SWPC-411

Donated Tri-Pacer used for great-nephew's flight

When Phil Hoy donated N9243D to the Piper Museum, he stipulated that it should be a flying airplane used to familiarize staff, volunteers, and visitors with the joys of flying a Tri-Pacer. That stipulation is being met in spades. A story in the last issue shows a Scout troop experiencing flight, some of the them in the Tri-Pacer. In this issue, it's a member of Phil's family, a young great-nephew, who gets to fly in the Tri-Pacer. Jarod's story follows:

The Best Show & Tell

**By Jarod Pfaumiller, Age 13
Alum Bank, PA**

On the first day of each school year, the teacher always asks us to share with the class something special we

did during the summer. This year, I've got an awesome experience to tell them about.

My great aunt and great uncle from Connecticut, Phil and Sharon Hoy, came to Pennsylvania to go to the 2014 Sentimental Journey in Lock Haven. My little brother, Zach, and I hinted that we would like to go along, but they didn't seem to take us up on it. Then Aunt Sharon said, "Okay, get ready, and we'll take you along." We really didn't know what to expect but off we went.

When we arrived, there was a little red and white airplane that was taking off from a grassy strip and flew for a short time and then landed again. That was the Piper Tri-Pacer that my Uncle



Jarod (left) and his brother Zach are shown above with N9243D, the red and white Tri-Pacer that Ed Watson, an SWPC member who is manager of the airport, gave them a ride in and a chance to pilot the Short Wing..

Phip had donated to the Piper Museum a couple of years ago. Mr. Watson, who we learned was the airport manager at the Lock Haven Airport, was flying it, and we got to go for a ride. Of course, I spoke up and said I wanted to be in the front. Auntie said, “No, we’ll flip a coin to see who will fly in the front.” I called it and sure enough, I lost and had to sit in the back. We took off and half-way down the runway, we dipped a little to the left. Mr. Watson said we hit something called a cross wind.

We flew around the airport and then we landed. Mr. Watson had it all planned. It wouldn’t be right to have just one of us ride up front so he opened the door and Zach and I switched places. What a great feeling to be in the “driver’s seat.” It was so much different than those big airplanes that we flew to Florida in because I could see where we were going through the front windshield instead of looking off to the side. It was kinda like a car with all the controls and I

watched Mr. Watson as he used his feet on what he called the rudder pedals. Boy, you sure have to be coordinated to fly one of these things! But then Mr. Watson said, “Okay, now you fly it.” I was nervous but put my hands on the “wheel,” and it just kept going straight ahead. I wish every kid could try this! Wow! I think I have the flying bug now! Maybe my “rich” Unkie will pay for lessons (don’t I wish)!

And to top everything off, Matt Picano, Aunt Kim’s boyfriend, took some great pictures that I can take to school and show everyone my first time flying an airplane. And thank you, Mr. Watson, for such an awesome time. Unkie said he flew a Tri-Pacer when he was 13 – guess how old I am – 13! And Zach also flew it and he is only 10!! Touche, Unkie!!

(Editor’s Note: Jared’s flight occurred on Saturday, June 21, during Sentimental Journey. The Tri-Pacer, Phil reports, also gave rides to local Young Eagles that day.)

Technical Corner: Pearl Tips

By Frank P. Sperandeo III

Past President

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Fayetteville AR. 72704

Tel:479-521-2609

Email: miss_pearl@cox.net

Website: www.miss-pearl.org

Connie Stevens, our SWPC President, has asked me to share with you some of the technical telephone calls I have received over the years that may be of value to our club and its members. Some names I can remember and some I have just misplaced. One of the most important habits I have strived to do and make part of my telephone technique is to return the call within 12 hrs.- this is my gospel.

Secondly, is to smile when I talk on the phone. The folks appreciate the friendly smile reflected in your voice. It’s contagious.

If I don’t know the answer to his or her questions, I have the best technical guys as teammates to solve member’s questions. The benefit of this process is that I learn something new every day. Connie Stevens has instituted a central telephone call system that alerts each councilor by email of a technical call from a member. Attached to the memo is the type of problem. If I see that this inquiry is out of my scope of expertise, I yield to the other fellows who know the particular answers to the question. It saves time



JPI fuel transducer platform and redundancy. Kudos to you, Connie!

JPI Fuel Transducer Platform

In 2012 I purchased one of JPI's fantastic instruments, the FS-450 fuel monitor with gages and transducer. It has served me well and is accurate to a tenth of a gallon. (A can of Miller Lite)

BTW, the JP stands for Joe Polizzotto owner of JPI-eh!

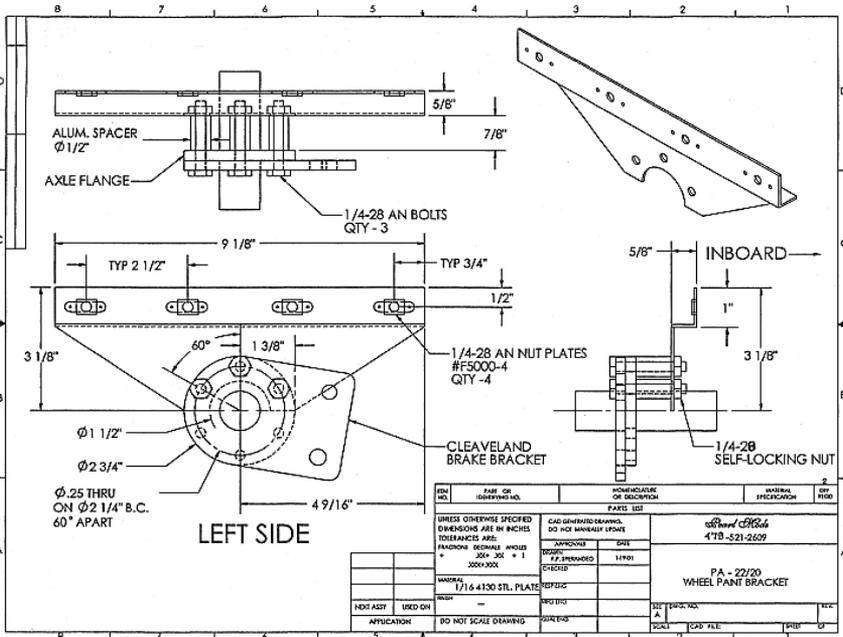
As part of the install, a platform must be fabricated to secure the transducer and fuel lines. A piece of 2x2 aluminum angle channel cut and welded, bolted to the fire wall, will make an ideal fixture to solve this problem. Call me for exact measurements or sketch. See photo: Transducer Platform.

Original Piper Wheel Pant Hardware Design Blueprint

These CAD drawings were measured and drawn from scrapped original parts of Piper wheel fairing attach hardware. One drawing is the wheel pant bracket and the other is the wheel pant axel plug.

DER Reports Available

1. *Split Nose Cowl Assembly*



Blueprint of wheel pant fairing bracket (axel plug on next page)



Bench buffer



6" sewn buffing wheel above and Blue Flash polishing bar



my fingers.

After polishing about two hundred screws, I wasn't getting quite the deep mirror gloss that I wanted so the investigation for perfection ensued. I switched to a green polishing compound bar which gave me a little more depth of transparency, but this compound had a waxy binder which smudged the shine. It added another step by mandating cleaning the screws and the clogged wheel buffs. I found

out from a man in the plating/polishing business that the ultimate deep, transparent shine is achieved by the application of a "Blue Flash" polishing bar. The results of this product are spectacular. Some people use buffing products that are liquid which when applied to a wheel rotating at 3500RPM . . . WOW! Not safe city.

Where to buy: Blue Flash polishing bar: (you may want the smaller bars - call their business) or go online to

<http://www.caswellplating.com/review/product/list/id/746/category/131/> see photo

6" sewn buffing wheels: McMaster-Carr, Lowes, etc. see photo

<http://www.mcmaster.com/>

Bench buffer- 3500 rpm:1/3hp. see photo www.harborfreight.com/ 3

Overspray Clay

Back in 1995, I entered my hangar one day and noticed paint/body shop paper, used sanding disks, and a fine powdery film on the entire floor. This debris blew into my hangar under the sheet metal walls, which had a bottom 12" space, bordering my neighbor's hangar. To my horror, this white overspray paint film migrated on top of Pearl's wings, tail feathers, and everything else exposed. My next door tenant had decided to paint his aircraft while I was on vacation, not knowing he was painting mine. The insurance company was notified, and did an inspection for damage which involved indemnification for a new paint job.

There was no way I was going to repaint Pearl since it took me just short of a year to accomplish this one of a kind laborious task. My first thought was to buff the surfaces. I tried, but the tiny micro droplets were still there. Then I attempted fine wet sanding - too much work and messy. I called my paint guru person and he made me

aware of a product called **Overspray Clay**. This product is just short of miraculous. It is composed of a bar of soft clay and a spray bottle of detail cleaner wax. It works!! Thanks to **Meguiar Products Co. Inc.**

Where to buy: Any Auto supply store or Walmart. See: <http://autogeek.commerce-search.net/search?catalog=autogeek&query=overspray+clay&x=34&y=14>

Drum Brake Shoe Repair for Piper Short Wings

Here is information concerning the brake drum shoe replacement assembly. This company will replace the drum shoes with new material at \$28.00 per wheel. It was reported to me that the quality of work is excellent and the shipping is prompt.

Where to buy: City Brake & Clutch, Des Moines Iowa, 515-246-8672

Professional Stainless Steel Vent Window Slide

Available from me.

Where to buy: See advertisement on page 7 and picture on the next page.

Godspeed,
Franco

Ability may get you to the top, but it

Next issue deadlines:

November 20 for January-February-March 2015 issue

February 20 for April-May-June 2015 issue

May 20 for July-August-September 2015 issue

August 20 for October-November-December 2015 issue

November 20 for January-February-March 2015 issue

But send in your material any time. Remember that we want to put some stories on the website as well as in The News. Your stories and photos will make both better.

*takes character to keep you there. -
John Wooden 1910*

Editor's note: Frank has been an SWPC/EAA Technical Counselor for 24 years and can be contacted for personal technical advice to our members. He is a member of the club's Panel of Technical Advisors and prides himself on same day return of phone calls and emails. He is an A&P, IA, DAR, and DER. See his classified ad for other services he offers.



**Stainless steel vent window
slide**

Technical Corner: Piper emblems fabricated for the control yoke

By Phil Hoy
Portland, Conn.
phip007@comcast.net

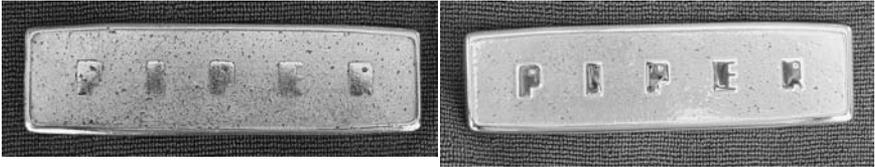
Here's a useful item for some Tri-Pacers and Colts owners if they are looking for the PIPER control yoke emblem that's like the original.

I just received two PIPER emblems that go onto Tri-Pacers' and Colts' control wheel yoke. These are very hard to find. I see quite a few Tri-Pacers where they are missing. One of Clyde Smith's students, Geoff Combs, remanufactured these from scratch (they are made from a durable and light plastic). He tried to make some from creating a cast from an old

emblem — just didn't come out right. Geoff said the biggest expense of these emblems is the chrome plating process.

These emblems are about as close to the original as I've ever seen. They really came out very nice, but they aren't cheap. The original emblems were painted between the lettering (PIPER) usually with Red paint if you want to keep it like the original emblem, but with an all chrome emblem I'm not sure I would want to do that because they really look beautiful with just all chrome.

The first photo is the original emblem (made from a pot metal) with



Original Piper emblem (left) and the newly fabricated one (right)

the paint stripped off. The second photo is the new emblem. Geoff's cell phone is 614-834-5227. His email is

geoff@aerosportproducts.com or
g.combs@aerosportmodeling.com.

Technical Corner: Know your aircraft mechanically

By Ralph Gutowski

Reprinted from the Ohio Chapter Newsletter

The FAA is concerned about the "care and feeding" of aging aircraft in the General Aviation fleet. They even have a web site devoted to helping our aircraft "age gracefully": <http://www.aginggeneralaviation.org>. The web site contains a collection of Maintenance Alerts triggered by Service Difficulty Reports (SDRs) submitted by aviation mechanics, identifying issues found during annual inspections, usually. These Maintenance Alerts are not intended exclusively for mechanics so that we can be more thorough when performing inspections, but *they are very important for every owner and operator to know*. Why? Because it is the aircraft OWNER who is responsible for the condition of his/her airplane. For this reason, I am including a listing of the Maintenance Alerts for our Short Wing Pipers.

Every SWP owner should read them all, then share them with your mechanic.

<http://www.aginggeneralaviation.org/ArticleSearchResults.aspx?MakeID=89&ModelID=518&Keyword=&>

DocType=-1

Maintenance Alert

Piper: Model PA 22-150; Tri-Pacer; Fuel Flow Defect (October 2000)

While cleaning and testing the fuel strainer during an annual inspection, the technician discovered the fuel flow to the strainer was severely restricted. The technician discovered both of the rubber hoses (MIL-H-6000), used to connect the fuel tank outlet fittings to the aluminum fuel tubing, were deteriorated. After removing the hoses, he found the interior lining of the hoses had collapsed. This almost completely shut off the fuel supply from the tanks. The markings on the hoses indicated they were manufactured in the third quarter of 1972 (3Q72). Also, the aircraft used "auto fuel" under a Supplemental Type Certificate for many years. Prior to this inspection, the aircraft was parked in a hangar for 2 years. The submitter speculated the deterioration of the hoses may have been caused by exposure to an "additive" in the auto fuel. He recommended that all operators inspect and replace rubber plumbing in accordance with the manufacturer's requirements, especially on aircraft using auto fuel.

Part total time not reported.

Piper: Model PA22-108; Colt; Engine Compartment Fire (February 2000)

The pilot experienced an in-flight fire in the engine compartment. He closed the fuel firewall shut-off valve, and the fire subsided. The aircraft lost engine power; however, the pilot made a safe emergency landing. While inspecting the aircraft, the technician determined a fuel leak in the gascolator caused the fire. The gascolator rubber seal was severely swollen and extruding out of position. This aircraft was being operated using “auto-fuel” by authority of a Supplemental Type Certificate (STC). The owner/pilot did not conduct a test of the “auto fuel” for the presence of alcohol prior to refueling the aircraft. The submitter recommended frequent inspection of all fuel system seals, hoses, and other rubber parts when using “autofuel.” It is also important to test the content of the “auto-fuel” in accordance with the applicable STC. Another important factor to consider is the pilot/owner’s storage facility for the “auto-fuel.” For example, a barrel hauled around in the open bed of a truck exposes the product to many environmental conditions. Aircraft total time not reported.

Piper: PA22-150; Corroded Nose Gear Mount (January 2009)

A mechanic states, “(I) found the nose gear mount (P/N 13034-00) corroded, (and quite...) thin in spots on the lower tubes (referenced from the inside). The wall thickness originally was 0.049 inches, and in the thin spots the wall thickness was less than 0.020 inches. The mount had been repaired by welding—one (particular) weld was a cold weld that cracked, allowing moisture into the inside of the tubing. The aircraft had an annual inspection

35 hours before failure. It failed on a soft-field landing (after an engine malfunction) and caused substantial damage. In my opinion, the thin wall from the corrosion is why the mount failed.

“My recommendation to prevent such recurrences is to inspect all welds for cracks, especially any field repairs. These welds should be examined for the quality of the weld (like cracks and pin holes) during the annual or 100 hour inspections—the punch test (can be utilized at this time). Any welds or repairs in question should be (performed again as necessary). The punch test information in Piper Service Bulletin 528D and AD 99-01-05 (latest revision) on the wing strut can be used (and adapted) to determine if the nose gear mount needs replacement or repair due to internal corrosion....”
Part Total Time: (unknown).

Piper: Model PA 22-108; Colt; Fuel System Defect (January 2002)

After experiencing two fuel starvation incidents, the aircraft owner asked a maintenance technician to investigate. He said he heard a “hissing” sound coming from the right fuel tank after the second incident. The technician examined the fuel tank caps and discovered they were not “vented” as required. The fuel tank caps were made of aluminum and appeared to be fairly new. He replaced the fuel tank caps, and there were no further problems. Airworthiness Directive (AD) 78-10-03, which references Piper Service Bulletin number 522, addresses this problem. Part total time unknown.

Piper: Model PA22; Colt; Severe Wing Strut Rust (June 1998)

In December 1996, the struts were inspected in accordance with Airworthiness Directive (AD) 93-10-06 and Service Bulletin (SB) 528D.

The aircraft was in compliance with the AD and the SB. During the 1997 annual inspection, the owner decided to have all four struts (P/N 85559-2) inspected and modified in accordance with Supplemental Type Certificate (STC) SA 4635NM. The old fork barrel was cut off, and two of the struts were found rusted severely on the inside at the point where the door catches were mounted. The door catches are mounted nearly halfway up the length of the strut and are secured with two screws. The struts had to be condemned, and two new struts were used. The owner, also a holder of an Inspection Authorization (IA), stated: "AD 93-10-06 does not specifically address this area of struts for inspection. The AD references SB 528D which does not inspect for rust defects around the door catches on the right hand front strut and left hand rear strut. The submitter suggests that the AD be revised to direct removal of the forks. The interior should be cleaned and inspected (using a Borescope) through the entire inside length of the strut. After the struts are modified, they should be sealed and the door catches

secured without drilling holes in the strut. Part total time-2,500 hours.

Piper: PA12, PA14, PA18, PA20, PA22; wing flap and aileron bellcrank cracks (October 1997)

The submitter of this report found cracks in the wing flap and aileron bellcranks. This defect has been found on all of the aircraft models listed. In some of the aircraft only the wing flap bellcrank was cracked; however, other aircraft had the aileron bellcrank cracked as well. Airworthiness Directive (AD) 49-27-02 and Piper Service Bulletin 109 deal with this subject for PA 12 and 14 series aircraft. They may also contain data useful on the other models previously listed. The cracks usually occur at the flight control or cable attachment ends of the bellcrank adjacent to the attachment hole. The submitter recommended these bellcranks be closely inspected each time the wing covering is removed and after severe wind damage to the wings or flight controls. It was suggested this defect may be caused by overtightening the attachment bolt. Part total time not reported

Remember -- you can use the toll free 24/7 SWPC HOTLINE to get advice and answers on technical matters. The club is expanding the hotline to the board and staff of the club. So no matter what the question or problem, SOMEONE can help.

Call 855-SWPC-411 (that's 855-7972-411)

Regional Chapter Reports

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 the attached photo reproduces better.

Arizona

By Doug Conger

The ARIZONA Short Wing Piper Flock assembled for "brunch" at Payson AZ's on-field *CrossWinds Restaurant* on May 17, 2014. Weather was at near-perfection, as ordered. Secretary Doug and Cindy CONGER had arrived Friday evening in Cindy's new Winnebago/Toyota Class-C motor-home. They R-o-N'd in the midfield Observation Park's parking lot.

Flying in from Sierra Vista AZ was a familiar Red and White Tri-Pacer, N3344B, bearing AZ Chapter Treasurer Clifford and Carole VAN VLEET, arriving at about 1000hrs. At that time Doug was just taxing Tri-Pacer N9702D, *Kokopelli*, for a test flight following replacement of the right wing tank at Jim Garner's shop, *Against The Wind*. Barbara and Adrian GEIGER drove in from their Prescott AZ home in Barbara's new Volkswagen Beetle convertible. The drive along and through the Mogollian Rim had to be no less than phenomenal in such a sporty 4-wheeler! Jim and Charlotte GARNER, our usual



hosts at PAN, were enroute from an extended pilgrimage to the East Coast, and missed the *Meet* by two days

Agenda for the official May Meeting of the AZ Chapter was followed flawlessly, that being re-acquaint with old familiar friends and enjoy first rate food. As anticipated, the *eggs Benedict* (. . . *sans* the traditional truffle) were to kill for. The *CrossWinds* staff kept the coffee flowing, and we spent hours catching up on the news.

Cliff's *Meeting Program* was a discussion on his recently finished conjuration of *TIPS & TECHNIQUES, Volume IV*, covering the Yr-2006 — Yr-2013 issues of Short Wing Piper News, comprising 346 pages of useful information for all Short Wing owners and operators. The *CDs* and hard copy versions are both ready for publication and distribution. Costs and sales

prices are now available at the club web store. Your correspondent was furnished a pre-publication review copy of *Volume IV*, which I am happy to report, is the usual VanVleet faultless journalistic excellence.

Cindy C. conducted a guided tour of her Winnebago Micro-Warrior before our meeting adjournment. **N3344B** departed for Sierra Vista in strong gusty spring winds. **VW Beetle** left for a return cruise through the Mogollian, and **Winne-yota** acquired a gate key from the gracious Airport Manager, Ron, for another R-o-N at Payson, this time in the **PAN** Airport Camp Ground with **Kokopelli**. The Congers hosted an evening ice cream and cake “*anti-social*” for **Against-The-Wind’s** skele-

ton staff, Steve Nurre. Doug flew **Kokopelli** home Sunday morning, while Cindy and Harley-D (dog) took the long, slow paved route.

Future meetings:

2014 SWPC Southwest Regional - Sep. 17-21 in Colorado Springs

Drury Inn 8155 N Academy Blvd., 719-598-2500

\$74.99 Short wing Piper rate #2211411

Colorado Springs Municipal Airport

We look forward to future meetings: if anyone has a preference on what they would want to do, please notify Terry.

See also Claire & Terry’s report on the convention, page 26

California

By Linda Cochran and Jim Thames

Calaveras Airfare’s attendance was a bit light on all fronts due to the overcast skies and surrounding weather. Mark Ohlau was working the ramp parking airplanes, after flying in in his Pacer. Jim Thames and Linda Cochran also attended.

Sunday, May 4, was a beautiful day in Santa Paula for their Wings and Wheels event. Ron Reid, Kurt Selbert, Brian Hall and Jim Thames were on hand. Ron served double duty — chauffeuring people around in his 1921 Model T Touring Car and showing off his beautiful Pacer. We also ran across a Pacer that Ron had previously owned. It was sitting on the ramp (with bushwheels), but we were not able to catch up with the current pilot. We also came across another Pacer in an open hangar, but no one was with the airplane. After Santa Paula, we made the hop over to Camarillo to the



Commemorative Air Force Museum. There are some wonderful warbirds there. If you are in the neighborhood, stop in. More information on the museum can be found at <http://www.cafsocal.com/museum.htm>

There is some sad news we wish to pass along for those who may have known Walt Kuhn. Walt passed away May 22. He had been a member of the Short Wing Piper Club when he owned his Pacer, N7744K. 44K is now owned by Mark Ohlau, who was also an A&P student of Walt’s. Walt,



Ron Reid with his bright red Pacer.

those of us that knew you definitely miss you. (Editor's Note: Walt and Kathy joined the club in 1982 and his membership lapsed in 2004.)

There is an airport in northern California that is in need of your help. Ocean Ridge Airport is a privately-owned airport in Gualala. The owner has footed the bill for repairs and upkeep since it was opened in 1963. That burden is now too great, and he is asking for help. We put this on our fly-in schedule for Saturday, July 19. More information about the airport

and making a contribution to save it may be found on their website, <http://oceanridgeairport.org/>.

Have somewhere you want to fly? Let us know.

October has Short Wings invited to the West Coast Ragwing Roundup at O52, Sutter County Airport, on October 25, 9 a.m. to 3 p.m. You can find more information on their facebook page at https://www.facebook.com/events/637312046336625/687783717956124/?notif_t=plan_mall_activity.

Willing to host a fly-in event in California? Have a special event going on in your area? Please let us know so we might promote it – e-mail us at shortwingpiperclubca@gmail.com or give Jim Thames or Linda Cochran a call at (707) 782-1282.

Interested in the California

Florida

By Iris Morris
Chapter Newsletter Editor

May 3, 2014, was a good day for ducks and ‘gators, but not for planes. Six Chapter members drove to Pappy’s Grille at Gilbert Field in Winter Haven. Lee had a list of meetings for the coming year and Iris had the 2014 Sun ‘n Fun de-briefing notes for discussion and approval. Both were accepted.

After a nice lunch/brunch and pleasant visit, George and Tyke Klitsch, Lee and Jean Houseknecht, Glenda McElwee and Iris Morris left in to the by then clearing weather.

We thank all for attending and are sorry that the rest of our members were unable to make it.

FLY-INS -- JUNE, JULY AND AUGUST NO MEETINGS

Oct. 4 Saturday Bartow Eagle Lake Diner

Michigan

By Garry Butler
Chapter President

We held our meeting at the Marysville Sero’s Restaurant. Thanks to our hosts, Jay and Carol Smith. We met at the “Friends of the Airport Building,” St. Clair County Airport

Don Lashuay flew his PA 12 in

Chapter? We would love to have you join us. Be sure to visit us online at www.shortwingpiperclub.org and follow the California Chapter on facebook at www.facebook.com/groups/377938965626527.

Happy Flying!



Nov. 1 Saturday Zephyrhills Next Door Diner

Dec. 6 Saturday Winter Haven Pappy’s Grille

Jan, Feb, 2015 Open

Mar Annual Chapter Business Meeting SWPC Building, Sun’nFun Lunch at Earhart’s Grille

See also Iris’s report on the convention, beginning on page

46



from his private strip in Midland. He was the only person to fly in though it was a beautiful day.

Jim and Janet Lee drove in from

their home in Laingsburg. They sold their airplane this past week to a fellow from Calgary, Alberta, Canada. Jim said he didn't realize how long it had been since he had flown it. The only major items that it needed were a new battery and a carburetor. The new owner stopped in Grayling and called in a good report. Later he called again saying he was down in Wisconsin with oil on the belly. Probably not a big problem, but I hope Jim keeps us informed.

Bill Kuyk drove in from Holly. Bill has a Tri-Pacer he has been working on for some time. FAA says he has made enough changes to it to change it from a Piper Tri-Pacer to a Kuyk Tri-Pacer. Bill says he recently came in to some money and is putting it into the Tri-Pacer. Good luck, Bill. I'm looking forward to seeing it flying. FAA also gave him the news that they will allow him to renew his IA.

Jay and Carol Smith were our hosts. Jay has been flying an ErCoupe for several years and was explaining to us the finer points of landing in a cross-wind without rudder pedals. There were also many other stories told by all us flyers as we waited for our food to be served. If you snooze you lose.

Garry Butler: I brought my grandson, Aidan Zawada, with me. I am afraid he was a little bored with us old people. We intended to visit the Great Lakes Maritime center and the railroad tunnel to Canada after the meeting, but he had a chance to go fishing with his dad and brother if we hurried home. So far I've heard they caught 12 fish.

I still need to get the annual done on my plane. I have been on light duty for the past five weeks, but I expect to be released by my doctor this week, then I've got some farming to do for my brother as I also prepare our home of

44 years for sale. Then back to Grayling to work on my airplane.

I sympathize with Jim Lee on the sale of the airplane he has owned for many years. I married a woman who had a horse and lived in the Detroit suburb of Royal Oak. Except for maybe one year in our 44 years together we have owned horses. Shortly after I returned from our meeting some folks from Southern Michigan loaded up our last two horses and took them away. Very bitter/sweet. *I guess it's the beginning of a new era in our lives.*

Business: We need a Treasurer! If you think you can do the job, let me know. Our elections are in October of each year. We have three officers and a newsletter editor. I presently am filling three of these positions and I can use some help. At 66 years old I am one of the younger members of the club, but I am definitely not the future of the club. If we are to have a future, we will need some younger members to start participating. Please give it some thought. Invite every Short Wing owner you meet. I'd be happy to send them a newsletter. Just let me know.

We held our April meeting in Flushing at the Liberty restaurant. Thank you to our hosts Margie and Richard Brady. We had twelve people attend.

Dave Schmelzer came from Midland with his friend Bob Harrington. They were having a fly-in pancake breakfast at Midland. Unfortunately with the weather, everyone had to drive in.

Bob Harrington just had heart surgery. He says he is doing rehab three days a week. He has a cylinder off for repairs and also is putting new struts on the Vagabond. Just waiting to have them painted.

Richard and Margie Brady just



Eating at the Liberty Restaurant in Flushing in April were (clockwise from left front) Bill Green, Elmer Miller, Richard Brady (mostly hidden), behind them Chris Green and Marion Grant, then Margie Brady, Clyde Grant, Janet Miller, Don Lashuay, Garry Butler, Dave Schmelzer, and Bob Harrington.



Left to Right: Jay and Carol Smith, Jim and Janet Lee, Bill Kuyk, Don Lashuay and Aidan Zawada at Sero's restaurant in Marysville Mi.

came in from Florida the night before. No flying, but Dick says he has been watching a lot of airplanes and it was nice to be in the warm weather for a couple of months.

Clyde and Marion Grant from Beaverton drove down with Don Lashuay. Clyde says his flying days are over due to health issues.

Don Lashuay from Midland said his runway is still too wet to fly from, but he says he wouldn't have been able to fly anyway because of the rain.

Bill and Chris Green drove from Mancelona. They said this was their first meeting this year. They just came back from Texas where they helped welcome a new grandson, Henry Edwin Green. Bill said he has had his Cherokee out, but hasn't done a lot of flying. Even though they are moved into their new house there is still lots to do that is keeping them busy.

Elmer and Janet Miller haven't been doing any flying for some time though their air strip is still there if you want to come and visit. I enjoy doing a low pass whenever I am in the area.

(now that I have moved my plane to Grayling that probably won't happen much.)

Garry Butler: Last meeting I complained that I had lost my transponder from my hangar. I'm glad to say I found it right where I hid it from myself. This is always what happens as soon as I start blaming someone else. I've been busy working on the wiring of my cabin. Still a little more to do, but I needed to get back to Lapeer for doctoring. I need to get the annual done on my plane, but looks the like middle of June at least as I am going to have surgery and I expect to be on light duty with no long car rides for six weeks.

Meetings scheduled

September 6th, Brighton Airport

October 4th, Business meeting. Site not chosen yet.

November 1st. Open Contact me if you are interested in hosting Oct or Nov.

December 6th, Christmas party, Bay City???

Ohio Buckeye



By Ralph Gutowski Chapter Newsletter Editor

It was a nasty weather day on May 10 and even the birds were grounded, but six Ohio chapter folk ventured out anyway to engage in three of the four SWPC traditions: food, fun, fellowship, but no flying in on this day. Attending the meeting were Tom and Denise Anderson (Mason), Leon and Carol Awalt (Cincinnati), and Rosemarie and Ralph Gutowski (Oxford) who hosted the event.

After a lunch of smoked turkey (Ralph smoked it over Ozark persimmon wood) and/or Sloppy Joe's, potato salad, fresh salad, and raspberry crisp squares, we were entertained by Tom and Denise Anderson.

They projected on a huge flat screen TV amazing pictures of their recent trip to Nepal and Tibet. It was a terrif-

ic travelogue revealing the people and culture, but the highlight was pictures of Mt. Everest, and their landing at Lukla, heralded as one of the world's most dangerous airports. Check it out at:

<http://www.youtube.com/watch?v=varXoJbpbds>.

Lukla airport (VNLK) is at 9,200 ft MSL, has just a 1,509 x 66 ft. runway, a 12 percent gradient, and a 2,300 foot drop off at the end, making for one doozie of a takeoff. The landing is something else all together!

This is the most popular start point for the trek to Everest base camp. The Andersons actually made the trip there in a Soviet built helicopter, and Tom got some spectacular pictures from the front seat.

2014 Meeting Schedule

Our meetings are held monthly, usually on the 2nd Saturday or Sunday, except when there is a conflict with a national holiday, then it may be held another weekend.

- September 17-21 – SW Regional Fly-in – Colorado Springs, CO
- October 11 or 12 – Middletown (KMWO) – Anderson's hosting
- November 2 (Sun) – Schulze Int'l Airstrip (69OI) Chili Cookout

By Jan and Ralph Widman

June 7 was a perfect day for a fly in, blue skies, gentle breezes and a high of 82F. But we had to DRIVE to McArthur from Lynchburg.

Looking at the road map, we found McArthur on State Route 50 which also runs 3 miles south of Lynchburg. Driving through Hillsboro, we entered the Appalachian foot hills.

For us flat-landers, the area's hills and valleys are a different world and create a scenic drive. There were yard sales along our entire route! They must be a cottage industry. After Chillicothe we entered 20 miles of

progressively twisting road. Route 50 follows the base line of the hills and spends a majority of travel in the valleys.

McArthur is a small town of 1,000 people. Main Street had visitors and locals shopping in the stores and looking around. We turned north toward the airport, going by the McArthur Hotel. Its name is made by stand out bricks in the wall of the hotel. The antiquated style makes a character statement. North out of McArthur we passed an unusual cemetery, located on a hill side. The first tomb stones started at the bottom, and row after row progressed up to the top. I joked to our crowd that each tombstone "had a good view". (Groan)

We also passed the McArthur Post and Lumber Company. From the looks of the buildings they turned tree trunks on a lathe and made posts at least a foot in diameter. These posts were bundled and stacked in the yard. A few logging semi trucks full of their daily harvest of hardwood logs shared our highway. We also saw a large trucking operation with trailers only to haul logs only. It's a big industry in this part of the state. One smaller lumber mill had rectangle slabs of wood the size of rail ties laying in their yard.

Tom Wilkerson put on a nice picnic lunch. The cake seemed exceptional to me. They have a large commercial kitchen at the airport. This is where they prepare the chicken for the annual Vinton County Chicken Barbecue and Air Show the third week of September. Tom had our lunch catered.

Tom advised us that Jim and Dondi Miller (SWPN advertisers who own Aircraft Technical Support) are sewing the envelopes to be used to recover his Tri-Pacer. The EAA Chapter at Zanesville is doing the rebuild as a project.



Pictured at the June meeting at Vinton County are (left photo, clockwise from left front) Jan Widman, Denise Anderson, Jean Blue, Carolyn Awalt, and Amy Dayton. At right are (left to right in front of Shaun Eckles' snazzy Vagabond) Dan Eckles, Dean Dayton, Bob Blue, Leon Awalt, Shaun, and Ralph Widman. Tom Anderson was the photographer.

When we arrived, the Andersons, Blues, and Tom were there to greet us. The Andersons and Blues flew in. Next, the Alwalts drove in and Dean and Amy Dayton landed in their Pacer conversion. Around lunch, we guys talked about ram air fuel caps, the lack of non-ethanol auto fuel for our planes and the fact that the government had closed the only lead plant in the USA. It's used in 100 octane leaded av-gas. One owner admitted to flying less because of \$6 gallon fuel costs. They agreed that General Aviation has slowed down and the Light Sport Cubs, Vagabonds, Ercoupes, Chiefs, Champs, and Luscombs have all increased in price. It's amazing what happens when the third class medical is removed.

I was able to show off my vent window slide. My article on it was in the last issue of the News. It allows more cooling air to enter the cockpit by locking open the vent window 1 inch. For me it makes summer flight more enjoyable. Dean Dayton is to install one on his Pacer.

About 1:30 I noticed a yellow Vagabond in the tiedown area and a

father and son walking across the flight line. I was excited to know if it was a Wag-A-Bond by Wag-Aero. The pilot said no. It was a real PA-17-65 hp. They were Shaun and Caleb Eckles from Pickerington, Ohio. He had just bought the plane two months before. They have had Tri-Pacers in their family. His father, Dan (an SWPC member), has a grass strip in the Lancaster area and is rebuilding his Pacer.

Shaun flies for Net Jets out of Columbus and flies a Hawker for his day job. His Vagabond has "D" windows, a left door, and a 9 gallon wing tank. It also has original instruments.

Shaun plans to join us in our meetings, having found out about us from the Buckeye Chapter web site. He also commented that his father and mother were to fly in soon in their Stits Play Boy. When they arrived, the camaraderie level increased. His dad said he bought the Playboy to fly until his Pacer gets finished.

By 3:30 it was hard to leave the gentle breezes of the picnic pavilion. The Daytons flew out first. They were followed by the Blues' 1952 Tri-Pacer and the Andersons' Tri-Pacer. Leon

and I waited until the Vagabond and the Playboy got started. When they were off, we agreed that the sound of Short Wing Pipers taking off is music. However the soft purring of a 65 hp Vagabond beats them all.

By Ralph Gutowski

Nine members of the Ohio chapter met at the Sky Galley Restaurant at historic Cincinnati Lunken Airport on Saturday, July 12, 2014. Hosts Leon and Carolyn Awalt were joined by Tom and Denise Anderson, George and Jeannie Elbel, Jerry Isbell, and Ralph and Jan Widman. The Elbels made the 20-minute flight from Hamersville in their original Pacer and Jerry Isbell braved a forecast for some rough afternoon weather to fly in from Port Columbus. The bad weather never materialized.

The group enjoyed good food and fellowship accompanied by the usual SWP chit-chat. Of particular interest mechanically was a discussion about one member's issues with oil pressure readings that fall well below the green arc after the engine warms up. More investigation is needed, but the vernatherm is the #1 suspect.

Jack Lautzenheiser's passing on July 7th after a long illness was noted and many warm and uplifting memories were shared. Several members attended the funeral earlier that week. Jack was a great friend to all; his infectious enthusiasm and affable humor will be missed. Our sympathies and condolences go out to Pat and their family.

Jan Widman has agreed to serve as the contact person for chapter business. Personal plans for attending EAA AirVenture at Oshkosh were shared. The gathering ended about 3 PM. Jerry Isbell flew out first.

Then the guys headed for George Elbel's Pacer parked on the ramp to

prove a point. During lunch there was discussion about the electrical systems and starters in particular in our planes. Tom Anderson reminded us that prior to 1955 the starter button under the seat is live even though the master switch is off. We went out to George Elbel's Pacer and proved the point with a live demonstration. Only in models about 1955 and after is there is a starter solenoid in the starter box under the seat which is energized by the master switch, but earlier models will crank with the master in the OFF position. It's an important safety consideration to remember.

Hot off the press! "Wid" (Ralph Widman) hit the aviation jackpot, so to speak. The EAA Young Eagles program awards two prizes every six months to pilots who flew YE missions. Out of a pool of 4,000 eligible pilots, Ralph's name was drawn as the number one prize winner. What did he win? Ralph selected an all-expenses-paid week at Sean D. Tucker's aerobic training academy in California. He will get four days of upset training in a Pitts. Ralph says he has been reading Duane Cole's classic book on basic aerobatics. Duane flew inverted so much he had his name painted upside down on his Taylorcraft. Pack your parachute, Ralph, and take your anti-nausea pills.

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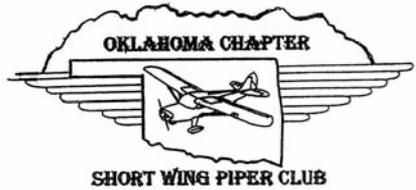
Oklahoma

By Tom Gifford
Chapter President

Our fly day was Saturday June 7, forecast to be a bit on again off again with the weather... But we made a go of it to attend the Paul's Valley fly-in. Eleanor Mills had forwarded a few e-mails and that put plans in motion. Rainy weather kept the attendance down; however, breakfast was good. The fly-in Lunch lasted till after we got home and mowed the runway.

There were lots of different types of aircraft there. We had four Piper Pacers there, more than any other type. However, I did enjoy the beauty of the Monoplane that was there... The beauty of a polished Swift. The stance of the older Cessna 180. Oh yes, Jack WeiSel won the The Best Classic award from the OAAA.

New member Mike Pieper and family had recently completed building his private runway and were looking for a place to fly to. His Pa-22 has a great fly me attitude, which is perfect



for making our flying days wonderful. Better than that is the fact that I had the opportunity to have had a sit down talk with Bill Piper. Mr. Piper built and designed his Tri-Pacer for pilots just like Mike. Thank you, Mr. Piper.

I was excited to help promote this event for the Oklahoma chapter. Our airplanes love to be flown. Some of our members had family issues which needed attention and could not make the fly-in. I hope the best for everyone. We had seven SWPC members in attendance. Two flew up from Texas. Yes, another great Short Wing day. Sorry, unfortunately I forgot the get the ladies in the picture.

Tom Gifford

tgokswpc@att.net



Gathered in front of the Puntney's Pacer above are True and Bruce Putney, Tom Gifford, Jack WeiSel, and Mike Pieper.



Jack WieSel's award-winning red and cream Pacer



Mike Pieper's green Tri-Pacer (above)

The Tennessee "gaggle" (below) in July at Lake Barkley



Tennessee

Secretary Report – May 2014

By Deb Geiger

I just returned from a wonderful trip with my niece and experienced commercial flying, which I hadn't done in many a year (certainly not since we bought Mystery Girl!) Going through security was interesting. The agent had to pat down my head! David asked me if I had a steel plate I failed to mention. (Not to my knowledge...and I think I would know.) All legs of the journey went smoothly, but I really do prefer throwing our luggage in the back seat, doing the pre-flight and run up, then taking off on our journey with my PIC. It just feels more personal and relaxed!

President Report – May 2014

By Tom Brent

It's unfortunate, but our weather has not been kind to those of us who long to take to the skies and meet up with friends! In fact, the only flying I've done recently has been one flight to expose two young people to the joys of aviation. Congratulations to these two Young Eagles! Our intent to fly to Camden this merry month of May was a no go for all but one hearty soul, Ron Caraway. We appreciate the photos from Ron, who was quite amazed at the number of vintage aircraft that

In the group from the Tennessee Chapter on the ramp at bottom in the page on the left are (left to right) Ron Caraway, Dennis Long and his friend Paula, Mick Pratt, David and Deb Geiger, Barbara and Gilbert Pierce, and Tom Brent. Rosemary Caraway was the photographer.



flew in for this event!

I think I see a familiar gleam in the eyes of the two Young Eagles ... perhaps a twinkle. It's exactly like the one I get when I crawl into *94-Charlie* or the *Fly Baby*! It never gets old! I hope these two grow up to feel the same way. Cheers!

Report on Camden

By Ron Caraway

Too bad y'all couldn't make it to the fly-in. My granddaughter and I did fly down to Camden Saturday. We had a great time. Lots of good food from the vendors, t-shirts, etc. The weather did manage to stay just south of the airport so the airshow went on without any trouble. I never saw so many World War II vintage airplanes on one small airport before.

By Tom Brent

For a change we had fair weather for our fly-in to Shelbyville TN on Saturday 21st of June; so it was somewhat surprising that attendance was rather meager. Jim Miller was on the ground as I arrived in Niner-4-Charlie, followed by Joe Carter in his Colt, accompanied by CFI Jason. Not needing the airport crew car we piled into Jim's Toyota and made for the close-by Legends Steakhouse for burgers and salads.

Discussion included the fact that nobody from our chapter would be going to the national SWPC convention to be held in California this year.

I canvassed all at the table for their willingness to accept nomination for next president of the chapter. I believe I heard a “maybe” or two? Anyone wishing to volunteer for this office should put up his or her name. I believe an election is slated for November.

With the afternoon cumulus build-ups building up and thunder showers forecast, we did not hang around, but adroitly repaired to the airport and without refueling hurried back home-wards.

By Deb Geiger

Greetings and belated Fathers’ Day wishes to all you dads reading this! Did you do some grilling? Napping? Fishing? Flying? Hopefully, your day was spent doing what you wanted!

We’re trying to decide where to meet for our next gathering of the gaggle. Attendance has been low lately, and that’s not said to make anyone feel guilty. David and I have certainly missed our share of meetings, either due to distance or family obligations. There are a zillion things that can keep friends at home on the 3rd Saturday of any given month, but it might mean that we need to adjust our meeting schedule or try something different. We’re open to suggestions. This is your gaggle and your input is important. We have tried the RSVP protocol and it seemed to help, so here’s a recap of how and why that came about.

When a destination is decided on, there is the hope that many of the gaggle will make plans to attend, weather permitting, of course. Before the RSVP policy we never really knew if twenty would show up – or one. That “one” was always our beloved president, Tom Brent. Since we’re such a geographically large chapter, covering several states (including a couple of wide states – TN and KY) it didn’t

seem fair for Tom to fly all the way to an airport and find that he was the only one to do so. We decided that if we knew how many were planning to attend, the decision could then be made as to if the fly-in was a go/no go, or if the destination should be changed, based on a more mutually convenient location for the ones intending to fly that day. So far, the plan has worked fairly well. Thanks to all of you who let your intentions be known. It helps greatly in fly-in planning.

So...what can we do to generate some more interest in our fly-ins? Are Saturdays still good days to meet? Perhaps it’s the 3rd Saturday that’s inconvenient, when another Saturday would work better. Maybe a monthly meeting is not feasible in this busy world in which we live. If you have some thoughts, please feel free to share them with everyone. We want to keep the 4-Fs alive and well in the Tennessee Chapter!

By Tom Brent

We had a good turnout at Lake Barkley last Sunday. Nice weather for a change, although I was late getting off and had to scud run for a while to get away from low ceilings in north Mississippi. We had six aeroplanes, including four Short Wings, carrying a total of ten souls. Mick Pratt in a Beech Musketeer came from Murray, KY, as did Ron and Rosemary Caraway in their Pacer. Dave and Deb Geiger came from Illinois in their PA-22 “Mystery Girl.” Gilbert and Barbara Pierce in their “Red Lady” Clipper and Dennis Long with his friend Paula in a “light sport” Aeroprakt A-20 Vista Cruiser came from the Memphis area. I emanated from north Mississippi in my PA-22, Niner-4-Charlie.

Our esteemed newsletter editor, Deb G., being on hand, there was no

need for me to take notes or now report on what transpired that day. Suffice to say, I thoroughly enjoyed the good company and good food at the Lake Barkley Lodge. There were no complaints about the Sunday timing of the fly-in, but there were some reservations expressed for our plans to meet next time in Knoxville in August. The heat this time of year was mentioned as a negative factor; however, I suspect the distance for us westerners was the more cogent reason. Staying overnight may make it more reasonable, though more expensive....(is that an oxymoron?)....

It is my hope that by meeting in more diverse regions of the Chapter's sphere of action we will encourage existing members in those areas, as well as perhaps attracting new folks to join us.

There were also mutterings about having a regional overnight fly-in as the fall approaches. Any ideas (and volunteers to host) will be most welcome. My only plea to y'all is that we not be in a "dry" location.

Looking forward to see new and old faces at our next meeting...Cheers!

By Deb Geiger

There was lots of color on the ramp at Lake Barkley State Park on Sunday, July 20th! Even the sky wanted to get in on the painterly palette and was decked out in cerulean blue and titanium white. It was a day made for flying and visiting with friends. We did a bit of eating, too, but not too much. We had to get those birds back in the air. It happened again that we were forced to cancel a scheduled event due to weather, but the very impromptu make-up date brought us a really good turn-out. President Tom said to me perhaps we ought to cancel all our meetings, then "schedule" our rain date, as we do usually get better attendance spur of the moment. Sounds

like a fine plan to me!

Part of our business meeting was spent trying to convince Tom to become "President For Life," but despite the cacophony of begging and pleading, Tom insists it is time for someone else to take over the reins as the leader of our gaggle. It's hard to fathom, but perhaps it is unfair to ask someone, especially one as dedicated as our Tom, to continue on indefinitely in a leadership role, when he really would like a chance to just be part of the gaggle. With that in mind, is there someone in our midst who would like to step up to the plate and take a swing at this rewarding, but highly underpaid, job? You'll have lots of help from your fellow officers...plus you get your own byline in this publication, AND top billing!! (Who can pass up an opportunity such as that?) Apparently, there will be an election, so we need some nominations, posthaste!

And the fun just doesn't end! In October we're going to plan, once again, a fly-in sleep-over at Rough River State Park! Think of the gorgeous fall colors, the hiking trails, the extended visiting time after a leisurely lunch. Doesn't that make you want to pick up the phone (or get online) and make your reservations right now? I've done it! We're ready for some R&R to practice some 4-Fs with TNs! How about you? The date is the 3rd Saturday in October, on the 18th. It's certain to be a pleasant weekend with friends, and if the overnight doesn't work for you, then come for lunch for the usual gathering of the gaggle. Overnight is optional, of course!

So many plans, so many planes, and if you don't come join us, then, as Ricky Ricardo says, you have some "splainin'" to do!

**See more Tennessee pictures
on the next page**



Enjoying the buffet lunch at Lake Barkley are (clockwise from left front) Deb and David Geiger, Paula and Dennis Long, Mick Pratt, Gilbert and Barbara Pierce, Rosemary and Ron Caraway. Tom Brent took the photo.

Young Eagles

Tom Brent is shown with two of the Young Eagles from May



Chapters --- Where the Five F's (Flying, Fun, Fellowship, Food and Family) are sometimes joined by youngsters getting their first taste of flying!

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 Adolph Svec, chapter coordinator, at the contact information found on page ii 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, 40490 Lovettsville Rd, Lovettsville, VA 20180 540-822-5954, 602-625-5905 (cell); piper3737z@gmail.com

ARKANSAS: (See Razorbacks)

BUCKEYE: For club business contact Jan Widman, 937-364-6050, jamacadura@aol.com. See website: <http://ohio.shortwingpiperclub.org>

OREGON: (See Columbia River)

CALIFORNIA: Linda Cochran, interim president, PO Box 5376, Petaluma, CA 94955-5376, cell 707-782-1282, lcochran@sonic.net

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: For information contact Brian McGlynn, past president, 633 Stearman St., Independence, OR 97351, 541-556-0716, mcglynnb@oandptesting.com. See website: www.columbiariverswpc.org

CONNECTICUT: (See Northeast)

DELAWARE: (See Mid-Atlantic)

EASTERN MISSOURI & WESTERN ILLINOIS: Greg Kuklinski, 8206 Brenner Ave., St. Louis, MO 63144-5216, 314-209-0050 gregkpacer@juno.com

For information on upcoming chapter fly-ins, check with the chapter president listed on this and the following pages or read the chapter reports here or on the SWPC website (www.shortwingpiperclub.org). **Chapter presidents and reporters:** Please send your chapter reports to SWPN at eleanormills@att.net. Anyone with questions on the chapter listings or anyone desiring to reactivate one of the inactive chapters, please contact the Chapter Coordinator, Adolph Svec, using the information shown at the front of this issue.

- 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 4479 Welch Rd., Attica, MI 48412-9394, 810-724-8157; tripacer03c@tir.com ; Online discussion group groups.yahoo.com/group/MichiganSWPC/
- MID-AMERICA:** (KS & western MO) Fred Mayes 236 Farmers Lane, Lebanon, MO 65536-3725, 417-531-1278; fbmayes@fidnet.com
- MID-ATLANTIC:** (PA, NJ, DE, MD, northeastern VA) Rich Capece, 2 Heron Ln, Millville, NJ 08332, (H)856-765-7223 (W) 610-591-6168, (C) 609-471-1519; 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; dalynworrell@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 CENTRAL:** (MN & WI) Tim McDaniel, 405 Miller Ave SW, Hutchinson, MN 55350, 320-587-2476, tlmcd4@gmail.com
- 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

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 See website: www.tnswpc.org

TEXAS, North: (Longhorn) Art McLemore, 417 Pecan Dr., Aledo, TX 76008, 817-441-8897; art-n-betty@att.net

TEXAS, South: (See Longhorn - North TX)

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.shortwingsovercanda.com/http__shortwingsovercanada.com/B.C._Chapter.html

SHORT WINGS OVER CANADA (Ontario & western Quebec); Peter Lubig 102 Highland Dr., Shanty Bay, Ontario, Canada L0L 2L0, 705-835-0312; lubig@planetpictures.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

SWPN
advertisers speak
Short Wing

Aviation Events calendar

October 4, Saturday, 7 a.m. to 3 p.m.: Aircraft Spruce West - Customer Appreciation Day. Aircraft Spruce & Specialty Co., 225 Airport Circle, Corona, CA 92880. This is the time of year when we go all out by offering spectacular discounts on our most popular products and provide a chance for our loyal customers to meet our vendors. So come join the fun and get a chance to win big prizes. Enjoy a free grilled hot dog and cold soda on us! 951-372-9555, 800-861-3192.

October 4, Saturday, 8 a.m. to 4 p.m.: Aircraft Spruce East - Customer Appreciation Day. Aircraft Spruce & Specialty Co. East, 452 Dividend Dr., Peachtree City, GA 30269, 770-487-2310, 8900-831-2949. This is the time of year when we go all out by offering spectacular discounts on our most popular products and provide a chance for our loyal customers to meet our vendors.

October 4, Saturday, 8 a.m. to 3 p.m. Aircraft Spruce Canada - Customer Appreciation Day. Aircraft Spruce Canada, 150 Aviation Ave., Brantford Municipal Airport, Brantford, ON N3T 5L7, 519-759-

5017, 877-795-2278. This is the time of year when we go all out by offering spectacular discounts on our most popular products and provide a chance for our loyal customers to meet our vendors.

Sentimental Journey pancake breakfast, October 5, 8-1

Sun 'n Fun 2015, April 21-26

SWPC 2015 convention, Branson MO, "Show Me" Short Wings Over the Ozarks, June 29-July 3

Sentimental Journey to Cub Haven 2015, June 16-20

Oshkosh AirVenture 2015, July 20-26

(Editor's Note: This is a new feature for the SWPN. If you have an aviation event to publicize, please send it in. However, remember that there is a lead time needed. For example, the events listed here had to be in to the SWPN in August. So allow 2 months lead time and we'll try to get them all in!)

Gone West - Jack Lautzenheiser

By Ralph Gutowski

Reprinted from the Ohio Chapter Newsletter

Chapter President Jack Lautzenheiser made his final flight on July 7, 2014. A great friend to all who knew him, Jack loved people as much as he did airplanes. Under his leadership as Ohio chapter President (and he would acknowledge with his wife Pat's continuous support), the chapter received the SWPC Outstanding Chapter award for 2012.

Jack was a great ambassador of the Short Wing Piper gospel who always had a smile, a warm handshake, and a witty quip. Rosemarie and I fondly remember our very first Ohio chapter meeting. It was in 1997 at the annual fall chili meeting at Slane's grass strip east of Lima. Jack was a one-man hospitality committee. He made it his mission to take us around and introduce us to each and every person (and airplane) and make us feel very welcome. He was a genuine "people-person." In

all the years I knew Jack, I never heard him say anything unkind about anyone (except maybe about the folks in Washington or to tease Pat about her “Dolly Parton” figure).

Jack grew up around airplanes. His father owned a J-4. He started out flying Aeroncas and Stinsons at the Ada Airport with John Derringer (Glenn’s brother) checking him out. Like almost every student pilot, though, Jack had some trepidation when it came time to take the practical flight exam. So he kept renewing his student pilot license over and over and over, until one day his instructor at Bluffton, Dottie Anderson, declared, “Jack, this is the LAST time I am renewing your student license . . . I just cannot face typing “LAUTZENHEISER” one more time on that tiny line.”

Jack logged over 1,700 hours, including time in a Republic Seabee (Jack quipped, “the Seabee never really took off, it just levitated”), but the Tri-Pacer was his favorite. He owned two of them: N9803D was purchased in March 1969 and N3169Z in the early 1980s. On Sunday mornings, whenever the weather permitted, Jack and Pat with Dave and Janet Blank would jump into N3169Z and fly to Urbana for breakfast. If the weather was foul then the quartet would join Virgil and Jean Sloan and Dottie Anderson for breakfast at the Eagle’s Nest Restaurant on the field at Bluffton. It was a weekly ritual for very good friends.

Jack and Pat were “regulars” at most of the SWPC conventions. They participated in the fun “family reunions” in Georgia, Prescott (AZ), Wenatchee (WA), Lancaster (PA), Middletown (OH), Denver (CO), Odessa (TX), Hutchinson (KS), Springfield (MO), and Sault Ste. Marie (MI), but Jack preferred flying close to home, and never over water. One spring Jack and



Jack Lautzenheiser

Dave Blank headed for Sun-n-Fun in his PA-22. They made it as far as Georgia when the weather blocked their path. Jack was delighted to park his bird in an old hangar that had been used to house P-51’s during wartime (he loved historic airplane nostalgia). They “rented” the FBO’s car and drove the rest of the way to SnF. Now then, Jack never liked rough air. Returning home, the flight north over the mountains of Tennessee and Kentucky was “rather bumpy” and Jack had far exceeded his comfort level. He declared to Dave, “I don’t care if we have to go to Ohio via St. Louis, just get us out of this turbulence!”

Pat and Jack made the trip to the Lancaster convention with Virgil and Jean in Sloan’s pretty silver and maroon PA-22. The night before their departure Virgil told Jack, “Figure out a flight plan to Lancaster for us.” And that is exactly what Jack did; he planned a route to KLNS. Only one problem: the convention was at the Smoketown Airport (S37) six miles southwest. So after enduring the thrashing over the Allegheny Mountains, when they landed at Lancaster (KLNS) in accordance with Jack’s flight plan, there were no Short Wing Pipers on the field. After they figured out the mix-up, Jack got out of

the plane and declared: "I'm renting a car and driving the rest of the way to Smoketown - I'll meet you guys over there!" Does anyone else remember the T-shirts Pat & Jack wore at the Lancaster convention that displayed a play-on-words commemorating a visit to the nearby town of Intercourse, PA?

Jean Sloan recalled that, "Jack loved to talk flying more than anyone else I know." He was certainly a family man, as well; the meetings at Bluffton were always graced by the Lautzenheiser kids and grandchildren.

We fondly remember Jack starting off every meeting with a joke that good naturedly poked fun at Pat in one way or another. He candidly admitted

he could not conduct a meeting without Pat writing out an agenda first and then telling him what to do. And we will never forget how Pat faithfully drove Jack to many, many meetings, flyins, and Christmas parties after his health deteriorated to the point that he could not get around by himself. We salute you, Pat.

Reflecting on Jack's impact on our lives, Bob Hope's signature slogan comes to mind, "Thanks for the memories!" One can easily imagine Jack engaged now in endless "heavenly hangar-flying" with Dick and Dottie and Alvah and Lew and Bob and Lyle and Glenn and George and . . .

DATES TO REMEMBER

November 20: Next issue deadline

January 10: Nominations for president and secretary due (see page 117)

June 1: Registrations due for Lodge of the Ozarks, Branson (see hotel story)

June 1: Early registration ends for 2015 convention - "Show Me Short Wings Over the Ozarks, Branson MO (see pages 113-114)

June 29-July 3: 2015 Convention, Branson

Make a difference!

Join a local chapter and attend the fly-ins, fly to the regional events, fly to the convention, send in a story to the SWPN, use the library and the club's website, donate to the club, the library and to the Education Foundation (Hey, Education Foundation donations are even tax deductible!), nominate someone for an office (form in this issue) or run for office, vote in the elections, call 2015 convention director Fred Mayes and volunteer to help at next summer's convention, tell someone about the Short Wing Piper Club, give someone your copy of the SWPN (and call Eleanor for a replacement copy), find someone you can nominate for one of the scholarships the club gives out to people pursuing aviation careers, spread the joy of belonging to your club!

Something for you . . .



“There is something in these boxes for you. The SWPC Store now has the new Tips and Techniques Volume IV manuals and CDs for the period 2006 - 2013. Cliff Van Vleet has copied this information from the SWPC News, and placed it in a manual or CD. The easiest way to purchase the manual or CD is through the SWPC Store on our web site. Please remember the manual and the CD contain the same information,” Larry Jenkins, SWP Education Foundation director and SWPC Web Store manager said. Please go to www.shortwingpiperclub.org to order!

If you’ve been thinking about filling out the membership survey and/or the Hospitality Directory survey first printed in the April-May-June issue and reprinted in the July-August-September issue, you have another chance.

We’re reprinting the forms for you in this issue, pages 115-116. Please take the time to fill them out and send them back to me.

Mail them to SWPC, PO Box 10822, Springfield, MO 67808-0822 or send them email to eleanormills@att.net.

The survey is your chance to help determine the priorities of the club and the directory is your chance to help fellow members.

Thanks

Eleanor

Coming soon . . .

Full-color photos!

No, not in the printed edition of SWPN but in the online edition. Cost to print full-color photos is still prohibitive, but the online edition (and the one emailed to those of you who have opted for the e-News only membership) doesn't go through the physical printing process. And cooperation with our printer, Mennonite Press in Newton, Kansas, has resulted in a way to put color photos in the online issue and the regular black and white photos in the hard copy.

Doing color online was suggested at the SWPC Board Meeting at the SMX convention in Santa Maria and it was decided that 2015 would be a good time to put that into effect.

Since I'm going to be prepping that January-February-March 2015 issue around Thanksgiving time, I'm going to be thankful we have such an outstanding printer. I'm also going to say that's our Christmas present to all of you members.

So, a color section on the 2014 convention in this issue for all of you and something to look forward to online or maybe in your email box in the coming year.

Eleanor
on behalf of the
SWPC Board of Directors

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.

Short Wing Piper Convention 2015

'Show Me' Short Wings Over the Ozarks

Branson, MO

Convention Airport: M. Graham Clark Downtown Airport (PLK)

Convention Center: Lodge of the Ozarks

CONVENTION REGISTRATION FORM

PLEASE PRINT ALL INFORMATION

Last Name: _____ First: _____

First name to print on your badge: _____

Last Name: _____ First: _____

First name to print on your badge: _____

Children's Names and Ages : _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

Planned arrival date: _____ By: (circle) Own Airplane - Airline - Auto
- RV- Other _____

Airplane N#: _____ Type: _____ Judge: (circle) Y N

First time attending an SWPC Convention: (circle) Y N

Accommodations: (circle) Lodge of the Ozarks - Camping - Other
hotel/motel - Other _____

I would like to be a Convention Volunteer: (circle) Y N

REGISTRATION AND EVENT FEES

Registration Fee:

Before June 1: \$50 pp X _____ = \$ _____

After June 1: \$60 pp X _____ = \$ _____

Children 14 and under free.

Monday, June 29

Meet and Greet Social at the airport, cost included in Registration

_____ attending

Tuesday, June 30

Membership Luncheon -Adults \$25 pp X ____ = \$ ____
Kids 3-12 \$12.67 pp X ____ = \$ ____

Wednesday, July 1

Dinner Cruise on the Branson Belle Showboat

\$55 pp X ____ = \$ _____

Thursday, June 28

Flying Poker Run \$10.00 X ____ = _____

No charge if you choose not to collect cards and try for the
jackpot

Banquet Dinner Buffet \$25 pp X ____ = \$ _____

CONVENTION ATTIRE

Short sleeve polo shirts with logo in pocket area :

S ____ M ____ L ____ XL ____ are \$25 ea X ____ = \$ _____

XXL ____ 3XL ____ 4XL ____ \$30 ea X ____ = \$ _____

Ball Cap with Logo: \$12 ea X ____ = \$ _____

TOTAL ENCLOSED \$ _____

**Please make checks payable to: 2015 SWPC Conv.
Mail completed registration form with your check to:
Fred and Bonnie Mayes, 236 Farmers Lane, Lebanon, MO
65536-3725. Confirmation will be sent by email or telephone.**

**For Hotel Reservations call Lodge of the Ozarks, 877-327-9894 or
417-334-7535 or lodgeoftheozarks.com. Use the promo code Piper
for SWPC rates 5 days before through 5 days after the convention.**

**Rental cars are available at the airport. Vans will be available for
shuttle to and from the airport/hotel.**

**For more information contact convention director
Fred Mayes at 417-531-1278 or fbmayes@fidnet.com or
Eleanor Mills at 417-883-1457 or eleanormills@att.net.**

**See Convention 2015 information on the club website:
www.shortwingpiperclub.org.**

Any time is a great time to review our priorities and how we view their importance to both our Club and ourselves. So, please, take a few minutes and mark the following with the number you believe reflects their importance: 1 = most important and 16 = least important for both categories. Mail to SWPC Membership, PO Box 10822, Springfield, MO 65808, or email to eleanormills@att.net.

SWPC Membership Priority Survey

My Priorities

SWP Club Priorities

_____	AirVenture Participation	_____
_____	Annual Convention/Reunion	_____
_____	Chapter Support	_____
_____	Club Info via E-Mail	_____
_____	Club Library	_____
_____	Club Management	_____
_____	Education Foundation	_____
_____	Facebook	_____
_____	Forum	_____
_____	Regional Meetings	_____
_____	Sentimental Journey Participation	_____
_____	Sun 'n Fun Participation	_____
_____	Technical Support & Availability	_____
_____	The News	_____
_____	Voting Methods	_____
_____	Website	_____

Name _____ SWPC Membership Number _____

Comments

Thank you for taking the time to assist the SWPC leadership in their decisions regarding our Club's priorities for 2014-2015.

SWPC Hospitality Directory

Please fill out this form and mail it to the SWPC Membership Office, PO Box 10822, Springfield, MO 65808-0822, or email your answers to cleanormills@att.net

Ways I Can Help

- 1. I would be willing to host a member: Yes ___ No ___
- 2. I would be willing to provide transportation from airport to motel: Yes ___ No ___
- 3. I would be willing to provide information about my area or about preferred routes through here to the 2014 convention to a member traveling through my area: Yes ___ No ___
Please give your preferred method of contact: Phone ___ E-mail ___

Personal Information

- 4. Wife, children, occupation, hobbies, etc.

Aircraft Information/Skills

- 5. I own a (year, make, model aircraft) _____
- 6. I am a (CFI, A&P, IA, other aircraft expert) _____
- 7. I am skilled in: (aircraft repair, remodeling, instruments, etc.): _____

Club Support

- 8. I joined the SWPC in _____
 - 9. I belong to the _____ Chapter.
 - 10. I have been the (office held) _____
 - 11. I've been a member of my chapter for _____ years.
 - 12. I have served the national SWPC in the following positions on the Board of Directors: _____
 - 13. How many years did you serve on the BOD? _____
 - 14. I donate to the club, the club library, and the SWP Education Foundation. Yes ___ No ___
- Other Information**
- 15. What else would you like us to know?

Name _____
 Address: _____
 Phone _____
 Email: _____

2015 SWPC Nomination Form

Two positions are up for election in 2015, with the election to be held at the “Show Me” Short Wings Over the Ozarks convention in Branson, MO, June 29-July 3. Please make your nomination for the office of president and for the office of secretary and send the form IMMEDIATELY (so you don’t forget) to secretary Art Weisberger, who will then contact each nominee to make sure he or she is willing to run. **The official ballot will then appear in the April-May-June issue.**

Submitted by _____ Membership # _____

President (2 year term)

Name _____

Street Address _____

City _____ State _____ Zip _____

Secretary (2 year term)

Name _____

Street Address _____

City _____ State _____ Zip _____

Incumbents in these positions are Connie Stevens, president, and Art Weisberger, secretary.

Copy or cut out this form (and copy it for your spouse/partner or one Family member if he or she is an associate member and wants to nominate someone different), fill it out, and send it NOW to **Art Weisberger, 3616 Blackbird Dr., Sierra Vista, AZ 85635, so he receives it no later than January 10.**

(Editor’s Note: If you need addresses for the nominees, just send an email to eleanormills@att.net and I’ll be glad to look it up for you. If you think these incumbents have done a good job, nominate them. If you think you’d be good in the job, nominate yourself. If you know someone else who would be good, nominate him or her. This is one of your chances to make a difference for the club.)

SMX 2014 Convention Photos



Now that's a happy face! Kay Mills and her daughters, (from left) Izzy, Cali, and Annie, enjoyed petting Mike Geddry's rescue wolf dog Kaylee following the Meet & Greet Monday night at the convention. Obviously, Kaylee enjoyed it as well.



Tyke Klitsch, Connie Stevens, and Iris Morris at Hearst Castle.

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 OND, 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)**

Aircraft for Sale

N1200C, 1953 PA-22/20, 135 hp. 2161 TT, 151 SMOH. Excellent PolyFiber, always hangared. Panel mount Garmin GPS, disc brakes, new bungees, new prop, air-oil separator, 800 x 6 tires, Scott tailwheel. King KX197 radio, Garmin transponder, Mode C. 4-place intercom. Complete logs. Fresh Annual, \$24,500 OBO or trade for Vagabond. 816-769-2737 or 816-891-9225. tfc

1956 PA-22. 100% rebuilt last winter. Prettiest Tri-Pacer at 2014 Oshkosh. 3240 hrs. TT, 36 SMOH. New Garmin com and transponder. 4 place intercom. Stiits covering. Extras include Stewarts Rear Baffle oil cooler, Stewart Tips, Steve's full skylight, Steve's booster brakes, Steve's gascolator, Plane-Power alternator, Sky-Tec starter, micro VG's. All new inside and out. Will deliver anyplace in 48 states for a plane ticket home or you fly to Oregon and ride home with me in your Tri-Pacer. See pictures on Barnstormers - red and white N4770A. \$36,000. Have \$52,000 invested and 1200 hours of my time. Jim Hamilton, 541-951-8973 (10 rings for answering machine). OND

1956 PA-22-150, TT 3051 hours, SMOH 781, fresh annual, Val Com 760 radio, King transponder with encoder, 2 place unicom. \$19,500. May trade for LSA. Hangared at

1957 PA-22-150 Tri-Pacer, TT 4522 hours, 80 hours SMOH by Penn Yan Aero. All records and logs since new. Six pack instrument panel, well lighted. Collins com, nav, audio. This aircraft went through a 7-year total restoration process completed in September 2012. Everything is new or restored to new condition. Always hangared since restoration. This aircraft is ready to fly now and in the future with no concerns. CD available to serious buyers only, please. Your own inspector is welcome. Aircraft will be in annual August. \$45,000. Call Randy, 740-504-0055 (Ohio)

tfc

1958 TRI-PACER PA-22-160, N9321D, 2584 TT, 40 SMOH. New sealed struts and forks, new battery, main gear, tires and bungees, nav/com. Hangared since 1977 in the Chicago area. Fresh annual with sale. \$22,000. Contact John Guilfoil 847-991-1598 or email karla_guilfoil@sbcglobe.net

tfc

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 KX170B (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 logs, auto gas STC, oil separator, white with light and dark blue trim, \$24,500. Rene, Maine, 207-495-2174, reneburdet@roadrunner.com.

OND

1960 PA-22-150 Tri-Pacer (Caribbean). May 2014 annual; full IFR currency/capability; owned and flown regularly for 36 years --- always hangared/NDH. This is an outstanding airplane for transitioning from student through instrument/commercial ratings, and is in excellent condition.

Aircraft based at SIT (Southport NC). Email/call for full details including serial numbers, equipment list and photos. rhf.antares@gmail.com. Phone 910-363-4282 or 443-553-5467. OMND

Projects for Sale

1955 Tri-Pacer, N2476P, 150 hp, serial 22-2850. Project plane, needs recovering, re-upholstery, new windshield, etc. TTA 2840, SMOH 585 (Lycoming O-320), TBO 2000, uses 80/85 min aviation gas, maximum cruising speed 135 mph. Avionics, older — new transponder installed in 1990 — and in average condition, not equipped for IFR. Plane purchased by Donald Nielsen 6-15-72, restored and recovered by Donald. Repainted once. Last flown by Donald 3-16-96; last annual 12-07-99. Magneto repaired and returned to service 10-10-03. Engine tested and ran okay 12-1-03. Wings have been removed and are stored in the garage; the wheels also. The fuselage remains outside. Donald died in February 2013. Call Esther I. Nielsen, 858-759-3514, or write to her at 7984 Artesian Rd, San Diego, CA 92127-2120. Asking price \$4,900. OND

1961 Colt project: PA-22/20-108. O-235-C1B-108 engine, zero TSMOH in 1993. Engine never run since overhauled. Aircraft covered and finished using Air Tech STC and materials through white. No trim colors applied. Installed Bogart battery cable STC, installed all new control cables, new boot cowl, new Cleveland wheels and brakes. Have new windshield and landing light lenses. Mags overhauled to zero time. Have new harness and plugs. Additional parts not listed. Call if interested. Asking \$10,000. Aircraft located at Athens Municipal Airport, Athens, Texas. Jim Grunenwald, cell 903-681-2162, home 903-677-1206, email jim767@suddenlink.net tfc

VAGABOND/WAGABOND FUSELAGE: New and in epoxy primer, includes door frame, two opening windows, skylight, fire-wall 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

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 phip007@comcast.net. **If an SWPC member donates a Short Wing Piper Aircraft and it is accepted by the Museum, I will personally donate \$1,000 to the SWPC.** jfm6t

I am looking for a Tri-Pacer or Pacer project, 150 hp or 160 hp. Please call Bob at 661-978-0722. tfc

Parts for Sale

Lycoming 108 Engine for sale: Lycoming O-235 C1B, 1691 SMOH, removed from Colt for higher hp. All accessories including prop, spinner, baffling, and an extra cylin-

der. Engine pickled and covered. Running okay when removed from a/c. Asking \$4,500. Address questions to dugie_88@msn.com or call 701-741-4369. OND

O-290-D Lycoming, zero since major, all new ex. valves and guides, all cylinders chromed. All tolerances to manufacturer's new specs. Will deliver within 500 miles of Vassar, Mich. Engine only \$7,950, with accessories and prop, \$9,950. Phone 989-823-3276, cell 989-670-9604, or email fschluck@gmail.com. tfc

Parts for sale from PA-22: Landing gear struts/axel; lower cowl; gear cowl; rudder pedal assembly; oil cooler; long and short steering horn arm; brake master cylinder and assembly wires. All \$200. Ohio. Can possibly take west. Pat, 740-374-4284. OND

For sale: Pair of A-1500 Federal skis. 515-549-3423. OND

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

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

LYC O-320-B2B with 740 hours from factory. New cermachrome cylinders. Compression (+/-) 4 lbs. Current annual. Complete Tri-Pacer power unit firewall forward and prop. \$15,000. 503-252-2836. tfc

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. tfc

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 tfc

EXPERIMENTAL CONT. O-200 engine "kit" (Ready to assemble). \$2,995. No accessories. 573-759-7143, Rolla, Mo area. tfc

Miscellaneous

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

FABRIC RESTORATION, tailwheel instruction, Lance Bartels, Cherry Hill Aviation, Southern Indiana (Freetown, Ind.), cherryhillaviation@yahoo.com or 812-322-6762. tfc

RETIRED WELDER/IA WANTS PA-22 ANNUALS. South Central Ohio, Highland County Airport, Hillsboro, Ohio. Ralph Widman-PH 937-364-6050. E-mail wizard-ofwid@aol.com 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

Papers for a Tri-Pacer 150. 515-549-3423. OND7

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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.)

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\$ _____ **Donations***: SWPC **501(c)4** \$ _____ Club Library \$ _____
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\$ _____ Total

Spousal and partner memberships will receive the Short Wing Piper E-News only; otherwise, s/he 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 deductible; however donations to SWP Education Foundation are deductible insofar as permitted by Federal and State Laws. Please, check with your tax representative.**

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

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