

# The Tennessee Short Wing Gazette

A MONTHLY UPDATE OF THE TENNESSEE CHAPTER OF THE SHORT WING PIPER CLUB

April 2004

Volume VII, Issue 4

## FROM THE LEAD POSITION

Good weather prevailed for our April fly-in to Tullahoma last Saturday. Along with sunny skies there were strong headwinds (and tailwinds) coming and going home, depending on where you were coming from. Five TriPacers made it to THA from all points of the compass. Kenny Brown with his fiancée Patti arrived early with a good SW tailwind from Lawrenceburg, while Paul Bale had battled headwinds in the opposite direction all the way from Knoxville. I flew N8894C from Corinth MS with a 20 knot tailwind, my GPS ground speed registering better than 120 knots ☺. Hot on my heels was Mike Key from Lexington TN...and last in from Huntsville AL was Doug Wester in his TriPacer sporting French military colors.



Short Wings Galore! Nose-Dragers dominate the showing in Tullahoma!  
(l-r) Mike Key, Paul Bale, & Tom Brent

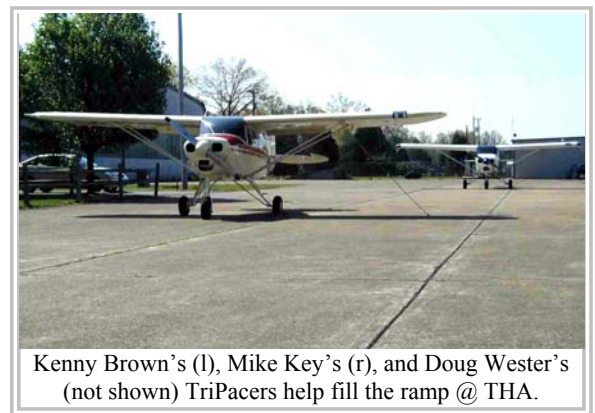
We all spent some time examining features of the several PA-22's on the ramp. Mike Key showed us the new panel he has put in his plane... and Paul Bale was discussing hardware issues involved in installing wheel fairings when you have Cleveland wheels and disc brakes. Paul is in the process of making his own fairings. After admiring Doug Wester's plane with the French Army paint scheme... and speculating if a TriPacer could take off with a 500lb bomb slung under its belly... we piled into the FBO's courtesy car and went for blunch (it was 11:00am by now) at the nearby Western Sizzler.

A congenial meal was accompanied by good conversation... aviation. Somewhere in all this we had our business meeting... and these are the minutes!!

Noteworthy is Kenny and Patti's upcoming wedding on May 15. They will not attend our monthly fly-in scheduled on that day ☺. However, they did volunteer to host July's fly-in at Laurenceberg (2M2) perhaps with a cookout... stay tuned! We usually pass on the fly-in during the month of the SWPC National Convention. Of those present at THA, I was the only one planning to go to Sault Ste. Marie in Michigan. Anyone else planning to go?? Let me know if you are. It would be nice to organize a group flight(s). If anyone of those remaining at home would like to host a June 19, TNSWPC fly-in, let me know. As of now we haven't decided on a location for next month's (May 15) meeting. Suggestions for a site and volunteers to host??

Our meeting at THA ended with my taking more photo's of planes and folks on the ramp, however, due to a computer (operator) malfunction, all but two pictures have gotten lost ☹. Took me 50% longer to get home than coming earlier, flying at 8,500 for minimal headwind. Hope to see a bunch of Tennessee Shortwingers in Michigan!

Cheers, Tom B



Kenny Brown's (l), Mike Key's (r), and Doug Wester's (not shown) TriPacers help fill the ramp @ THA.

**GAGGLE RESOURCES**

**Balance Forward** (Mar 04): \$465.00  
**Income:** 40.00  
**Payments:** 0.00  
**Balance:** 24 April 04 \$505.00

**FLIGHT PLANNING**

**McKinnon, TN:** Houston County Airport ([M93](#))  
**Date:** 15 May 2004  
**Time:** 1000 CT  
**Location:** 36-19-00.198N / 087-55-00.104W  
**Elevation:** 370 ft  
**Communications:** CTAF – 122.9

*Information courtesy of Airnav.com (<http://www.airnav.com>)*

**NOTE:** For those attending, please record the meeting and provide me with info/pix on attendees. Neither Tom nor I will be able to attend. Thanx!! Curt

**FLY MARKET**

<p><b>Wanted:</b> Technical articles from our members who are restoring/repairing, their Short Wings for inclusion in the <i>Gazette</i>. Doesn't have to be long.</p>	<p><b>Wanted:</b> Flying articles for inclusion in the <i>Gazette</i>. Did you have an interesting flight recently? Meet some neat (or not so neat) people? Find a great \$100 hamburger joint? Tell us about it. Doesn't have to be long.</p>	<p><b>Short Wing Piper Club Convention</b>                  Don't forget to make reservations</p> <ul style="list-style-type: none"> <li>• 21-24 June</li> <li>• Quality Inn &amp; Suites                      Sault Ste. Marie, MI                      1 877 923 7887  <a href="http://www.staysaultstемarie.com/">http://www.staysaultstемarie.com/</a></li> <li>• Mention "SWPC"</li> </ul> <p>Also, contact Tom as we are looking to gaggle flying the TN Short Wings</p>
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**FORMATION FLYING**

We've had three more pay into the membership last month, and one new sign-on. We'd like to welcome back Eric Bale from Madison AL. Counting Eric, we just hit the half-way point on those who have paid their dues. If you haven't done so, please send your 2004 Dues (\$10), along with your current snail-mail and email addresses to:

**Curt Ammons, TNSWPC**  
**4186 Green Hill Drive**  
**Hernando, MS 38632**

Please make your check out to: **Curt Ammons c/o TNSWPC Dues**. Better yet, bring your check to the next meeting!

**TNSWPC WEB NEWS**

We added a couple more photos onto the Membership page last month, bringing in a total of 12 members with their own web page. That's almost half the Gaggle who can go online to show off their pride and joy. All bets are that once Gilbert and Barbara Pierce bring *Red Lady* back with her face lift, we'll see some more pictures make it to the site. By the way, Gil, is she still going to be "Red" Lady? We're looking forward to seeing the Clipper.

**FINAL APPROACH**

**Ignition Redundancy...The Continuing Saga**

As many of you remember, last month you learned of Tweety's dilemma on our return trip from Lake Wales, Florida ([X07](#)) back in early February.



After installing the new ignition harness, we cranked it up only to learn that instead of having #4 cylinder flying in formation with the other three, we now had only two cylinders firing on the right mag. Lo and behold, upon removing the errant mag, and taking it up to our friend Leon Andrews at DeWitt-Spain ([M01](#)), we then learned that the distributor block in our old Bendix mag had given up the ghost. Oh well, so much for flying Tweet back down to Florida for [Sun-n-Fun](#).



#### **Sun-n-Fun 2004**

Plans were made, and we had hoped this would prove to be Rolls' first "real" XC. Ironically, the weather gods were predicting a great flight for our departure to Lake Wales. However, it was not to be, and we wound up driving it. Man, a seven-hour flying trip with two stops sure did beat 13 hours on the road.

Instead of leaving Wednesday morning via Tweet, we decided to leave Tuesday afternoon right after I got out of class @ Tennessee Tech (I'm going through Powerplant training). We were taking our surrogate grandchild down to visit with my family as well, so making the drive in two legs proved much easier for all involved.

Sun-n-Fun 2004 was great as usual. We spent Friday rummaging through the Fly-Market in search of spinners (bullet), nose bowls (Clipper or Colt type), control yokes (ram horns), and wheel pants. We brought along a friend who had never been to SnF, although he spent almost six years at Embry-Riddle Aeronautical University in Daytona Beach gathering his degrees in Aerospace Engineering. We then went through all the Exhibit buildings looking at the latest and greatest toys that we knew we just had to have in order to fly. Hmm... I'll bet that GPS 296 would add 5 knots to the cruise speed over that "old" GPS 195 that Tweet's limping along with currently. Maybe *that's* what caused the ignition problem... Hmm.

After watching the show with some of our friends and neighbors from Hernando, MS ([H75](#)) at the Vintage Headquarters, and visiting with Tom Scott, Sr from the Florida Chapter, who manned the SWPC table in the Type-Club tent, we made our trek over to find some more fellow Short Wingers. We didn't find many Short Wing Pipers, and really missed out on hanging out with Gilbert and his son, Steve, under the wing of *Red Lady*. However, we did see many beautifully restored birds, and we found SWPC's VP-Elect Frank Sperandio, doing what he does best, showing off *Miss Pearl*. After a visiting with Frank, it was on to the Ultralight area before dragging back to the car and home. I'm currently trying to convince Dad into letting us sell both the Champ and Taylorcraft (both based @ X07), and buying a really nice 58 TriPacer we saw while in Lakeland. Hmm... Maybe if we just don't tell Mom and Rolls...

You really need at least two days to see everything @ SnF, so if you do go for the first time, plan accordingly. You can see some pics taken at SnF by going to the Fly-4-Fun Home Page (<http://fly-4-fun.net>) and clicking on [Sun-n-Fun 2004 Pix](#) hyperlink.

#### **Exhaust Mods**

Being's that Tweet's been in "Annual" mode since the original ignition issue back in February, and while waiting for FedEx to bring the replacement distributor block, I've been doing a little surfing the net for a better means of getting exhaust gasses out of the cowl. Tweet's exhaust is in ok shape, but the menagerie of pipes required to make the exit has always been a sore subject with me. After installing the remote oil filter last year, I grumbled more than a few choice words when working back in the accessory area. All I could figure is that Mr. Piper must have had stock in the stainless steel tubing industry to have come up with such a design for an exhaust system. This has led me to looking for a better way of getting the muffler accessible to meet our recurring AD 68-05-01 . I've emailed Dane Wagner @ Leading Edge Exhaust Systems (<http://borntoperform.com>), who has a FAA/PMA approved system for the PA12, 14, & 18, and is currently working on the STC for the Cherokees. However, he doesn't seem ready to take on the approval process for our Short Wings. Also, I've been in contact with Brian Sutton @ Professional Pilots, Inc. (<http://www.propilotsinc.com>) who also makes an exhaust system for the PA18. Brian's response seemed a little more promising as he has interest in pursuing FAA approval for his system with the Short Wings. Not sure where this will go, but we'll keep you posted on potential alternatives to our current system.

...Happy Flying!

Curt

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