

The Tennessee Short Wing Gazette

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

October 2004

Volume VII, Issue 10

FROM THE LEAD POSITION

Tom Brent

Poor weather over much of the area put a damper on our meeting scheduled for October 9th at Camden TN. Only a couple of folks managed to fly in to for the airshow at 0M4. Bob Irby and Lawrence Atkins who are based there were the local Shortwing hosts. (See reports by Jim Butler and Bobby Irby)



Next meeting, November 20 at 12:00 EST will be hosted by Paul Bale and Vickey at Sky Ranch Airport close by Knoxville TN. Paul is in process of building a hangar at the airport and depending on how far along he's gotten, and depending on the weather, they plan to cook out at the hangar. Otherwise, we can go to a local eatery. The grass strip is 1700' but apparently has overruns on both ends, so should not present any problem for our Shortwings (See details provided by Paul).

For anyone preferring to fly into the Downtown Island airport (DKX) we can always arrange ground transportation to Sky Ranch. If I fly in to Knoxville I can ferry a couple of souls between DKX and Sky Ranch. If I drive I can carry twice that number. Let me know your intentions closer to the date. My cell number: 901-491-1787.

We generally give December a miss due to pressure of the holidays, so if anyone has ideas for a January – chilly/chili – fly-in, let's hear from you. Meanwhile, see y'all in Knoxville on the 20th.

Fly safe,

Cheers,

Tom B

Report by Jim Butler

A Dreary day was enlivened by the formation flights of T34's and Yaks. I arrived just after the T34 Missing Man formation, with the missing man flown by Harold Cannon of Owensboro, Ky. Unfortunately, when he did his missing man maneuver, he circled to land and decided to land on 22 instead of the active 4. I heard his call, lined up for and landed on 22 (a greaser by the way...very rare). After that the traffic reverted to 4.

Also, an awesome, combat veteran O-2, performed flawlessly and actually took my breath away while I was talking with Jim Passalacqua and Ken Miracle just prior to my takeoff. A large display of beautifully restored military vehicles, Mr. Berry's T-6, B-25 and newly purchased Howard Air Ambulance made for some of the delights for the ground observers. The local high school served excellent Rib-Eye sandwiches. It was a great day, and a meeting of the TN (and southern Indiana) SWPC'ers. I finally made a meeting and almost no one else did! We voted on nothing! Our local Lincoln Heritage chapter has departed into the sunset.

P.S. I also met a very nice SWPC man there who was driving the golf cart.

(Editor's Note: This was most probably Lawrence Atkins (0M4). Bobby Irby, also based at 0M4, came later.)

Report by Bobby J. Irby

I arrived just in time to see Jim Butler departing. I talked to Jim Passalacqua. Ken Miracle (Clarksville) came by helicopter. Lawrence Atkins was also there. There was a good turn out of military aircraft and many interested Benton County residents.

FLY MARKET

Lookin' Fer a Pacer!

A long time ago, I was in a club in Oliver Springs TN, and learned to fly in a 1957, 150hp, Tri-Pacer. I still miss that airplane and would like to find a 160HP, taildraggin' PA-22/20 like the one on the Wag Aero catalog or one I could rebuild/convert. Got any suggestions?

I currently have access to a recoverer who is currently installing Milman spars in our Citabria and is available to recover another plane.

Thanks for your attention,

Charlie Hensley
113-A Amanda Place
Oak Ridge, Tenn. 37830
charliehensley@ortool.com

And Here's a TriPacer Fer Sale!

Hi! My name is Bruce Warren. My Tripacer is for sale. I am moving to AZ and can not find a place to keep it so my beloved PA-22-150 is up for sale. If you know of anyone interested in buying a good airplane check *Tradeplane* for info and pictures.

Thanks,

Bruce Warren
flyboy681@msn.com

TNSWPC Patches



We have plenty of patches available. Contact either Tom or Curt so you can fly your colors proudly!

Size: 2½" x 3¾"

Price: \$5.00, checks payable to *Tennessee Short Wing Piper Club*

Send to: Curt Ammons

TNSWPC Decals



Display your colors while supporting your organization. Contact Tom or Curt to get yours now!

Size: 2½" x 3¾" (approx)

Price: \$2.00, checks payable to *Tennessee Short Wing Piper Club*

Send to: Curt Ammons

GAGGLE RESOURCES

Balance Forward: October 04	\$241.22
Income:	
- patches (2)	\$10.00
- decals (5)	10.00
- membership dues (0)	\$0.00
Payments:	
- mailing expenses (October)	\$10.36
Balance: 01 November 04	\$250.86

TENNESSEE SHORT WING MEMBERSHIP LIST

Yes, the next page will consist of "white space" if you're looking at this newsletter online. That's because you won't see a blank page 3 on the hard copy I'm sending to each of the TNSWPC Gaggles. What will be there instead is a list of our membership with (*hopefully*) all of our information updated and current.

As you look through the member list, if you notice something amiss by your name (*i.e., wrong address, phone number, dues not paid*), please let me know and we'll work to get it corrected. Of course, in addition to my phone number and email address on each newsletter, you will find my snail-mail information on the membership list. Anyway, I just want to make sure we have all of our info as correct as possible as we wind up the 2004 membership year.

Membership List Spreadsheet Goes Here

FLIGHT PLANNING

Go East, Young Man... For Mountain Climbing at its Best

Don't know what the weather will be, but if the hangar is done will BBQ at the field, or will have transportation to go down the road to Applebees or BelAir Grill.

Would love to have everyone come into Sky Ranch, hope the relative shortness (advertised 1700') doesn't scare people off. If we H A V E to...could go to DKX. Would like to get people accustomed to Sky Ranch so when the hangar is done will have a gathering place.

I will be on radio to welcome incoming planes and give traffic

Sky Ranch Field has:

- "North" runway, left traffic, best to fly dog base/final over river to land close to threshold, as marked by beginning of runway lights. Or take advantage of 400' under-run and roll on the inside wheel a hundred feet or so prior to the beginning of runway lights. I prefer not to fly a square pattern because it takes one over a ridge with houses and must fly steep short final. Do the dog leg. Total 400 under-run, 1700, 300 over-run, then water... ;-)
- "South" runway is right traffic, still best to fly a bit of dog-leg to stay away from some trees on left side, try to touch down just PAST the perimeter road. Have 1700 plus 400 over-run. If that doesn't stop you the water at the other end will at least slow you down.

Wind socks at immediate south end of field, left side, when flying north, also one on top of shade hangars. I will call approximate winds, etc.

Let me know what time is best and that will be the best time. Again, hope all can come to Sky Ranch, would love to show the hangar in whatever state it is in, and tell my future plans for it.

Paul

Knoxville, TN: Sky Ranch Airport ([TN98](#))
Date: 20 November 2004
Time: 1200 ET
Location: N 35-53.181 W 083-57.435
Elevation: 820 ft (pattern 1800 ft)
Communications (CTAF): 122.9
WX AWOS-3: 133.275 (731-352-2854)


	RUNWAY 1	RUNWAY 19
Traffic Pattern:	left	right
Obstructions:	40 ft. tree, 1000 ft. from runway	20 ft. tree, 1000 ft. from runway



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

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