

# The Tennessee Short Wing Gazette

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

December 2004

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**FROM THE LEAD POSITION**

**Tom Brent**

*Editor's Note: Due to the Holiday Season, We had no fly-in/meeting for December. As Tom was returning from the November meeting hosted by Paul Bale at Sky Ranch ([TN98](#)), he bucked headwinds all the way to Tullahoma (THA) to visit Jim. As Tom says it,*

*"He (Jim) showed me the progress he's made with his Colt restoration in his garage at his home. The fuselage is painted and essentially finished and he's about to start on the wings, etc. Judging by the meticulous work he's done so far it'll be a year or more before he gets it all done. The fuselage has all sorts of mods that improve it and there is no interior lining so all the working parts, cables, fuel lines, etc., are permanently visible for inspection. I got a couple of photo's before the batteries on my camera quit, however, Jim promised to email some pics he has taken recently. Note the attempt (pic #001) so convert to taildragger ☺"*



*Instead of our normal "From the Lead Position" report, Tom's turns over the reigns to Jim Miller this month.*

I purchased my Colt N5459Z from a local Tullahoma owner in 1994. It was a relatively low-time airplane but was starting to look a little rough since it's rebuild in 1978 at 1100 hours total time. Rather than take it down for rebuild and be without a plane for 2-3 years I purchased a second airframe for a complete ground up rebuild. I also wanted to make several improvements that would have added to rebuild time.

I wanted a simple, easy to maintain airplane that had a distinct Navy Military look. As you can see from the photo's it is still a "work in progress". The wings remain to be done with the installation of a set of Univair stamped ribs. The following has been done so far:

- Fabricated new boot cowl with SS firewall and removable side panels for ease of maintenance.
- Installed Steve's aircraft gascolator and Skykight STC
- No upholstery of any kind will be added. It may be noisy but you can see all pulley's and mechanisms from pilot seat.
- Replaced all pulley's, hardware and cables. New fuel and static lines using AN aluminum fittings instead of the old automotive type weather-head fittings
- Fabricated trim handle from billet aluminum and long 1/4" bolt on metal lathe
- Added rear inspection cover with flasher for access to trim jack screw and tail area.
- Installed new old style low instrument panel. Will use electric T&B and vacuum horizon driven by venturi
- Fabricated SS door threshold to protect fabric
- Replaced lower door square tubes and new skin is attached with thru #6 SS screws. Inside of door will stay uncovered exposing lock mechanism
- Stripped and polished control yoke.
- Removed trap-door side vent and installed Naca vent from Van's aircraft.

The change I like the best was to install #6 nutplates on all removable panels including tail area. This was accomplished after replacing all the lower Piper channel with the new 0.025" Univair channel. After priming and painting the channel I drilled the #6 holes and temporarily dropped into the channel #6 nut plates and tightened using 3/8" #6 SS screws. With the nut plates now held in their proper place I filled all the channel with Fiber-Fil's, "Superfil" resin. After setting 24 hours I sanded smooth with top of channel and backed out the #6 screws leaving the nutplates imbedded in the resin. Now water and dirt can't fill the channel and cause corrosion.

I retired 1 Dec from the Navy Reserves after 34 years service and now hope to devote more time to project and have flying in about one year. I plan to become a regular at the local and national fly-ins in the future.



So this is how Milkstools become taildraggers. Wow! Look at that firewall!



New Door Skins



New Panel.  
Check out the "polished" control yoke.





Prepping up for carrier landings



Jim's Colt project is sure looking good. Can't wait to see those wings!

**FLY MARKET**

TNSWPC Patches	TNSWPC Decals
 <p>We have plenty of patches available. Contact either Tom or Curt so you can fly your colors proudly!  <b>Size:</b> 2½” x 3¾”  <b>Price:</b> \$5.00, checks payable to <i>Tennessee Short Wing Piper Club</i>  <b>Send to:</b> Curt Ammons</p>	 <p>Display your colors while supporting your organization. Contact Tom or Curt to get yours now!  <b>Size:</b> 2½” x 3¾” (approx)  <b>Price:</b> \$2.00, checks payable to <i>Tennessee Short Wing Piper Club</i>  <b>Send to:</b> Curt Ammons</p>

**GAGGLE RESOURCES**

<b>Balance Forward:</b> December 04	\$250.86
<b>Income:</b>	
- patches (0)	\$0.00
- decals (0)	0.00
- membership dues (0)	0.00
<b>Payments:</b>	
- mailing expenses (December)	\$7.77
<b>Balance:</b> January 01, 2005	\$243.09

**FLIGHT PLANNING**

**Happy New Year to all Tennessee Short Wingers!**

In the absence of other suggestions, Tom designated Houston County Airport ([M93](#)) at McKinnon TN as the site for our next meeting on January 15th. Per Tom:

*“It’s been a while since we were there last, and it has a Restaurant within easy walking distance from the runway, just across the road if you park on the grass at the west end of the runway. They have the best catfish, as well as other good burger etc. food. Let’s shoot for 11:00 CST for lunch, so as to allow for the early sunset this time of year.”*

**McKinnon, TN:** Houston County Airport ([M93](#))  
**Date:** 15 January 2005  
**Time:** 1100 ET  
**Location:** 36.3167217 / -87.9166956  
**Elevation:** 370 ft  
**Communications (CTAF):** 122.9  
**WX AWOS-3:** 133.275 (731-352-2854))  
*Information courtesy of Airnav.com (<http://www.airnav.com>)*

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