



Carolinas Chapter Short Wing Piper News

September, 2010
Volume 21, Number 9

September 18, 2010 CSWPC Meeting at Montgomery County Airport (43A) Meet at 11:30 am and walk to Martha's Grill at North end of Airport. Runways are 3/21. Runway length is 2660 ft. CTAF 122.8

Flying and French Fries!

Our chapter meeting was held this past Saturday, August 7 at the Rowan County airport. It was a beautiful day to fly; with some lower temperatures, blue sky and a little less summer haze, flying was good. We were the guests of the local EAA Chapter 1083. They hold a monthly meeting and cookout the first Saturday of every month. The hot dogs and hamburgers were delicious but the fresh cut french fries are the best. Our members responded to the weather and food by showing up in numbers. We had 6 Shortwings and 13 souls on the ground for our meeting.



Left to Right: John Greenwell, Marshall Teaff, Rich Netherby, Bill Gullett, Steve Culler, Jack Neubacher, Joyce Wood, John Barringer, J. Wood, Roger Montambo Dan Coffey, and Dick Austin

Among our crowd were **Roger Montambo, Marshall Teaff** and friend **Dave MacDonald, John Greenwell** and friend **Dick Austin, John Barringer, J and Joyce Wood, Rich and Charlotte Netherby** along with son **John** from New Jersey, **Bill Gullett** and myself. It was good to see all of you and hope to see you again in the coming months.

Also we welcome new members; **Jack Neubacher** based at Rowan County and **Dan Coffey** flying out of Goose Creek. Jack flies a PA-22 and has flown it throughout the southeast and beyond for many years. We welcome him back to our chapter.

Dan has a 1953 PA22/20 and we look forward to getting to know him.



Left to Right: John, Charlotte and Rich Netherby

Although the temperatures are still in the mid 90s, fall is not far away and that is always a good time to fly in the Carolinas. The air is cooler and the sky is clearer, the landscape colors are changing; be sure to check the calendar for aviation activities in your area.

Till the next time, fly often and fly safe.

Steve Culler

Thunderstorms in the Carolinas

by Steve Culler

In the summer there are several things you can count on and heat, humidity and thunderstorms are a few of those affect flying our Shortwings. The heat always comes and that affects density altitude. Some of us never worry about that because we always fly from the same fields but in the Carolinas we have fields near sea level and in the mountains 3000 to 4000 feet above sea level. On an 85 degree day density altitude can easily increase by thousands of feet. Humidity also increases in the summer and not only makes us feel uncomfortable but helps to create our summer haze and reduced visibility. That 10 miles

visibility in the winter months is just not the same as 10 miles in the summer.

Now the combination of the heat and humidity gives us Carolina thunderstorms that can show up just about anytime. Recently I had planned to fly on a Saturday morning and be back in the hangar by early afternoon, there had been scattered storms in the afternoons the week before and the local forecast was predicting only a 20% chance of afternoon storms. I called weather brief; I checked the internet; I watched a couple of local TV weather forecasts; it looked good for what I had planned. I headed to the airport around 9:00 and before I could preflight the airplane and pull it out of the hangar rain was hitting the roof. And it rained and thundered for more than an hour, where it came from I do not know. It was clear 10 miles to the south and east but for me it was time to go back home. Be careful and always keep an eye open for those unexpected Carolina thunderstorms.

Listen to your plane!

by Jeff Anderson

I went flying early one Saturday morning and the air was like glass, the visibility was awesome and the little Pacer was humming right along; you know one of those days when if you didn't need to stop for fuel you would never come down. Well after two hours of enjoyable flight I was about ten miles away from the home field when I felt a real hard thump. I checked the fuel tanks, oil temp, oil pressure, cylinder head temp, mixture, mags, RPM, and all were on the money and she kept humming right along, I added carb heat and circled the field and landed. All was well, but I still had that little feeling something wasn't right and if it's one thing I have learned in life it is that 99% of the time I trust that gut feeling!

I pulled up to the hanger and was discussing the thump I had felt with a colleague of mine. He said it was probably just clearing its throat but my feeling was she was about to hock up a lougie , LOL! Anyway I opened the cowling and gave her a real good eyeballing, checked the oil and re-checked the sumps for water and found all in order. This was just not good enough for me, so next I removed the spark plugs and found all to be in order. Next I had my colleague hold the prop and we ran a compression test to find that #2 cylinder had only 40 psi! Look out I said! I think we are on to something here, so I listened inside the intake manifold and into the exhaust stack for escaping air from the cylinder and it sounded to me as if the leakage was going into the crankcase and not by an exhaust or intake valve.

I decided to stop at this point and go home to give the matter some thought before going any further, besides the engine really needed to be cold to check the valve clearance. The next day I arrived at the airport to check the valve clearance and found the clearance to be on the money.

Okay I said to myself, time for some surgery. I removed the #2 cylinder to find that the top compression ring had broken and damaged the piston but much to my surprise the cylinder appeared to be unharmed at this point. Never the less the cylinder has gone to a certified repair station for disassembly and a full check out, the piston and rings will need to be replaced along with seals and gaskets. Small price to pay don't you think? The broken piston ring had not gotten into the combustion chamber, how lucky can you be? Granted there was

some luck here, but the moral is to listen to your machine and what it is trying to tell you; also listen to your gut. If it doesn't feel right, it probably ain't! Check it out don't just brush it off! Take action!

Note: Jeff wanted me to let you know that he holds an A&P license and recommends that you always have an A&P check into any possible problems. But also as Jeff stated, "If it doesn't feel right check it out". Insist that all possibilities be looked into, after all it is your plane and you life.

Steve Culler

Carolinas Website

In the coming months we will be adding members names, hometown, email addresses, N numbers and a photo of each member (if we have one) to the website. The thought is that this would aid members and potential members to contact us with question, etc. As this information would be available to the public, if anyone has any objection to having his information there please let Steve Culler or myself know and it will be removed. You can visit the website at

<http://www.carolinashortwings.org/>

Midweek Flying

I am looking to see if anyone is interested in flying during the Tuesday, Wednesday or Thursday time frame. Could be day trips or overnight. An example was a day trip I made over a year ago to KHWY Warrenton Va., rented a car, drove 30 min to Dulles to visit Hayes Museum with return flight home that evening. It was a long day but great. I will be happy to help plan such a trip. Or call anytime for last minute flying.

Bill Gullett Winston-Salem, NC

Ph 336-970-3393 E-mail wgullett@gmail.com

Renewing Members:

Charles Walters
Ron & Nancy Normark
Jack Camp

New Members:

Jack Neubacher

Calendar of Events:

September 4, 2010 EAA 1083 First Saturday Lunch at Rowan County Airport (RUQ)

September 8-12 2010 Triple Tree Aerodrome Fly-in, Woodruff, SC

September 11, 2010 Palmetto Aeroplane **Woodward Field, Camden, SC, USA** Fifth annual Palmetto Aeroplane Classic. Fly-in, community open house, food, entertainment, classic cars amp; motorcycles, static display of military aircraft, homebuilts, classic and antique aircraft, powered model aircraft. EAA Chapter 1132 Young Eagles rally 9 AM to 1 PM. Come visit an historic WW 2 training base.

Contact: Steve Leech

Phone: 803-438-4988

September 12-13, 2010 Winston-Salem Air Show Smith Reynolds Airport, Winston-Salem, NC

September 18, 2010 CSWPC Meeting at **Montgomery County Airport (43A)** Meet at 11:30 am and walk to Martha's Grill at North end of Airport. Runways are 3/21. Runway length is 2660 ft. CTAF 122.8

October 9, 2010 EAA Chapter 297, Stag Airpark Fall Fly-in, Burgaw, NC

October 2, 2010 CSWPC Meeting VAA Chapter 3 Fall Vintage Fly-In Woodward Field, Camden, SC, Fall Vintage Fly-In, Early Bird Dinner Thurs Eve. -Fly out for lunch Fri, Food on field Fri & Sat. Dinner Fri & Sat Eve. No air show, no rain date, Please bring Tie downs!

<http://VAA3.org>

Contact: Jim Wilson
Phone: 843-753-7138,

Want Ads:



CSWPC Shirts & Caps:

The Carolinas' Chapter now has available Men's & Ladies shirts & caps with an embroidered **CSWPC** logo.

Men's shirts are 5.5 oz. 50/50 cotton/poly with pocket & welt collar and rib knit cuffs. Colors are White, Ash, Black, Cardinal, Deep Forest, Deep Navy, Deep Red & Deep Royal. Adult sizes-- S-4XL. **\$24**

Ladies shirts are 5 oz. 65/35 poly/cotton pique. Knit collar & cuffs Colors offered are White, Light Blue, Light Pink, Navy, and Light Stone (Tan) ladies sizes XS—XXL **\$28**

Caps are 65/35 poly/cotton and available in White, Black, Khaki, Royal, Red, Hunter Green & Navy **\$17**. Prices include tax & shipping. Send cash or check to **Marshall Teaff, 9013 Salford Ct. Huntersville, NC 28078**

For Sale:

Bruce's Wing and Tail covers for Short Wing Piper Tri-Pacer, Colt, Pacer, Vagabond or Cub W/cropped wings.....**\$700**

Contract **Henry Kivett** @ 704-784-9571 or mobile 704-467-0536

email hakivett@yahoo.com



Nametags

CSWPC nametags are still available. If you would like one please send \$6.50 to **Marshall Teaff, 9013 Salford Ct. Huntersville, NC 28078**. Please include "N" number and aircraft type. Available aircraft are Tri-pacer, Colt, Clipper, Pacer and Vagabond



FOR SALE 1946 Piper J-3 Cub

J-3C completely rebuilt from the ground up in 2007. Fuselage and wings contain no corrosion or damage history. C-85 rebuilt to "zero" time with overhauled chrome cylinders and new Slick magnetos. All instruments are new or rebuilt. Current annual completed in April 2008.

Light Sport approved. Price - \$47,500.00

For more details contact;

Steve Culler - (336) 767-6426

Winston - Salem, North Carolina

DUES AND RENEWAL DATE REMINDER

CSWPC dues are \$10/year. **If the date on your mailing label is highlighted** or you would like to join the CSWPC, please send or give your \$10 annual fee to:

Marshall Teaff
9013 Salford Court
Huntersville, NC 28078

Please do not make out checks to the club since we do not have a club bank account, and the bank will not let individuals cash them. **Make checks out to "Marshall Teaff"** or pay in cash at our next meeting. Thanks

The Carolinas Chapter Newsletter is a publication for members of the
Carolina's Chapter of the Short Wing Piper Club.

Dedicated to the Memory of Mitch and Joseph Freitag.

President Steve Culler
5900 Brookway Dr.
Winston-Salem, NC 27105
Home: 336-767-6426
E-mail: n2311p@aol.com

Editor: Marshall Teaff
9013 Salford Ct.
Huntersville, NC 28078
Home (704) 947-0362
E-mail: marte3@bellsouth.net



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