



# Carolinas Chapter Short Wing Piper News

July, 2012  
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**July 14, 2012 CSWPC Meeting.** Gilliam – McConnell Airfield (5NC3) Carthage, NC. Meet at the PIC-n-PIG Restaurant at 11:30 AM. The airport info: 2500 ft. paved runway 13/31 with left hand patterns. CTAF is 122.9

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Reggie Ballard with his Tri-Pacer



Gary and Judy Winter and their Pacer

## Sentimental Journey 2012

The adventure began with a conversation about flying to Lock Haven for the 75<sup>th</sup> anniversary of the Piper Cub. After a couple of conversations Marshall Teaff and I decided to go and leave on the morning of June 21, weather permitting of course. As the date approached weather looked very good not only for the Thursday but for the return flight on Sunday. Marshall had agreed to fly his beautiful PA-22 and pick me up in Winston-Salem at 7:00 am. He was right on time and for once so was I. There was poor visibility to the north in Virginia due to ground fog and our fuel stop was IFR. Our departure was delayed for over an hour but after checking weather several more times we decided to take to the air and hop our way through Virginia if the fog had not cleared. As we departed INT we could feel the rising temperature and climbed to 5500 msl for a little relief and better visibility. It was cloudless blue sky and we were on our way to the place where our planes were born and many others were doing the same. It was a beautiful ride as we crossed over the small towns of

Martinsville, Bedford, Buena Vista, Staunton and up the Shenandoah Valley to our fuel stop at New Market, VA (8W2). After 2 hours the stop was uneventful; a perfect landing, taxi to the self-service fuel pump, fill up, take-off and we are on our way to LHV. New Market is a small airport in a rural setting and on this Thursday there was very little activity taking place. Marshall let me fly this leg of our trip and again we climbed to 5500 msl for cooler air and better fuel economy. The ride was still smooth as glass and Marshall was an excellent navigator using his skills in VFR and VOR navigation to locate the towns and landmarks along our route. When we were within 50 miles or so of our destination a few clouds started to build and I got the opportunity to practice “coordinated turns” around the clouds. Clouds were increasing and it was now time to let down to 3500 feet as we were nearing the William T. Piper Memorial airport. Lock Haven is located in a valley along the Susquehanna River and you do not see the town or airport until you fly over a final 2300 ft ridge and then it is right there. Pattern altitude is 1500 msl and that is below some of the surrounding terrain. Traffic was light when we landed at 12:40 with only a couple in the pattern but this is an uncontrolled field and you must keep your eyes open for traffic. Unlike most fly-ins, at Lock Haven planes are constantly in the pattern doing what airplanes are supposed to do – FLY. After landing we were directed to parking on the north side of the field which disappointed us since the “action” was on the south side and that meant a long walk or shuttle ride. We parked as directed but before tying down decided to look around and investigate our options as well as find a bite to eat, our flight time was just over 2 hours and we were hungry. At the FBO Marshall placed a fuel order and there we heard about a free lunch provided by Air Parts of Lock Haven, a local company that repairs instruments and other parts on our Pipers. After lunch we hopped a ride over to the south side and registered with Sentimental Journey for our stay. We looked at the planes for a while and tried to find some relief from the heat. One of the first familiar faces we saw was **Reggie Ballard** from Mount Holly. Reggie had flew up earlier in the week and had a prime parking spot. As things would happen his “neighbor” was departing that afternoon and I carefully guarded the spot while Marshall went after N3211B. Now we had a perfect spot right in the middle of all the activities and within a very short walk to food and drink. Thanks Reggie! Thursday afternoon’s activities included a flying comedy act performed by Greg Koontz and the Alabama Boys as well as a spot landing contest. At 5 the hospitality area opened and the nightly corn boil began; each evening this was repeated. Also nightly at 7 an aviation related movie was shown in Hangar 1. Also each evening musical entertainment was provided and tonight The Lindy Sisters from California sang favorites from the 30s, 40s and 50s era. They were excellent! In the weeks leading up to Sentimental Journey I had heard from several members of the CSWPC so I was looking for more familiar faces. **Bill Gullett** from Winston-Salem in his Tri-Pacer was already on the field and so was **Roger Montambo** in his J-3 Cub from Charlotte. Bill flew up a few days early and stopped to visit the Smithsonian Air & Space Museum located in Chantilly VA just outside of Washington, but inside the dreaded DC SFRA. (See Bill’s article as to how he did it and avoided the F-18s.) Roger flew up his Cub with others from Bradford Field and was among the hundreds of J-3s on the field. It was truly a field of yellow. Over the next several days we saw more members including **Julian Johnson** and **Will Wright** from Raeford and **Gary and Judy Winter** from Apex, NC. I will continue with more stories from Lock Haven in the next newsletter, till then fly safe.

## Steve

Next month - Friday activities - Piper Museum, poker run, Lycoming factory tour, Tour of Penn College Aviation Center, forums, musical entertainment,  
Saturday activities – forums, Young Eagles plane rides, aircraft judging,  
Awards banquet with guest speaker Bradley E. Smith, Commander O-5, U.S. Navy and former Viet Nam POW.

My second trip to Sentimental Journey in 1391Charlie. I got up real early (about 4:00 am) and took a shower because I thought maybe I'd have needed one by the time I reached Lock Haven. Little did I know that the return trip was when I'd need one. I landed at New London Va. an hour and a half later and filled up with mogas that was at least a dollar and a thirty cent higher than prices at the pump. I took off for Winchester Va. straight into the headwind that I "bucked" all the way to Lock Haven. At Winchester they have only self service so I put the card in the machine, chocked the wheels, grounded the airplane, filled it up to the tune of about 90 dollars and then got "chewed out" by the woman in the FBO for parking in the wrong spot when there was a forty acre asphalt ramp with two (2) airplanes sitting on it! I did swear I wouldn't come back. I then flew all the way to Lock Haven via the north side of Harrisburg and the Susquehanna (sp.) River. My arrival was Saturday June 16th. I came to Lock Haven several days early so I could visit the Yarrisons on their farm in Mill Hall Pa. I took every one of them up in 1391 C and you better believe they enjoyed it especially the ones who had never been off the ground! Well, I did get a great parking spot for 1391C but I was soon to find out that there was trouble on the horizon. I helped another person get a good parking spot right beside 1391C and darn if he didn't win "Best Tripacer" award! I'm sure they went to the wrong airplane. But, this guy (Marshall Teaff) sure beat out some nice Tripacers and I have pictures to prove it. I was real proud of Marshall and Howard Miller. This was the first time I had stayed for the whole "show" and from now on I'll do nothing different. The banquet was great and so was the food. The speaker was a former POW (Hanoi Hilton) who kept our attention from the first word! When I took off from Lock Haven on Sunday morning I have never seen a more beautiful sky----Carolina Blue! CAVU for at least 50 miles and the farther south I went the more clouds and crud I saw. Well, I lied! I did stop at Winchester again. I went through the same routine and went inside to get a "pepsi an pack of cheeze crackers". There was a different woman in the FBO who greeted me with a smile. I told her what I thought of the other woman and before I started out the door I told her " I sure hope she ain't your momma" ! Swear it's the truth.! The rest of the trip home was uneventful except for having to stop at Smith Mountain Lake airport to change batteries on my old Garmin 295. I had a great time and part of the reason for that was I was "among friends" ! Steve Culler is one of them!

Written by Reggie Ballard



One of the many J3 Cubs



Piper Museum

While planning my trip to LHV for Sentimental Journey Fly-In, there was a need for a mid point rest/fuel stop. The stop chosen was Leesburg JYO. This had the advantage of rental

cars at Landmark, so no lost time to get the car. It is also a short drive to Udvar-Hazy National Air and Space Museum at Dulles International Airport. The disadvantage is that it's under Class B airspace and inside the Washington SFRA. After looking at <https://www.faa.gov/files/gslac/courses/content/55/712/Kneeboard%20-%20JYO%20SFRA%20Checklist%2011130.pdf> I felt it was an easy enough procedure to follow. I inputted lat and long for a way-point 8 miles west of JYO in my GPS. At this way-point I put 1227 in the transponder, turned direct to JYO and made traffic calls as would be normal at any uncontrolled airport. This all went well, no flight plan to file or open. No dealing with APP control. Just stay under Dulles Air Space. Landmark had my car ready and I was at the museum about 15 min after landing. After several hours at the museum I was tired from all the walking and the early morning departure. So after returning the rental car to Landmark I had a nap in their Quiet Room, a free cup of coffee and I was ready for the rest of the flight to LHV. For departure the squawk is 1226. After clearing the Leesburg Maneuvering Area of the DC SFRA, squawk 1200 and proceed on course. There is a FAA mandatory online training course you must take if you are going to fly within 60 miles of DC. This course includes the Leesburg area. In short I highly recommend JYO as a way to visit DC or as a side trip/fuel stop as I did with a visit to Udvar-Hazy Museum. Sentimental Journey was great fun also.



Udvar-Hazy photos from Bill's visit



### June Meeting:

Last Month's meeting was at Rowan County Airport, for the first Saturday lunch hosted by the local EAA chapter. The food was great and so was the weather. I have misplaced the names for the photo and can't recognize everyone, so I won't try. I do know I was behind the camera.

Rich



On Friday July 6 I got my belated Christmas present. I got to fly the AT-6 at KLHZ Franklin County Airport Lewisburg, NC Thanks to my wife Charlotte and History Flight. The package was 1/2 hour in the AT-6 with pictures and a Video of the flight. Yes I actually got to fly, and it was Great!! Included were aerobatics, aileron rolls, barrel rolls, loops, and a cuban 8. It was great fun and I thoroughly enjoyed myself. Anyone interested in something like this can look up [www.historyflight.com](http://www.historyflight.com) and check their schedule for where they will be next and some info on what they do besides fly old warbirds.

**Rich**

Editor's Note: I tried a different format for the newsletter this time because it was A Sentimental Journey Special. I eliminated most of the Want Adds and added a page to get all the articles in. Let me know how you like it.

Rich

### **Upcoming Events:**

July 14 - Pick N Pig Gilliam McConnell (5NC3)

July 23 - 29 Airventure, Oshkosh WI

### **DUES AND RENEWAL DATE REMINDER :**

CSWPC dues are \$10/year. 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 "Richard Netherby"** or pay in cash at our next meeting. Thanks

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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.**

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