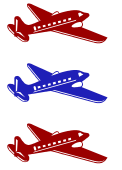


Dayton Pilots Club



July 2004

www.daytonpilotsclub.org

Next Meeting Wednesday, July 21, 2004
Dayton Wright Brothers Airport at 7:00 PM

Chester Harris, Editor

Notes from the lineshack...

By Bill Mervar

Greetings from your maintenance department! Yes, I know it's been awhile, but now Chester Harris is bugging us to get involved in the newsletter again, so let's have at it! Besides, we do have a few issues to communicate.

Let's start with squawks. As the fleet ages, we're getting more and more things going bad on us, and I'm sure we all want things taken care of as expeditiously as possible. However, as gasoline prices have crept up to new highs, very few crew chiefs care to waste time and money visiting the airport three times per week just to "check the squawk sheets". Truthfully, I can't blame them, either. Would you care to make the airport trip a few times a week if you're not flying?

It has long been a club policy that members are to notify crew chiefs when defects are serious enough to ground a bird, but I'm going to ask you all to take that a bit farther. It would be a great help to all of us if you would immediately make it a point to BOTH telephone the crew chief AND dispatch a quick e-mail that copies in the chief maintenance officer so that I am aware and can follow up. I don't think this is too much to ask, and I believe it will go a long way toward getting things done a bit quicker. Let's try this for a while and see if our service improves, shall we?

I got an e-mail from Clem Gililand not long ago, and he noted the hangars were looking pretty ratty. I'd have to agree with him on that. But please allow me to rant here once again: crew chiefs are NOT...repeat NOT...valets to clean up after people! Please keep in mind that we are all aircraft owners in this club, and we're in it together. Therefore, if you use a plane, leave it as clean (or, as my dear ol' Dad used to advise, even cleaner!) than you found it. If the trash can is overflowing, piling more trash on top doesn't help anyone. It would make more sense to act like an owner and take the can to the end of the hangar row and dump it in the larger cans located there. I'm sure all of us...members and crew chiefs alike...will be appreciative of the effort. Okay...end of rant.



One more note: we had an interesting meeting with some trustees and maintenance people to set some groundwork for fleet planning, and some very interesting ideas are being discussed. We're still preliminary here, but I think DPC is heading in a very good direction. I'll tip more of that hand when it's appropriate, but I still welcome any and all comments and communiqués regarding what you'd like to see happen with our aging fleet. E-mail me at bikerpilot@att.net or give me a call.

The Safety Corner...

By Tim Smith, Safety Officer

For those that were at the last safety meeting, thank you for your attendance. A very much appreciated Thank You to our presenter, Andrew Sarangan. Great Job!



I'm thinking what a very valuable tool the GNS 430 is while in flight. All the buttons and knobs makes it very intimidating I know, but like all other modern devices or electronic gadgets that we use, we become accustomed to them the more we use them. Do you remember the flashing light 12:00 on the VCR's? Gone. All the buttons on the DVD players? No problem. Computers in every home. Microwave ovens in every kitchen. Cell phones that have every option that rivals a NORAD communicator. What's my point? We use these every day, we practice with them and use them within our lives. We are used to them; however the GPS system in 62RP without practice is a scary item that we shy away from, actually more scary than the written test for the instrument rating. Might I recommend going to the Garmin web site, downloading the tutorial for the 430, then practicing in the privacy of your own home. On your own computer at www.garmin.com/aviation/ click on the "free simulator 430".

We as pilots need to practice landings, takeoffs, tower communications, ILS's, LOC's, NDB's and many other common functions known to pilots just to keep our skills sharp. That fancy box in that plane is a tool that needs knowledge. Knowledge will only come with practice. Play well, have fun.

Don't forget to cancel you flight on Schedule Master if you don't fly. File a flight plan, and get your weather briefing from your FSS. Happy Flying. We want you back.

Around the Hangers



Dial (800) 414-6114 and save

Waiting down at the hangers on the weather to clear as your scheduled time slowly expires? Want to see if anyone has the plane after you as you are cutting it close on your return? Call (800) 414-6114 and talk to schedulmaster. You first enter your normal schedulmaster login and password, for example charris is 2427747, on the cellphone keypad. Schedulmaster sorts out whether my first 2 is a, b, or c based on the user list. Even if you don't plan to use the voice feature regularly, it is good to log in once and record your name so that others can be told who has the plane next rather than having it spelled out for them.

Post-flight Check List

Most of us rightfully check a plane more carefully before we fly than when we return, but the same discipline applies. Please ensure that everything is turned off and locked up before you depart the hanger. With a methodical check before you drive off, you won't have to return to recover your forgotten headset and the next pilot won't be surprised by a dead battery or an unsecured airplane.

Did You Know?

Private: When you primary instructor had you practice engine out landings, the runway threshold was out the left window. One weekend you are flying 78X at 8000 MSL (7000 AGL) over great tracts of timberland when the engine, without warning, clatters loudly then rattles to a stop. You immediately trim for longest glide at 76 kts. On your moving map you see an airport 10 nm away and turn toward it in desperation. Will you make it?

Instrument: You are out doing night instrument approaches with full stop landings, satisfying two currency requirements at once. You are tired of (not) looking at Richmond and decide to fly the new ILS at Hamilton for a different experience. Wind is from due South so you land on the ILS 29 with a slight tail wind. As you prepare to take off on Rwy 11 any special considerations?

Answers on Page 3

The DPC Classifieds

If you are looking for aviation gear or have some you would like to sell, please submit your information to the Editor.

Estate Sale—A & E mechanic tools & equipment accumulated over 30 years. Call Ken Lawson (#305) 937-426-3637 Beavercreek, OH

What's in Your ~~Wallet~~ Bag?

By Kevin Chandler

It's a beautiful warm winter day. You have 5 hours of fuel aboard for a 1 hour trip back to MGY. There are blue skies above and a sea of white below. The ceilings are close to minimums with tops at 3000 feet. It looks like it is going to be a smooth VFR flight back to Dayton, shoot an approach and push the bird back into the hanger. This is exactly why you got your IFR rating. You shoot the localizer, drop down to the MDA and see nothing but clouds. In the meantime, the low voltage light has come on. No big deal. It is probably because you have the plane lit up at a low power setting. It should go away when you get back into the gas. At the MAP, no runway, no ground, only white. The only thing you have is a low voltage light that is still illuminated even at full power on the miss. Okay, the plane has a problem; however, you will just land at DAY in 15 minutes and we will be done. Surely, the battery will last that long. You shoot the ILS at Dayton. At DH there is nothing but clouds. Alright, what in the world are you going to do now? Luckily, the approach lights were spotted which gives the extra 100 feet needed to descend through the cloud deck and the trip is over.

What happens if you had to go on the miss? You are back in VFR, the engine is running great and you have 4 hours of gas. The battery is dying. Soon there will be no radios and no navigation. How do you navigate without radar vectors, navigation equipment or ground reference? Remember, it is hard IFR below.

This is not a fictional story. This happened to me earlier this year while carrying precious cargo, one of my sons. My instructor's words about not flying a club airplane into hard IFR kept coming back into my mind. Maybe he is not just being overly cautious. Maybe he really does know what he is talking about. Maybe he learned the same way I did.

I have always considered myself to be very prepared for emergency situations. I practice partial panel approaches, I carry flashlights, extra batteries, a battery powered GPS, and an extra radio. I have thought about countless emergencies and I have always felt that I had enough equipment and training to get me through them. Why did this po-

tential problem raise so much concern in my mind? I think that it was because it was a simple problem in VFR conditions that would have required all of my backup equipment and training to get the plane down safely.

What is in your flight bag? Do you have enough to get through this potential problem? I thought I was better prepared than most pilots. Maybe I am. Maybe I am not. I would encourage you to review what is important for you to carry or purchase as backup equipment. When I think of my son sitting next to me, the costs required for a successful trip is no longer important. Getting him home safely is.

Did You Know Answers?

Private

Without a big head wind you should make the field. At best glide an Archer goes forward a little more than 1.5 nm for every 1000 ft it descends. 7000 ft of altitude should allow you to cover at least 10.5 nm and give you 8 plus minutes to consider what you are going to do when you get there.

Instrument:

You might want to consider the 900 ft AGL towers a few miles out the end of the runway. You are saved from these and any other obstacles by following the obstacle departure procedure for rwy 11 which is "climb to 1700' (from 633') via heading 110 before turning on course." Minimum climb rate is 230'/nm. On Jepp charts check at the bottom of the runway page (11-1).



For IFR trainees:
Richmond without your hood.

F L I G H T O P S	Aircraft	June Billable Hours & 888 Time			YtD Billable + 888 Time	
		2004	2003	Monthly 888 Time	2004	2003
	4201U	41.68	0.00	0.78	182.41	95.98
	4506W	27.72	50.09	0.00	126.28	164.72
	62RP	34.48	31.30	2.14	114.93	118.67
	738NG	42.40	44.00	0.00	101.40	137.80
	8078X	17.30	55.70	0.20	126.40	207.20
	8268B	26.10	47.20	0.00	154.00	180.30
	Totals	189.68	228.29	3.12	805.42	904.67

Minutes of the June 16 DPC Meeting

By Kevin Chandler, Secretary

President Greg Halderman called the meeting to order at 19:05.

Secretary Kevin Chandler read the minutes from the June 9th Trustee meeting. There were no questions from the membership concerning the minutes.

Greg reminded everyone about the safety meeting on using the GNS430 in IFR conditions. DPC instructor Andrew Sarangan will be presenting.

Greg noted that the flying rate for the fleet will be adjusted to compensate for the fuel price increases.

Jim Zimmerman from the National Aviation Hall of Fame gave a visual presentation as to the purpose of the Hall of Fame and last year's ceremonies. Jim gave DPC a DVD that contains last year's celebration. The web link to the DPC webpage will be added to the Wright Patterson Air Force Museum's website. Jim gave a short presentation on the purpose of the NAHF and what the museum contains. He solicited people to volunteer their time to work for the museum. Volunteer hours are extremely flexible. Charlie LeBoeuf is a volunteer with the Hall of Fame. If you have any questions, please feel free to contact him.

Individual Reports

Newsletter – Chester Harris

Chester is looking for additional authors for the newsletter. Kevin Chandler and Bill Mervar have commitments to future articles.

Treasurer – Mike Nolan

Mike presented the balance sheet and income statement for May. Mike noted that we took a \$6K hit due to the engine installation costs on 62RP. Mike noted that this should be part of the engine replacement cost and the books will be adjusted accordingly. The new engine costs count towards our capital gains tax issue.

Member Loans – Tom Weber

DPCF has 16 loans for a total of 191K. We are retired 1 loan for \$1K. We are renewing a loan for \$10K. The website averages 84 hit per week.

Safety – Tim Smith

Tim noted that if you participate in the WINGS, e.g. June 24 at Hamilton, it counts towards your safety meeting requirement. If you fly with a DPC instructor, it can also count towards your DPC annual flight review.

Martha Lunken will present a safety meeting during the DPC Poker Run. The poker run is scheduled for Sept 25 with a rain date of Oct 2.

Maintenance – Bill Mervar

In Bill's absence, the crew chiefs presented status.

06W – The plane has a new rudder and encoder. The static system had a large leak repaired. The door frame was cracked due to the wind catching the door while it was being opened. Mike reminded everyone to be very careful opening doors on windy days.

01U – The plane is going into annual on July 5th. It continues to have an issue with the RPMs not getting to 2700 on the takeoff roll. All other issues associated with the bird have been resolved.

Membership – Jerry Falta

DPC currently has 86 members. Jim Cook has completed probationary period. Motion: Jerry moved the Jim be accepted into full membership. Second: Larry Scherr seconded the motion. Vote: The motion passed.

Jerry noted that two new people have joined the club. They are Reiff Lorenz and Mark Steineke Jr.

Safety Meeting

Andrew Sarangan presented a safety meeting on using the GNS430. All presentation material is available on Andrew's web site,

www.geocities.com/asarangan/aviation.html

The meeting was adjourned at 20:40 PM.

President:	Greg Halderman	(937) 859-3642
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Treasurer:	Mike Nolan	(937) 866-8280
Membership:	Jerry Falta	(937) 439-4864
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Safety Officer:	Tim Smith	(513) 897-7729
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Newsletter articles **Due by July 30**