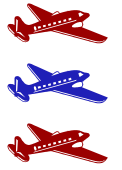


Dayton Pilots Club



November 2004

www.daytonpilotsclub.org

Next Meeting Wednesday, November 17, 2004

Dayton Wright Brothers Airport at 7:00 PM

Chester Harris, Editor

Flying to Canada

By Andrew Sarangan

Flying to Canada is probably the easiest international flight a pilot could make. Canadian aviation is almost identical to ours, except for a few minor differences. This summer we flew to several airports in southern Ontario including Ottawa and Toronto.

The first airport of landing must be a designated airport of entry. This information is listed in the Canada Border Services Agency website. Our airport of entry was Lake Simcoe Regional Airport, which is near the city of Barrie. Before departing MGY, we called Canada Customs on their central toll-free number. They asked for our ETA, passenger names, citizenship, date of birth etc.. We found Canada customs to be a very aviation-friendly organization.

Crossing Lake Erie requires some careful consideration. While the argument on lake crossing in a single engine airplane rages on, I do not feel it is wise to stay out of gliding range for too long. Even in the summer, the water temperature is still too cold to survive a ditching. Fortunately, there is a chain of islands between Port Clinton and Point Pelee. At 7000 ft we were high enough to reach land in case of an emergency.

The Canadian and U.S systems are virtually transparent under IFR. We noticed some minor differences in the ATC language. They say "radar identified" instead of "radar contact". They call "Terminal" instead of "Approach".

Upon landing at Lake Simcoe Regional airport, the FBO directed us to call Canada Customs. We were given an arrival number and a 'welcome to Canada' greeting by phone. We never saw a customs officer. It was a very easy and painless experience.

Canadian rules require VFR flight plans for all flights greater than 25 NM. The format is quite different from ours and it could be very confusing. The best thing to do is confess to FSS that you are not familiar with the format. They were more than happy to talk me through the flight plan. There are other differences. Tower will automatically open and close VFR flight plans. At non-towered airports, unless you tell the briefer otherwise, the flight plan will be activated at the proposed time. If you do not depart as planned, it is important to call FSS and amend the flight plan. They are very serious about search and rescue up there.

Airspace designations are somewhat different too. Class C airspace is treated like our class B. Class D looks much like our class C. They also have a class F. It can get pretty confusing. On the plus side, they don't appear to be as rigid about the airspace rules as we are here. It was a more relaxed atmosphere. We filed IFR as much as possible, so this was not an issue for us.



Toronto City Center Airport

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Safety Corner

By Tim Smith

As our days get shorter and the nights get longer, I am reminded of the risks of night VFR. From 1994 to 2002 there have been 384 fatalities due to night time landings. For more information check out:

1. <http://www.aopa.org/asf/ntsb/searchResults.cfm?tss=4>
2. http://www.aopa.org/asf/accident_data/

Given these statistics, AOPA provides a night VFR checklist that is worth repeating.

Pilot Requirements (Legal and physiological)

- ◆ **Currency.** Three takeoffs and landings to a **full stop** in category, class, and type within the preceding 90 days. (Perfect time to practice IFR procedures, even if not filing an IFR flight plan.)
- ◆ **Proficiency.** Not the same as legal currency, but every bit as important.
- ◆ **Oxygen (for flight above 5,000 or 10,000 MSL).** Night vision is one of the first things to go if you become hypoxic.

Flight Planning (Especially for cross-country flights)

- ◆ **Route selection.** If you have an engine failure, the nearby terrain and airports assume supreme importance. Choose wisely.
- ◆ **Appropriate charts.** IFR charts are more readable after dark.
- ◆ **Course lines in black or blue.** Red lines on a chart disappear completely in red cockpit lighting, and yellow highlighter lines aren't much better.
- ◆ **Charted Altitudes.** Use ASF's Terrain Avoidance Plan to determine safe altitudes in advance.
- ◆ **Weather briefing.** Many pilots prefer to double their daytime VFR minimums over flat terrain; quadruple them in mountainous terrain.
- ◆ **Temperature/dew point spread.** Fog is a terrible thing to discover by surprise.

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Around the Hangars

Plane Wash

By Clem Gilliland

Plane Wash Participants	
Sonny Black	Chester Harris
Ton Dow	Jerry Falta
Kevin Chandler	Clem Gilliland

The October 23rd plane wash and wax went well. We finished the fourth plane just as the rains

came. 06W did not get washed and waxed due to rain; however it was thoroughly cleaned at its recent annual.

Only six members took part in the wash this time. Thanks to those who did participate. We look forward to seeing more members at the Spring wash.

Safety Meeting Reminder

A Safety Meeting is scheduled for our November AOPA's Safety in a box on "Managing Flight".

Airport Improvements

The City of Dayton has contracted for a number of improvements at MGY. Work was scheduled to begin

Wednesday, November 10. The work will include drainage and grading improvements east of the T-Hangars and in the vicinity of the tie-down area East of the apron. Shoulder improvements will be made on the south side of Taxiway "A".

Improvements include runway and apron crack sealing. The crack sealing project required a one-day runway closure. The crack sealing was anticipated to take place by November 15.

The electrical improvements to the interior of the T-hangars will begin after Thanksgiving. Proposed improvements include removing and replacing all electrical conduit, wiring, panel boards and lighting. They expect to remove and replace any lighting we have added over the years and replace it with their standard configuration.



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Toronto City Center airport is a magnificent airport on an island just walking distance from downtown. The view of the downtown area with its famous CN tower is breathtaking during final approach. Toronto is a giant metropolis, and is famous for its theater districts, culture and ethnic restaurants.

Coming back into the U.S is a much more serious affair. There is no central toll-free number for U.S customs. You have to contact the individual customs office. To avoid complications in case of an emergency landing, it is important to clear customs as soon after entering U.S airspace as possible. We chose Sandusky as our port of entry for two reasons: it was very close to the Canadian border, and it had an on-site customs office. We were told that on-site officers are more relaxed and less cranky than off-site officers who would have to drive to meet us.

U.S customs holds you to your ETA pretty accurately. We added 10 minutes to our planned ETA and slowed it down as we got closer. You cannot step off the airplane until the officer clears you in. I've heard horror stories about people being fined for going to the restroom. Fortunately, the officer at Sandusky was very friendly. He met us at the ramp and checked our documents. Several forms had to be filled out, and we paid \$25 for an annual decal. I have the decal for 78X, which is good until Aug 2005. Contact me if you need it.

One last thing. NavCanada will send you a bill for ATC services. It is about \$12, and is good for three months.

F L I G H T O P S	Aircraft	October Billable Hours & 888 Time			YtD Billable + 888 Time	
		2004	2003	Monthly 888 Time	2004	2003
	4201U	26.18	36.65	2.45	253.96	208.92
	4506W	22.13	34.81	0.00	256.85	319.28
	62RP	16.90	21.49	0.10	204.99	227.58
	738NG	25.30	17.90	0.10	214.10	214.90
	8078X	22.60	55.70	0.10	245.30	377.20
	8268B	5.60	57.90	0.80	248.30	370.00
	Totals	118.71	224.45	3.55	1423.50	1717.88

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- ◆ *Night-related NOTAMs.* Look for runway or beacon lights out, nearby towers, etc.
- ◆ *Fuel.* Many pilots insist on a minimum of one-hour reserve over their absolute worst-case scenario. Planning a fuel stop? Make sure you check availability of services in the evening hours.
- ◆ *IFR skills.* Over unlit terrain on a dark night, basic instrument proficiency is strongly encouraged. Has it been a while since you've used these skills? If so, begin your review with ASF's free online courses, Single-Pilot IFR and IFR Adventure. Most importantly, get some hands-on practice in with a safety pilot or better yet, a flight instructor.
- ◆ *IFR flight plan or ATC flight following.* ATC is as good as 911 for getting help on the way.
- ◆ *Reading glasses.* It's much harder to see charts clearly at night.

Aircraft Preflight

- ◆ *Lights and Switches.* Verify operation. Be familiar with location and operation of interior switches (Include navigation, anticollision, landing, taxi, panel, and interior lights).
- ◆ *Panel/interior lights.* Verify operation. Be familiar with location and operation of interior switches.
- ◆ *Electrical system.* Verify health of battery, generator, alternator, and voltage regulator.
- ◆ *Flashlights.* Two, minimum — one for exterior preflight, and a smaller dimmable one on a lanyard around the neck (or at least nearby).

Airport Operations

- ◆ *Airport taxi diagrams.* It's easy to get lost at night in a vast sea of lights at a large airport.
- ◆ *VASI/PAPI or ILS glide slope guidance.* Use them to add a considerable margin of safety on approach.

Cold Weather is Here



Minutes of October 20 DPC Meeting

By Chester Harris

President Greg Halderman called the meeting to order at 7:05 pm.

Greg announced that the November membership meeting would be a safety meeting and reminded everyone of the plane wash Saturday October 23rd.

The trustees are continuing to pursue bank financing.

Sale of 68B

68B has been sold. The buyer has completed his inspection and replace the battery, worn pulleys, and the vacuum pump at his own expense. Greg expects the check for the completed sale this week.

Trustee's Reports

Maintenance

Bill Mervar was not present. It was reported by 2 members that the turn coordinator in 62RP is broken.

Chester Harris -- Newsletter

Andrew Sarangan agreed to provide an article about his trip to Canada for the November newsletter .

Tom Weber — Member Loans

We currently have 12 loans outstanding for 158K. Approximately 27K is due to be reissued or retired in November.

We had 435 hits on the website last month. Web activity has been up recently.

Jerry Falta — Membership

The club currently has 94 members. We expect two resignations in the near future. We have added two new members this month.

Tim Smith — Safety

AOPA seminar for our safety meeting is entitled *Maneuvering Flight - Hazardous to Your Health?*

Poker Run — Larry Scherr

Larry has additional T-shirts from the Poker Run available for 10 dollars after the meeting.

Financial

Mike Nolan was not present Greg Halderman distributed year-to-date financials to the membership.

Fleet improvement committee.

Trustees asked input on both six-seater and two-seater aircraft acquisitions as well as improvements. There was a general interest in a six-place plane as well as updating the remaining aircraft both with some avionics improvements as well as improving their appearance. A specific suggestion was to put a DME back in 62RP.

In general, the members present felt the existing fleet provided adequate availability for scheduling.

OOPS!!

Editors Note — I received the following email after the last newsletter correcting my description of position lights from a potential member in Maryland!

I am considering a move to the Dayton area, so was looking over the DPC web site. Obviously, I was very impressed. Thanks for having such a thorough web site.

One note in your October newsletter that caught my eye was in the following explanation of the legality of flying with or without position lights: *Don't operate at night without the little red (passenger-side) and green (pilot-side) position lights. They are the only way other planes can tell which way you are going."*

Is the red position light not on the port (left) side and the green not on the starboard (right) side?

Very respectfully,

Joe Boudreau
Waldorf, MD

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Treasurer:	Mike Nolan (937) 866-8280
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Newsletter articles Due by November 30