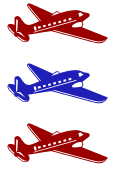




Dayton Pilots Club



April 2005

www.daytonpilotsclub.org

Next Meetings Wednesday, April 20 and May 18

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

DPC Election Results

By Brad Luckenbill

DPC members elected trustees for the new club year at the March membership meeting. There were two new trustees elected and seven of the previous trustees were reelected. Following the general membership meeting, the new board of trustees met in a special session to elect the officers of the club. Greg Halderman will continue as President. Kevin Chandler will assume the Membership responsibilities vacated by Jerry Falta. Chester Harris reluctantly gave up the duties of newsletter editor to Brad Luckenbill and will replace Kevin as the club Secretary. Mike Nolan will continue as Treasurer, Tim Smith as Safety Officer, and Larry Scherr will tend to the Poker Run. Tom Dow will handle the Tach Sheets Data/System and Tom Weber will continue as Webmaster and DPCF President. Please support these individuals as they work to manage and promote our Club.

Dennis Fisher from the Waynesville Soaring Club provided a fascinating program about the soaring club and the activities they have been involved with. We are grateful to their club for giving us insights about glider racing. The Waynesville Soaring Club has extended an invitation to any member of DPC to visit their facility and take part in a sailplane ride. If you are interested in this opportunity, contact Chester, he may have some brochures and contact information left from the March meeting.

The purpose of the newsletter is to disseminate information to the club membership regarding the actions by the trustees, promote safety and provide information of general interest to our club members. I encourage anyone who has information or photographs they would like to share with our group to send it along by email to myself at: bdponydoc@sbcglobal.net.



A good pilot should always taxi to a location where passengers can disembark without getting their feet wet.

Around the Hanger:

- ◆ The hanger doors should be closed and locked. A change in the combinations for the locks will occur in the near future.
- ◆ Next month there will be a safety meeting.
- ◆ Greg continues to work on collecting information for the insurance quotes. Hopefully we will know what options we have by midsummer.
- ◆ As long as the nights and mornings remain cool, it has been recommended to keep the engine heaters plugged in.

**** Plane Wash 0900 Saturday April 30th ****

Pilot Safety

By Tim Smith, Safety Officer

P.I.C. and D.R.U.G.S.

Watching TV commercials for all the drugs that are available started me to think about what we pilots are and are not allowed to take while acting as PIC. I was really educated over the facts and information about what is and is not allowed.

Referring to the AOPA web sight, "Medical/ FAA medications" I discovered there are drugs issued to us by our general physicians and over the counter drugs we need to be better informed. Know before you go!!!

<http://www.aopa.org/members/databases/medical/druglist.cfm>

For example: *Cialis* is not allowed, but *Levitra* and *Viagra* are, but with a 6 hour wait, (8 hours for Military personnel). Because *Cialis* is effective for 36 hours, a 40 hour waiting period is what is recommended. Most antidepressants, such as *Lexapro* or *Zoloft* and cold medicines/antihistamines such as *Benadryl* are not approved for PIC flight. Also, allergy medications, anxiety or depression medications are not approved for use when acting as PIC. This is interesting, you the PIC, you need to have full attention, however stimulants used for Attention Deficit Disorder are not allowed either, not for what the medication does for you, but what the medication will do to you as PIC.

I hope and trust that you will take a look at the list, only to be further educated, and use this information for yourself. We as pilots have the greatest of all honor systems in place. Only we ourselves know if we are safe to operate as PIC. If anything happens to you while acting as PIC, a blood test will be taken, and if anything out of normal is found, no insurance in the world will pay, your family will.

Look at the rules as written by the FAA., as seen in our new *2005 FAR/AIM*. We can always visit this great literary work; we should have an updated

President:	Greg Halderman (937) 859-3642
Secretary:	Chester Harris (937) 657-3621
Treasurer:	Mike Nolan (937) 866-8280
Membership:	Kevin Chandler (937) 885-1395
Maintenance :	Bill Mervar (937) 258-1210
Safety Officer:	Tim Smith (513) 897-7729
Member Loans:	Tom Weber (937) 748-9084
Newsletter Editor:	Brad Luckenbill (937) 901-0060 bdponydoc@sbcglobal.net
Newsletter articles	<u>Due by April 30, 2005</u>

In fact, some pilots I know curl up with this book of knowledge every day. Oh well.

FAR 61.53 prohibits a person from acting as pilot in command or as a required pilot flight crew member while that person (1) "knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation"; or, (2) "Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation."

FAR 91.17 states (a) No person may act or attempt to act as a pilot crewmember of a civil aircraft. (3) While using any **drug** that affects the person's faculties in any way contrary to safety.

Note: Although we maintain the medications list as accurately as possible, there may be drugs that do not appear in the database. If you have any questions about a particular medication that does not appear, contact the [Medical Certification specialists on the AOPA Pilot Information Center](#):

(800) 872-2672

During my cataract correction time, my vision was 20/20 however, while I was taking medicated eye drops, the FAA would not allow me to operate as PIC. The FAA does **not** yet allow the use of any *multifocal and accommodative intraocular lens (IOL) implants*, or Monovision contacts, although that policy may change in the near future. Many pilots and doctors are unaware that these implants are not acceptable for flying. When and if the policy changes, the FAA will allow the use of the only currently FDA-approved implant, the **Array** lens, even though there are several different types now being used in the United States. The use of an intraocular lens that isn't yet allowed by the FAA could result in the denial of medical certification. Some use of Multi-Focal / Mono-Vision Contact lenses are not approved either. When all else fails, you could contact a fellow member, go for a ride as second in command, or the right seat. Your still flying, your still having fun, and with great company. Beats driving.

Safety Seminar-Collision Avoidance

Midair collisions can be devastating and are feared by pilots and passengers alike. You will hear from local pilots: effective procedures to locate and track traffic; how to get the most collision avoidance help

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from ATC; the most common collision scenarios and how to avoid them; and cockpit resource management principles for effective collision avoidance at the May Membership meeting. Remember: Fly safe, we want you back.

If you need to be updated in Schedule Master, Please mail all Safety meeting requirements, Medicals, and Annual check rides to Tim Smith, P.O. Box 1144, Waynesville, Ohio 45068-1144. If you mail them with your check, I won't see them for 30 days.

Instructor's Corner

Excerpts taken from an article submitted by Norman Hignite: Tech Note 007, Cessna Pilots Association

TBO and Beyond Eleven Tips on the Care and Feeding of your Big-Bore Continental Engine

1. Don't let your engine rust!

.....Merely running up the engine on the ramp actually does more harm than good.....You need to get your oil temperature up to 200F or more to boil off the condensation, and you can only accomplish that by flying the airplane.....Pick your oil carefully. If your airplane sometimes sits unflown for weeks at a time, you might do better using single-weight oil like Shell 100W or 80W instead. Single-weight oil provides much longer-lasting corrosion protection than a multigrade oil like 15W-50 because it is molasses-thick at room temperature. If you operate in cold climates, consider using multigrade in winter and single-weight the rest of the year.

2. Keep your engine clean inside.

Keep your induction air filter in good shape. Consider using a Brackett foam filter and replacing it at least annually. Check you alternate air door regularly. If it isn't sealing tight or is sucking open, your engine is breathing dirty unfiltered air....

3. Never cold-start without a preheat.

How cold is cold? There is no magic temperature. Any start with the engine temperature at or below 32F should be considered abusive. Starting at or below 20F should be a capital crime. Oil pressure is not the issue! Using multigrade oil in wintertime, lubrication isn't really an issue even at subzero.

4. Avoid unnecessary thermal cycles.

Hours don't wear engines out...thermal cycles do! If your engine ran 24-hours-a-day in a test cell at cruise power, it would probably go 6,000 hours between over-hauls. The reason our engines don't last nearly that long is because we start them up and shut them down and heat them up and cool them down every time we fly (and some-times when we don't). Try not to start your engine unless you intend to fly. Don't taxi your airplane from the hangar to the radio shop — tow it. Don't stop at the fuel island before taxiing to parking — call for the fuel truck. Whenever you start your engine, imagine that you just tossed a \$20 bill out the storm window. Get as many hours as you can per thermal cycle. A few long trips are much easier on your engine than a lot of short hops. Long-range tanks are terrific they let you cut down on fuel stops.

5. Warm up and cool down gradually.

Don't be in a hurry to take off. Allow plenty of warm-up time between engine start and departure. The colder the OAT, the more important this is. Throttle-up very slowly at takeoff. Each takeoff involves going from idle to max power. Do this as gradually as conditions permit One excellent technique: (1) taxi into position and hold; (2) throttle-up slowly to 50% power with brakes locked; (3) check all engine instruments; (4) release the brakes; (5) throttle-up smoothly from 50% to 100% power while on-the-roll, taking at least 10 seconds to reach full power. Practice programmed cool-down procedures on every descent....

To be continued...May 2005 Newsletter

F L I G H T O P S	Aircraft	March Billable Hours & 888 Time			YTD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	14.76	43.35	0.00	40.56	77.47
	4506W	6.77	17.78	0.00	41.75	57.37
	62RP	9.80	15.40	0.70	36.80	68.45
	738NG	7.70	4.40	0.00	22.80	20.60
	759HS	18.70	0.00	0.10	31.90	0.00
	8078X	20.50	17.00	0.10	49.30	71.60
	Totals	78.23	97.93	0.90	223.11	295.49

Minutes of March 16 DPC Meeting

By Kevin Chandler

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

Elections

Ken Lawson called for any more candidates. When no one volunteered, he moved to close nominations for the election. It was seconded and the motion passed. Based upon input from input from the membership, Ken had each of the nominees give a brief 2 minutes speech about there experience and goals with the club. Neal Charske moved that we accept all of the nominations for Trustees by acclamation. The motion was seconded and the passed.

Soaring Presentation

John form Eastern Sailplane gave a slide presentation on soaring from California to KittyHawk. In addition, former member Dennis Fisher gave a testimony of his own soaring experiences at Caesar's Creak soaring club..

Investigating Competitive Insurance Rates

Greg continues to work on AOPA insuring the fleet. In order for the quote to be completed, AOPA needs to have flight hours from our club members. Greg again asked that all member turn in there logbook information.

Kevin Chandler read the minutes from the March Trustee meeting. Neal Charske asked some follow-up questions dealing with the reasoning for selling 62RP. Greg addressed all questions.

Trustee Reports

Member Loans - Tom Weber

There were 387 total web hits for an average of 96 hits per week.

Newsletter – Chester Harris

Chester is finished with the newsletter.

Jerry Falta – Membership

We currently have 78 active members. **Motion:** Jerry moved that Jerry Brainard, Bruce Moroz, Carolyn Szoke, and Elizabeth Szoke be accepted into full membership. **Second:** Dan Reed. **Vote:** Passed

Tim Smith – Safety

A safety meeting is tentatively scheduled for the membership meeting in May.

Tom Dow –

Several people met to discuss creating some automation software to assist in the entry of the tach

time into QuickBooks.

Mike Nolan – Treasurer

In Mike Nolan's absence, Greg gave the highlights of the report. Greg distributed the report to the members.

Bill Mervar – Maintenance

06W – Transponder is fixed. Passed the IFR check.

The pilot seat was squawked

01U – Prop overhaul complete. Cowling has been fixed. The autopilot is being fixed.

78X – Has a dead battery.

2RP – Cleaned and ready to sell.

8NG- Nothing to report.

9HS – Seat covers have been ordered for the plane. Cowl plugs have been purchased. Garmin still needs updating. The plane has 30 plus hours since the being added to the club. Please remember to always keep it at least 9 quarts of oil in the plane.

Larry Scherr –

Nothing to report.

Meeting adjourned at 8:37pm

Secretary Kevin Chandler

Minutes of a Special DPC Trustees Meeting Dayton Wright Brothers Airport, March 16, 2005

By Chester Harris, Secretary

The trustees met in special session immediately after the 7PM membership meeting that elected new trustees. The single purpose was to elect officers for the 2005-2006 year. Trustee roles were individually discussed and votes were cast with all trustees present. There were no dissenting votes. The new officers/roles are:

Greg Halderman – President

Chester Harris – Secretary

Mike Nolan – Treasurer

Kevin Chandler – Membership

Tim Smith – Safety

Brad Luckenbill – Newsletter

Tom Dow –Tach Sheet Data/System

Larry Scherr – Poker Run

Tom Weber – President DPCF

Chester Harris – Secretary DPCF

Mike Nolan – Treasurer DPCF