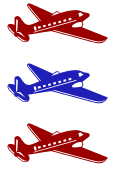




Dayton Pilots Club



December 2005

www.daytonpilotsclub.org

Next Meeting Wednesday, December 21

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

From the Editor

By Brad Luckenbill

The next meeting will be held on December 21st as noted above. This date is important for several reasons. First, it is the shortest day of the year with respect to the time between sunrise and sunset; which means that the days will start getting longer. Secondly, and most important, we will have our annual pizza party during the membership meeting.

If you subscribe to any aviation related publication, you will likely have encountered an article on airframe icing. The ADDS website has been touted as the best source of information on icing likelihood found on the internet. Certainly, icing is important to any pilot who flies IFR, but VFR pilots are not immune. Freezing rain or drizzle has caught a few VFR pilots by surprise. If you go to the ADDS website, you can specifically look at the icing probability for freezing rain, (SLD), or large droplets. Look for CIP/SLD, (current icing potential for super cooled large drop). Freezing rain can land on airplanes no matter if you are in the clouds or below them.

Off to the right you will see some text and a nice picture submitted by Jim Waits. This month's quiz will be based on the photo. The first question: who is the oldest person in the picture? Second question: what kind of plane is that? Last question: who is older, the plane or the person? Submit your answers to bdponydoc@sbcglobal.net and read the responses in next month's newsletter. (Names will be withheld to avoid conflict).

The last few years November has been a kind month weather wise. This year was different as reflected in the number of hours flown. As of this writing, it does not appear that December will offer much improvement. The high cost of fuel has put a damper on flying, but I would suggest that weather played a bigger role. The good news is that the price of avgas appears to be going down. Fuel of course defies the basic laws of physics, it climbs rapidly and descends ever so slowly.

Sometimes life can be cruel. Recently, an evidently unstable individual reported to everyone within ear shot as he ran down the aisle of an airliner that he had a bomb in his backpack. Air marshals, to put it gently, resolved the problem with the perpetrator. However, there was a concern that a bomb may still be on board the airplane. The passengers were offloaded along with their carry-on baggage. The back pack was inspected and no bomb was found. Dogs, trained to detect explosives were used to inspect the remaining baggage. All but two bags received the canine sniff of approval. The two pieces of luggage that did not pass muster by the pooches were blown to smithereens. I can only imagine the frustration and protests by the owners of the unlucky bags prior to their demise.

The photo below was taken at the "Wright Brothers Master Pilot Awards" which was held at the Delta Connection Academy, located at Dayton International Airport. The awards were presented to pilots who have been active for 50 years. Charles LeBoeuf was one of several who received this award. Those in the photo are ex-DPC trustees. From left to right, they are, Jim Waits, Tom Thompson, Charles LeBoeuf, Dick Bridgman, and Norm Meintel. Both Dick Bridgman and Norm Meintel are former DPC presidents. All in the photo are ex-DPC trustees. (Courtesy of Jim Waits)



Pilot Safety



As discussed in previous newsletters and shared during the membership meetings during our safety seminars, accidents on the ground have been a growing problem in aviation and has received considerable attention by the FAA. By last count, commercial aviation operations continue to grow although general aviation operations have declined. The net effect is that there are more airplanes moving around now than ever before. For example, at tower controlled airports, there is an average of one runway incursion per day overall.

Part of the problem is that markings on airports are often hard to see. The FAA has proposed adding lights to the runway hold short lines on the taxiways. About 89% of the reported incursions resulted from crossing the hold short line when another plane was either landing or departing the runway. The really sad statistic is that 74% of the planes involved in runway incursions are general aviation aircraft. This statistic is particularly alarming considering that GA makes up a smaller proportion of the aircraft included in the FAA study.

The FAA has developed a DVD to train pilots involved in single pilot operations. The DVD is called: "Heads Up, Hold Short, Fly Right!: A Guide To Runway Safety." If you are interested in learning more about this topic or would like to secure a copy of the DVD go to this web address: <http://www.faa.gov/runwaysafety/>

Another big safety issue that has drawn the attention of the FAA is weather. As mentioned before, one of the most frequent causes of an enroute emergency or accident is pilots flying into weather they cannot handle. Sometimes the problem is the pilots failure to check the weather in route or at the

destination. Other times, the pilot fails to comprehend the information provided. There are many web-sites available to pilots for weather. Here is a web-site that contains links to weather information and weather educational materials:

<http://www.usatoday.com/weather/wpilots0.htm>

Our aircraft are no longer the "spring chickens" of the GA fleet. The preflight inspection of older aircraft may require examination of items not contained in the typical POH. Expansion and contraction due to thermal changes can loosen up fasteners. For example, antennas should be checked to see if they are still tightly secured to the airframe. Hinges should be inspected for cracks or binding due to corrosion.

Cold weather flying also raises the issue of carbon monoxide poisoning from exhaust gas entering the cockpit when the cabin heating system is used. For around \$10, carbon monoxide detectors can be purchased. These basic detectors will change colors to indicate a high level of CO gas. They are portable cards with an attached sensor and can be carried by the pilot from plane to plane.

Around the Hangar

- Do your best to avoid cold engine starts. To protect the engines, the oil should at least 40 degrees F, warmer is better. Preheat if needed, do not run up the engine until the oil temp reaches 80 degrees F or higher.
- The doors will be kept open and the engine heaters should be plugged in the remainder of the winter season.
- If you add oil to the engine, make sure you are using the correct type for the season. If you are not sure, contact the crew chiefs.

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Newsletter articles	<u>Due by Dec 30, 2005</u>



Wintertime Boredom

- If you are bored and cannot fly due to the weather here are some ideas to help pass the time:
- Visit AOPA's website and look at some of the new course offerings. Start by following the link to the Air Safety Foundation. Two new courses are available called "Weather Wise" and "Engine and Propeller". (<http://www.aopa.org/asf/>)
- Check out AirNav to see who has the cheapest fuel. (<http://www.airnav.com/fuel/>).
- You can plan flights that you wish you were taking: (<http://www.fltplan.com/open.htm>)
- At this site, you can find all sorts of FAA publications to expand your knowledge and cure your insomnia: (<http://www.faa.gov/ATpubs/INDEX.HTM>).
- Or, as mentioned earlier in this newsletter, one of the best free sites on the web for weather information and to confirm why you are sitting in front of the computer rather than in a cockpit: (<http://adds.aviationweather.noaa.gov/>).
- If you fly IFR, this site might be of interest: (<http://www.naco.faa.gov/>). If you can successfully navigate this site and actually order a book of IFR plates, you are a world class navigator and probably did not need the charts anyway.
- Finally, if you want to look around and see how many pilots are likely in your same predicament, go here for METARS: (<http://www.rvproject.com/wx/>).

Did You Know?

- An American Airlines pilot reported a smoke trail passing by the airliner while in flight during climb out over the ocean. Upon investigation by the authorities, the source of the smoke could not be determined. The investigators do not believe that it was a missile but perhaps a flare or one whale of a bottle rocket. If perchance it was a flare, perhaps from a stranded boater, do you suppose they were rescued? Northrop Grumman has developed a missile defense system for airlines which is ready for installation. Picture this scenario: a boater in distress fires off a flare towards a passing airliner in hopes of discovery. The airliner in turns blows the hapless boater out of the water.
- A proposed change in the permitted carry on items on commercial carriers will allow small scissors and screwdrivers in carry on luggage. Thankfully, the passengers can now resume personal grooming tasks while in flight or perhaps effect repairs to nearby items.
- Recently, one of those fancy airliners with a state of the art multifunction display, autopilot and all of the other goodies went completely dark. For two minutes the pilot was forced to hand fly the plane with minimal instrumentation and by reference to the night horizon. After a step by step checklist review, the pilot pushes a button and all comes back to life, bringing a harrowing and tense situation to a close. The button pushed was called the "AC ESS Feed", whatever that is, (avionics master breaker?). The question is: With the new multifunction displays available in GA, is there an emergency backup system in place if the pilot should inadvertently turn the thing off? Fortunately, none of us flying DPC aircraft will have to face this situation as we have no MFD's in our aircraft. However, we are likely all adept at hand flying the planes at night with basic instrumentation and minimal lighting should the need arise.
- This past year, two Cirrus owners that were saved by the emergency parachute deployment in their respective SR22's declared that they will be back in the air soon. One will have their plane repaired and the other purchased a fractional share. My guess is that they will likely be doing mostly solo flights for a long time to come.

Minutes of September DPC Meeting

By Chester Harris

Meeting was called to order by President Greg Halderman at 7:03PM.

Chester Harris read the minutes of the November trustees meeting.

The annual pizza party will be held with the December membership meeting. Members should come out for the food and discussion.

Greg noted that On Nov. 19, member Charles LeBoeuf will be one of about a dozen local aviators from the Dayton/Cincinnati/Troy area to receive the FAA's Wright Brothers Master Pilot Award for 50 or more consecutive years of safe flight operations.

Greg reported that hanger number 6 has been turned in. N4506W will be moved to Hanger 17. The Mooney has departed for its new home. With the onset of winter members should leave the hangar doors open beginning immediately to prevent the doors from freezing shut.

Rates were reduced for December with the decrease in fuel prices. The rate for the C-172 were reduced from \$84/hr to \$79/hr, for the Archers from \$99/hr to \$94/hr, and for the C-182 from \$125/hr to \$118/hr.

Greg reported that N62RP is now listed at AOPA, Trade-a-plane, and Controller.com for \$78,500. There was discussion from the membership of whether N62RP or N8078X was the right plane to sell. In the last year the acceptance/proficiency with the Garmin 430 has increased while the availability of NDB approaches has decreased. Several members argued for various approaches that would lead to both remaining Archers continuing to be equipped with Garmin 430's.

There was also discussion of buying a new 2-seater light sport. The capital cost would be comparable to an older Archer but the operating cost would be much less due to reduced maintenance and fuel costs.

Trustee Reports

Treasurer's Report

Tom Weber discussed the updated financial reports. P&L currently shows a small loss for the year. He is still working to improve accuracy and detail of costing to individual aircraft. Current financial tasks include repaying members who are inactive for more than 3 years. We will return share values for those we can find. We will plan June membership meeting as a financial review meeting each year.

Membership

Kevin Chandler reported we currently have 71 members including 3 associates. Richard Lamm is a new member. Troy Balgrave was approved for full membership.

Maintenance report

759HS has no known problems
8NG has been running rough
06W has had DG rebuilt
62RP had a leaking nose strut repaired.

Chester Harris presented a Safety Meeting on runway markings using AOPA video material.

The meeting adjourned at 8:20PM.

F L I G H T O P S	Aircraft	November Billable Hours & 888 Time			YTD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	00.00	26.18	0.00	169.48	280.07
	4506W	7.40	22.13	0.00	243.39	284.41
	62RP	2.80	16.90	0.00	148.20	234.49
	738NG	4.00	25.30	0.00	159.20	229.40
	759HS	23.30	***	0.00	187.20	***
	8078X	16.90	22.60	0.00	178.20	245.50
	Totals	54.40	113.11	0.00	1085.67	1273.87

***Note: The above hours for 2004 exclude N8268B which was replaced by N759HS. However, 68B was sold last fall and there were no billable hours for November. The 2004 total billable hours: 1485.52.