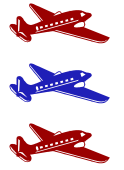


Dayton Pilots Club



February 2004

www.daytonpilotsclub.org

Next Meeting Wednesday, February 16, 2004

Dayton Wright Brothers Airport at 7:00 PM

Chester Harris, Editor

DPC Adds Cessna 182 to the Fleet!

By Greg Halderman



N759HS is Now Home in Hangar 7 !

Editor's Note: Over the last few days I have received emails from Greg giving updates on the progress as he finalized the purchase of 9HS. I thought many of you would find excerpts from his status reports informative and interesting.

Thursday, Feb 3— Norm Hignite, Tom Weber and I will be flying to Augusta Saturday morning (weather permitting) to bring our C182 home. Norm has agreed to take on the duties of crew chief for this bird. I continue to be amazed at Norm's knowledge of the C182's. As soon as the bird is at MGY,

Norm will get it in to ASI to have an engine heater installed, and check out an inoperative carburetor ice detection instrument. I also confirmed with the service manager at the shop doing the pre-buy that the Garmin 300X GPS that is designed for both enroute and approach IFR use, was indeed installed correctly and has the required documentation for IFR use. We will need to update the database (probably go with a subscription like the 430) so it can be used as an IFR instrument. Correction from my last update, the missing 337's (*FAA Major Repair and Alteration Form*) were not for the Garmin GPS, but for the Garmim 327 TSP Transponder and the PS Engineering 6000 stereo audio panel and split 4-place intercom system. These 337s are being taken care of today.

The pre-purchase inspection paid big dividends in as much as the transponder, altimeter and pitot system check was due and the seller paid for the test. The altimeter had to come out and be sent to a shop to be recalibrated. Additionally, the shop performing the inspection discovered that the Garmin 327 digital transponder and the audio panel installation was missing the required 337 forms along with the revised weight and balance information. Again the shop actually weighed the aircraft and certified the new weight and balance information, and made log book entries certifying the installation of the additional equipment met FAA requirements. Again, the seller paid for this work.

In addition to this aircraft purchase and associated expenses being timely to offset the majority of the capital gains tax we were sweating, I have been able to confirm that the purchase and installation of the new engine in 62RP that took place last May/June will also apply and should get us close to or over the amount needed to avoid the tax altogether.

All that's left is to get with John and determine how check-outs will be handled by our

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instructors. There needs to be much emphasis on not landing on the nose gear (up to \$40,000 repair job) and a few other items we all need to know about flying this machine.

Sunday, Feb 6—It all finally came together. Funds transferred, title search done and documents submitted to the FAA, pink copy of the application for aircraft registration in hand (our temporary A/C registration that must be in the aircraft until the permanent copy comes from the FAA), insurance coverage taken care of and so on. We were lucky and got a great day weather wise on Saturday, and set out to pick up the aircraft at Daniels Field in Augusta, GA. Tom Weber, Norm Hignite and myself set out in 78X about 8:00 AM Saturday. We made it as far as Athens, GA where we decided to stop for fuel. However, when doing the run up prior to take off for the balance of the trip to Augusta, the plane developed a bad miss. We had to taxi back to the ramp and determine our options. Being a Saturday, there wasn't a mechanic on the field. I called the seller of our C182 and he offered to fly to Athens to pick us up. Meanwhile, we ran someone down that knew a mechanic and called him in for us. Turned out to be two bad spark plugs, About an hour and one-half and \$150 later 78X was running great. By then our C182 showed up and Norm and I left in the C182 to take the seller back to Daniels before heading for home. Tom flew 78X back home from Athens. That was a close call. I was afraid we would be leaving 78X in Athens, GA for repairs and require another trip to bring her home.

The C182 flew great coming home. We climbed out of Augusta right up to 8,500 MSL. We coupled the Garmin 300X GPS to the autopilot and it tracked perfectly. We played around with the engine analyzer to monitor CHT, EGT (on all 6 cylinders), fuel flow, charging system, fuel remaining and a few other things it monitors. At 8,500 MSL we were cruising at about 130 to 132 knots true air speed, and burning about 15 GPH with the first notch of cowl flaps open for cooling, Norm then closed the cowl flaps and enriched the mixture to achieve the same or better engine cooling and we were burning 16 GPH. (On investigation, ASI found a intake manifold gasket problem and a magneto timing problem. The

engine analyzer is paying for itself!) Although we were not pushing it hard, I don't think we're going to see anything better than 130 to 135 knots TAS. The air was smooth, but the plane stayed right where we put it, and was as comfortable as setting in your easy chair at home. When we arrived back at MGY Saturday evening, we couldn't get the plane in the hangar since someone shut the doors, and they were frozen solid. So the plane sat out on the ramp all night. Norm and Brad Luckenbill worked on the hangar doors Sunday afternoon, chipping ice out of the channels and managed to get them open, and placed the C182 inside. Check it out when you get a chance. This is a good looking plane inside and out, and flies great. It is loaded with some really good equipment as well. The seller gave us a very nice cover for the plane to use when on trips and the plane must sit outside for several days. Norm, our crew chief for this plane, will be making arrangements with Joe Lolly Monday to get it in for adding an engine heater, and a few things we need to have checked out like the Carb ice detector instrument that is inop. Hopefully, we will be in a position to have the C182 on line and available for being checked out in and flying within a week, once we have a check out procedure in place and the instructors are ready for us. Kevin has ordered some POH Copies for us and they should be in next week as well.

Do You Know?

VFR

You are returning late in 06W from a winter weekend with friends who just happened to be located farther South. You had planned to make it without a fuel stop but that 40-knot headwind altered your plans. A well lighted threshold for Rwy 16R looked inviting when you were inbound to a "real airport" for fuel. However, while taxiing for takeoff you now have only a vague idea of where that same threshold is now. As you taxi, you see two pairs of flashing yellow lights on each side of the taxiway. Where are you?

IFR

Your flight plan takes you from EWO to HYK to FLM on your way through Kentucky back to MGY. Shortly after passing EWO in IMC conditions, Indy Center hands you to Lexington Approach. Lexington Approach, not wanting you near her airport tells you to expect direct FLM in 10 miles. Those are the last words you hear from your radio that night. Do you remain on the plan you filed or do you use the expected diversion and skip HYK?

Answers on Page 3

Around the Hangar

DPC Elections in March

Members including incumbent trustees who plan to run for election at the March membership meeting should notify Ken Lawson, Mike Suhar or Neil Charske as soon as possible. Signing up now will allow the election committee to prepare ballots that include all the candidates.

Weight and Balance

Mike Stebner will be updating the weight and balance calculation website with fleet changes including the addition of our C182.

FAA Safety Seminar

Spatial Disorientation...Visual & Vestibular Illusions
February 19, 2005 at 10:00 AM
Lebanon Warren County Airport

What happens (and a little bit of why) when your eyes and ears get confused about which end is up. Why flight into IMC can be deadly for pilots untrained and unprepared. Barany Chair demonstration. Chili lunch. USU Composite Wright Flyer will be on display. Learn how you can become involved.

C182 Checkout and Currency

After reviewing the updated insurance rules and current flight operations, the trustees established the checkout rules for the C182. The club will require at least 150 hours of PIC time before any member can begin checkout in 9HS. A minimum of 5 hours with a DPC instructor is required before signoff on the airplane. For someone who has more than 10 hours as PIC in a C182, then a 1 hour minimum check out is required in 9HS.

To remain current in 9HS, a pilot must have at least 3 takeoffs and landings every 90 days in that aircraft. Once you lose currency, you are required to take a DPC instructor with you for those 3 takeoffs and landings.

Flying Rates Updated Effective March 1

The trustees are committed to keeping flying rates consistent with operating costs. Doing this will protect the investment of the members and Community Bank. Included in the hourly rates are the variable costs for engine "consumption", typical maintenance, liability insurance, and fuel. We are checking fuel prices each month to ensure that hourly rates reflect the current price of fuel. Over the winter the price of fuel has risen enough to make a rate change necessary. The new rates will be reflected in the bill for hours flown beginning March 1.

Aircraft	Skyhawk	Archer	Skylane	Mooney
Rate	\$76	\$86	\$99	\$112

Did You Know?

VFR

Approaching a Runway! While similar to clearance bar lights, which are installed at holding positions on taxiways, runway guard lights are installed at taxiway/runway intersections to increase the distinction of the holding position (and prevent inadvertent entrance onto a runway) in low visibility conditions. These may be installed as flashing yellow lights flanking the taxiway, or in a row of in-pavement yellow lights installed across the taxiway. Some pilots refer to these as (wig-wag) lights.

IFR

You are expected to take the shortcut. Any route assigned by ATC; any radar vectors to a fix, route, or airway; even a path you are told to expect at some later time, takes precedence over the route you filed!

F L I G H T O P S	Aircraft	January Billable Hours & 888 Time			YtD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	13.76	10.98	0.09	13.85	10.98
	4506W	1.54	16.97	0.31	1.85	16.97
	62RP	8.20	19.69	0.00	8.20	19.69
	738NG	4.30	5.50	0.00	4.30	5.70
	8078X	7.20	35.00	0.10	7.30	35.00
	Totals	35.00	88.14	0.50	35.50	88.34

Minutes of January 19 DPC Meeting

Kevin Chandler

President Greg Halderman called the meeting to order at 7:00pm.

New Business

Fleet costs review

A group of Trustees convened for a financial review. The variable cost matrix was reviewed for all airplanes to determine the accuracy of the data and to determine the initial flight costs of a C182. The cost of a C182 would be \$94 per hour.

C182 update

The plane in Lancaster looked great but it fell through. The owner does not really want to sell the airplane through obvious delays and his lapsing of the insurance policy. The next choice is a C182 in Augusta, Georgia. It is a 1978 C182Q. The price is \$105,000. The plane has 2948 hours total time. The engine has 1478 since major overhaul (2000 TBO), 5 hrs since prop overhaul, 286 since top overhaul (with new ECI cylinders). The annual is recent. The plane has nice avionics including KX155 nav-com, Garmin 300 IFR GPS, KX300 ADF, Garmin 327 transponder. Also included are a four place intercom with stereo, JPI engine monitor with fuel flow, and external antenna for a handheld radio. It has always been hangared. No engine heater. Re-upholstered interior. No damage history. Greg continues to pursue this. Other planes viewed were in Tennessee and Mississippi.

Election Committee.

Contact Neal Charske, Mike Suhar, or Ken Lawson if you would like to run for a Trustee position in the



N759HS. DPC's new addition in profile!

March elections.

Mooney Insurance

Greg will get a quote from AOPA for the insuring the fleet with their underwriter AIG. AIG will insure the Mooney if combined with the rest of the fleet.

Trustee Reports

Jerry Falta – Membership

DPC has 78 active members currently.

Tim Smith – Safety

Tim was not present.

Member Loans - Tom Weber

All member loans have been re-paid. Form 1099s for 2004 will be sent out this week. Website is at 58 hits per week.

Larry Scherr

Nothing to report.

Tom Dow

Tom was not present.

Newsletter – Chester Harris

A lot of information concerning 182 was placed in the January newsletter.

Bill Mervar – Maintenance

Bill was not present. Crew chiefs in attendance gave an update of the fleet.

06W – COM1 had some issues that they feel is an alternator problem. A problem with the frame rails for the copilot seat has been fixed.

01U – Prop overhaul is coming up. Cylinder fixed.

Mike Nolan – Treasurer

Mike was not present. Mike left the financial statements for distribution to the membership.

The meeting was adjourned at 7:31pm

President:	Greg Halderman (937) 859-3642
Secretary:	Kevin Chandler (937) 885-1395
Treasurer:	Mike Nolan (937) 866-8280
Membership:	Jerry Falta (937) 439-4864
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Safety Officer:	Tim Smith (513) 897-7729
Member Loans:	Tom Weber (937) 748-9084
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Newsletter articles	<u>Due by February 28, 2005</u>