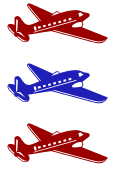




# Dayton Pilots Club



July 2005

[www.daytonpilotsclub.org](http://www.daytonpilotsclub.org)

Next Meeting Wednesday, July 20

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

## From the Editor

*By Brad Luckenbill*

The survey has been concluded for the next DPC aircraft and the following is a summary of how the membership responded:

There were 27 responses received which would be about 35% of the membership. That may strike some as a poor response rate, but actually one would typically expect around a 20% response rate to the average survey of this type. Unfortunately we do not have a majority opinion, but at least some idea of what the membership would like the trustees to consider. The two Cessna choices were the clear favorites followed by the Archer. Depending on how you interpret the results, the Cessna 182RG would appear to be the slight favorite.

The popularity of the 172 in the survey seems contradictory to the actual usage of the 172 in our current fleet. It was a very popular choice in the survey but the least flown aircraft this year. If you subtract out the hours flown for training purposes only, the 172 does not see frequent use for recreational flying. It is my personal opinion that the issue runs deeper than the type of plane but rather the condition of the craft or the avionics package. However, previous experience has taught us that improving the avionics package only will not generate additional flying hours. Perhaps those that have suggested an additional 172 would share their reasons for not flying the one we currently own.

The final results are: 182RG received the most first choice votes followed by the 172, Archer, Tiger, 152 and Arrow. Base on a numerical ranking of all votes, the order of finish was 172 first, then 182RG, Archer, Arrow, Tiger and finally the 152.

The survey regarding the hourly rate was less confusing. The rate of \$76 to \$90 per hour was the runaway favorite. Second place went to \$61 to \$75. All in all, the higher price ranges received more first place votes than the lower prices. That would suggest that our current fee structure is not a big

concern of those that chose to respond to the survey.

There did seem to be some confusion about the format of the survey. The prices on the right were not intended to match up to the planes listed on the left. The job of the survey was two fold, first to identify which plane the respondent was most interested in and second, to see what kind of fee they would be willing to pay to fly it. Some chose to add comments along with their results. Of those comments, it is clear that the condition and age of the aircraft matters. Many respondents would like to see newer planes in the fleet of the same models we currently have.

The decision of "what next" is going to be a challenge. Certainly it is in the best interest of the club to find a plane that is popular and is used frequently. The survey would suggest that the condition of the plane, speed, and ease of flying outweigh the hourly fee. The above is supported by the current usage of the club fleet. The upgrades to 06W seem to be paying off, it leads the fleet this year in total hours flown. The physical appearance of the plane is also a plus. But, speed does matter, look at the chart on page 4 and you will see that in 2004 the plane that was flown the most is the fastest and most expensive one in the fleet. The 182 we added this year is difficult to assess as it has been in the hospital about as much as it has been in the hanger. In spite of that, it is closing ground on the 172 for year to date usage.

On the flip side of this analysis, we can look at the total number of hours flown this year compared to last year. The chart suggests that we are flying less as a club. Price? Economy? Weather? Or Aircraft? Which reason seems to fit: one, none or all? A closer look at the numbers shows us down about 200 hours from last year for the first six months. The drop in hours is not necessarily bad, as fuel and maintenance costs drop too. The trustees want provide the best choices possible for the club, that's why we asked. Thanks to all who participated.

## Around the Hangar

- The 182 has 25 hours on it post engine replacement, it is now available for checkouts and new recruits.
- The clock continues to tick on the Mooney, no serious nibbles yet. It will be going in for annual this month.
- The avionics package in 06W is very nice, if you have not had a chance to check it out, you may want to do so. Be forewarned, the NEXRAD weather page becomes most colorful on days you probably should not be flying or at least in places you would rather not be.
- There is a rumor, not yet substantiated by the editor, the electric trim in 8078X now works.

## Pilot Safety

### The Most Common Pilot Errors:

According to the NTSB records, the following list is the most common causes of accidents or incidents reported:

- 1) Weather
- 2) Controlled flight into terrain
- 3) Poor Communication
- 4) Low altitude maneuvers
- 5) Poor or inadequate preflight inspection

Note, mechanical failure of a aircraft component did not make the top 5 list. In other words, nearly 75% of all NTSB reports are due to pilot errors that could have been prevented. Fuel exhaustion and lack of familiarity with cockpit instrumentation rounded out the top 10 list.

Looking at the number one cause: Weather, a closer inspection would reveal that is it not icing or thunderstorms that represent the greatest hazard, but VFR into IMC is the main culprit. Certainly an instrument rating would aid should one find themselves in IMC, but a few rusty IFR rated pilots found themselves among the statistics. The number 2 cause of controlled flight into terrain has a lot in common with weather. Most pilots won't fly into the ground if they can see it coming. Fog is often involved in those types of accidents. As summer winds on and fall approaches, fog becomes a more common hazard for late night flying. The bottom line

is that if you cannot see where you are going, bad things seem to happen. Be prepared to handle that type of situation should it arise with recurrent training or thinking through "what if" scenarios.

Communication errors made it into third place which would seem surprising since neither Mother Nature nor mechanics play a factor in most of the wrecks from poor communication. Bashful pilots, pride or just plain failure to communicate shows up as a common error in this class. Some of the worst wrecks in the NTSB records reflect miscommunication at non towered airports between approaching and departing aircraft. The scenario that is most dangerous is non towered airports with crossing runways. Consider this statistic if you decide to go practice at an airport such as Richmond, Indiana.

In summary, if you want to reduce your chances of falling victim the most common pilot errors, then do the following: 1) Check the weather; anticipate low visibility conditions and have a plan to deal with it; 2) Preflight the airplane carefully; 3) Watch your altitude and maneuvering speed; 4) Communicate; 5) Plan your flight including fuel needs; 6) Use checklists; 7) Know the airplane and how everything works.

*But on a lighter note:*

*ATC to Flight 123: "Slow to 300 knots please." After several moments, it was apparent the crew had not complied with the first speed reduction and was overtaking the inbound plane ahead of them.*  
*ATC to Flight 123: "Slow to 280 knots." This was soon followed by a request for 250 knots from ATC when the crew still had not slowed the airplane. Finally, the now-frustrated controller ordered, "Gentlemen, the number is 250. Either slow to it or turn to it!"*

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<b>Newsletter articles</b>	<b><u>Due by July 31, 2005</u></b>

## Test Your Knowledge:

**1. Two aircraft of the same category are approaching an airport for the purpose of landing. The right-of-way belongs to the aircraft:**

- A) at the higher altitude.
- B) at the lower altitude, but the pilot shall not take advantage of this rule to cut in front of or to overtake the other aircraft.
- C) that is more maneuverable, and that aircraft may, with caution, move in front of or overtake the other aircraft.

**2. During a night operation, the pilot of aircraft #1 sees only the green light of aircraft #2. If the aircraft are converging, which pilot has the right-of-way? The pilot of aircraft**

- A) #2; aircraft #2 is to the left of aircraft #1
- B) #2; aircraft #2 is to the right of aircraft #1
- C) #1; aircraft #1 is to the right of aircraft #2

**3. For a given angle of bank, in any airplane, the load factor imposed in a coordinated constant-altitude turn**

- A) is constant and the stall speed increases.
- B) varies with the rate of turn.
- C) is constant and the stall speed decreases.

**4. When approaching to land at an airport with an ATC facility, in Class D airspace, the pilot must establish communications prior to**

- A) 10 NM, up to and including 3000 feet AGL
- B) 30 SM, and be transponder equipped
- C) 4 NM, up to and including 2,500 feet AGL

Answers: 1B, 2C, 3A, 4C



The Dayton Air Show is this month, beginning on Friday the 15 running through Sunday the 17th.

## Did You Know?

-During the heat of the space race in the 1960s, the U.S. National Aeronautics and Space Administration decided it needed a ball point pen to write with in the zero gravity confines of its space capsules. After considerable research and development, the Astro-naut Pen was developed at a cost of about US \$1 million. The pen worked and also enjoyed some modest success as a novelty item back here on earth. The Soviet Union, faced with the same problem, used a pencil.

-Any attempt to stretch fuel is guaranteed to increase headwinds.

-Keep looking around, there's always something you missed.

-Remember, you're always a student in an airplane.

-It's best to keep the pointed end going forward as much as possible.

-Hovering is for pilots who love to fly but have no place to go.

-The only time you have too much fuel is when you're on fire.

-A terminal forecast is a horoscope with numbers.

-Takeoffs are optional. Landings are mandatory.

-The first thing every pilot does after making a gear up landing is to put the gear handle DOWN.

# Minutes of April DPC Meeting

By Chester Harris

Minutes of the June 15, 2005 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:05. Chester Harris read the minutes of the June 8, 2005 Trustees meeting.

**Maintenance Report:** Bill Mervar gave Greg a brief Maintenance update over the phone prior to the trustees' meeting that was supplemented by crew chiefs present at the meeting:

- 62RP completed its annual
- 3NG has no known problems
- 7HS is back in service. Cannot do slow flight and stalls until 25 hours on the new engine.
- 06W is over in Muncie for the avionics upgrade adding a Garmin 430, new transponder and XM weather. Aircraft is expected to return this week. ASI has repaired the wing walk
- 01U exhaust hanger is fixed. Landing light/charging system is fixed. Fuel pressure sender still has a problem as it indicates high pressure when pressure is normal.
- 78X still has one plug that tends to foul. Airplane currently has a stuck right hand shoulder harness.

Clem Gilliland had agreed to be the crew chief for 78X. He is looking for the wheel fairings for that airplane.

Norm Hignite said that with this starter you could not turn the prop backwards on 759HS without breaking it. ASI is replacing the DG on the airplane. Fuel flow problem with the JPI engine analyzer is being investigated but currently is inoperative.

Norm has also agreed to try to repair 62RP wheel fairings.

## Trustees Reports:

**Treasurer's Report:** No report

**Crew Chiefs Report:** See above

**Newsletter:** Brad Luckenbill asked that members send in survey form included in the last newsletter to give the trustees feedback. Brad explained the survey form asking members to rank their preferences.

**Website:** Tom Weber said the web site is up to date and averaging about 80 hits per week.

**Membership:** One potential new member was present and was introduced.

## General Information from the Trustees:

There is an ELT is still going off in one of the hangars.

There was discussion of whether there was interest in having a newer Archer in the fleet that might cost a \$100/hr because of the increased cost of insurance.

Larry Scherr stated that the Poker Run this year would be either August 20 or 27 depending on the availability of Martha Lunken of the FAA to provide a safety seminar.

Financial reports were distributed.

Meeting adjourned at 7:35



This one was not included in the survey, but would likely be our lowest cost option.

F L I G H T O P S	Aircraft	May Billable Hours & 888 Time			YTD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	21.91	36.95	0.10	101.18	182.41
	4506W	29.80	15.38	0.39	116.57	126.28
	62RP	13.10	6.40	0.00	85.00	114.93
	738NG	26.70	20.40	0.00	97.80	101.40
	759HS	28.40	***	5.80	80.30	***
	8078X	30.50	23.30	0.00	111.20	126.40
	<b>Totals</b>	<b>150.41</b>	<b>102.43</b>	<b>6.29</b>	<b>592.05</b>	<b>651.42</b>

\*\*\*Note: The above hours for 2004 exclude N8268B which was replaced by N759HS. The total time for June of 2004 including 68B is: 192.80 hrs with a total year to date of: 805.42 hrs.