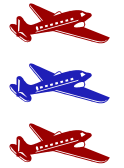


Dayton Pilots Club



June 2005

Next Meeting Wednesday, June 15

www.daytonpilotsclub.org

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

From the Editor

By Brad Luckenbill

Included in this newsletter is a survey which is intended to help the trustees better understand which airplanes they should consider for purchase. Please take a few minutes to complete the survey and submit it by either: 1) Cut out the form and return it with your dues payment or 2) Submit your results by email to me at: bdponydoc@sbcglobal.net. You are encouraged to add any comments or suggestions.

The choices in airplanes are based on our available funds in addition to what is permitted by our insurance carrier. Regardless of which aircraft is selected there will be certain fixed costs that will remain the same. One example: hanger rent will be the same regardless of what is parked inside. Fuel costs are a large part of the hourly rate, in addition to purchase price, costs of insurance and anticipated maintenance plus engine reserve. Realistically, most aircraft suitable for the club will burn between \$30 and \$45 per hour of fuel. Annual inspection costs vary somewhat between different models of fixed gear aircraft, but base costs are very close. The retractable gear inspections add more as do older models that suffer age related issues or models subject to

certain AD inspections. The bottom line is that particular issues with each make and model will often dictate the hourly costs more than engine size, air-speed or carrying capacity. After a model is selected the next challenge is to find one that is mechanically suitable for purchase.

As you peruse the choices listed, bear in mind that the plane with the lowest horsepower may not be the cheapest plane to fly. In addition, if the club does not like the plane and it is not often flown it becomes an expensive choice regardless of the associated hourly rate. The trustees will continue to review the flying patterns of the club and with the information gained from the survey, make the best choice.

The survey is intended to discover both which model of plane the club prefers in addition to what hourly rate would be desirable. A new 172 for example could have a higher hourly rate than a used Archer. An Archer and Tiger made the same year should have the same hourly rate. Any retractable would incur more expense at annual then the fixed gear version so a slightly higher hourly rate would be expected. If we find that everyone wants an Arrow for under \$90 per hour, we may have to look for an antique.

Make sure you mark your choice in both columns.

Aircraft Selection Survey

With each list of choices, either pick one or number your choices by order of preference.

Aircraft:

Hourly Rate:

<input type="checkbox"/> Cessna 152	<input type="checkbox"/> \$45 - \$60
<input type="checkbox"/> Cessna 172	<input type="checkbox"/> \$61 - \$75
<input type="checkbox"/> Cessna 182 RG	<input type="checkbox"/> \$76 - \$90
<input type="checkbox"/> Piper Archer	<input type="checkbox"/> \$91 - \$105
<input type="checkbox"/> Piper Arrow	<input type="checkbox"/> \$106 - \$120
<input type="checkbox"/> Grumman Tiger	<input type="checkbox"/> \$121 - \$135

Comments:

1977 Grumman AA5-B Tiger



Around the Hangar

- There is an ELT activated somewhere near the DPC hangers. Most of the DPC aircraft have been ruled out as the culprit. Hopefully, by the time you read this the signal will be discovered and deactivated. If not, ELT checks will need to be done away from the hangers.
- The 182 is back on the schedule, however until 25 hours are on the engine, the flying will be restricted to the break in requirements recommended by the manufacturer.
- The annual for 62RP is finished, both it and 78X are available. 06W is getting an avionics upgrade which should be finished by mid month.

Pilot Safety

By Tim Smith, Safety Officer

REPORTING AN ACCIDENT TO THE NTSB

Federal regulations require operators to notify the NTSB immediately of aviation accidents and certain incidents. An accident is defined as an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. An incident is an occurrence other than an accident that affects or could affect the safety of operations, see 49 CFR 830: (www.nts.gov/alj/default.htm).

The report should be filed with the nearest NTSB regional office, (www.nts.gov/Abt_NTSB/regions/AVIATION.HTM). A phone call is sufficient initially, but a written follow-up will be required. If you are requested to complete a Form 6120.1/2 "Pilot/Operator Aircraft Accident Report", you may obtain the form from the requesting NTSB office.

Members, don't forget to file the "white flight review" signed by you and your flight instructor after you have completed your annual. Without it we cannot consider your annual completed. Also, If you are to be "Checked out" or in a new aircraft type you need to submit the form, you know the one with the weight and balance info. Archers & 172 is Green, the Mooney is Amber, and the 182 is white. Sheets are either at the desk at ASI or in the broom closet in the classroom at ASI.

Happy flying, we want you back.

Garmin 430 GPS

Both 62RP and 06W will be equipped with a Garmin 430 GPS. There is a Garmin 400 series simulator available for download from the Garmin website using the following link: <http://www.garmin.com/software/simulators/TRAIN430.EXE>. The instrument is a bit intimidating at first and the manual reads like your typical textbook. Using the simulator along with the manual may help make more sense of what is written. If you want your own manual or other documentation, you can download the files from: <http://www.garmin.com/products/manual.jsp?product=010-00139-11>.



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Newsletter articles Due by June 30, 2005

Test Your Knowledge:

Dayton Wright Brothers has a departure procedure, (DP), that reads as follows:

“Rwy 20, climb on runway heading to 1500’ before turning eastbound.”

Select the correct statement:

- a) Departure procedures only apply to pilots on an instrument flight plan.
- b) Departure procedures apply when departing on an IFR flight plan or at night.
- c) Part 91 pilots are not required to fly DP’s but are responsible for their own obstacle clearance when departing a non towered airport, VFR, IFR or at night.

If a pilot enters restricted airspace and is intercepted, which of the following signals should the pilot be familiar with:

- a) Rocking of the wings means “ understood, will comply”
- b) Illuminating landing lights or gear down means land the plane at the over flown airport.
- c) Flashing navigation lights in a regular interval means “unable to comply with instructions”
- d) All of the above are true.

Each person operating an aircraft at a VFR cruising attitude shall maintain an odd-thousand plus 500-foot altitude while on a

- a) magnetic heading of 0 degrees through 179 degrees.
- b) magnetic course of 0 degrees through 179 degrees.
- c) true course of 0 degrees through 179 degrees.
- d) magnetic heading of 180 degrees through 359 degrees.

Answers: Information on DP’s can be found in the AIM, section 5-2-6; choice “c” would be correct. Hopefully you will never need to know intercept signals, but if you want to review them see AIM section 5-6-4; all of the choices are correct. Finally, a trick question from the Private Pilot test, magnetic course determines altitude not magnetic heading. Answer “b” is correct.



Automatic Plane Wash

Special Note on the 182

Norman Hignite

Never turn the engine backwards due to a new starter adapter on the Continental engine; it could break the clutch spring. This is a rather expensive repair, (rebuild). **“No turning backward” means absolutely none, not any backward movement of the prop.**

So what does it really cost to fly?

Brad Luckenbill

Is that \$100 hamburger really \$100? Based on a comparison to driving your car to the same location, here are some figures for you to reflect on: (The car is assumed to be an average SUV or similar vehicle burning about 16.5 mpg and the plane one of the club Archers; costs listed are one way.)

Trip Distance:	By Land:	By Air:
50 miles	\$21	\$44
100 miles	\$42	\$83
250 miles	\$106	\$198
500 miles	\$212	\$395

When we normally think about driving the cost of gas gets our attention but it is just part of the expense. After you add in the cost of the vehicle, insurance and maintenance the whole picture changes. Flying is expensive to be sure, but unless you drive a hybrid, driving is not cheap either. Consider the time you spend in the car and how much more fun it is to fly, the best bargain may be in the hanger. (To make the numbers as real as possible, the inevitable headwind was accounted for along with climb out and landing. Bathroom stops, traffic jams and ATC vectors were not included)

Minutes of April DPC Meeting

By Chester Harris

Greg called the meeting to order at 7:08pm.

Chester Harris read the minutes of the May 11 DPC Trustees Meeting.

Greg Halderman reported that a couple out of Texas had asked for pictures of 62RP and were very interested. Early discussions with Herb Schutte concerning the sale of N4201U were not promising since we are far apart on the price.

Norm Hignite reported that the engine is hung on N759HS. Prop and prop governor are back. The engine came with new accessories on the engine. Installation should be complete next week. Break-in on the new engine will be relatively simple. The new engine already had 1.5 hours on a test stand from the builder. We will have a 5 hour break-in, followed by an oil change, followed by mineral oil for an additional 25 hours. For the first 50 hours touch-and-go landings will be limited.

Capital expenses. Our plan was to spend \$58,000 by May 15 to avoid any capital gains tax. With the engine for N759HS and planned avionics for N4506W we will be near the target.

For now N4506W and N8078X will be the clubs two archers. N4506W will be upgraded to better support cross-country flying with a new Garmin 430 and a companion weather receiver as well as a new transponder. The weather service will cost \$30-35 per month. In addition Muncie will add a new cooling fan and ducting and remove the old Ioran antenna. The existing RNAV will become the number two Nav radio. We discussed the possibly adding a TCAS-like features on the Garmin 430 by further upgrading the transponder. Norm reported the TCAS-like feature works well enroute and is a distraction in the pattern.

The Garmin subscription will be reduced to \$350 from \$700 per system by using a card burner rather than the exchange program. Both N759HS and N4506W will require a subscription.

Now that the Mooney is being sold, what do we need as a replacement? We will be down to 4 airplanes. We have a \$38K capital gain liability in September that will influence our timing. Send in emails and notes to let the Trustees know your ideas. Charles LeBoeuf suggested a newer Archer and Greg described a 1996 Archer with 1000 hours for \$135,000. Doesn't have G430 but has King IFR GPS. We would have to worry about the price of insurance, but would expect less maintenance costs. Greg discussed buying an Archer from a training fleet out west at a similar price.

Trustees Reports:

Treasurer's report: Mike Nolan used May 9 for the financial reporting data to include the purchase of the new engine. Flying revenue looked good this month.

There was no change this month in the fuel prices so there will be no change in the flying rates next month.

Crew Chief Reports: Bill Mervar emailed the following maintenance officer report for the trustees meeting:

- ..62RP is due for an annual
- ..06W will have anti-skid on wing reworked at ASI as well as new avionics at Muncie.
- ..78X has oil on a plug at last change
- ..01U had a charging system problem and still has a fuel gauge problem
- ..3NG ok
- ..7HS awaiting engine

Kevin Chandler provided the following additional maintenance reports on N4201U. The electrical problem was in the ring around the landing light. There continues to be a problem with contacts on stall warning switch. It is working in the air but sometimes not on the ground. A replacement has a four digit price tag. It will be cleaned at its annual next month. Be gentle with on the ground when checking the stall warning indicator.

Newsletter Editor: Brad Luckenbill reported that the six page newsletter is in black and white. Black and white printing is significantly less expensive. He asked that everyone send back the survey form included as part of the newsletter

Website: Tom Weber reported that the newsletter is in color on the web site. Web site had approximately 80 hits for the month.

Safety: Tim Smith presented a safety seminar from AOPA. The topic was midair collisions.

Greg adjourned the meeting at 8:30.

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	27.17	36.95	0.41	79.17	139.95
	4506W	28.87	15.38	1.54	86.38	98.56
	62RP	23.40	6.40	0.00	71.90	78.31
	738NG	29.40	20.40	0.00	71.10	59.00
	759HS	0.00	***	0.00	46.10	***
	8078X	12.80	23.30	0.10	80.70	108.90
	Totals	121.64	102.43	2.05	435.35	484.72

***Note: The above hours for 2004 exclude N8268B which was replaced by N759HS. The total time for May of 2004 including 68B is: 136.83 hrs with a total year to date of: 612.62 hrs.