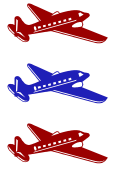


Dayton Pilots Club



March 2005

www.daytonpilotsclub.org

Next Meetings Wednesday, March 16 and April 20

Dayton Wright Brothers Airport at 7:00 PM

Chester Harris, Editor

DPC Elections in March

By Chester Harris

Remember that DPC members will elect trustees for a new year at the March membership meeting. I urge you to come out and participate in the event. For 47 years members have counted on the trustees to ensure the fleet is safe, attractive, and available while keeping flying costs as low as possible. A good board requires a mix of individual efforts from financial planning and billing, to maintenance operations, to recruiting and encouraging prospective members, to flight safety and pilot training, to creating newsletters and managing websites. It also requires a team that works together to navigate all the challenges that homeland security, rising insurance rates, and falling investments have offered. As we begin the Club's 48th year of flying, join the Club in choosing its leadership.

In addition to the election, Dennis Fisher from the Waynesville Soaring Club will provide the March program. He has slides from the soaring club, information on the types of sailplanes that are available, and will describe what it takes for a pilot to transition from a powered to un-powered flight. The thermals usually starts in early spring, so you may soon find an occasional sailplane at the edge of MGY's runway waiting for a tow back home to Waynesville Gliderport. Originally founded in 1951 and averaging about 180 members, the gliderport is situated on 146 acres near Waynesville. The club owns 3 towplanes and 8 gliders which are available for members' use. Approximately 35 privately owned sailplanes are also based at the gliderport.



Your Information Needed for AOPA Insurance Application

By Greg Halderman, DPC President

I need your help! As announced at the last membership meeting and newsletter, I have applied for an insurance quote from AOPA Insurance for our club. They are now insuring flight clubs, and will insure flight clubs with high performance/complex aircraft. As you may remember, our current insurance underwriter, Avemco, will no longer insure certain aircraft including our Mooney. This leaves us only two options, sell the Mooney or find an insurance company that will insure it.

I included loads of information about DPC in my packet of information to AOPA along with their application form. However, I skipped over the part of the application asking for detailed statistics of every member pilot, only sending them a roster of our membership. I received a call from AOPA Insurance stating that the application would not go any further and a quote would not be made to us until we forward the requested information for every pilot member of DPC. Thanks to the many who responded to my email request to DPC-discuss. However the application cannot go forward without information from everyone. For those who have not provided me information, please fill out the brief form on page 4 of the newsletter and mail it in with your monthly payment. I would appreciate your response as quickly as possible. I need to compile all this data and forward it to AOPA Insurance.

Around the Hangar



Local Pilots Checking the new Windssock!

Coming Soon... from ScheduleMaster



- Mobile Scheduling
They are currently testing new mobile scheduling pages with various wireless devices.
- Outlook/Palm Integration
They will provide functionality to add schedules to your organizer (e.g. Outlook or Palm).

Pilot Wisdom

The Piper Cub is the safest airplane in the world; ...it can just barely kill you.

Basic Flying Rules: Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Never fly in the same cockpit with someone braver than you.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

President:	Greg Halderman (937) 859-3642
Secretary:	Kevin Chandler (937) 885-1395
Treasurer:	Mike Nolan (937) 866-8280
Membership:	Jerry Falta (937) 439-4864
Maintenance :	Bill Mervar (937) 258-1210
Safety Officer:	Tim Smith (513) 897-7729
Member Loans:	Tom Weber (937) 748-9084
Newsletter Editor:	Chester Harris (937) 657-3621 chester.harris@attglobal.net

Newsletter articles **Due by March 31, 2005**

Safety Corner

By Tim Smith, Safety Officer

While sitting here thinking about the safety article I need to write as I recover from a broken hip, I can only think about a comparison between aircraft and our own bodies. How fragile but complex we are, as are the planes we fly. The aluminum skin is just as delicate as our own, the structure and the landing gear (supports) are as fragile as our arms and legs. The engine is similar to our heart, the instruments are our minds, and the firewall is our chest. Protect it at all cost. We go to the doctor every year for a check up. The planes need an annual. I'm sure that you could also draw many comparisons between a plane and the human body.

Where is this all going? We have a new aircraft in our fleet, a 1978 Cessna 182Q Skylane. I have not had the privilege of being checked-out in it yet, but cannot wait for my turn. I am told it flies heavy. Well, yeah, it has a 6 cylinder 470 cu. in. displacement engine with 230 horsepower and a maximum ramp weight of 2950 lbs. It is a favorite for cross-country travelers. The feel of the elevator is heavier which makes the yoke harder to pull. I am told that this aircraft does not do well landing on the nose wheel. It causes a long and expensive convalescence. Recent experience tells me this is not a good place to go, so let's think about some preventative measures for any flight, but in particular for the Skylane.

Preflight Checkout

The preflight checkout is even more important on a cross-country flight and should be thorough; including a check-out of the pilot and the path as well as the plane. All are required for safe flight.

- ◆ Remember the acronym **IMSAFE** — **I**llness, **M**edication, **S**tress, **A**lcohol, **F**atigue, **E**motion.
- ◆ Know your personal limitations. Every pilot is different, and your own minimums may change from day to day. The FAA has published a personal minimums checklist, which is available on line at http://www.faa.gov/avr/afs/fits/practices/personal_minimums_checklist.pdf
- ◆ Currency and proficiency. Are you safe and legal for this flight?
- ◆ Once you have prepared yourself for the flight, check the weather along the planned route. FAR

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91.103 requires a weather briefing for all IFR flights. The C-182 is not approved for flight into icing conditions.

- ◆ The required documents are in all DPC planes. Remember AROW for Airworthiness Certificate, Registration Certificate, Operating Limitations (POH), Weight and Balance. Be prepared for that FAA ramp check— you never know.
- ◆ Fuel requirements? Land with at least one hour of reserve on board. Add a safety margin of approximately 2.0 gph to the POH fuel burn numbers until you gain some experience with this or any airplane.
- ◆ Takeoff and landing distances? Use the POH as a reference.
- ◆ Airport runway conditions? Be sure to check NOTAMS for departure and arrivals conditions as well as enroute TFR's.

Enroute

Watch for carburetor and induction ice. Skylanes are susceptible to carburetor icing. The use of heat applied at the first indication of carb icing is essential. Don't wait for the bell to go off, because you will only hear the harps.

Landings

For the 182, landing hard was the leading description of landing accidents. The Skylane had over twice the hard landing accidents per hour flown as a comparison group of similar airplanes. This may be due to the heavy feel of the elevator control, especially for pilots transitioning to the Skylane from lighter airplanes. Substantial trim is required during landing, but don't trim so much that you will not be able to handle a go-around. Trimming for 75 knots will require you to hold back pressure during landing, but won't require so much forward pressure on the controls during a go-around.

Remember, improper speed control and a forward CG (full fuel and two occupants) resulting in bent firewalls have been very common during 182 landings.

Hard landing forces are transmitted through the gear and engine support structure to the firewall. ASF rec-

ommends a full load checkout as part of your Skylane familiarization and DPC requires it.

Remember to compensate for winds during landing. A tailwind of only four knots will increase landing distance by 20 percent. Include landing distance calculations as part of your preflight and add 50 percent to the book numbers.

I hope this will assist you in your checkout ride and your future flights. Your use of our newest member of DPC's fleet should be fun and enjoyable. Don't forget to mail me your checkout forms.

Remember: Fly safe, we want you back.

Minutes of February 16 DPC Meeting

By Kevin Chandler

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

N759HS

The members took a short field trip to the ASI hangar to look at our new Skylane, 759HS. Greg gave a brief description of the plane. Sunny Black noted that some sort of ladder is required to visually check the fuel. Greg fielded questions from members. Ken Ransbottom has the POHs for sale for \$38.

March Elections

Mike Suhar and Ken Lawson from the membership committee noted that we have 7 people running for Trustee. Anyone wishing to run for Trustee should contact either Mike, Ken or Neal Charske.

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F L I G H T O P S	Aircraft	February Billable Hours & 888 Time			YtD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	11.87	22.70	0.08	25.80	34.12
	4506W	32.95	22.62	0.18	34.98	39.59
	62RP	17.80	33.05	0.30	26.30	53.05
	738NG	10.80	10.50	0.00	15.10	16.20
	759HS	11.90	0.00	1.20	13.10	0.00
	8078X	21.40	19.10	0.00	28.70	54.30
	Totals	106.72	107.97	1.76	143.98	197.26

Insurance

Greg continues to work with the AOPA insurance department and AIG to get a bid for insuring our fleet including the Mooney. Our current carrier will no longer insure the Mooney when our policy is up for renewal.

Gas adjustments

Due gas price increases, the hourly rates have been increased. The new rates are Mooney - \$112, Archer - \$85.00, C182 - \$99.00, C172 - \$76.00.

March Presentation

Dennis Fisher is scheduled for a presentation during the March membership meeting. Dennis is part of the Waynesville Soaring Club.

Minutes

Kevin Chandler read the minutes of the February Trustee meeting and the unapproved minutes of the Special Trustee meeting in February. Greg answered a few additional questions from the membership concerning the sale of 62RP instead of 8078X.

Member concerns of the fleet.

Brad Luckenbill asked if we would fix the electric trim in 78X. Sunny Black noted that the vertical cylinder in 06W pilot seat is not working. It was also asked if we would resolve the GPS issue in 78X.

Trustee Reports

Member Loans - Tom Weber

759HS has been added to the website. 389 web hits for an average of 97/week. Checkout sheets have

been added to the website. Mike Stebner is updating the weight and balance on the website for 9HS.

Bill Mervar – Maintenance (in Bill’s absence, the following was reported from the minutes and the crew chiefs present)

06W – Alternator replaced. Static check has been done except the transponder failed.

01U – Prop is being overhauled. The cowling is in a fiberglass repair shop. Altitude hold is acting up.

78X – Back online after the block was fixed. Two bad plugs were replaced.

2RP – New oil heater. New turn coordinator. New cards in the GPS.

9HS – The heater is on. A cylinder head temp problem may be fixed. The magnetos were timed. The manifold pressure gauge is fixed. Alternator is acting up.

Tim Smith – Safety

Tim is on the mend from a broken hip. There will possibly be a safety meeting in May.

Mike Nolan – Treasurer

Mike noted that additional funds will be coming from DPCF. Mike noted that 78X had a high maintenance bill due to the engine case cracking. Financially we are doing very well. Mike noted that we will be paying the inactive members later this year and removing them from the club roster.

Meeting adjourned at 8:05pm.

----- Please Detach and Include with your Payment -----

DPC’s Insurance Application Information

Name _____

DPC # _____ Age _____

Certificate (Ratings) _____

Date of Medical _____

Date of Flight Review _____

Occupation _____

AOPA Member Y or N

Total Time _____

Retract Time _____

Multi Time _____

Tailwheel Time _____

Last 90 Days Time _____

Accidents _____

Waivers _____

Restrictions _____



Dayton Wright Brothers Airport, Dayton, Ohio