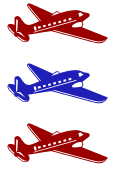




Dayton Pilots Club



November 2005

www.daytonpilotsclub.org

Next Meeting Wednesday, November 16

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

From the Editor

By Brad Luckenbill

So long Mr. Mooney. We have sold the Mooney to someone in that state up north. That leaves us with Pipers and Cessna's, so much for diversity or any of those sexy wheels that disappear up into the plane. Based on the numbers of pilots that are flying and total membership numbers we are still one plane heavy. The next victim assigned to the auction block will be 62RP.

There has been mumblings, (and grumblings), about the high cost of fuel and what if anything we can do about it. There was one suggestion about fewer take offs and more landings, the trustees will have to give that idea more thought.

We are all aware of the continual rise in the hourly cost of flying the club planes. All of us hope that the price of fuel will go down and the cost of flying will be adjusted down too. The trustees are doing all that they can to keep the fees down. We are looking at maintenance costs, engine replacement costs, and just about any non-fixed cost involved to see if our numbers are accurate.

The price of auto fuel has dropped but I have not seen as much of a change in price of avgas based on a search using Airnav.com. I assume that this means that there is less competitive pressure on 100LL than auto gas. Regardless, the oil companies are under pressure to justify the record setting profits they have reported recently. I am sure we all hope that sooner and not later public opinion will bring down the price of fuel. The words: "price fixing" and "monopoly" come to mind.

The time for public comment on the FAA proposed rules regarding the Washington D.C. ADIZ has been extended. Several aviation related organizations have been pushing pilots to write to the FAA via the internet opposing the FAA's proposal. By last count there was over 14,000 comments posted. I am

sure by the close of the comment period that number will grow. It is good to see that many pilots took the time to protest the FAA's position on permanent airspace restrictions. We will all have to wait and see how much weight those opinions will carry. Creating more complicated airspace restrictions will add to the financial burden placed on the FAA. This presents a contradiction to the FAA's overall approach of trying to find ways to reduce expenditures. On one hand they want to increase the workload of ATC. On the other hand, they want to reduce the costs of the FSS and appear to favor user fees for ATC services.

If you want to know more, go to the FFA home page and you can review the "Flight Plan" for the next 5 years. The interesting parts are found near the end of the document, for example: "Reform the way FAA is financed to provide stable, adequate funding more closely tied to FAA costs, services, and performance, in partnership with the aerospace community." Uh-oh.

Congratulations is due **Charles LeBouef** upon selection for the "Wright Brothers Master Pilot Award". The award presentation is scheduled for November 19th, at 5:00 PM. The event will be held at Delta Connection Academy located on Hanger Drive on the GA side of Dayton International Airport.



Pilot Safety

Tim Smith

Check List Anybody?

I know they are a real pain to deal with but a very important part of our flying nature. The professionals have a larger check list to deal with almost a book. Do you carry one for each aircraft you're type rated for? What if you get to the hanger, open the plane, No Check List. Consider what might happen without a checklist to deal with during your preflight. What if you forgot to check the alternator belt? Or the oil level or any other seemingly minor item prior to your flight.

Suppose you were on a VFR flight, your ready for departure, you forgot to turn on your transponder. You're powered up and rolling down the runway, your up but not by a lot, you look over and noticed you forgot something. You reach over to turn the transponder on, now you're in a right bank 300 feet off the terra firma. That minor item might become a major part of your not returning to your destination. Talking to several instructors about the (check list) asking should I use this as a "to-do list", or as a reminder. All those I have asked have said, use it as a check list, and use it always.

Have you ever wondered why your instructor or even the Examiner try's to talk to you during your preflight? Yep, to trip you up and distract you so you will miss something. Keep in mind, whether you have a friend or relative, instructor or examiner, your task at hand is Safety in flight. Your ticket is on the line and your responsibility to get home in one piece. I know that I am preaching to the choir but sometimes we forget the little things. Just say, in a minute.

Fly safe, We want you back.

Tim Smith

DPC Safety Officer

Safety Seminar in November:

"Pilot Operations at Towered Airports
Airport Signs, Markings and Procedures.

When to Lean?

Brad Luckenbill

With all of the concern about high fuel costs, there has been increased attention given to when and how to lean the fuel mixture. There are as many opinions on when and how to lean as there are models of aircraft. Carbureted versus fuel injection, leaning rich of peak EGT versus lean of peak, are the source of much debate when recommendations are discussed, so let's not go there.

Some less controversial suggestions:

- Lean when taxing, if you anticipate a delay between startup and departure. Lean the mixture to just shy of the point where the engine will stall. (If you forget to push the mixture back in for take off, the engine will remind you.)
- Lean on descent. Keep the engine mixture leaned when descending to help avoid shock cooling the engine. Remember: "Full rich on final" just in case a go around is needed.
- Lean at altitude. Climb out at full rich to aid cooling then lean to around 100 degrees rich of peak in our planes at cruise. Refer to the POH for the exact recommendation.

Around the Hangar

- The planes have been outside for the last several weeks due to hanger painting. The plan is to suspend work until better weather returns. The planes should be back in the hangers by press time.
- The doors will be kept shut until the snow flies, but the engine heaters should be plugged in as the temperatures start dropping.
- 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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Safety Officer: Tim Smith (513) 403-4721

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Newsletter articles Due by Nov 30, 2005

Cyber Chat

This is a recent question that was posed by a member via email and some of the responses.

Question:

I am planning an IFR flight. My airplane has two VOR receivers and a VFR GPS receiver. Can I file a direct route (not between VORs) if I use my VOR receivers as my primary navigation tools but using radial fixes to chart my course. The VFR GPS will only be used as a backup navigation tool.

Response from AOPA:

Thanks for your email. You can file direct as planned, and ATC will usually want some waypoints, or fixes, along a direct route flight. A service like Duats flight planner normally adds these along your route if you plan direct.

Member comments:

...If your route exceeds the service volume of the VOR, ATC will not clear that route unless there is radar coverage. Now the whole discussion becomes moot. Just ask for radar vectors to the next fix.

...you CAN navigate directly to VOR radial fixes using nothing but VOR's. You will have to do some plotting (at home) for this. Figure out a fix every 10 miles or so, and navigate from one fix to the next...

...Defining your route with dual VOR's I think is the key. I suspect that ATC will chuckle and mumble something like: "yeah right, he must have a VFR GPS on board." The technocrats will cry foul as the GPS direct route will be slightly different than the VOR route. A similar situation occurs if you use a GPS to fly a Victor Airway by going direct between the two VOR's that define the airway. I suppose that no one will squawk as long as you cross over your waypoints. One other note, I read somewhere that you have to define a waypoint in each ARTCC sector you cross or something along those lines...

Homework assignment: Read the FAR/AIM and find the section(s) that define how to file direct, what's allowed and how you fill out the flight plan. Then submit your findings to the editor. :)

Did You Know?

...a Citation VII was stolen by a 23 year old pilot and flown with 5 friends to another airport. See what happens when you leave the door unlocked and the keys in the ignition? While the feat is in itself remarkable, the comment from the TSA is more interesting: "At this time, TSA does not see a significant credible risk to national security in general aviation". A spokesman for the TSA made this comment in regards to the lack of security at the airport where the Citation was parked which allowed for a group of individuals to board the plane and take off without interference. Given the opinion of the TSA, this begs the question as to why the need for the permanent "TFR" around the Washington D.C. airspace? Either GA is threat or not. A Cessna 150 loaded with fuel could slam into a concrete structure and do some serious damage to the paint, not to mention breaking a window should one be near the point of impact.

...the NTSB made the following recommendations to the FAA regarding pilots and weather:

- to make the collection, assessment and decision-making skills regarding weather to be part of the biennial flight review for pilots who don't take weather-related recurrent training within the two years.
- basic instrument maneuvers to be covered in the flight review for pilots not receiving recurrent instrument training.
- recommends that weather briefings be improved and that FAA information sheets be updated to show pilots how to get weather information from the Internet or via satellite.
- FAA set up a system to track pilots who may be at greater risk for an accident and develop a program to reduce those risks.

I like the last one the best. Any ideas on what parameters would define a pilot that is at risk? How would you track them? I suppose if a pilot calls FSS for a briefing and when the FSS agent gets to the part about weather and the pilot says: "you can skip that stuff", it should be noted and logged for tracking purposes.

Or, if in the NTSB report the probable cause is VFR into IMC, a note in the pilots record could be made. I would assume if the pilot survived that situation they would not be considered at great risk to repeat it, so maybe this idea is not applicable.

Minutes of September DPC Meeting

By Chester Harris

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

Safety Meeting – There are two safety meeting scheduled: One for the October membership meeting (tonight), and one scheduled for the November membership meeting on November 16, 2005.

Questions were taken from the floor from Tom Thompson and Charley LeBoeuf about Capital Gains, inactive members and the value of the aircraft fleet and were answered by Greg Halderman and Tom Weber

Mooney Update from Greg Halderman – The Mooney has been sold for \$92,500. We did fix a cracked muffler for \$770. The current trustee plan is to put at least \$50,000 toward the bank loan.

62RP For Sale. The trustees have voted to put 62RP up for sale. Lack of fleet flying hours is the primary reason.

Painting of Hangers. The City is in the process of getting the first row of hangers painted. The club planes have been moved and located in the ASI tie down area. The keys are still in the hangers. There was some discussion about moving the keys to ASI.

Trustee Reports

Safety

There are two meetings scheduled this fall, the first held in October and the second will be held in November.

Finance

Tom Weber said he is still coming up to speed on the books and financial statements. He is in the process of auditing numbers and verifying all documentation.

Newsletter

Brad Luckenbill reported that the mailed version had some minor errors, but the version on the web site is correct.

Poker Run

No report

Membership

Kevin Chandler reported the club has 74 members. Kevin is working with two new potential members.

Maintenance

Bill said everything looked pretty good. 4506W has a bad DG, 8NG is running rough.

(Editors note: Bill Mervar has posted some changes in his contact information via the DPC list. If you did not receive those notices, check with one of the trustees at the meeting.)

Meeting was adjourned at 7:30

F L I G H T O P S	Aircraft	October Billable Hours & 888 Time			YTD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	0.00	26.18	0.00	167.32	273.45
	4506W	39.46	22.13	0.00	233.27	281.46
	62RP	13.70	16.90	0.00	144.10	228.03
	738NG	15.70	25.30	0.00	155.00	227.20
	759HS	5.80	***	0.00	156.10	***
	8078X	15.90	22.60	0.00	159.50	242.40
	Totals	90.56	113.11	0.00	1015.29	1252.54

***Note: The above hours for 2004 exclude N8268B which was replaced by N759HS. The total time for October of 2004 including 68B is: 118.71 hrs with a total year to date of: 1423.50 hrs.