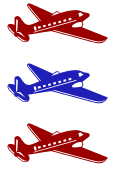




Dayton Pilots Club



October 2005

www.daytonpilotsclub.org

Next Meeting Wednesday, October 19

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

From the Editor

By Brad Luckenbill

Luck, some have it other's don't. Who would have thought that you could experience a mechanical problem at altitude over an airport with a working mechanic who actually had the needed parts in stock? A couple of our fellow DPC members experience that bit of good fortune. It is so incredulous that I can hardly believe it. I cannot get my car repaired that efficiently. Recently, in the middle of the week I lost a pad on a rear brake. A day and half later I got my car back.

Mention the price of gas and you will likely start a lengthy and heated conversation. Fortunately, the price of 100 LL avgas has not kept pace with the auto fuel. Regardless, the price of avgas keeps rising. An unscientific survey of the local airports show prices ranging from \$3.49 to \$4.00. The higher prices seem to be associated with larger airports or airports that provide fuel trucks. If you have any plans to travel, you may want to check fuel prices at your destination. Selecting a different airport can often reduce the price of fuel by a dollar a gallon. Bear in mind that the hourly rate charged for the plane is base on the price of fuel at MGY. If you fill up at a class C airport, you can expect to pay much more for gas. You will be reimbursed for the expense, but the club will have to absorb the loss. On the upside, \$3 auto fuel makes the cost of flying comparatively better than in the past. Anymore the only way to travel economically is either by foot, bicycle or horseback.

Recently, I was on an IFR flight and was issued a hold over an NDB. I thought those were just fodder for examiners and CFII's to frustrate their students with. Certainly,

flying a GPS enabled aircraft reduces the stress level of flying what many feel is a dinosaur of aviation. As long as they are still working and published on the charts, it could happen to you so be prepared. It appears the ADF will continue to work double duty as a navigational aid and way to catch the latest score of the local football game.

This month is when FSS is privatized. According to the powers that be, the user will find the switch to be a seamless transition resulting in improved service. I do not think any of us are so gullible that we believe that is what will happen. Much of the anticipated changes to FSS will involve computer access. In other words, if you want to avail yourself of all of the new features that Lockheed has promised, you will need to be comfortable with a computer and the internet. The FAA promises to keep the existing DUATS sites operational and phone access to remain similar to what we are currently accustomed to. The main difference is that the FSS specialist will be centrally located and have better access to NOTAMS both at the point of departure and arrival. In my humble opinion, private means profitable and I want to know who is going to foot the bill for a profitable FSS. The remainder of this year the FSS will be left pretty much as is. Consolidation will not start until spring of 2006 and continue through 2007.



Around the Hangar

- Poker Run had been rescheduled for Sept 17th but the weather did not cooperate, (again).
- The insurance on the Mooney was extended for a few more months. However, there has been some serious interest in purchasing the plane and we have no idea of when that will occur so enjoy the Mooney while you can.
- The battery in 78X turned out to be good, the starter on the other hand lost its enthusiasm. Our compliments to Clem for sleuthing out the problem.
- The Mooney forced me to eat my ill timed comments about the lack of mechanical problems noted in this space last month. The plane decided it no longer liked the alternator pulley and belt and promptly chucked them overboard. According to the PIC, the belt was noted to pass the plane in the opposite direction. No one can explain how it escaped the cowl.

Pilot Safety

Tim Smith

Wisdom and Weather

Every flight publication lately has had at least one if not more than one article relating towards weather. Why so much attention towards weather and flight?

Several weeks ago I was at the John Wayne Airport - Orange County Airport SNA located in Santa Ana, Ca. I asked several pilots as they were departing to their airplanes if there flight was local or long distance. I asked the local pilots if they had the weather information for their flight. The response surprised me. No, because they were not going that far. Wow, how dangerous is this? The long distance flights I asked if they will file a PIREP. Again, No was the response. Well, I added this to the Southern California attitude and there wonderful weather. So, when I returned I wanted to add to this report so I followed up with the same inquiry at a local airport in this area. The response was so remarkable I will not release the airport identifier. The reporting was just as I feared. NO weather information was collected for 8 out of 10 outbound pilots.

I can still remember the hours spent studying about weather. The effects that weather has on all of us. The fact that 10 out of the 60 questions on our FAA test was about weather. With all the training, studying and concern about this vital topic, why don't pilots get all the information they can before they embark into the skies. Well I know that all us DPC pilots get all the weather information before we fly, don't we.

This past summer has been a roller coaster of weather that changed within hours of greatness to questionable. So why would a group of well trained people not use the resources they were thought to use prior to each flight. Scary isn't it? We have more tools to use today than we did 10 years ago but some are not using them. The local weatherman (person), the weather channel, the computer, or your own laptop, and the terminal weather at your departure airport. Let's not forget the Flight Service people that we file our flight reports with.

I hope I am speaking to the choir. At least you can see what others are and are not using as their resources prior to a flight.

I would like to have a safety meeting on weather next month, October's meeting not November as scheduled.

Have a fun flight, we want you back.

Tim Smith
DPC Safety Officer.

NOTE:

Safety Meetings: Both the October and November membership meetings. Please make a note of this change.

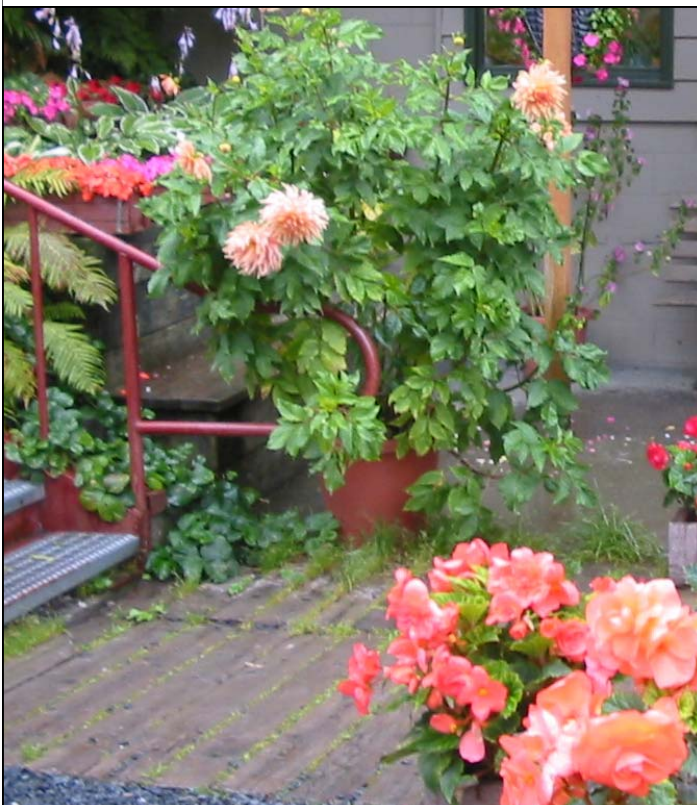
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Newsletter articles Due by Oct 30, 2005



Care to Share?

Summer is winding down to a close and I have shared a few of my aviation travels this summer with the membership. From the looks of schedule Master, it would appear there are others that may have done some traveling as well. If you have some pictures you would like to share with the club, please send them my way. You may want to see the full color version of these pictures on the website.



Late summer foliage in Alaska

Did You Know?

.....that there are 2500 Airbus 320's in service and there have been at least 6 stuck nose gear landings such as that which was graphically shown by live video coverage last September. None of the six landings resulted in any injuries. However, if you would have believed what the media was reporting, one would have thought massive death and destruction was imminent. The FAA does not feel that six such incidents is cause of concern given the statistical frequency of the problem based on the number of planes flying and the number of take offs and landings. Do you think anyone will be comforted by the FAA's position? Compare the former opinion by the FAA to their current position on spar web cracks that are a concern to Beech Bonanza owners. No accidents or incidents have been attributed to the cracks but the FAA has required that any affected spars be replaced. Perhaps the American Bonanza Society should consult Airbus on how to negotiate with the FAA.

.....the lost communications transponder code is 7600. Some poor fellow out west got mixed up and dialed in 7500. He found quite a reception of law enforcement officials waiting for him on arrival. I would surmise that he will keep those two codes straight should the radios quit again.

.....a few weeks back I was flying United Airlines back home on business. The flight attendant made the usual speech about safety and concluded it with the following comment: "We know you have a choice as to which bankrupt airline you can fly, thank you for picking United" That was the start of a very frustrating trip home. Due to thunderstorms in the area our departure was delayed. At one point we were "number 69" in line for departure. After 3 hours of touring the taxiways around O'Hare, the crew hit their duty time limit and we had to return to the gate. At that point we had moved up in line and were number 6 for take off. Upon exiting the plane, I lined up with the other 150 passengers at customer service to book a new flight home. Upon reaching the ticket agent I was disappointed to find that the next flight available to Dayton was in 2 days. However, given the nature of the delay and all, United was prepared to offer a 10% discount on my hotel bill. After careful consideration of their generous offer I elected to rent a car and drive home. My luggage showed up 3 days later.

Minutes of September DPC Meeting

By Chester Harris

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

Sale of N4201U - There is no firm news on the sale of the plane. The price has been reduced. Currently have two high potential candidates. One will be in on Saturday. The other is expected in to look at the plane next week. Based on a conversation today, Avemco will extend insurance coverage for 90 days to allow us to continue flying the plane if doesn't sell immediately. Potential buyers will have priority on the schedule.

(Editor's note: I think there has been some action on the Mooney which should be updated at the October Meeting)

Roof on the maintenance shack

Roof on the maintenance shack - The trustees had decided to replace the roof on the maintenance shack. However, the city maintenance staff has subsequently agreed to replace it within the next few weeks.

Fuel Prices

The fuel price at ASI has increased to \$3.99/gal. As a result the new hourly rates are: C172 @ \$84 (+\$6), Archer @ \$95 (+\$6), C182 @ \$118 (+8).

Greg expressed thanks to Larry Scherr and Suzanne Harris for planning the Poker Run and to those who helped and participated. Martha Lunkin discussed coming back to a membership meeting to present a FAA seminar.

Norm noted that the Garmin 430 WAAS upgrade special for \$1500 is only good until Nov 1.

Trustee Reports

Safety

Tim Smith announced there will be a safety meeting next month. The subject will be weather flying. One of the trustees will lead the seminar in Tim's absence.

Finance

Tom Weber provided a set of financials for membership review. Year to date revenue is behind expenses by approximately \$9K. The trustees will be reviewing the base rates based on the last full year's costs.

Poker Run

Larry Scherr reported that we had traditional weather for the Poker Run - bad. He asked each member to please buy a tee shirt after the meeting.

Membership

Kevin Chandler reported we currently have 72 members. He is talking to one new prospect from Moraine.

Maintenance

Bill Mervar phoned in maintenance status that was supplemented by the crew chiefs present at the meeting.

01U – Broken alternator belt was replaced for \$180.

9HS – Repaired passenger window catch.

78X – Replaced starter and landing light.

2RP – Plugs have been cleaned.

06W – Is in for its annual inspection. Nothing unusual has been found so far.

Greg Halderman adjourned the meeting at 7:25.

F L I G H T O P S	Aircraft	September Billable Hours & 888 Time			YTD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	21.32	21.26	0.64	147.52	225.33
	4506W	19.55	33.92	0.00	176.98	234.72
	62RP	14.30	26.21	0.30	117.10	187.99
	738NG	12.00	33.60	0.00	127.50	188.70
	759HS	22.80	***	0.00	135.30	***
	8078X	14.70	29.20	0.20	130.50	222.60
	Totals	104.67	144.19	1.14	834.90	1059.34

***Note: The above hours for 2004 exclude N8268B which was replaced by N759HS. The total time for September of 2004 including 68B is: 167.59 hrs with a total year to date of: 1301.24 hrs.