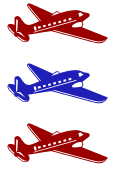




Dayton Pilots Club



September 2005

www.daytonpilotsclub.org

Next Meeting Wednesday, September 21

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

From the Editor

By Brad Luckenbill

Fall is slowly approaching which means that cooler air and better performance is on its way. More importantly, football season is here and that adds another excuse to fly. As the threat of thunderstorms retreats, the risk of fog and icing begins to move to the forefront of our flight planning. Frost on the wings is not a problem for planes kept in the hanger, but if you travel out of town and the plane spends the night on a tie-down, remember that frost can greatly reduce the aerodynamics of the airfoil and hence the performance of the plane can be reduced by nearly half.

Speaking of weather, the Poker Run scheduled last month was cancelled due to low ceilings. The event is rescheduled for September 17th. Additional information will be made available online or via email since the event will occur prior to the next DPC membership meeting.

Since the last published newsletter, I had the opportunity to fly both 06W and 9HS out to the East Coast. Both trips were flown in VMC on an IFR flight plan with very little actual IFR conditions encountered. The GPS with weather data available in 06W was a real blessing on the return trip where it became necessary to deviate around a few small pockets of convective weather. The autopilot with altitude hold worked as advertised, but occasionally required some hand flying to stay on the center of Victor airways. Although it is possible to fly GPS direct routes, I have found that flying Victor airways through mountains will allow for lower MEA's when on an IFR flight plan. Only one fuel stop was necessary in order to stay within the legal FAA requirement for an alternate. Remember, GPS direct between VOR's will not necessarily keep you on the Victor airway.

The second trip was done in 9HS which with three on board and baggage still allowed for full fuel and the trip could be made without a fuel stop. Re-

grettably, the plane could hold more fluid than the passengers and a short enroute stop was necessary. Tailwinds were encountered on both the outbound and return trip. How often does that happen? The groundspeed on the trip out was around 160 NM/hr and on the return trip around 138 NM/hr. The destination was Beaufort, North Carolina. If you like the ocean, great hospitality, good restaurants and wide open beaches, this trip may be one you want to take. Some sight seeing was done at 2000 feet to stay legal above all of the national park areas. This part of the country is a quagmire of MOA's restricted and warning areas. However, you can fly along the Outer Banks and remain clear of most of the restricted airspace. VFR waypoints are designated along the route for navigational purposes. In addition there are a few small airports located on the Outer Banks that cater to small GA aircraft. In most cases fuel is not available, but courtesy transportation is provided by the local communities to encourage visitors by air. I guess the restaurants figure that pilots tend to eat a lot and the cost of sending someone out to pick you up is easily offset by the food bill.



The above photo is the Cape Lookout Lighthouse which is about 10 miles from Beaufort, NC. After departing the local airport in Beaufort, you aim towards Cape Lookout then turn north and follow the Outer Banks up to Ocracoke. There are several restaurants and shops nearby. Courtesy transportation is readily available. This is a sea shell hunters paradise.

Around the Hangar

- For once, there is very little to report of interest around the hanger. Incredulously, the mechanical issues of the past are just that in the past.
- Lest you jump too high with glee there are a few squawks that need attention. For example 78X has a battery with about the endurance of two "AA"s.
- The right door on the 182 is jinxed. First the door hinge seized and broke the pin, then the window spring latch seized and broke too.
- As was mentioned last month and to remind: reporting problems with the aircraft should include tach sheets and either phone calls or emails to the crew chiefs. This will allow the planes to be taken in for maintenance as quickly as possible and members to reschedule a different plane if needed.
- Poker Run has been rescheduled for Sept 17th.

Pilot Safety

Brad Luckenbill

The NTSB records for the last five years were examined for reports specific to Piper PA28's similar to what we have in the club. The good news is that only 15 reports were found of which 3 accidents resulted in fatalities. In the case of the fatalities, all were the result of pilot error. Specifically an in-flight collision with another airplane during the approach phase to landing. The other two involved weather issues, VFR into IMC and a departure into adverse weather.

For Example:

"The airplane struck trees and terrain about 300 feet left of the extended runway centerline and about 1,000 feet from the departure and of the runway during an instrument takeoff. The weather at an airport 16 miles away was recorded as 1/4 statute miles visibility with fog and a vertical visibility of 100 feet. A witness reported weather at the accident airport as less than 1/8 mile visibility about 40 minutes after the accident. The pilot had accumulated a total of about 53 hours of instrument time with 9 of those hours in actual instrument conditions. The pilot had received a weather briefing prior to the accident, and had filed an IFR flight plan but did not obtain a departure clearance for the flight. A post accident ex-

amination of the airframe, engine, and instruments revealed no anomalies that could be associated with a preexisting condition.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's failure to maintain proper runway alignment on departure and his failure to maintain clearance from the trees. The pilot's attempted flight into known adverse weather, his lack of instrument experience, the fog, and the trees were contributing factors."

As fall approaches and weather begins to change, go-no go decisions are still largely effected by weather. Most GA pilots do not have a tremendous amount of experience with taking off and flying by instruments immediately after departure. Scrambling to get on course, communicating with ATC and flying the airplane can be very difficult if you are dealing with IMC conditions shortly after take off. In conditions of fog, there is no visual reference to the horizon and spatial disorientation can occur quickly.

Instrument rated pilots are not the only ones at risk of making poor decisions:

"A Safety Board staff meteorologist performed a weather analysis for the flight. Airmet's for instrument flight rules, mountain obscuration, turbulence, and icing were valid for all portions of the airplane's flight route." (The pilot was anxious to get going and hoped that conditions would improve enroute). The pilot contacted the FAA Prescott Automated Flight Service Station (AFSS) and requested a forecast for Pueblo, Colorado. "The forecast was for winds gusting to 30 knots; showers in the vicinity; scattered clouds at 4,000 agl; broken clouds at 7,000 agl; lowering clouds after 1700; and an increase in occasional rain and snow showers....

In-flight loss of control resulting in airframe structural failure. Contributing to the accident was the pilot's inadvertent visual flight into instrument meteorological conditions."

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Newsletter articles Due by Sept 30, 2005

Test Your Knowledge:

Pilots are required to have the anti –collision light system operating

- A. anytime an engine is in operation.
- B. anytime the pilot is in the cockpit.
- C. during all types of operations, both day and night.

Who is primarily responsible for maintaining an aircraft in an airworthy condition?

- A. The lead mechanic responsible for the aircraft.
- B. Pilot in command or operator.
- C. Owner or operator of the aircraft.

(Note: as a member of a pilot's club we are each part owners of the aircraft. In our situation, there are two answers that would be correct).

Which is required for VFR night flight?

- A. Flashlight.
- B. Magnetic compass.
- C. Landing light.

To determine pressure altitude prior to takeoff, the altimeter should be set to:

- A. The current altimeter setting.
- B. 29.92" Hg and the altimeter indication noted.
- C. The field elevation and the pressure reading in the altimeter setting window noted.

Here is your fall weather question:

Which conditions are favorable for the formation of a surface based temperature inversion?

- A. Clear cool nights with calm or light wind.
- B. Area of unstable air rapidly transferring heat from the surface.
- C. Broad areas of cumulus clouds with smooth, level bases at the same altitude.

What causes wind?

- A. The Earth's rotation.
- B. Air mass modification.
- C. Pressure differences.

Answers: C, C, B, B, A, C

Did You Know?

Many owners of GA aircraft are participating in the relief effort for the damage caused by hurricane Katrina. In addition to GA, Angel Flight and the airlines have been providing aircraft and support for the relief effort. As an aside, if you have plans that will take you to areas hard hit by Katrina, TFR's are popping up around the worst areas due to the high volume of relief, patrol, and medical flights in and around those locations.

The refiners of aviation gas were not hampered by the hurricane and continue to produce at full capacity. However, that is no excuse not to raise the price anyway. The real kicker is that the gas pumped into the planes right now was refined a long time back at lower cost. The current price reflects anticipated increases. Should those increases never materialize..... well don't expect a refund.

There does not seem to be any rhyme or reason to why ATC does what it does. For instance, I called to pick up an IFR clearance and void time off via a land line prior to takeoff at a non towered airport. For whatever reason I was told to contact FFS via the radio while sitting on the tarmac as opposed to giving me my clearance by phone. So, being a good pilot I went out to the plane and called the same FSS by the radio. I received my clearance with a void time and off I went on my merry way. I am still scratching my head over that one.



Air Traffic Control Tower
Orlando Florida

Minutes of April DPC Meeting

By Chester Harris

Minutes of the membership meeting held August 17, 2005. Greg Halderman called the meeting to order at 7:05. Chester Harris read the minutes of the trustees meeting.

- Greg reported on the status of the Mooney sales efforts. Four people have asked for pictures and status. Two are upgrading from Cherokees. No good offers yet.
- Dave Riggs of Parish and O'Neal asked to provide quote for insurance. He went out to seven insurance providers. None offered a quote.
- Greg Halderman and Chester Harris reran fleet values last week using 90% of AOPA Vref as basis. Last year's fleet total with one more Archer and without the C-182 was \$409K. This year the total is \$496K or an increase of \$88K including the Mooney. Trustees reviewed capital position and found we were approximately \$100K heavy. Selling the Mooney as planned will provide funds to pay off inactive members and replace 62RP.
- Dave Roberts has information we provided on fleet value and engine fund values based on actual engine hours. He will work with Mike Nolan to insure capital vs. expenses are properly recorded for the balance sheet.
- Trustees agreed to allow scans and emails as submissions for copies of pilot licenses and medical certificates.
- Fuel prices have not changed this month.

We had a presentation on the Honor Flight program. The purpose of Honor Flight is to fly disadvantaged, World War II veterans from this area to Washington D.C. to visit those Memorials dedicated to honor their sacrifices. Our speaker, Earl Morse, a Physician Assistant and retired Air Force Captain, conceived the program to honor veterans he has taken care of for the past 27 years. He is seeking volunteer pilots and planes to fly additional veterans.

Trustee Reports:

Membership -- Kevin Chandler Kevin Chandler reported we have 76 active members. Tony Blagrave is a new member. Tony is a new private pilot with 70 plus hours. Oliver Blevins was accepted as a full member.

Safety -- Tim Smith reported that we will have safety meeting next month and at the poker run.

Treasurer -- Mike Nolan reported that after a couple of sessions with Dave Roberts our balance sheet and income statement are as accurate as possible after re-categorizing a number of transactions. He also noted that checks are posted on the next bill if they are received by last day of month.

Larry Scherr- Poker Run is scheduled for August 27. T-shirts are being printed using a Mooney tail as the background for sponsor logos. Suzanne Harris mailed out fliers to 23 airports. Martha Lunkin is confirmed as a speaker for safety meeting.

Maintenance Report:

Bill Mervar

-759HS is in for annual. Seat tracks for left side are being replaced.

-78X is okay.

-01U had a vacuum pump replacement and is getting a new VOR head. ASI is waiting on a prop specialist to adjust limits.

-06W had its left tank sump valve replaced. It has new seat covers.

-62RP will need a pitot static check next month.

The meeting adjourned at 8:15PM.

F L I G H T O P S	Aircraft	August Billable Hours & 888 Time			YTD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	21.35	20.32	0.00	147.52	204.07
	4506W	27.12	43.67	0.00	176.98	200.68
	62RP	15.50	19.09	0.00	117.10	161.30
	738NG	17.30	26.60	0.00	127.50	155.10
	759HS	17.70	***	0.00	135.30	***
	8078X	5.30	29.90	0.00	130.50	191.70
	Totals	104.27	139.58	0.00	834.90	913.48

***Note: The above hours for 2004 exclude N8268B which was replaced by N759HS. The total time for August of 2004 including 68B is: 178.08 hrs with a total year to date of: 1130.38 hrs.