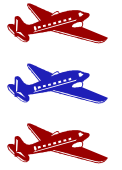


Dayton Pilots Club



August 2006

www.daytonpilotsclub.org

Next Meeting Wednesday, August 16

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

DPC Club Members Visit Oshkosh Fly-in

If you have never been to Oshkosh, Wisconsin for the annual fly-in, you don't know what you are missing. I don't have all of the names, but several members attended the most recent event, held in July.

I know the Clem Gilland, Suzanne and Chester Harris were some of the lucky ones who were there. They also, got to see a version of the Zodiac sport plane we are awaiting delivery on later this month.

Unfortunately, the event started with an unfortunate crash. A small home built, carrying a husband and his wife, crashed just short of the runway. The cause is unknown but a stall would be suspect at this point.

A second fatality occurred at the end of the show when a large warbird taxied into a small plane just in front of him. The large warbirds are mainly tail draggers and forward visibility is virtually impossible. An old training film I saw made an important statement to caution new pilots to taxi in an "S" pattern to allow forward vision by peering out the side windows and the "S" turns were made.

The remainder of the show went on without mishap and when I spoke with the club mem-

bers who had gone, I was surprised that none of them had heard of the accidents. Many of us got a thrill when the experimental aircraft tool off from MGY enroute to their final destination at AirVenture 2006. The second leg of a race that starts every year on the east coast has the first stop at our home base.

Some of the club members went to the field to see first hand the aircraft. Others of us were lucky to be able to sit on our back porches to watch the 200 knot plus aircraft pass low overhead of our properties.

My wife and I sat for almost two hours, drinking coffee on that beautiful morning and commenting on every plane that passed.

Every pilot needs to make this trip sometime. It is an event you will never forget. So, start planning for next year...there is a lot of preparation ahead to make a safe, fun trip.



Home built aircraft come in all sizes

Pilot Safety

Tim Smith

Staying Proficient In A Fuel-Short World

Excerpts from Aviation Safety Magazine

By: Joseph E. (Jeb) Burnside

If you're like me, you're somewhat still in shock over aviation fuel prices. Less than five years ago, I figured it cost around \$40 an hour in fuel alone to run my airplane, an IO-520-powered Beech Debonair. Now, it's closer to \$100 an hour and I haven't seen a similar increase in my income or my airplane budget to support the higher costs. My basic \$100 hamburger or crab cake is now at \$200, and climbing.

With avgas at my local FBO having recently punched through the paper-thin ceiling of \$5 a gallon, my flying is way off these days. The last time I did any serious aviating, I discovered several layers of rust had accumulated (the weather was good and the route familiar, or I might not have made that flight). Yet, I loathe airlines more than I hate to pay usurious fuel prices and I still have to travel, for business and personal reasons. How will I maintain proficiency?

Again, if you're like me, you're looking for some ideas so that—even if you can't fly as much, you're just as safe. Let's run through a few strategies designed to keep you safely airborne with dinosaur juice in your tanks.

Buddying Up

I used to fly enough to stay current for IFR. Nowadays, though, it's a struggle. An obvious solution is to spend more time under the hood with a proper safety pilot. As in the past—e.g., before \$5/gallon avgas—the basic idea is to grab someone you feel comfortable putting into some position of authority aboard your airplane and blasting off for an afternoon shooting approaches. Another idea is to find someone going in the same general direction as you are and flying the trip under the hood. Using a safety pilot, though, can be anything but safe. In fact, I've long thought that one of the most dangerous things in aviation is two pilots trying to fly the same plane at the same time. These days, I've flown my bird single-pilot so much, that I just ask any pilot in the right seat to let me do everything, sit back and relax.

Continued on page 3



Chester Harris stands besides the Zodiac model aircraft being purchased by DPC. Below is a great example of what you will see at AirVenture



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Newsletter Editor:	Mike Nolan (937) 866-8280 mnolan@woh.rr.com

Newsletter articles Due by August 31, 2006

Around the Hanger

Next Safety Meeting is scheduled for September. Andrew Sarangan will give a presentation on instrument navigation.

Send your Check Outs, Medicals, and Safety meeting's to Tim Smith, P.O. Box 1144, Waynesville, Ohio 45068-1144 or e-mail: arrowsmith@woh.rr.com

The next fly-out on August 19. This will be a dinner flight to Eagle Creek (EYE). Plan to arrive at 7:00 PM

Our new plane is now scheduled for delivery in late August. The instrumentation is being

continued from page 2

This goes for 20,000-hour airline captains as well as 15-hour students—sorry, but I know what I want to do and how to do it. So, before blasting off with a safety pilot for some instrument work, I make sure there's a clear delineation of responsibilities.

In this scenario, my idea of a safety pilot is someone who's looking out the window to make sure I don't swap paint with anyone. I can keep the shiny side up, handle the airplane and deal with ATC just fine, thank you. What I can't do is watch for traffic and stay with the Foggles at the same time. Your idea may differ, of course, and that's when you need not only a plan for where you'll fly and what you'll do when you get there, but also for who will do what and when.

I remember flying as a safety pilot with a close friend several years ago. The afternoon's mission was to get him some hood time while we motored out to a remote strip nestled in the hills west of Washington, D.C., for lunch. He was doing fine, and there was little traffic, but when he lifted the hood for the visual, he was astonished—and his Warrior quickly gained a couple of hundred feet—when he realized he wasn't over flat land anymore. That's not a crisis, to be sure, but the moral is for everyone to know what the plan is and to change it only after detailed discussion.

For example, will your safety pilot handle any cockpit chores at all? If so, which ones? One way to divvy up responsibilities is to draw an imaginary line on the panel—everything on the left side is your responsibility; everything on the right is the safety pilot's. Regardless,

under what circumstances, if any, will he or she take the controls away from you if necessary? How? Have you defined "necessary"?

The reason the FAA requires a safety pilot for hood-work is because it takes two pilots. But when neither of them is accustomed to working with another pilot, strange and not-so-wonderful things can happen.

Even after getting some sim time and buddying up with other pilots to make the most of your training, you probably won't be satisfied with either the cost savings or your proficiency. After all, there's really no such thing as being too proficient. The only real solution is to fly the airplane as you did when avgas was cheaper. Is there anything you can do to the airplane to help reduce the cost of operation? Absolutely.

Depending on what you're flying and how you're flying it, a few simple changes in procedures can help reduce your fuel costs. For example, by running my engine at a lean-of-peak-EGT (LOP) setting, I can save roughly four gallons an hour in cruise. Not only does running LOP vastly extend my range and endurance without giving up much in cruise performance, the engine runs cooler and cleaner. To do LOP correctly, you may need to invest in balanced fuel injectors or an electronic engine monitor, but these purchases can quickly pay for themselves in fuel savings and other benefits.

Slow down and fly higher. Flying at a reduced power setting—whether because you pulled back the throttle or because you fly your normally aspirated engine at a higher altitude—saves fuel. There's a trade-off, of course: Flying more slowly will take you longer to get to a destination. And burning less fuel for a longer amount of time may not reduce your overall cost of operation. The fuel needed to climb to a higher altitude may erase any savings realized in cruise, also.

Like me, you'll probably still be flying less than you were a year or so ago. You may also find yourself willing to depart with less fuel aboard than before. That kind of decision can be the first link in the accident chain.

Someone we know recently ran a tank dry after a long cross-country. The tank ran dry on short final with the gear and flaps down because he got behind on his tank-switching procedures. There was plenty of high-priced fuel aboard, but it was in the other tank. After switching tanks, he landed safely, but the post-accident downtime would have really impacted his proficiency.

Minutes of the July 19, 2006 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:05 PM

Larry Scherr read minutes from the July 12, 2006 trustee's meeting

Change to Flight Operations:
All cancellations of flight schedules must be made the lesser of the scheduled time or four hours.

No serious bids on either of the Cessna, ads are placed in trade-a-plane, controller.com, and AOPA. A man in Columbus is interested in 182, but needs to sell his Cherokee. The price of the 182 was dropped from \$134,500 down to \$128,500.

Zodiac is due here in about four weeks, they are waiting on the engine from Continental. We are working on getting on getting the manuals here before the plan arrives.

Trustee Reports:

Membership – Chester Harris
Two members up for membership. Chester moves to make Curtis Scholl a full member, seconded by Tim Smith . Motion passed. Chester moves to make John Purvis a full member, seconded by Ken Lawson. Motion passed

Treasure – Tom Weber
Tom passed out the May reports. Slight loss for the month due to a new transponder being installed in 8078X. Interest expense is higher than planned due to not having been able to sell either Cessna. Fuel cost was steady so flying rates remained the same. There was additional discussion on change to the new flight operations. Tom said there were two members that scheduled one plane and flew another. Please make sure you fly the plane you schedule.

Safety – Tim Smith
Next safety meeting is currently being schedule for September. It will be presented by An-

drew and will focus on his interpretation on reading interments.

Social

There was a low turn out for fly out to Carroll County. We are looking for ideas for getting better participation. Next scheduled activity is on Saturday August 19 Arrive for dinner at 7 pm at Eagle Creek (KEYE).

Maintenance Report

8078X - The annual is complete and the plane will be in the hanger on Thursday July 12.
4506W – Had a collapsed nose wheel strut. Is has been repaired. Discussion on getting spats and wheel pants
759HS – All okay with plane, need to find a buyer
738NG – All okay with plane, need to find a buyer

Ken Lawson offered four tickets to the Dayton Air Show.

Adjourned at 7:45 pm

Watched few nice videos on vacation get-away flying.

July 2006

F L I G H T O P S	Current Month		Current Year			
	Prior Fiscal Year					
	Aircraft	Hrs	888	YTD Hrs	YTD 888	YTD Total
4506W	24.69	0.00	110.50	0.32	110.82	
	33.29	0.00	105.88	2.23	108.11	
738NG	9.30	0.00	54.50	0.50	55.00	
	12.40	0.00	87.20	0.20	87.40	
759HS	15.00	0.00	39.50	0.30	39.80	
	37.30	0.00	78.20	7.50	85.70	
8078X	28.80	0.20	101.00	0.70	101.70	
	12.90	1.10	74.30	1.60	75.90	
Totals:		77.79	0.20	305.50	1.82	
		95.89	1.10	345.58	11.53	