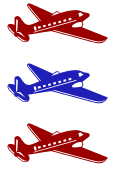




Dayton Pilots Club



February 2005

www.daytonpilotsclub.org

Next Meeting Wednesday, February 16

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

From the Editor

By Brad Luckenbill

The warm January weather provided a few more flying opportunities for the club members. Several members could not resist the urge to travel to the Big Sandy Regional Airport in Kentucky. Beautiful VFR weather as in sunny and warm. I think Mother Nature was so put out over the jaunt that she followed up with a subsequent weekend of rain, snow and sloop. Once again we find ourselves down looking up rather than up looking down.



The restaurant and facilities available at Big Sandy were top notch. The group pictured above included members from DPC and Wright Patterson. The scenery was decent for Winter but I would imagine even better in the summer and spectacular in the fall when the leaves change. The airport identifier is K22. Members of DPC will continue to explore destinations for the club and report back on those which pass muster. If you have been anywhere that warrants mention, send photos along with your thoughts to share with the club.



Where's the Cessna?

Piper was well represented on the trip. Unfortunately 9HS came up lame at the last minute and could not attend. The photographer was perched atop a Bonanza, pure sacrilege but the price you pay when last in line. If you are interested in looking for airport with on field amenities, AOPA has a directory with search capabilities that can sort airports by state and what is available on field. For example you can search for all airports with on field restaurants in any state you choose.



Pilot Safety

Editor

One feature of moving from last year to this year is all of those pesky renewals like medical certificates, biannual flight reviews, safety meetings and the annual club checkout. It is hard to combine a medical with a flight review, but an enterprising IFR rated pilot could combine a biannual with the club annual with a few approaches and a hold and be good to go for quite awhile. Perhaps a bit of night time work with 3 take offs and landings could be part of the mix.

Speaking of biannual flight reviews, a review of the current requirements might be helpful. In addition, if you are in need of keeping your IFR rating current and choose to fly in 62RP or 9HS, a GPS approach is fair game. As mentioned in a previous newsletter, the FAA is not happy with our knowledge of weather, TFR's and other restricted airspace so those topics may arise during the course of the review.

Except From the NTSB Database:

On March 27, 2003, at 2035 eastern standard time, a Cessna 172R, N35255, registered to JC Flight Incorporated and operated by a private pilot, collided with mountainous terrain in the Great Smoky Mountains National Park, near Cherokee, North Carolina. The personal flight was operated under the provisions of Title 14 CFR Part 91 with a visual flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The airplane was destroyed and the pilot was fatally injured. The flight departed Columbia Metropolitan Airport, Columbia, South Carolina, at 1909.

The pilot was receiving flight following from the Knoxville Downtown Airport Tower. The pilot requested the Automated Weather Observing System frequency and started his descent to the Knoxville Downtown Airport. At 2035, radio and radar contact was lost. At 2042, the airplane's emergency locator transmitter emergency signal was heard over the emergency frequency. Local authorities initiated a search for the missing airplane, and the downed airplane was located on March 28, 2003, at 1000.

PERSONAL INFORMATION

The pilot was issued a private pilot certificate on July 16, 2000, with ratings for airplane single engine land. Review of records revealed the pilot held a third-class medical certificate issued on May 9, 2001, with no restrictions. Review of the pilot logs revealed that the private pilot accumulated a total of 245 flight hours.

METEOROLOGICAL INFORMATION

The 1953 weather observation for Knoxville, Mc Ghee Tyson Airport, reported, wind 150 at 8 knots, visibility 10 statute miles, few clouds at 9,000, temperature 19, dew point 9, altimeter 29.89 inches.

WRECKAGE AND IMPACT INFORMATION

Examination of the wreckage site revealed the airplane was located one mile north east of Cling man Dome at an elevation of 6400 feet. Examination of the wreckage site revealed that the airplane was located in a heavily wooded area. The airplane wreckage path extended approximately 75 yards down a mountain ridge. All flight control surfaces were located at the wreckage site. There were freshly broken trees throughout the wreckage path.

...The engine examination revealed no evidence of any mechanical deficiencies.

MEDICAL AND PATHOLOGICAL INFORMATION

The Office of the Chief Medical Examiner, Chapel Hill, North Carolina performed the pathological diagnoses of the pilot on March 29, 2003 at 1100. The reported cause of death was "blunt force trauma". The Forensic Toxicology Research Section, Federal Aviation Administration, Oklahoma City, Oklahoma performed postmortem toxicology of specimens from the pilot. The results toxicological examinations were negative for carbon monoxide, cyanide, and ethanol.

Continued on page 3

Around the Hangar

- There has been some thievery reported around MGY. Make sure you lock up your vehicles when you are away.

President:	Greg Halderman (937) 859-3642
Secretary:	Chester Harris (937) 657-3621
Treasurer:	Tom Weber (937) 768-9084
Membership:	Kevin Chandler (937) 885-1395
Maintenance :	Bill Mervar (937) 258-1210
Safety Officer:	Tim Smith (513) 403-4721
Member Loans:	Tom Weber (937) 748-9084
Newsletter Editor:	Brad Luckenbill (937) 901-0060 vet@ponyexpressvet.com
Newsletter articles	<u>Due by Mar 1, 2006</u>

Pilot Safety (continued)

Review of the Knoxville Flight Training Center videotape rental log revealed the pilot rented videotape on March 26, 2003 for the operation of the GPS/ Autopilot for aircraft N35255. The pilot received .8 hours of flight instruction, and .3 hours of ground instruction on March 25, 2003.

NTSB PROBABLE CAUSE NARRATIVE

The pilot's failure to maintain adequate terrain clearance, which resulted in an in-flight collision with mountainous terrain.

Loss of situational awareness and unfamiliarity with the GPS/Autopilot may have played a role in this pilot's failure to avoid terrain. VFR in night conditions is not all that far removed from IMC. You do not want to find yourself depending on electronics you do not understand or behave in an unexpected manner.

Late Winter and early Spring bring a mixture of weather patterns and windy days. Many times, the wind will shift and gust to directions that can challenge the best pilots. If you plan on traveling by air, just figure that the destination airport will not have a runway that is even remotely aligned with the wind.

Except From the NTSB Database:

The pilot planned to fly from the departure airport, to another airport, and return. After takeoff the pilot noted a 30-knot tailwind during the first leg of the flight. He landed uneventfully, refueled, and then departed for the 40 minute return flight to the origination airport. Arriving at the origination airport, he obtained the ATIS from a nearby airport which reported the wind to be from 160 degrees at 9 knots. The pilot entered the downwind for runway 33, a 2,000 foot long, 24 foot wide asphalt runway, and selected full flaps. During the downwind leg the pilot note it was "rough and bouncy," and when he was on his base leg, the wind was pushing him towards the airport. The pilot also said that while on final, the winds were pushing him towards the left of the runway and he tried to correct with rudder, but due to the severe winds he had no positive rudder action at first. Then the rudder "kicked in," but still the winds were very strong. As the pilot initiated the flare, he could feel the airplane yaw to the right and start to float down the runway. He added "full left" rudder, and got the airplane back over the centerline. The

airplane then yawed "hard" to the left, and the pilot responded with "full right" rudder. One of the wheels touched down about the middle of the runway, and at that same point, the pilot decided to abort the landing. He added full throttle, turned the carburetor heat OFF, and raised the flaps to the takeoff position. The pilot recalled that the airspeed was below the "green arc," and that the airplane was climbing, but at an insufficient rate to clear the trees and power lines at the far end of the runway, so he aimed for a small opening between some trees. The airplane struck trees and came to rest upside down.

A go around on a botched approach and landing is the recommended procedure and I do not think you can find fault with the choice to abort the landing. The kicker here was the initial touchdown point was mid runway leaving the pilot without enough take off distance to perform a go around. While it is good advice to keep up some additional speed on approach, if the touchdown point is too far down the runway, options are limited.

Did You Know?

...The FAA has issued an AD for Caravan owners that the pilot must run his hand over the wings and check for ice five minutes prior to departure in icing conditions. But, lest that seems innocuous, the FAA issued a second AD adding a handle to the wing to aid in the inspection. The cost for adding such a device is considerable. A \$20 step stool would not be an acceptable alternative.

... In Vancouver, BC a reported plane crash snared the attention of the local media and made local headlines...until they realized it was a radio controlled model. A young child reported the apparent crash to police who sent a unit to investigate. The media was eavesdropping on the scanner and built the story from the radio call.

... Last year Cessna ran into a few problems with the new Skyhawks and SkyLANes they built when the FAA cried foul over some control rigging issues. Forty two of the new birds were grounded pending repairs, some of which had already been delivered. Now, I do not think it a great inconvenience to ground a plane under construction, but imagine if you have to tell your significant other that you will be taking a rental since that \$400K recent purchase needs to go to the shop for some warranty work.

Minutes of January DPC Meeting

By Chester Harris

Minutes of the DPC Membership Meeting held January 18, 2006.

Greg Halderman called the meeting to order at 7:04PM.

Chester Harris read the minutes of the Trustee's meeting of January 11, 2006.

There are several potential buyers for N62RP. Three are in Ohio; one is from New York and one from Missouri. Greg has the plane listed for \$78,500 and is encouraged by the interest.

Fuel prices did not change this month.

Trustees plan to establish an inventory procedure for maintenance shack consumables; specifically oil, filters, plugs, and tires.

There is a FAA requirement to enter GPS database updates in aircraft logbooks. Larry Scherr will create a standard sticker for the monthly entries. We also need to ensure ASI is logging all maintenance at the time they do it.

We are starting to gather information on light sport aircraft. Many models are made in Europe. Most can be equipped for night and/or IFR. Some have a cruise up to 120kts. Most burn about 4 gal/hr. One even has parachute similar to a Cirrus. Manually adjustable props on some to convert from climb to cruise as part of preflight.

Membership records show 65 active and 3 associate members. We discussed needing new members. It was suggested we consider attending the Dayton Air Show, air races passing through MGY and other local airports, and display our aircraft when the B-17 is at KMGY. We will investigate having planes on the ramp for visitors to see during Commander Aero's annual events. It was suggested we should provide rides for Young Eagles (EAA) at Moriane and Green County.

Greg Halderman expressed appreciation to Tom Weber for the work to upgrade our accounting detail.

Members should let the nominating committee know if you want to run for trustee.

Trustee's Reports

Maintenance:

78X had the throttle cable replaced.

9HS has a broken wheel fairing and a bad vent cable lock that has now been fixed.

06W has no reported problems.

2RP continues to have a "troublesome" DG even after it was recently rebuilt.

Tom Weber - Financial

Our profit and loss statement shows a loss of \$220 for November and a loss of \$5500 for year to date from April. The Trustee financial committee is Tom Weber, Chester Harris, Greg Halderman, & Larry Scherr. We will hold a special meeting before next month's Trustee's meeting to complete the budget and present it to the Membership in February.

The meeting was adjourned at 8:26 PM.

F L I G H T O P S	Aircraft	January Billable Hours & 888 Time			YTD Billable + 888 Time	
		2006	2005	Monthly 888 Time	2006	2005
	4201U	***	13.76	***	***	13.85
	4506W	9.48	1.54	0.15	9.63	1.85
	62RP	7.80	8.20	0.00	7.80	8.20
	738NG	7.70	4.30	0.00	7.70	4.30
	759HS	11.70	***	0.10	11.80	***
	8078X	19.90	7.20	0.00	19.90	7.30
	Totals	56.58	35.00	0.25	56.83	35.50

***Note: In January of 2005, five planes were available. However, 06W was out of service most of the month and 9HS had not yet been added to the fleet. 4201U was sold in September.