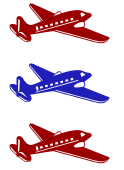




# Dayton Pilots Club



January 2005

[www.daytonpilotsclub.org](http://www.daytonpilotsclub.org)

Next Meeting Wednesday, January 18

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

## From the Editor

By Brad Luckenbill

Is it my imagination or is the weather been unusually dreary this last month? VFR flying has been limited to a few sunny days mixed in between low ceilings. The IFR jocks are not fairing much better for fear of becoming flying ice cubes. Inasmuch as no one would accuse our flying machines of being over powered, there is a limit as to how much ice we can pack around or climb through. Planes are not the only DPC item that tends to collect ice, the tracks and doors seem to be adept at that task as well. Hence, we need to leave the doors open. Although the ventilation is unsurpassed, at least we get the planes out in when needed to test the accuracy of the icing forecast or discover if the ceilings are really as low as advertised.

Winter weather not only makes cloud surfing more interesting, the winter winds provide an endless supply of entertainment on approach to landing. That dense air that so graciously sent us skyward, tends to shift and sneak around in gusts from every direction other than the one mentioned on the AWOS. Such winds help train pilots to approach landing from a multitude of configurations and angles. Think of it as air gymnastics. Some say practice makes perfect but how much good does it do to practice an approach in conditions that will never repeat themselves?

Speaking of practice, I received a vector to a ILS approach that required a tight 180 degree turn to the localizer. I mentioned this recent experience to Chester who suggested that ARTCC might be out of practice when assigning vectors. Perhaps he is right, but I think it was that nasty 30 knot wind at a 90 degree angle to course that got the best of ARTCC and provided me with a snug turn to final. I guess winter winds mess with pilots and ATC both.

One last comment on the weather: At the time of this writing, thunderstorms are in the immediate forecast. You gotta just love Ohio weather.

March is but a mere two months away and that means election time. Not for all those nice politicians who ignore the economy and price of gas, but those wonderful trustees who guide this austere organization. If you are interested in becoming a member of this elite group of aviators, then you need to let the Nomination Committee know of your intentions. Ken Lawson has graciously offered to lead the committee with the assistance of Clem Gilliland and Neil Charsky. Nominations will be collected in January and February with the final vote taken at the March membership meeting. I would suggest you contact them by email or you can snag one at the next membership meeting. I believe that to you get more out of your membership if you get involved in the organization.



Typical Ohio sky in the winter. Some refer to this as a "sucker hole" Once through it you may not be able to get back down without flying in icing conditions or VFR into IMC. If you find yourself VFR on top of cloud cover and you are instrument rated, do you remember how to get a "pop up" IFR clearance? Who do you call and what information do they require? (Hint: it is not the same as what you need to file for an IFR flight plan from the ground via FSS or Duats).

## Pilot Safety

Editor

The end of the year and the start of the next one is a traditional time to look back at what we did right and what we did wrong. From the standpoint of pilot safety, looking at the trends and analysis of the past years helps identify areas of weakness that affect general aviation.

For example, the number of weather related accidents have not changed much but accidents due to engine failure have gone down. One statistic that leaves you scratching your head is the relative increase in number of accidents on a VFR approach whereas there has been a downward trend in accidents on an IFR approach. If one considers that many more approaches are flown VFR than IFR, the risk of an accident in IFR conditions is still much greater. The trend merely suggests that the IFR pilots are getting better but the VFR pilots are not. However, given that most student pilots are VFR, this trend may not be that meaningful or it may reflect that VFR pilots are not flying enough to stay proficient.

Our landing skills are not improving either. There has been a steady increase in accidents associated with landing and this type of mishap is responsible for 30% of the wrecks reported. It worth noting that all planes must land sooner or later. Problems in the sky with the plane or weather may have an adverse effect on the quality of the landing. The report will be filed under landing accidents but there may be more to the story.

Go-around accidents are also a troublesome area that does not seem to be getting better statistically. The blame is typically placed on lack of experience or practice with the maneuver. Again, in a true emergency, the level of stress and exact conditions are difficult to simulate in a training environment so it is hard to practice "the real thing". Often, the decision as to when to begin the maneuver is made late resulting in an adverse outcome.

Looking collectively at the information that is provided by trend analysis of accident reports suggest that pilots need to focus on the approach and landing phase of flying more so than engine failures or mechanical problems. In other words, some basic VFR flying skills need to be continually honed in order to avoid attracting attention from the NTSB. In practical terms: don't wait for the perfect day to take that cross country trip. On less than ideal days some pattern work, take off and landings, approach to landings and practice go-around maneuvers may be a good way to log some time in the air.

## What's Wrong With This Picture?

Brad Luckenbill

*Aside from the fact that this photo has nothing to do with aviation, but entirely too unusual to pass up, it is here for your entertainment.*

The answer to the above is that the top critter is a squirrel not a pup. Be honest now, how many of you really noticed that??



## Around the Hangar

- The doors will be left open until the weather warms up. We think that either the fuel truck drivers or perhaps maintenance personnel may have closed them recently. If anyone asks, we keep them open to avoid snow and ice freezing the doors shut.
- This really has not been a problem but on a rare occasion and that is heavy snowfalls. In your travels, be cognizant of the height of the plowed snow on the sides of the taxiways. There have been a few unfortunate pilots who leveled the tops of the snow with the wing or used the pitot tube to cut a furrow through a drift in a low wing aircraft.

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<b>Newsletter articles Due by Jan 30, 2006</b>	

## 2005 Plane Usage Summary

Editor

The final numbers are in for 2005.

The Archer Fleet:

	2004	2005
N4506W	284.41	247.28
N62RP	234.49	146.90
N8078X	242.40	188.30

The Cessna Fleet:

	2004	2005
N738NG	229.40	160.90
N759HS		200.60

For the Archers: 06W was flown 13% fewer hours this year than last. 62RP was flown 37% fewer hours in 2005 and 78X dropped by 22%. Comparing the total number of hours flown by all planes in 2004 to 2005, there was a 27% drop in hours flown.

Looking at the Cessna fleet, the 172 was flown 30% less in 2005. The 182 was not owned in 2004 and no comparison can be made.

The Mooney was left out of the analysis since like the Skylane, it was not available during all of 2004 and 2005. Of particular note is 06W. This Archer was flown consistently and not affected by competition from other club airplanes nor dropping as much as the total for all planes reinforcing the popularity of this particular aircraft. The Skylane has also shown to be a popular plane inasmuch as the numbers flown are comparable to other club planes even though the plane was not available for all of 2005.

During the same time period, the membership dropped by around 25% and the hourly cost of plane usage increased by 15%. The cost of fuel increased by approximately 40% or more. All things considered, a 27% drop in hours flown is not unexpected. The numbers suggest that the drop in membership has more to do with hours flown than the cost of flying. As an aside, the hours dropped off significantly towards the end of the year. In my opinion, this was largely due to adverse weather.

## Did You Know?

...Its not that I like to pick on the FAA, but they do make themselves an easy target...for instance, the recent Jet Blue landing with a nose gear malfunction that has lead to an AD. The FAA has ordered that all of the A320's have their nose gear inspected. The irony is that that there is no explanation for what caused the highly publicized failure. So what exactly are the inspectors, (mechanics), supposed to look for?

...Congress says no user fees for the upcoming budget year will be used to finance the FAA.

...Cirrus has a problem with the brakes on their planes overheating. This is problem is of particular note due to the fact that much of the steering of these elite craft is done by differential braking. Clearly, the club is much better off with our fleet of Archers which have nose wheel steering.

...The good news from Cirrus is that they will provide their owners with a retrofit brake kit that will allow for a higher capacity brake. Does this mean that the proper brakes will be provided as an option but the fire producing ones will remain as standard equipment?

...Beware of roads and runways. Recently a rather unfortunate motorist was struck by a Cessna while on approach to landing. The motorist was legally driving in the proper lane on a proper highway that coincidentally passed close to the end of a grass strip. The landing Cessna struck the vehicle, bounced, flipped and came to rest nearby. Nobody was injured but the courts held that the motorists insurance company would be responsible for the damage. Go figure.

...On the other hand, motorists can sometimes be at fault as was the case when a pickup truck left the highway at 80 mph and crashed into an open hanger at the adjacent airport wiping out two airplanes, and injuring a third. One of the planes damaged was a Staggerwing. I bet this property damage claim will raise his rates.

...From the department of bad ideas: The owner of a new Skylane had his plane stolen out of its' locked hangar. Not only was the plane taken but so were all of the logs which were stored conveniently with the plane. Bad idea.

# Minutes of December DPC Meeting

By Chester Harris

Tom Weber called the meeting to order at 7:04 PM

Chester A. Harris read the minutes.

Greg reported he had been contacted by two potential buyers for N62RP. One called from Michigan and one made contact via email. We are asking \$78,500.

Ken Lawson has agreed to chair nominating committee for next year.

The hangar doors need to be left open because of snow. Clem had closed them once because of high winds but generally they should be left open to prevent them from freezing shut.

Rates are going down for January: C-172 from \$79 to \$76 per hour, Archers from \$94 to \$89 per hour, and C-182 from \$118 to \$113 per hour.

There was some discussion of buying a new light sport plane when we sell N62RP. Initial estimates of operating cost are in the \$45 per hour range. Everyone who voiced an opinion at the meeting was in favor of a new sport plane.

The trustees adopted the following motion: If a member's account has a balance greater than \$400.00 and is greater than 61 days overdue, the DPC Treasurer may temporarily suspend the member's account and flight privileges until the account is reviewed at the next scheduled Trustees Meeting. Kevin Chandler will update the flight ops to reflect this procedure

## Trustee Reports

### Safety

No report

### Finance

Tom Weber reported that he now matches member payments against specific bills rather than just running a register. Balance point on current revenue versus expense looks very close. We showed

\$830 profit for October and approximately a \$5000 loss for the year to date.

### Poker Run

No report

### Membership

Kevin Chandler reported that DPC currently has 69 members including 3 associates. One member is suspended and we have one pending resignation. Former member Ken Fowler is discussing joining again.

### Maintenance

Bill Mervar reported:  
N738NG is back from ASI for its annual. Only a few routine problems.  
N8078X had a stiff throttle cable.  
N62RP had to have all its navigation lights replaced.  
N759HS has a new attitude indicator.  
N4506W recently had its DG rebuilt.

Meeting adjourned for Pizza at 7:20.

F L I G H T O P S	Aircraft	December Billable Hours & 888 Time			YTD Billable + 888 Time	
		2005	2004	Monthly 888 Time	2005	2004
	4201U	00.0	6.80	0.00	169.48	280.70
	4506W	3.89	12.73	0.00	247.28	284.41
	62RP	0.00	13.20	0.10	148.30	234.49
	738NG	1.40	3.70	0.30	160.90	229.40
	759HS	13.40	***	0.00	200.60	***
	8078X	11.90	0.00	0.00	190.10	245.50
	Totals	30.59	36.43	0.40	1117	1274

\*\*\*Note: The above hours for 2004 exclude N8268B which was replaced by N759HS. The total time for all of 2004 including 68B is: 1522 hours. The Mooney was sold in September.