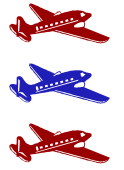


Dayton Pilots Club



March 2006

www.daytonpilotsclub.org

Next Meeting Wednesday, March 16

Dayton Wright Brothers Airport at 7:00 PM

B.D. Luckenbill, Editor

From the Editor

By Brad Luckenbill

The next meeting will be held this month and many important decisions face the club that will be discussed at the meeting. First, trustees will be elected to fill the new terms beginning next month. Secondly, the budget for next year is under review and current recommendations will be discussed. The trustees would encourage member input as we make some tough decisions on the number of planes to keep as well as which planes to keep.

As membership numbers are reduced, the amount of dues we collect diminishes proportionally. Certain fixed overhead costs are assigned to be paid by the dues revenue. These fixed costs do not change significantly with a change in flying hours but are more related to expenses that the club will incur regardless of how much the planes fly. For example: hanger rent and insurance stays the same and is only affected by rate changes or the number of planes owned by the club. The club has incurred debt in the past as the financial basis of the club was changed. Debt service has been assigned to the dues revenue and only by selling planes and applying the proceeds to pay down the loan can that expense be reduced. In the end, there are only two ways to keep dues at a constant amount: one method is to increase the number of members and the other is to reduce fixed costs. Alternatively, we raise the dues to cover inflation, membership reductions and rate increases.

The first budget submitted to the membership chose the latter approach, specifically, raise the dues to maintain the fleet at four planes. The prospect of another dues increase was not well received and the trustees were asked to present a different option. The only way to keep the dues at their current level or lower would be to reduce the size of the fleet. This suggestion will be presented at the next meeting.

As we look to changing the fleet to accom-

modate the needs of the membership balanced against the costs of flying, we will be discussing selling some of our planes and purchasing a light sport aircraft. The purpose of this change is not a direct reflection of the new sport licensing classification but rather the cost of flying this type of craft is much lower. The plan is to find a plane that is basically a "two-seater" that is durable and suitable for primary training. It is the hope of the trustees that this plane will be an affordable option to our members that have found the current flying rates to be a financial strain. In addition, this plane may be an incentive for new members to join the club as similar options are not readily available in this area. However, in keeping with the insurance requirements and objectives of the club, a private pilots license will still be required to fly any of the DPC aircraft.



The above aircraft is one example of the light sport planes the club is considering to add to the fleet. Part of the next membership meeting will be a discussion on the purchase of a light sport plane and how it could benefit the club by offering a lower cost flying option. The trustees encourage input from the membership and encourage everyone's participation in the decision process.

Pilot Safety

Tim Smith

Hurry Up, Lets Get There

Here are examples from the NTSB accident reports which proves, "Hurry Up Let's Get There" is not a safest way to fly.

After takeoff the airplane would not climb and, with insufficient runway remaining to abort the takeoff, the pilot made an intentional gear-up landing at the departure end of the runway. Airport personnel who responded to the scene found most of the wing surfaces were covered with 1/8- to 3/8-inch of snow and ice. The pilot reported that he spent 1.5 hours with a broom and a cloth removing snow and "most of [the] ice" from the fuselage and wings. He also reported there were no mechanical malfunctions and stated

"I must assume I hadn't enough lift due to ice particles."

After landing to refuel, the pilot made an inadequate effort to remove airframe ice and snow, which had accumulated while on the ground before departing for his final destination. A witness (refueler) observed that about a half inch of somewhat **moist** snow had accumulated on the wings of the airplane prior to the time he fueled the airplane, necessitating brushing snow away from the fuel caps. The witness (refueler) stated that after wiping the snow off, there was still a covering of **rough ice** on the upper surface of the wing. During the fueling, he noticed that none of the ice on the wing had melted (ambient temperature at the time of the accident was minus 1 degree Celsius). The witness (refueler) also reported that after refueling the airplane, he looked at the right wing leading edge and pointed out some rough ice behind the area that the pilot had cleared, both on top and bottom of the wing. The pilot had rubbed his hand over the rough area, (**Major Clue**) commenting that there wasn't enough ice to make any difference, before attempting his takeoff. The airplane crashed within two miles of the airport. The pilot's last radio communication received was that he was 'going down.' Post-crash examination of the engine revealed no evidence of pre-impact malfunction.

Another case of "I needed to get there."

When the private pilot, co-pilot and passenger arrived at the airport it began to snow heavily. The airplane was pre-flighted, then towed out of the heated hangar and fueled. The private pilot taxied to the end of the 5,400 foot long runway, parked, and performed an engine run-up. After the run-up, the co-pilot reached the Elkins, West Virginia, AFSS on his cell phone, received a weather briefing, filed an IFR flight plan, and requested an IFR clearance. Since Elkins was not the primary AFSS for the area, the briefer placed him on hold to service his

request. The call got disconnected, so he called the FSS back. (**Due to the long hold time**), the co-pilot then called Indianapolis Center and received an IFR clearance. Once the clearance was obtained, the private pilot performed another engine run-up and noticed that about 3 to 4 inches of slush had accumulated on the runway, and about 1/2 to 3/4 inches of slush had accumulated along the surface of both wings. The pilots discussed if they should return to the hangar and wipe off the wings, **but agreed that the slush would "blow-off" during the take-off roll.** The private pilot estimated that he used about 4,500 feet of the runway before he obtained 80 knots (Vr). He rotated the airplane, but it did not lift normally. To avoid obstructions, the private pilot simultaneously turned the aircraft to the right, and retarded the throttle. The airplane touched down, slid, turned, and came to rest upright facing the runway. Examination of the airplane revealed that both wings were covered with snow, and localized areas of ice were found along the top surfaces of both wings near the trailing edge. The air intake and pitot tube were absent of debris. According to the airplane's pre-flight checklist, the wings and empennage surfaces should be clear of ice, snow, and frost prior to take-off. The pilot estimated that from the time the airplane was pulled from the hangar to the time of the accident was about 1-hour. The pilot also reported that there were no mechanical deficiencies.

In both cases if the Pilots had:

1. *Waited, till the weather cleared.*
2. *Cleaned all the wings and the empennage prior to taking flight.*
3. *Get an adequate weather briefing.*
4. *Realize that aluminum will freeze moisture faster than cold air. And slush is very heavy.*

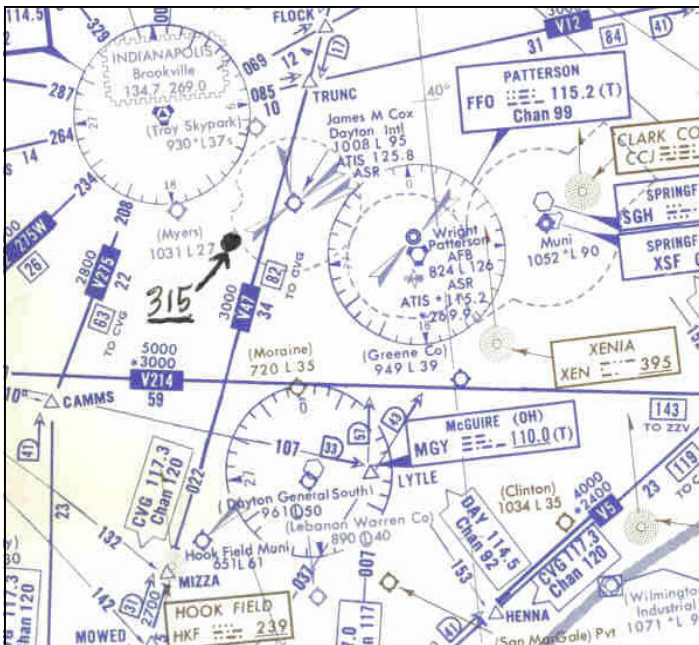
the accidents could have been avoided.

We keep our planes in hangers here at MGY, but if we travel to other locations, we would be on a ramp tie down area. Use good judgment and remember your training. We want you back.

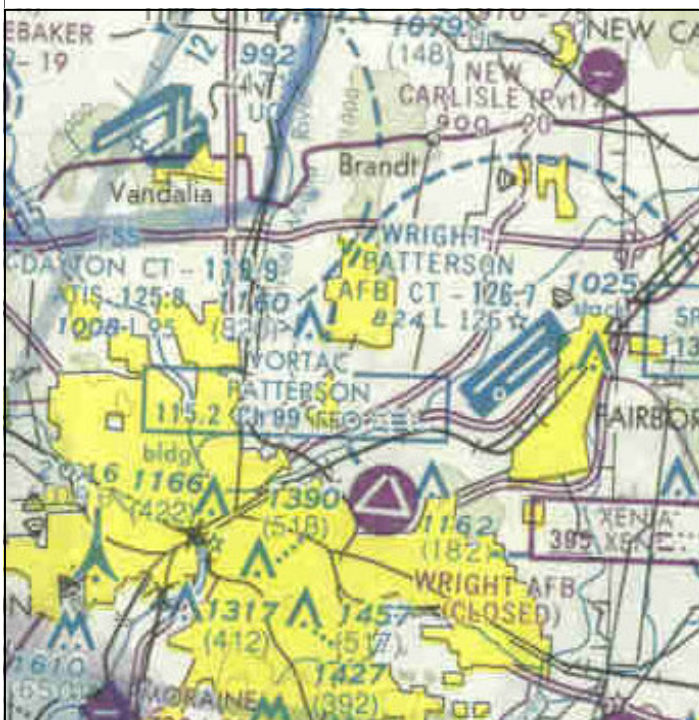
Tim Smith
Safety Officer

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Newsletter articles Due by March 30, 2006



Remember those days? This chart is from the early 80's when VOR's were fairly plentiful. The question is: If they needed all those VOR's then, why don't we need them now?



This is a sectional chart from the same time frame. Can you pick out some of the changes from the sectional charts we use today? Where are the airport identifiers?

Look closely at the chart on the right. How many airports do you see listed that no longer exist? According to the AOPA, we are losing several airports every year. Many of the ones lost are likely private airports or grass strips. Of particular interest is the South Dayton Airport. This grass strip was located near Moraine, but was 17 feet lower and 500 feet longer.

Around the Hanger

From Tim Smith:

- Safety Meeting in May after the general membership meeting.
- If you need a Safety Meeting before this or cannot attend, look at this web site for future reference.
- <http://www.faasafety.gov/SPANS/>

SPANS = Safety Program Airman Notification Program

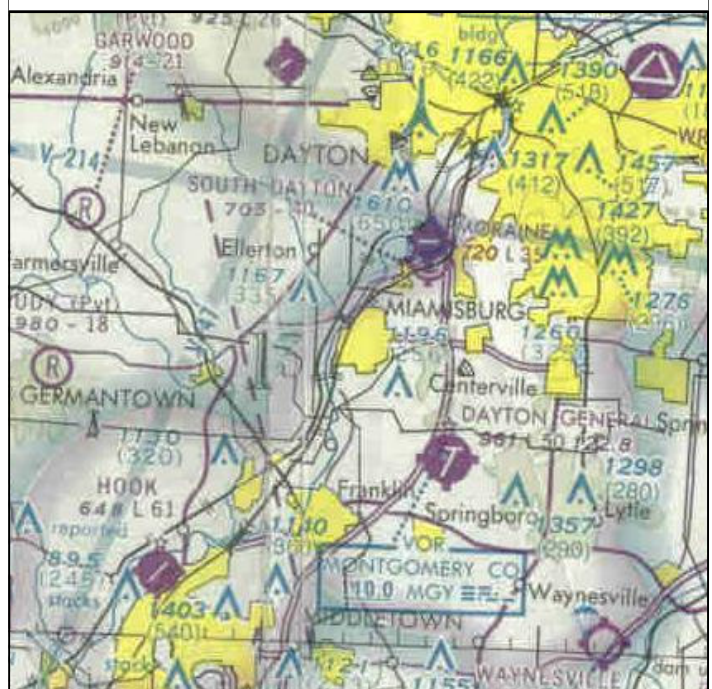
- If you need your Schedule Master Updated call me at 513-403-4721, e-mail arrowsmith@woh.rr.com or Mail to: Tim Smith P.O. Box 1144, Waynesville, Ohio 45068-1144

Trustee Elections:

The March membership meeting will include elections for the trustees for our next fiscal year

62 RP:

The Archer 62RP has found a new home and the sale is final.



Minutes of February DPC Meeting

By Chester Harris

Chester Harris read the minutes of the Trustees meeting held February 01, 2006.

Top item on the agenda of the Trustee's meeting was the results of the finance committee meeting. The finance committee has met separately to discuss next year's rates and budget. Tom presented an analysis of what rates would have had to be for the club to break even for the last year in two versions. Break even from a profit and loss perspective (not cash flow) required an increase in monthly rates to \$81.50. To break even on cash flow basis we needed a monthly rate of \$100 given the number of airplanes and members we have. Flying rates would also have to increase, for example Archers to \$94/hr.

During the Trustee's meeting the Trustees:

- Reduced the total number of dues credits by 3. (Subsequent decisions have further reduced the number of credits.)
- Agreed to reduce the Bank Loan by \$65,000 and refinance the loan to reduce monthly payments to approximately \$1,700 from \$2,600. (Subsequent decisions will further reduce the debt.)
- Sell N8078X and buy a light sport aircraft. (Additional fleet changes are now also planned)

Greg Halderman and Tom Weber delivered 62RP for \$75,000 to a pilot who flies out of the Youngstown airport. Greg has had 10 or 12 other expressions of interest.

Greg and Tom looked at one of the sport planes on the day of the meeting at a dealer near Youngstown. This particular sport plane was not appropriate for the Club because it has a fragile all composite structure. It burns about 3 gal/hr of fuel; has the same cruise as an Archer; climbs at 1000 ft/min at 60 knots; and has a very short take off roll. Needless to say, it was fun to fly. Greg is looking at a couple of all metal models from the light sport group. Insurance costs are similar to an Archer. The topic of night and IFR certifications for the new airplane are still under discussion.

Membership

Ken Lawson moved to accept Richard Lamm as a full member. Larry Scherr provided the second. The motion passed. Ken also announced that he was still looking for nominations for Trustees.

Safety

Tim Smith announced there would be a DPC safety meeting in May. He also announced that there was a presentation scheduled at MWO on aircraft crash survival on February 25.

Maintenance

Bill Mervar began the maintenance report by saying with the

reduced number of aircraft, the separate position of maintenance officer would be eliminated effective April 1. The individual aircraft reports are:

78X -- okay

06W-- okay

9HS -- Had the starter problem again. ASI replaced 4th starter and finally put an old style starter back on. In addition, the aircraft has a new tire on the left main.

62RP -- Had its DG replaced, electric trim switch repaired, and a new vacuum indicator light bulb installed.

06W -- Had both main struts overhauled. Aircraft needs the flap hinge points lubricated so they will retract during cold weather preflight checks.

Treasurer

Tom Weber reviewed the financial status and options for the next year. He will send out a letter detailing recommendations for discussion at the next months meeting. He noted that in order for club to be financially sound we must show a yearly profit in order to pay off the 15 year loan and still be cash flow neutral. Planes are flying enough to meet our 200 hour minimum target to cover maintenance and insurance costs; declining membership to cover fixed costs of operations is one important concern. Greg noted that Blue Grass Flying club is having some of the same problems of increasing costs and decreasing membership.

Bill Mervar expressed concerned about the potential of \$93 per month for club dues with the current four airplane fleet plan. Most members present expressed a strong preference for reducing the fleet to three in order to reduce monthly rates. We also discussed the need to recruit younger members to augment the existing "mature" core membership.

Meeting adjourned 9:00 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	00.00	26.18	0.00	169.48	280.07
	4506W	7.40	22.13	0.00	243.39	284.41
	62RP	2.80	16.90	0.00	148.20	234.49
	738NG	4.00	25.30	0.00	159.20	229.40
	759HS	23.30	***	0.00	187.20	***
	8078X	16.90	22.60	0.00	178.20	245.50
	Totals	54.40	113.11	0.00	1085.67	1273.87

***Note: The flight hours for February were not available when the newsletter went to print. The above chart is the same as last month.