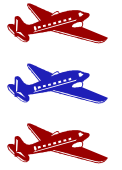


Dayton Pilots Club



May 2006

www.daytonpilotsclub.org

Next Meeting Wednesday, May 17

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

Safety meetings for the club are more than just a social gathering. They are important reminders for all of us that we cannot neglect safe flying and we can never learn to much about the dangers involved.

Recently, a veteran pilot, Scott Crossfield died in a single engine crash in his Cessna 210. He was 84 year old. He was a test pilot who made the first manned space flights possible. It is possible that he became a victim of convective weather over northern Georgia.

Many of our programs address just such topics involving weather issues. But even with all this information we still make mistakes by over estimating our skills and the capabilities of our aircraft.

Many times we have all said that the difference between driving and flying is that when you are driving, you can pull over when thing get bad. When you are flying, you have to make good, educated decisions.

Recently, I was flying a twin 310 Cessna to Florida. I made a quick stop in Mississippi to pick up my daughter and then off to Ft. Myers.

Earlier in the day, there had been no problems with weather and the skies were blue as I departed the Jackson airport. However, it wasn't long until I noticed the dreaded cumulus clouds building ahead of my intended path.

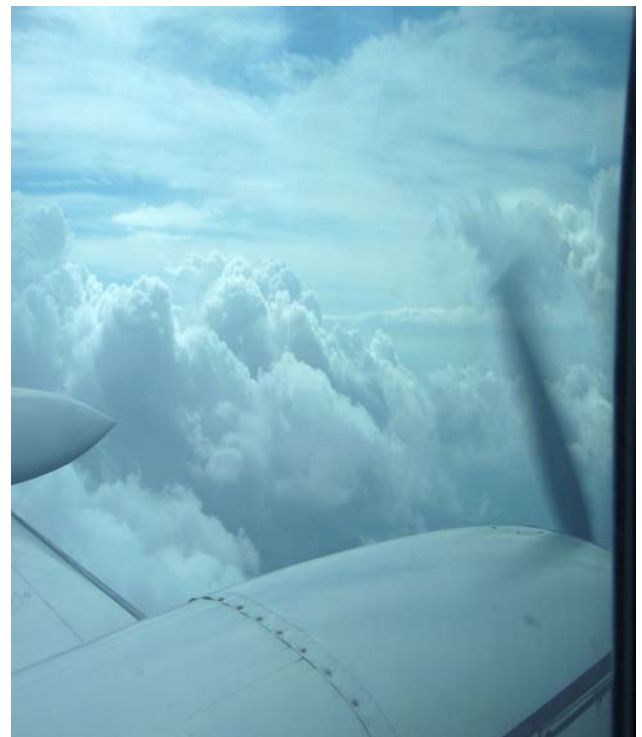
I contacted flight service and they gave me a few options. The safest option was to divert East for 100 miles then South to Gainesville, then back on course.

I was quick to agree with the controller I had spoken with. Yes, it was going to add time to my trip but I can assure you, it was much more enjoyable knowing that I wasn't going to tackle convection currents that would surely win the battle.

I can praise myself or I can remember a lesson learned at a DPC safety meeting where this specific problem was addressed. I pick the latter.

I encourage all of you to come to these meetings and enjoy the comradeship as well and the valuable lessons that will be learned. Explain to your passengers why you are inquiring additional information from the controllers. I found that this comforted my passenger rather than keeping them in the dark. (To my wonderful wife Bonnie, this last sentence was for you!)

See you for the next safety meeting on May 17.



Pilot Safety

Tim Smith

Plugged Up: When an airplane takes a weather beating

Our planes are hangered but if you rent a plane that has been at the tie down area, and most of them are. These little things should be on your mind. Also birds and their nest under the cowling.

It may sound obvious, but if your airplane is stored outdoors and has been exposed to adverse or severe weather, extra attention should be given during preflight.

On January 29, 2000, a Cessna 150 was substantially damaged during a crash shortly after takeoff from Wiscasset Airport in Wiscasset, Maine. The pilot was not injured in the accident.

During the preflight inspection the pilot checked the fuel tanks, which looked to be about half full. As the pilot continued the inspection, he found the fuel drains "frozen stuck" and did not want to force them open. He drained about 6 ounces of fuel from the fuel strainer off the engine and found no visible contaminants. He also checked the fuel vent and determined it was open.

The pilot started the Cessna, taxied to the runway, and performed a run-up. All indications were normal, so he back taxied on Runway 25 and made a right-crosswind takeoff. Just seconds into the flight, and at about 125 agl, the engine quit.

The pilot elected to land in a clear area at the end of Runway 25. During the landing, the left wing tip touched the ground, the nose wheel collapsed, and the right wing dug into the snow, causing the airplane to come to a stop.

The FAA inspector found fuel on board the aircraft and the fuel drains still frozen shut. The inspector gave the pilot permission to move the Cessna back to its tie down spot and attempt to drain fuel from the fuel strainer. Later in the day, the pilot returned to find fuel leaking out of the left wing fuel

vent. The temperature had warmed above freezing, and any ice blocking the fuel vent would have melted. The pilot had no difficulty draining fuel from the fuel strainer or the carburetor and found about 10 cc of water in the carburetor.

The pilot told the investigator that the airplane had been exposed to "three weeks of terrible weather, high winds, sleet, blowing snow, and very cold temperatures. Some of this precipitation found its way into the fuel tank vents and blocked them."

The NTSB determined the cause of this accident to be the pilot's inadequate preflight inspection.

This accident underscores the importance of a thorough preflight. Although it may not have been possible to detect ice in the fuel vent, the pilot should have been suspicious, given the condition of the drains. This accident could have been prevented if the pilot had waited for the temperature to warm above freezing, which would have enabled the ice to melt.

Our members take good care of our equipment, our crew chiefs maintain their planes as they should be. What if others did not care as much?

For more information about how to conduct a thorough preflight, visit the AOPA Air Safety Foundation's newest Safety Hot Spot. We want you back,

Tim Smith
Safety Officer

President:	Greg Halderman (937) 859-3642
Secretary:	Larry Scherr (937) 436-3969
Treasurer:	Tom Weber (937) 748-9084
Membership:	Chester Harris (937) 657-3621
Maintenance :	Bill Mervar (937) 678-7132
Safety Officer:	Tim Smith (513) 403-4721
Member Loans:	Tom Weber (937) 748-9084
Newsletter Editor:	Mike Nolan (937) 866-8280 mnolan@woh.rr.com

Newsletter articles Due by May 31, 2006

Around the Hanger

Safety Meeting, May 17th after the general meeting. How to read Weather with the GPS in our 4506W. Presented by our own Dr. Andrew Sarangan.

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

New website to visit is: funplacestofly.com

The next fly-out will be to Tolson (KTSO) in New Philadelphia. Date to be announced.

Our new plane is still scheduled for delivery in late July or early August.

DPC plane wash is scheduled for May 20, 9 AM to 1 PM. Food will be provided for those who attend.

*This letter was sent to us by the undersigned.
We need to support the effort to maintain the approach control services at KDAY.*

I'm writing you today on behalf of the National Air Traffic Controllers Association. The controllers at Dayton International have learned of a study underway by the F.A.A. to co-locate the approach control services from Dayton Tower to Port Columbus Tower. You may have seen the article in the Dayton Daily News on Friday the 5th of May. As pilots, I'm sure you can see the impact to the "bottom line": reduced services to the aviation community. As controllers we are extremely concerned that the opportunity for input to the F.A.A. is slipping by without a whisper. With that in mind, we have made contact with Senator De Wine's, and Congressman Turner's offices to inform them of the F.A.A.'s actions. I did the interview with the Dayton Daily News and addressed the monthly meeting of EAA chapter 48 last week at I73. We will be speaking to most of the area chapters of the EAA in the next few weeks. I would make myself available to your organization at your convenience to speak at any of your meetings. Now is the time to educate your members to take action against the F.A.A.'s attack on safety.

Thank you in advance for your help.

Sam Tomlin

The Dayton Pilot's Club would like to welcome a new member to the organization.

On March 18th, Greg Halderman took new member, Curtis Scholl through member orientation. He was pinch hitting for our outgoing membership chairman, Kevin Chandler, who was out of town. Curtis is an IFR SEL rated Pilot having logged approximately 400 hours.

After orientation, He took Curtis and his friend, Michelle for a ride in N8078X to Urbana for lunch. It was Michelle's first ride in a small GA aircraft, and she really enjoyed it.



Michelle and Curtis with 78X

Minutes of the April 19, 2006 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:06

Larry Scherr read minutes from trustee's meeting

Plan washing coming up on May 20 and the combination and lock boxes will be changes

Two solid leads on the 182, on in Moraine and on in Columbus. No leads on 172.

The Zodiac is still on schedule for late July or early August. It will have a newer autopilot that will have heading bug, altitude hold, reverse course, preset attitude, and tied into the Garmin 430. It will have duel nav-com.

Trustee Report:

Membership – Chester Harris
 We have three new members: Ken Fowler, Curtis School, and John Purvis.
 Total membership is 60 full members and 3 associate members.

Treasure – Tom Weber

Review of February financial statements. We had a small profit for the month. Question about suspense account, it is a quicken thing and Tom will not use that account again. Next membership meeting Tom will present the end of year financials and the 2007 budget. There was a question about the engine reserve fund and the selling of airplanes.

Tom explained that it matched the cash on hand and will be adjusted as planes are sold. Another question about reserve for avionics and there is no specific account for that, but there is fee built into the flying rate for fixing broken avionics.

Safety – Tim Smith

Next Membership meeting will be a safety meeting on weather on the Garmin 430 and will be presented by Andrew Sarangan.

Social

May 20 at 9:00 am is the plane wash. There will be donuts for breakfast and hot dogs for lunch. Discussion of where to fly after the plane wash, Sporty's for vender show or Grimes for pie.

Meeting moved to watch the Zodiac video again.

Adjourned at 7:28

F L I G H T O P S	Aircraft	April Billable Hours & 888 Time			YTD Billable + 888 Time	
		2006	2005	Monthl y 888 Time	2006	2005
	4506W	19.54	13.92	0.0	19.54	14.52
	738NG	11.70	18.70	0.0	11.70	19.10
	759HS	9.30	12.50	0.0	9.30	15.90
	8078X	20.00	18.20	0.0	20.00	18.80
	Totals	60.54	63.32	0.0	60.54	65.82