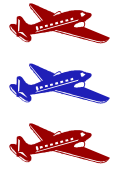


Dayton Pilots Club



October 2006

www.daytonpilotsclub.org

Next Meeting Wednesday, October 18

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

I guess I began to daydream a little as I opened my e-mail to find an invitation to "Air Journey's Temptation of the Month." The trip for a mere \$5000 to the Caribbean would be the flight of a lifetime. The reality kicked in and I grabbed my wallet to find myself \$4950 short. I checked the regulations of the club concerning the prohibition of flight outside the continental United States (there is an exception under I-B, but you will have to look it up for yourselves).

Realizing that I was not going to be able to make this fabulous trip, it did make me think of other trips that might be within reach, both financially and in compliance of the club rules.

I recalled a trip I made in a Cessna 172 to the Outer Banks off the coast of North Carolina. The trip is an easy one and could be made in one hop, but I would recommend a stop and refuel at Charlotte (CLT). Or, you might try a smaller airport like Wilgrove Air Park (8A6) if you don't like being yelled at to "expedite your taxi" by a gentleman with a deep southern drawl. (This would later be interpreted to mean "Get off the runway there is a large jet on final. Wow, and I thought I had the right-of-way")

Anyway, you definitely don't want to fly the short leg over water without enough fuel to miss your target and then turn back to find that little island surrounded by a lot of water. If you don't fly one of the planes with a GPS, take it from my experience, **time your flight**. Flight over water is fun but thinking safety, I climbed to 5000 feet in case of an engine loss. With the haze that goes with water, the timing became very important. Had I not known that my flight over water would only last 10 min-

utes, I could have missed my mark, Kill Devil Hills (FFA), home of the Wright Brothers first flight, at that altitude.

Now for the tricky part...landing. The winds are unique to say the least. You can be on a final and have the winds shift to your tail causing you to float down the runway a bit. Don't get scared. It challenges your skills and you can always go around. (*I recommend you speak with one of the club flight instructors as to the proper procedures when encountering erratic winds.*) With no fuel for sale, just park your plane and start having fun. Hotels are available as well as camping.

If this seems not to be your bag, divert to the south and enjoy Charleston, Savanna or Jekyll Island (09J). At Jekyll Island Airport, you can tiedown for free and rent an electric car. The sights are spectacular and the people friendly.

Take a friend or another couple and share all of the costs. You will find it an affordable get-a-way which is why you joined the club to begin with.

Below is a photo of the memorial pylon monument commemorating the flight of the Wright Brothers



Pilot Safety

Tim Smith

COLD WEATHER AND CLEAR SKIES

Just because you're flying in the clear doesn't guarantee safety from icing, at least carburetor icing. On November 11, 2001 the pilot of a Piper Cherokee was killed and his passenger seriously injured during a night forced landing after losing engine power.

About three hours into the until-then uneventful night flight, the pilot contacted Mansfield, OH approach control, told them that he was experiencing a partial power loss, and requested to land at Mansfield. Mansfield runway 32 was straight ahead and four miles, and the pilot was cleared to land. According to the passenger, the pilot applied carburetor heat for about ten seconds and with no change in engine operation, returned it to cold and said that he thought they were experiencing vapor lock. Shortly thereafter, the pilot informed Mansfield approach that he was going to land on a road, and that the engine had quit.

Investigation revealed that as the flight progressed, the temperature and dew point spreads were getting closer together. At the time of the accident, the temperature in Mansfield was minus one degree Celsius (30.2 F) and the dew point was minus four degrees Celsius (24.8 F).

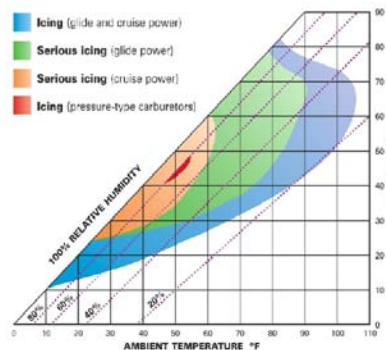
The NTSB determined the cause of this accident to be the pilot's improper use of carburetor heat, and subsequent forced landing.

The pilot might have been able to prevent this accident had he taken advantage of the free advice in the ASF [Aircraft Icing Safety Advisor](#). It says, "At the first indication of carburetor ice, apply full carburetor heat and LEAVE IT ON. The engine may run rougher as the ice melts and goes through it, but it will smooth out again."

HOW SAFE ARE YOU???

How many times have you told someone you were a pilot, only to hear the response, "I'll never get in a small airplane".

Guess what, in the year 2003; there was a reported 44,888 transportation fatalities. 42,643 were Highway accidents which amounts to 95% of deaths reported in trans-



portation. Railroads reported 767, while Marine/Boating amounted to 759, and last was 707 were in Aviation.

This brings to mind that if everyone that gets a drivers license needs to go through the hours of training that pilots go through, that number would not be so drastically high. We might have been trained well, but how many times do we not remember what we have learned.

Keep safe, Happy Thanksgiving.
Tim Smith
Safety Officer, DPC

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Newsletter articles Due by November 30, 2006

Around the Hanger

Notes from your President

The plane wax on Saturday, October 21st was handled by only three of our members. Clem Gilliland, Tom Weber and Reiff Lorenz. No other volunteers showed up to help. Clem, Tom and Reiff managed to wax both Cessna's and the Zodiac that day. I also learned that Clem later ended up waxing both Archer's by himself. These Gentlemen are to be applauded and deserve a great deal of gratitude from us all. I must accept responsibility for the poor turn out (I wasn't there either) having announced the event only days before. I know we have more club minded members willing to pitch in and help, but the short notice didn't allow time to plan on the event and avoid other conflicts. I will plan much farther in advance for our spring wash and wax event, and hope to see more club members helping out.

I now have a signed Purchase / Sell Agreement on our 172 Cessna 738NG, and it is sold pending a pre-purchase inspection.

The Zodiac had a problem with #3 cylinder having an intake valve leak, making the cylinder run too lean at power settings less than 75%. Thanks to the watchful eye of Norman Hignite and the Dynon engine monitor instrument, showing #3 cylinder running too high for both CHT and EGT in comparison to the other cylinders. This early catch prevented what would have been a more serious and costly repair, and possibly a full power loss while airborne. We will be talking to Continental Engines in regard to warranty coverage. I've often read and been told an airplane will talk to you and try to warn of problems before they become worse if you know what to look, listen and feel for. I know I'll be making sure the Dynon EMS instrument will be included in my instrument scan. The Zodiac should be back on line as you read this.

We still need new members! Try to recruit members where you can. We gained two new members and lost one last month.

Fly Safe,
Greg Halderman

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

Schedule your check-ride with the new Zodiac as soon as you can get with your instructor.



Approach to Kill Devil Hills Airport. Winds can be tricky so check with an instructor. Below is an overview map for reference only.



Minutes of the October 18, 2006 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:02

Larry Scherr read minutes from the October 11, 2006 trustee's meeting

Plane wax on Saturday 21 from 9am to noon. Donuts and coffee with be provided.

Slow market for selling the Cessna. Currently 2 people interested in the 182, one from Lancaster one from Virginia. Nothing on the 172.

Zodiac: The ailerons have been lubed up and are much smoother. Norm is working with the factory to determine if the 430 is legal for IFR use. The second nav/com SL30 is being checked out if it is legal to be the primary nav. Need to tell passenger that it is not a part 23 certified airplane. Don't top off plane after your flight, let the next pilot determine how much fuel they want. Andrew is ready to check out pilots and Norm is very close. 1320 Gross and 856 empty for 464 pounds of useful load. 6.5 GPH. There about 43 hours on the plane. There is a canopy for the plane that is in a box on the table in the hanger.

Trustee Reports:

Treasure – Tom Weber

Tom passed out report and stated that for the month we are right at break even.

Monthly statements and the newsletter and now being sent electronically to save on postage.

Maintenance Report

4506W: Came out of annual. Replaced sending unit on right tank. Throttle cable is

stiff and will be worked on this week.

8078X: Vacuum pump was replaced, should be flying good

738NG: has been washed and is back in the hanger

759HS: No problems

701DP: See earlier notes.

Safety – Tim Smith
No update

Membership – Chester Harris
Total membership is 55 full members and 2 associate members.

Newsletter – Mike Nolan
No update

Adjourned at 7:46 pm

October 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	14.39	0.05	155.05	0.69	155.74	
	39.46	0.00	192.01	2.23	194.24	
701DP	19.70	0.00	32.20	0.10	32.30	
	0.00	0.00	0.00	0.00	0.00	
738NG	5.60	0.00	73.20	0.50	73.70	
	15.40	0.30	131.90	0.50	132.40	
759HS	1.20	0.70	41.80	1.20	43.00	
	5.80	0.00	124.50	7.50	132.00	
8078X	10.20	0.40	146.30	1.30	147.60	
	15.90	0.00	110.20	1.80	112.00	
Totals:		51.09	1.15	448.55	3.79	
		76.56	0.30	558.61	12.03	