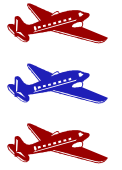


Dayton Pilots Club



April 2007

www.daytonpilotsclub.org

Next Meeting Wednesday, June 20, 2007

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

Weather Is Right For A Nice Dinner Flight

It was a beautiful weekend in the Miami Valley area and Bonnie and I were contemplating what chores we might accomplish over the two days off. About that time, the phone rang and an invitation from a fellow Dayton Pilot's Club member, Tom Weber and his wife Kim, to fly to dinner in Indianapolis was extended. Of course, it only took a moment to make sure our schedules were free (meaning we would not mulch the flower beds past 4:00 PM on Saturday) and we accepted the invitation.

The plan was to leave early evening and plot a course to Eagle Creek Airport just north of Indy. The flight is about one hour, give or take, depending on which aircraft you decide to use and if the wind gods work in your favor. This night, they did. Across the street from the airport is a wonderful restaurant, The Boathouse, which we had never eaten at before. Located on a lake (good navigational point!) the ambiance was wonderful with indoor and outdoor dining.

We met at the airport and reviewed the flight, checked the required fuel along with weight and balance (did I mention I need to go on a diet) before cranking the starter and accelerating down runway 20 for a great meal and even a better flight.

I recommend that you contact Indy approach for vectors to the airport as the traffic can be busy and the extra eyes help. But as you can see by the photo, the airport is easy to find.

We met some great people and pilots while

there. We got an up-close look at a Columbia aircraft which neither of us could afford. But, it was time to come home and we were awed by a great view of Indianapolis at night. I suggest you find a member of the club and share the trip in a club plane. It won't cost much and the girls loved it. Each of you can log an hour flight. Bon voyage and bon appetite.



Approach to the South, Rwy 21 at Eagle Creek Airport. Note the big lake...a great landmark if you are lost. Photo courtesy of AirNav.com

Pilot Safety

Tim Smith

In [aerodynamics](#), a **stall** is a sudden reduction in the [lift](#) forces generated by an [airfoil](#). This most usually occurs when the critical [angle of attack](#) for the airfoil is exceeded.

Because stalls are most commonly discussed in connection with [aviation](#), this article discusses stalls mainly as they relate to aircraft. In layman's terms, a stall in an aircraft is an event that causes the aircraft to drop suddenly (see the overview below).

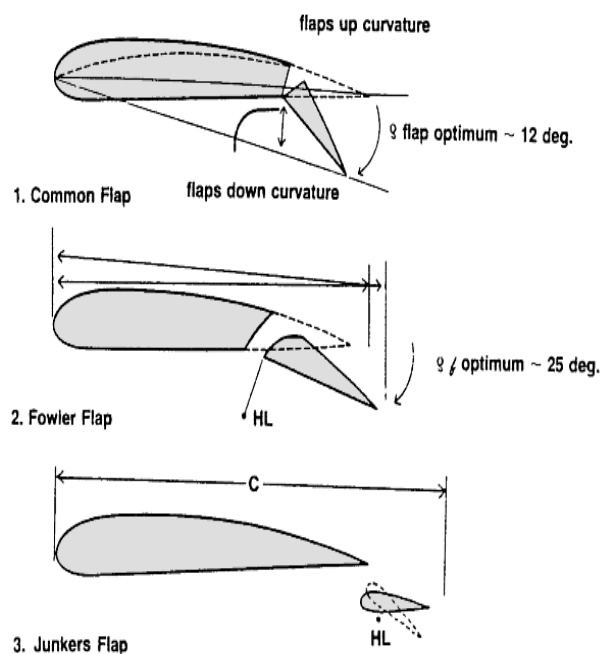
Note that an aerodynamic stall does *not* mean that an aircraft's engines have stopped or that the aircraft has stopped moving.

A **stall** is a condition in [aerodynamics](#) and [aviation](#) where as the angle between the wing's [chord](#) line and the relative wind (the angle of attack) increases beyond a certain point the lift, rather than increasing, reduces. The angle at which this occurs is called the *critical angle of attack*. This angle is typically 12 to 15 degrees for many subsonic airfoils. The critical angle of attack is the angle of attack on the [lift coefficient](#) versus angle-of-attack curve at which the maximum lift coefficient occurs, and it usually represents the boundary between the wing's [linear](#) and [nonlinear](#) airflow regimes. Flow separation begins to occur at this point, decreasing lift, increasing [drag](#), and changing the wing's [centre of lift](#). A fixed-wing aircraft during a stall may experience [buffeting](#), a change in attitude (nose up or nose down). Most aircraft are designed to have a gradual stall with characteristics that will warn the pilot and give the pilot time to react. For example an aircraft that does not buffet before the stall may have a [stick shaker](#) installed to simulate the feel of a buffet by vibrating the stick fore and aft. The critical angle of attack in steady straight and level flight can only be attained at low airspeed. Attempts to increase the angle of attack at higher airspeeds can cause a high speed stall or may merely cause the aircraft to climb.

Because air no longer flows smoothly over the

wings during a stall [aileron](#) control of roll becomes less effective, whereas the tendency for the ailerons to generate [adverse yaw](#) increases. Any yaw will increase the lift from the advancing wing and may cause the aircraft to increase rather than reduce the roll.

Depending on the aircraft's design, a stall can expose extremely adverse properties of balance and control. The ease with which a particular craft will recover from a stall depends on the dynamics of the aircraft itself and the skill of the pilot. If the stall persists a high rate of descent will occur and a spin may also develop.



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Newsletter articles Due by June 10, 2007

Around the Hanger

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.

Reiff Lorenz donated a new computer to replace the old computer located next to the ASI weather PC

Jeppesen is helping to create a new website for pilots. The website provides a range of tools and features. Pilots can also store and share information. Your opinion is important as we work to make this site the best it can be. They ask that you go to the following website and complete the survey. <http://208.56.177.109/pilotSurvey/form01.php>

The following information was furnished by club member Suzanne Harris

One Six Right

Here's a highly recommended DVD that has some great flying scenes and presents a convincing argument in support of GA airports. Public screening rights are \$150, but you can watch it at home for free by checking out a copy from the Centerville Library on

From amazon.com:

"One Six Right" is an inspiring documentary film that reveals a special look at the unsung hero of aviation, the local airport, through the life, history and struggle of an airport icon: Southern California's Van Nuys Airport. The film takes viewers on a journey of spectacular aerial sequences and tells a romantic story through the accounts of passionate pilots, air traffic controllers, historians and flight enthusiasts, including well-known faces such as Sydney Pollack, Lorenzo Lamas, Paul Moyer, Hal Fishman and many others. There is no off-

screen narrator. The film uncovers the rich history of this airport - Amelia Earhart broke a world speed record over its runways, Marilyn Monroe was discovered while working in its hangars, and scenes from Casablanca were filmed on its grounds. Almost every type of aircraft has graced its runways, from the primitive airplanes of the 1920's to the state-of-the-art business jets of today. Through the history of the Van Nuys Airport (VNY), the viewer comes to have a new appreciation for the significance of all General Aviation airports as a critical component of the communities they serve. Located in the heart of the San Fernando Valley, VNY is today the world's busiest General Aviation airport and contributes over \$1 billion each year to the Southern California economy. "One Six Right" explores common misconceptions about General Aviation airports, which are often criticized for noise pollution and viewed as exclusive playgrounds for the rich. The film creates an awareness of the threat to these community airports through staggering statistics of airports that no longer exist, and the rapid rate at which they are continuing to close (1 per week in the U.S.). Airports are not a renewable resource - these smaller and often forgotten airports are the foundation of the entire aviation industry, contributing significantly to global commerce and are the breeding ground of the pilots of tomorrow.



Available from Amazon.com for \$19.95 if you want your own copy. www.amazon.com/onesixright

Minutes of the April 18, 2007 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:02

Larry Scherr read minutes from the April 11, 2007 trustee's meeting

Elections results

President: Greg Halderman
 Treasure: Tom Weber
 Secretary: Larry Scherr
 Membership: Chester Harris
 Safety: Tim Smith
 News Letter: Mike Nolan
 Member at Large: Reiff Lorenz
 Member at Large: Ken Fowler

A safety meeting is scheduled for May.

Peak flying season is approaching, with just three planes you may want to think ahead and schedule a bird.

Bug season is here, please wipe down the plane's leading edge after flight.

Martha Lunkin has a very interesting article in Flying Magazine.

May 7 Dayton FSS is closing and moving to Leesburg, VA

Trustee Reports

Membership – Chester Harris
 Applications from two people, waiting on checks
 54 members two associates

Safety: Tim Smith
 Next safety meeting will be May 16 from ATC employee Rich Fox

Treasure report – Tom Weber
 Handed out the final reports for the 2007 fis-

cal year. For the fiscal year we lost \$5,700 which is much better than the previous year. This year we are looking good, but the planes need to fly.

Fuel went up from \$4.00 to 4.15
 May flying rates will be
 \$50 Zodiac
 \$90 Archer

Maintenance
 4506W: No know squawks
 8078X: Put a new right main tire on
 701DP: got a 100 inspection

Adjourned at 7:24 pm

Greg started video on the Cayman caravan

April 2007

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	13.30	0.00	13.30	0.00	13.30	
	19.54	0.00	19.54	0.00	19.54	
701DP	15.60	0.40	15.60	0.40	16.00	
	0.00	0.00	0.00	0.00	0.00	
8078X	14.90	0.00	14.90	0.00	14.90	
	20.00	0.00	20.00	0.00	20.00	
Totals:		43.80	0.40	43.80	0.40	
		39.54	0.00	39.54	0.00	