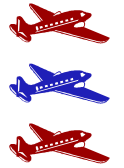


Dayton Pilots Club



August 2007

www.daytonpilotsclub.org

Next Meeting Wednesday, Sept. 19, 2007

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

Say Goodbye to Summer

Well, we have all heard that cliché, “All good things must come to an end.” And with summer coming quickly to its end, we can be thankful as pilots that the weather was so cooperative this year.

Now, with that said, you are probably like me and looking at a brown yard, corn that is tiny and rivers that are crossable by foot only. But for the pilot, it was perfect.

While looking at the flying hours for July, it was obvious that many of us took advantage of the perfect weather and got airborne in a club plane for at least a little bit. Hopefully, many of you took a little time to yourselves to update your ticket or just spend some time in those bright blue skies with a friend and one of our birds.

Flying is one of those things that less than 1% of the population are qualified to perform. But because of this limited social club, you must maintain your proficiency in all aircraft that you intend to fly. Why, you ask? You owe it to yourself, your loved ones and the Dayton Pilot's Club.

Regular trips to the airport along with flying time with a licensed friend (both sharing the cost of the plane and each taking turns as safety pilot) will keep you updated with the aircraft and the regulations.

Many times, we think that we don't need to fly often. But, if you become rusty and then

fly, it is very dangerous to jump in the plane and only after you are airborne, begin to question more sophisticated instruments and your ability to operate them.

When departing North or South, you run into heavy traffic both from Dayton International and Cincinnati. This is not the time to try to figure out “how the damn thing works.” If you are VFR, you need to keep your attention for other aircraft that is often hard to spot in bright sunlight. If you are IFR, your life is not in your “rusty hands” along with the passengers and the folks on the ground.

OK, I admit that we all can't fly all the time. But, if you have a trip planned, maybe an hour or two with the plane and in the air prior to the day of departure won't hurt your wallet that much, and, I promise it will make your trip less stressful.

There are still some good days left before the low altitude clouds appear. Sit down and plan a trip, short or long. We can work on our yards next year when they start growing again. In the words of that car salesman on television... “get out there!”



Pilot Safety

Tim Smith

No article submitted

Lazy Circles in the Sky Not Always Good

As I looked toward the sky above Miamisburg this past weekend, I could not help but notice the Cessna circling above the town. At first I thought that it might be a photo opportunity that someone was paying big bucks for a great picture. But as I continued to watch, I began to wonder if this wasn't a new pilot who had recently received their license and wanted to show off for family members or friends.

I could only think back in my early flying years in northern Ohio and learning of a tragic accident involving a local pilot. He had recently received his license and like all new pilots wanted to show off some skills (or the lack there of) by flying low over his family's farm east of Canton.

I recall his wife saying he had called and told her to get the family on the back porch and wait until his arrival. He would circle the farm and "wave his wings" for the family to see.

The ensuing tragedy would unfold in front of his wife, children and parents. As I recalled this memory, I could not help but worry for the pilot in the Cessna above.

As I grow older, I find myself less concerned about image and more concerned about survival. We can forget that any distraction from flying the airplane can lead to unrecoverable stalls and spins due to low altitude.

Low level accidents are on the increase (*Aviation Safety October 2007*) largely because of poor decision making. Circling at a low altitude is not only stupid, but deadly.

The Nall Report found an increase of 10.3% in 2005 from the 2004 numbers of 29.2 in single engine aircraft. The AOPA Air Safety Foundation found that "no amount of skill, enthusiasm or confidence or will overcome inappropriate use of critical angle of attack or insufficient altitude."

I was glad of one thing, and that was the plane did not belong to the Dayton Pilot's Club. Maybe I was over reacting to the incident, but any pilot should at least consider the potential for disaster.

I lost a dear friend, Corporal Jack Baxter of the Florida Highway Patrol, in a similar accident. While circling a pair of bank robbers in a parking lot of a grocery store, he turned too steep, losing focus of flying the airplane, resulting in a straight in crash to the pavement. We had just had lunch together and I had driven him to the airport.

Keep this in mind as you fly. Always fly like a professional; not a person who chooses to risk reducing the safety margin for impressing passengers or family. I don't want to lose another friend.

Mike Nolan
Editor

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 :	Clem Gilland (937) 426-1617
Safety Officer:	Tim Smith (513) 403-4721
Newsletter Editor:	Mike Nolan (937) 866-8280 mnolan@woh.rr.com

Newsletter articles Due by October 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.

News from AOPA

Congress demands improvement on flight service

Warren D. Morningstar

It's sort of like the teacher sending a weekly report card until your grades improve. The chairman of the House aviation subcommittee, Rep. Jerry Costello (D-Ill.), has asked the Department of Transportation to submit a progress report "every 90 days to ensure that the FS21 [flight service twenty-first century] service provided by Lockheed Martin is equal to or better than the old FAA-operated system."

In his letter to Secretary of Transportation Mary Peters, Costello said that the report should "include the steps that Lockheed Martin is taking to correct the prominent deficiencies, as a result of flight service station (FSS) consolidation, in providing adequate local knowledge for every pilot's intended route of flight."

[AOPA had testified](#) to those deficiencies and more during a hearing before Costello's committee on Oct. 10, and recommended that Congress ask for quarterly progress reports. But

Costello was well aware of FSS problems long before that, as AOPA had been keeping him and his staff well informed.

In fact, Costello opened the hearing citing the saga of one pilot who inadvertently flew into a presidential temporary flight restriction (TFR) because a flight service briefer had failed to tell him about it.

AOPA has confirmed through the FAA that at least one other pilot was caught the same way. In one case, the briefer told the pilot that there were no TFRs along his route of flight. In the other case, the briefer mentioned the TFR, but told the pilot it was "for tomorrow." It wasn't. And one intercepted pilot just didn't ask for the TFR information.

So how can you be sure you won't find an F-16 on your wing tip on your next flight? Make sure you get a quality briefing. AOPA has just published a [handy reference card](#) with tips on how to best use the new FS21 system, and how to help the briefer help you. You'll find the pull-out card in the November issues of *AOPA Pilot* and *AOPA Flight Training* magazines.

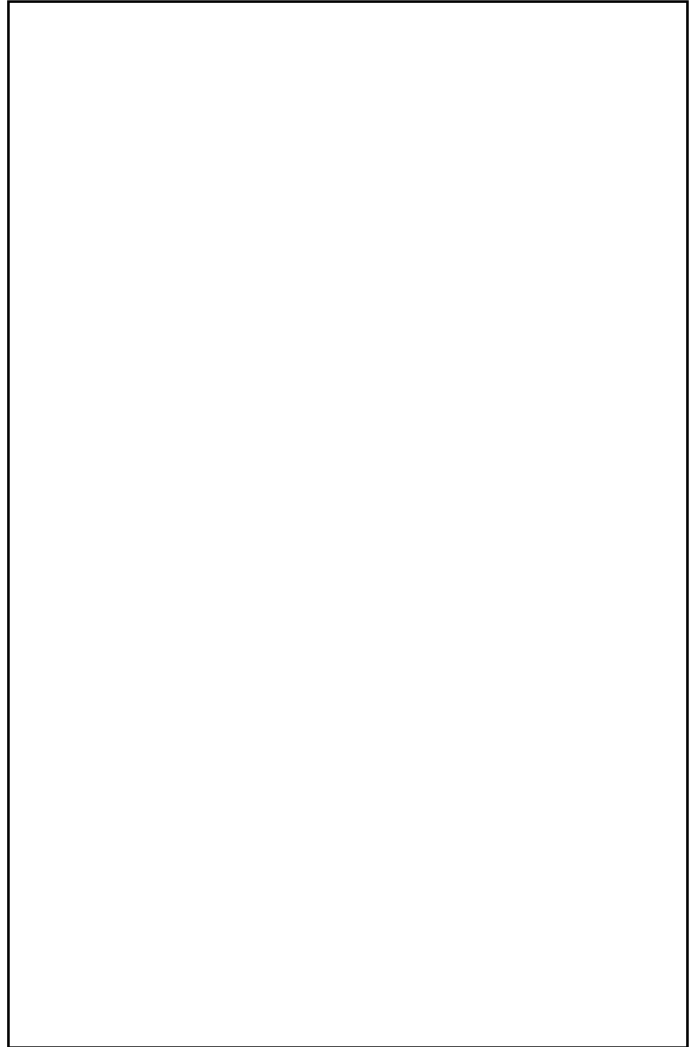
Tell the briefer you're going from "foxtrot-delta-kilo to foxtrot-romeo-golf," rather than "Frederick to Republic.," Use the identifiers, rather than the names, for your navids and waypoints along the route of flight as well.

Back up your briefing with other sources of information, such as the [AOPA Real-Time Flight Planner](#). If you see a TFR the briefer didn't mention, ask about it.

Finally, report any problems you have with flight service to the FAA through 888/FLT-SRVC (888/358-7782). The FAA has the responsibility to make sure that the new FSS system is, in fact, "equal to or better than," the old one.

JULY MEETING MINUTES

Not Submitted



August 2007

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		Current Month		Current Year	
		Prior Fiscal Year			
Aircraft	Hrs	888	YTD Hrs	YTD 888	YTD Total
4506W	21.49	0.00	88.64	0.17	88.81
	15.49	0.16	125.99	0.48	126.47
701DP	14.80	5.10	89.20	6.70	95.90
	0.00	0.00	0.00	0.00	0.00
8078X	17.30	0.00	83.90	1.00	84.90
	19.80	0.20	120.80	0.90	121.70
Totals:		53.59	5.10	261.74	7.87
		35.29	0.36	246.79	1.38