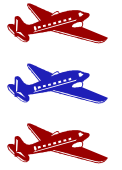


# Dayton Pilots Club



February 2007

www.daytonpilotsclub.org

Next Meeting Wednesday, March 21, 2007

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

## From the Editor

By Mike Nolan

### Couch Potato Pilots Take Flight

That's right boys, winter is just about done and it is time to dig out those old charts (check the expiration date) and get flying. As you can see by the figures that we are showing for flight hours, the planes have not been used much over the winter. And, I can't blame you because I too felt the chill down to my bones. It made me recall that old saying about "being colder than a well digger's @\$\$." You get the point.

Fuel prices have not changed to much over the winter. There is always an excuse as to why they can't drop the price. However, I recently bought fuel in Mississippi for \$3.25 per gallon. I thought I was in heaven. But think for just a minute...you belong to the Dayton Pilot's Club and they pick up the tab on gas.

I would first recommend a short trip to sharpen the skill that have rusted over the long winter. With this in mind, there are many places to go within the state or the tri-state area that will allow you to re-familiarize yourself with the radios, gps and auto-pilot. Maybe just fly for breakfast or lunch, enjoy the company of a loved one or friend, then head back to MGY.

The bulletin board at ASI usually has fly-ins listed which could help you with some ideas. Some airports support themselves with the cook outs at the fly-ins. Such is the case of

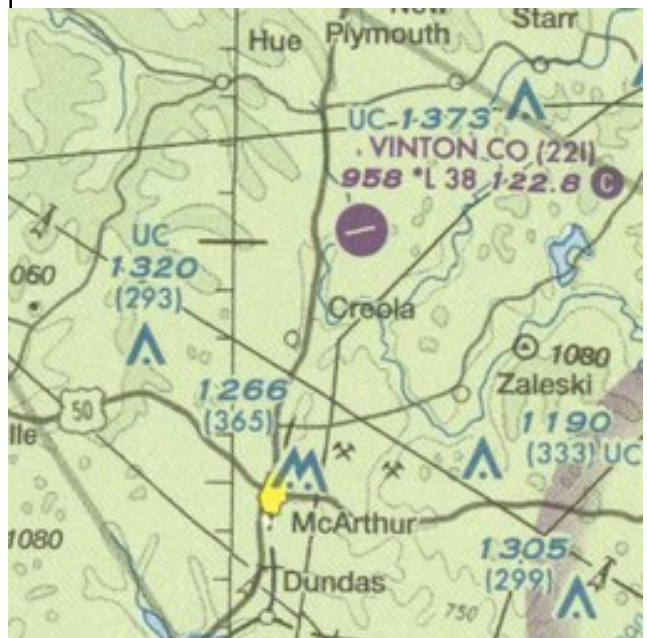
Ravenwood Castle, located near McArthur-Vinton County Airport (22I). They just happen to be the most friendliest people in the world. If you let the owner of the castle you



Above is the entrance to Ravenwood Castle located near McArthur-Vinton County Airport. Call ahead 800-477-1541

will be coming in for the afternoon or weekend, they will send a car to pick you up at the airport.

Sectional of Vinton County Airport near McArthur, Oh



After my wife, Bonnie, and I left for our return to Dayton, they even called on the Unicom to invite us back for some more hospitality and good food. We both recommend this trip.

## Taxi Smack

Many pilots appear to have the attitude that a flight begins with takeoff and ends when the airplane departs the runway after the landing roll. However, ground operations certainly cause their share of grief. While many taxi accidents are unavoidable, such as during bush operations, the majority fall into categories that can only be described as stupid human tricks.

A study of taxi accidents found an average of 50 accidents per year when pilots plunk slow-moving airplanes into stationary objects or get knocked over by the wind. Few of the accidents result in injuries, although the statistics include the unfortunate souls who walk into spinning propellers.

To examine taxi accidents, we ignored anything that happened from the time the airplanes began their takeoff run to when they left the runway at taxi speed at the conclusion of the landing roll. We excluded off-airport landings and losses of control on landing even if the airplane crashed on a taxiway.

## Winds

Winds, both steady and gusting, accounted for 18 percent of the accidents during the three-year period we examined. Typically, the pilot is taxiing to or from the runway, or waiting in the run-up area, when the airplane is stuck by a wind that sends it into the bushes, drops a wing onto the ground or causes the airplane to nose over.

Two interesting threads run through these kinds of accidents. One is that pilots tend to think of winds in terms of crosswind compo-

winds that are closely aligned with the runway heading. When the pilot turns off the runway to taxi to the ramp, however, a gust blows the airplane over onto a wingtip or causes it to weathervane into the wind and head into the bushes.

Afterward, most pilots blame the problem on an unexpected wind gust, even though no substantial gusts are detected by weather stations or reported by witnesses. Other times, you wonder why the pilot was there in the first place.

## Ground Obstructions

Tied with winds at 18 percent of the 149 accidents we analyzed were collisions with ground obstructions, notably buildings, poles, fences, trucks and parked airplanes. We eliminated the accidents that occurred as the pilot was maneuvering after making an off-airport landing, such as to a road.

The biggest hazard here was night operations on dark ramps where the airplane struck an unseen object. Given the short life of the taxi/landing lights installed in light singles and the poor lighting on most GA ramps, this is perhaps understandable. But many of the accidents happened in broad daylight when the pilot either misjudged the wingtip clearance or was focusing on an obstruction on one side of the airplane and struck something with the other wingtip.

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**Newsletter articles Due by March 10, 2007**

## Around the Hanger

Anyone interested in running for trustee in 2007, please send your intentions to Neal Charske or contact him at 937-298-7868

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](mailto:arrowsmith@woh.rr.com)

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

*Chester Harris recommends this link:*  
<http://home.online.no/~chainly/JFKGround.mp3> This one is really funny and you will enjoy listening.

Next Safety Meeting is scheduled for May 16, 2007.

Frustrating to many owners is the fact that parked airplanes also take their share of abuse as taxiing pilots either lose control or inadvertently smack into a prop or wingtip of an airplane that's unoccupied. For the innocent airplane, that often results in a damage history that devalues the airplane despite a competent repair.

Taxiing is usually the least demanding part of a flight, a fact that leads many pilots to discount the need for attention or to attempt to multitask on their way to the runway. The rolling runway used by some charter operators comes to mind.

Taxi accidents prove the wisdom in an old saying usually applied to tailwheel airplanes: Fly it from the time the engine starts until you shut the engine down

Some of you may remember my ex-wife. She had started taking flying lessons about the time our divorce started (1995) and she got her license shortly before our divorce was final, later that same year. Yesterday afternoon, she narrowly escaped injury in the aircraft she was piloting when she was forced to make an emergency landing in Minnesota because of bad weather. Some could call it a crash; an accident at the least. Fortunately our kids were with me this weekend.

National Transportation Safety Board officials have issued a preliminary determination citing pilot error contributed to the accident; she was flying a single engine aircraft (a basic model, at best) in IFR (instrument flight rating) conditions while only having obtained a VFR (visual flight rating) rating.

The absence of a post-crash fire was likely due to insufficient fuel on board. No one on the ground was injured.

Photographs below were taken at the scene show the extent of damage to her aircraft. She was very lucky.



OK, don't blame me, I just publish the news letter. This was submitted by club member Neil Charske. Now, I am sure ~~one of you lady pilots can find one to get~~ back at us on this one...keep smiling!

## Minutes of the February 21, 2006 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:05.

Larry Scherr read minutes from the February 14, 2007 trustee's meeting.

Question on if the Zodiac with the GNS 430 is legal to use in IFR. Factory says it is. The issue is it is a light sport airplane. Norm has talked to a plethora of people to find out the answers. The Cincinnati FSDO is looking into if it is not legal, what will make it legal.

Cold weather flying on the Zodiac. Not suppose to exceed 1200 RPM until oil temp is 75 degrees. Plane will be placarded.

Neal Charske is going to head the nominating committee. If you want to run please let Neal know.

### Trustee Reports:

Membership – Chester Harris

We have 2 members that have completed there 90 probation. Chester made a motion to make Greg Ulrich and Don Utzinger full members. Seconded by Tim Smith, Passed. Chester has received a few phone calls from the letter that was send last month.

Treasurer – Tom Weber-Tom passed out the 2008 Fiscal year budget. The monthly rate will stay at 80, the Archer will be 89 and the Zodiac will be 47 based on current gas prices. Best way to make the budget work is to fly the estimated 250/plane/year. There is a meeting scheduled to meet with the banker to refinance the loan. The current loan amount is about \$102,000.

Current rates

Gas is 4.00, down \$0.10; Zodiac: \$47; Archer - \$90

Safety – Tim Smith-Everything it good

Maintenance report:

8078X – is in good shape

4506W – Has a set of new tires on the mains. Put lube on the spring on the flaps

701DP – No know problems

Adjourned at 7:50 pm to watch video on flying around the Hawaiian Islands.



Above damage is credited to poor taxi control. The wind can be you friend or your enemy. Oh yes, don't forget to untie the tie-downs when visiting another airport. Just a good walk-around should do the trick.

		February 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	8.09	0.00	190.36	0.90	191.26	
	25.29	0.00	238.07	2.38	240.45	
701DP	3.00	0.00	73.50	1.70	75.20	
	0.00	0.00	0.00	0.00	0.00	
8078X	6.00	0.00	182.70	1.40	184.10	
	24.30	0.00	183.20	1.80	185.00	
Totals:		17.09	0.00	446.56	4.00	
		49.59	0.00	421.27	4.18	