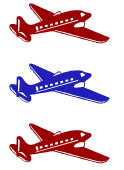


Dayton Pilots Club



July 2007

www.daytonpilotsclub.org

Next Meeting Wednesday, Sept. 19, 2007

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

Guest Article from Andrew Sarangan

Looking Out

A mid-air collision is something I worry about often. I feel this risk factor not entirely within my control. Airplanes are not built with rear-view and side-view mirrors, and the placement of the wings, struts and instrument panels block out a large part of the outside world. In older airplanes it sometimes feels like I am looking through a peep hole.

The recent mid-air crash at Blue Ash airport brings this topic closer to home. A departing Cessna 172 collided with a Bonanza joining the downwind. The FAA will undoubtedly fault the pilots for not maintaining an adequate lookout, but that is easier said than done. During radar flight following, how many times have you spotted an airplane *before* ATC calls it out? In fact, how many times have you spotted the airplane even *after* ATC calls it out? Typically, the pilot responds to a traffic advisory with "looking", followed by ATC telling them "traffic is no longer a factor". Most VFR flights without radar service probably cross paths more often than we like to know.

Fortunately mid-air collisions are a rare occurrence. The majority of mid-air collisions take place at low altitudes near airport traffic patterns. What might be surprising is that most mid-air collisions occur on clear VFR days. The commonly offered explanation is that more people take to the sky on such days. This is certainly true, but there could be other factors. Increased visibility can impair our ability to see airplanes against a highly visible ground clutter. A slight haze might help cut down the distant background and make closer objects appear more distinctive.

There are strategies we can use to defeat our

chances of encountering a mid-air. Looking outside, obviously, ranks highest on the list. Utilizing ATC radar services should also rank high. Many pilots are reluctant to contact ATC except when flying through their airspace. This is unfortunate because ATC can provide traffic advisories well outside their designated airspaces. Next time you are flying around Cesar's Creek Lake or Middletown, call up Dayton Approach and request traffic advisories. Just tell them you are maneuvering in the area. You don't have to adhere to any particular altitude or heading. You will be surprised how many invisible airplanes are buzzing around us. Some pilots would rather avoid ATC telling us of about every airplane in the vicinity. In areas with heavy VFR traffic this could become quite bothersome. However, this is exactly where radar service can save the day. There have been times when ATC had to tell me "*traffic alert, suggest you turn left immediately*". I never saw the other airplane in those cases. Unfortunately, radar service cannot help where it really matters – in the traffic patterns of uncontrolled airports. But they can give a heads up on how many airplanes are in the traffic pattern so that we can plan our arrival accordingly.

Radio is an important tool for traffic separation. We should get on the CTAF as early as possible and have a clear picture of who is doing what in the traffic pattern. It is a poor practice to tune in at the last minute and announce our arrival while entering the traffic pattern. When making position reports, bear in mind that an airplane in a bank is easier to see than one that flying straight. It is best to make announcements while in a turn. Also, when over-flying an airport at a low altitude, monitor their CTAF frequency. It is a good practice to announce our transition even if we are not landing there.

Below 3000 ft AGL, there is no requirement to fly specific cruising altitudes. Instead of flying round

numbers like 2500 ft or 3500 ft, pick something like 3300 ft. The chances of encountering someone else at the same altitude will be reduced.

Descending into a traffic pattern in a low-wing airplane is a risky maneuver. This might have played a role at the Blue Ash accident. We should descend to the proper altitude at least a couple of miles outside the traffic pattern. Keep alert to your blind spots, which are left and right *below* you. It may not be a bad idea to fly slightly below the traffic pattern in a low-wing airplane as a precautionary measure.

Practice instrument approaches are one of those times when we are most vulnerable to a mid-air event. An instrument approach by definition is a straight-in approach, and it typically places the airplane at a lower altitude than a standard traffic pattern. For example, on the LOC-20@MGY, the approaching airplane could legally be at 400 ft AGL somewhere over Kettering. That's a long way from the runway, and airplanes in the traffic pattern generally won't be watching for someone coming in that low. It is up to the safety pilot or instructor to decide when to break off such an approach. It is a tricky balance between the desire to continue the approach to minimums and breaking it off early to avoid a conflict.

Finally, several new products are now available to assist the pilot with collision avoidance. Garmin provides a service where traffic information is obtained from ATC radar and displayed on the cockpit GPS. Several inexpensive handheld units have also recently become available. Unfortunately, all of these systems rely on an active transponder signal from each aircraft. The system will not show airplanes that don't have a transponder or those flying below radar coverage. Birds, for example, do not show up, and colliding with a bird could sometimes be as dangerous as colliding with an airplane.



The Meeting (Road Trip) We Will Not Forget.

The time has come and as I promised, it all came through.

May's safety meeting was a guest speaker Rich Fox from the Dayton FAA Control Center (TRACON). Rich put on a wonderful PowerPoint presentation on the DAY Air Space. Now he has agreed to permit 20 Dayton Pilot's Club Members to tour the DAY TRACON. The Date is our October meeting night the 17th. The time to meet will be 7 p.m. This is all the information I have at this time. Other than that he asks that only 20 DPC members and to be licensed pilots. Also, that no foreign nationals may be permitted. If you have a passport, dust it off. I don't know if we will need them or not, so look for it and be ready anyway. Remember that after 9/11 no one has been allowed into these facilities.

As a club of 50 members and only 20 may attend. I must ask that only the first 20 that calls me, (NO EMAILS) will be the first and only 20 to go. Sorry, but I have to do it this way. I will have my voice mail only to collect the messages. Please give me your name and club number. After I have collected all the names I will email each of you to indicate your message has been accepted. If I get more than 20, I will need to say I am sorry and maybe we could schedule another time. Remember that it is out of my hands, I have to do it this way.

Fly safe and have fun,

Tim Smith

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Newsletter articles Due by September 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.



A message from the President

The following are some pictures that Neal Charske took on Sunday at the air show. The Zodiac was part of a general aviation display put on by the Dayton area EAA chapters that included 9 or 10 other aircraft such as a; YAK, Bambo Bommer, Taylor Craft, Europa Experimental, Extra 300, Europe Coup, Robinson Helicopter, a Chek trainer jet, and a couple of others. The Zodiac was the HIT of the display, and attracted the most attention! Neal Charske took the first watch Sunday AM and Chester, Suzanne and your truly worked the display throughout the rest of the day. Ari Malik, Greg Ulrich, and Andrew Sarargan provided the services on Saturday. Ari reported the same results. Many people interested in the Zodiac, more so than in DPC membership. Still there were a few interested folks and we may pick up 3 or 4 new members.

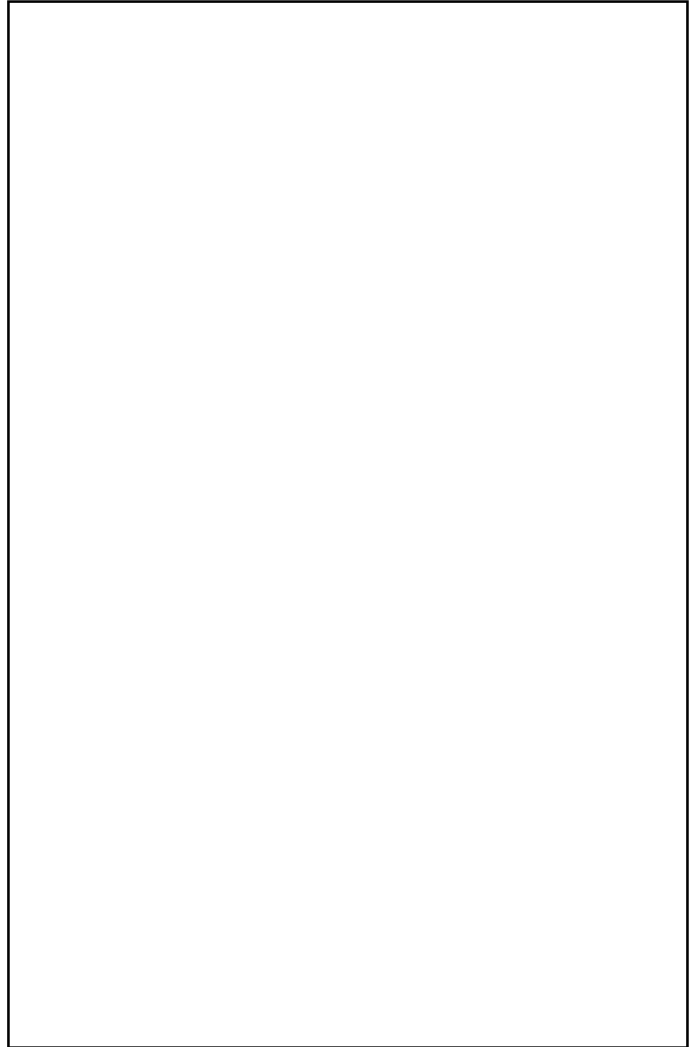
Greg



Left: Greg Haldeman stands next to the Zodiac. Top: Chester and Suzanne Harris with Greg Haldeman. Middle: Neil Charske shows off new airplane. Bottom: The DPC Zodiac stands in static display and was the hit of the air show.

JULY MEETING MINUTES

Not Submitted



July 2007

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Current Month	Current Year
Prior Fiscal Year	

Aircraft	Hrs	888	YTD Hrs	YTD 888	YTD Total
4506W	17.04	0.00	67.15	0.17	67.32
	24.69	0.00	110.50	0.32	110.82
701DP	15.10	0.70	74.40	1.60	76.00
	0.00	0.00	0.00	0.00	0.00
8078X	24.50	0.80	66.60	1.00	67.60
	28.80	0.20	101.00	0.70	101.70
Totals:	56.64	1.50	208.15	2.77	
	53.49	0.20	211.50	1.02	