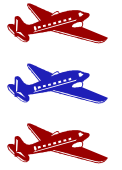


Dayton Pilots Club



March 2007

www.daytonpilotsclub.org

Next Meeting Wednesday, April 18, 2007

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

Fun Flight to Pensacola, FL

I was fortunate enough to have been invited by a close friend, Terry Brill, to accompany him on a business trip, in a private airplane, to the Pensacola area. After checking with my boss and getting *her* approval, Terry and I planned the trip South.

Leaving out of Dayton, we filed IFR direct to PNS, the regional airport in Escambia County, just outside of the City of Pensacola. We departed in marginal IMC and as usual, the further South we flew, the better the conditions became. As a matter of fact, we were doing very well until our approach to PNS, when we did not get a lower altitude when requested.

That led to a space shuttle landing. If you have no idea what that is, try diving out of 7,000 feet to an elevation of 100 feet, three miles off the end of the runway. Many of my "very experienced" flying buddies said we should have told approach that we would need to turn right 270 degrees to intercept the east/west runway, forcing him to re-sequence the RJs trying to keep their schedules. Instead we made the aircraft as dirty as possible, full flaps, gear down, props full forward and ready to stick our hands out the window if needed.

After landing we were given taxi instruction to the FBO where we received a warm welcome, southern hospitality style. We couldn't

help but notice that on the same flight line we were parked, sat an F-18 Hornet. Not your everyday weekend traveler. We learned that the pilots have to get hours in, so, they visit family, etc, to keep current. Not a bad job if I say so myself. We ordered the refuel of the plane and began an unexpected week-end of fun and education.

Hoping for warm weather, we were shocked to find the temperatures hovering around 40 degrees. Unable to enjoy beach life at those temperatures we looked for alternative ideas for entertainment. We truly found a gem.

Located at the Naval Air Station in Pensacola is the Naval Air Museum. We thought that it was inside, thus warm and free, thus inexpensive. What a pleasure we found upon entering the museum. (Cont page 4)



Loading up at MGY for the flight to what was hoped to be warmer weather.

Pilot Safety

Tim Smith

Angle of Attack

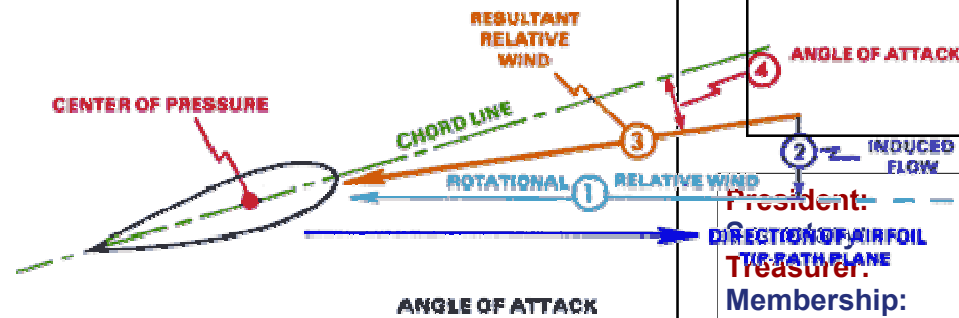
We drive our cars on a horizontal plane we walk on this horizontal plane but when we fly, we need to think on another dimension.

The reason for this thought was a safety meeting I attended with Clem, Ken and Neal last month and one thing stuck. Spins, something we don't want. Not Safe. So this will be a two part safety article. More to follow next month.

ANY Airfoil's **Angle Of Attack or AOA (4)** is an aerodynamic one.

It is: **The angle between the airfoil chord line and its direction of motion relative to the air (the resulting Relative Wind).**

Several factors will affect rotor blade AOA. Some are controlled by the pilot and some occur automatically due to the rotor system design. Pilots are able to adjust AOA by moving the cyclic and collective pitch controls. However, even when these controls are held stationary, the AOA constantly changes as the blade moves around the circumference of the rotor disk. Other factors affecting AOA, over which the pilot has little control, are:



- Blade Flapping
- Blade Flexing
- Wind Gusts / Turbulence

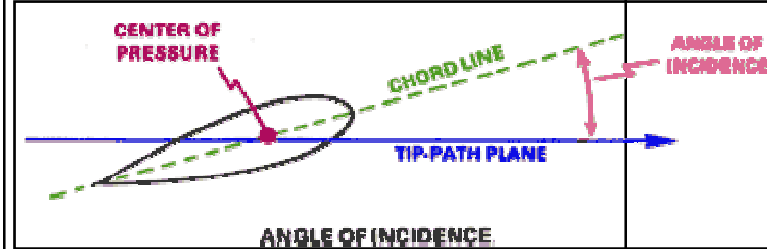
AOA is one of the primary factors that deter-

mines amount of lift and drag produced by an airfoil.

Angle of attack should not be confused with the Angle Of Incidence.

Angle of Incidence (or AOI) is the angle between the blade chord line and the plane of rotation of the rotor system.

It is a mechanical angle rather than an aerodynamic angle



In the absence of induced flow and/or aircraft airspeed, AOA and AOI are equal.

Whenever the relative wind is modified (by induced flow / aircraft airspeed), then AOA and AOI diverge becoming unequal.

Part two next Month.

Safety Meeting: May 16th, 7 p.m. DAY Air Traffic Controller will speak on "Hear Back, Read Back. Flight through Class C airspace and a flight from DAY to ORD. Cant wait, See you there.

Tim Smith,
Safety Officer, DPC

- | | |
|---------------------------|--|
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Newsletter articles **Due by April 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.

Next Safety Meeting is scheduled for May 16, 2007.

ATTENTION: ALL ACTIVE MEMBERS OF DPC

Your attendance is needed at the DPC May Membership Meeting on May 16th. That is the third Wednesday of the month, at the airport beginning at 7:00 pm. There are three proposed constitutional changes and we need a quorum (minimum of 25 members) present to vote. Additionally, May is going to be a safety meeting. Our safety officer, Tim Smith, has arranged to have a speaker from the Dayton TRACON put the program on for us with multiple topics involving communications with ATC, which I'm sure will prove to be interesting. There are two or three other topics I would like to address. For one, we're now back into BUG season! Please be a considerate club member and use the spray bottles of cleaner and cloths our crew chiefs have made available in the hangars and clean off the bugs from the leading edges after returning from a flight. It only takes a few minutes and they are so much easier to remove after the flight than weeks later when it takes a scotch bright pad, cleaner and enough elbow grease to remove some of the paint with the bugs! It also keeps the planes looking much better.

We're also coming into the peak-flying season. Now that we're down to only three aircraft with approximately the same number of active pilots as last year when we had five aircraft, scheduling could become more difficult. It may not be as easy as in the past to grab an aircraft any time you want. So my advice is to plan ahead and schedule out in time whether weekdays or week ends, to make sure you have a plane available when you want to go flying.

Try to introduce a friend, acquaintance or family member to general aviation flying. Take someone a ride that may have always wanted to do so but didn't know any pilots or didn't have the incentive to ask. General Aviation and Dayton Pilots Club needs pilots and student pilots, if we are going to survive! One last thing! Try pasting this address into your web browser and you can see a video of John Degonia, Director of Sales for AMD, the manufacture of our Zodiac. You will get to see the main area of their factory and hear John explain the benefits of the Zodiac compared to other Light Sport Aircraft and how the Zodiac is made with the same quality control procedures used in manufacturing their Alarus IFR part 23 Certified training aircraft built primarily for training schools. The address is ... <http://www.youtube.com/watch?v=gNd6h5Xld4E> . Hope to see you at the meeting.

Safe flying.

Greg Halderman

Minutes of the March 21, 2007 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:00

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

Tonight is election night.

We have received official word from the FAA that the Garmin GNS430 in the Zodiac is legal to file with /G.

We are shutting the hanger doors now.

Question from the floor, when will 8078X get a Garmin GNS430. The answer is as soon as we can afford it, it is next on the list for upgrades when the club has the funds.

Trustee Reports

Treasure report – Tom Weber

Feb was a better month than normal. We showed a profit but the cash flow was negative. New flying rates based on the fiscal 2008 budget and is based on each plane flying 250 hours per year

\$49 Zodiac

\$89 Archer

Safety: Tim Smith

Next safety meeting will be May 16 from ATC employee Rich Fox. Topics are:

Hear back read back, Communication though class C airspace, flight from DAY – ORD.

Membership

Maintenance

All planes are reported as in good shape

Floor turned over to Neil

Ken Fowler got a floor nomination

Motion that accept board by acclimation

Passed

Adjourned at 7:57 pm

The museum was full of history, planes and artifacts. The IMAX Theater allowed us to feel the thrill of flying the Top Gun training in an F-18. And the mock-ups of the aircraft carriers both old and new were awesome.

You can fly this trip quickly and easily. With good winds it is possible to make it without a stop in a club single engine. If you share the cost with another member it is even cheaper. If you plan to arrive during the week you can see the Blue Angels practice for free Tuesdays and Wednesdays on the air base. And most of all, you will have a ball seeing the historic sites provided by the US Navy.



March 2007

F L I G H T O P S	Current Month		Current Year		YTD Total	
	Prior Fiscal Year					
	Aircraft	Hrs	888	YTD Hrs		YTD 888
4506W	8.88	0.00	199.24	0.90	200.14	
	16.05	0.00	254.12	2.38	256.50	
701DP	29.90	0.00	103.40	1.70	105.10	
	0.00	0.00	0.00	0.00	0.00	
8078X	12.90	0.00	195.60	1.40	197.00	
	13.60	0.00	196.80	1.80	198.60	
Totals:		51.68	0.00	498.24	4.00	
		29.65	0.00	450.92	4.18	