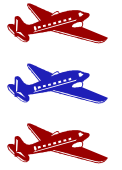


# Dayton Pilots Club



December 2006

[www.daytonpilotsclub.org](http://www.daytonpilotsclub.org)

Next Meeting Wednesday, December 20, 2006

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

## From the Editor

*By Mike Nolan*

All I want for Christmas is ...well, you know how the song goes. But to a pilot, the range of this request is better than having aux tanks on both wings.

That's right, we all long for those neat items in the numerous pilot shop magazines that come almost daily in the mail. As many as show up, I always find myself leafing through the pages as if I had never viewed the items before.

Recently, a friend and I could not get enough out of the Sporty's magazine and we loaded up and flew the twenty minutes South to Clermont County Airport to get the real feeling of live shopping, not to mention the free hotdogs they serve on the weekends.

My friend wanted to take a look at a Garmin 495 vs the 395 vs the pda type that sell for \$1995. (Oh, by the way, Sporty's did not carry that one)

Well, after having the clerk bring us out half the several acres of stock, we ended up with an airport directory and some low altitude en-route charts for his trip to Key West. I got a ride in the 172, (after just going through Knee surgery...I opted for the back seat) a swell hot dog, and a great look at the glass panels installed in the 172 belonging to the FBO.

Note to self...All I want for Christmas are glass

panels in the DPC aircraft. Hey, don't laugh 'cause Santa could just be an aviation buff.

Next on my list are the cool Bose headphones with the noise elimination. Boy were those super. As far as the Garmin GPS with all of the extras, I decided to not ask Santa for those as I know that Chester Harris or Tom Weber will upgrade some day and I will make a reasonable offer on theirs.

Now for the weekend widows who want to buy a great "affordable gift for the pilot in their heart, consider a kneeboard with all the emergency data you need for in-flight issues. Or, something that I still love, is my subscription to "Flight Guide," airport directory.

Now, last on your list should be a big enough flight bag for all of the above toys as well as a nylon flight jacket with the new DPC patch sewn on the front.

Most of all, however, I want us all to have a safe flying year in '07. Santa can't bring that. Only you can ensure you have taken the necessary precaution to give this wish.

Happy Holidays and the best in 2007.



## Pilot Safety

Tim Smith

### Should I really use it? Do I really need it?

Did you ever wonder why your flight instructor or ground school insists that you use a checklist and follow the procedures that are part of every flight you make? Does it really make a difference?

It's long been recognized within the aviation community that a structured approach to flying increases safety. In fact, aviation's current operational structure – think of it as a checklist mentality – began decades ago in an effort to shrink a comparatively high number of accidents and incidents, and the approach work. A similar structure exists in essentially all air operations, from the airlines and the military to general aviation. Pilots and air crews of the largest Boeing's 7XX to the F-15's including the Cessna' 150's. This structure has continued to evolve over time, adding concepts such as cockpit resource management and crew briefings to the foundation of today's checklists. Aviation's characteristics can be correlated to any number of other professions and activities. I'm sure you can think of some yourself. Health care? Well this was the least of my thoughts till I went for my annual general physical. I needed to fill out a form for the Doctor, and then I watched him use it and all of my charts from the past to make sure that nothing in the past was missed. He was through, and complete, as we should be. In this cold weather, what if we forgot to check the fuel vent, a lose belt, or an instrument. The check list is an aviation-based safety practice. This practice can be equated to our everyday life. I'm sure you will be able to see other practices in your life that parallel aviation and the lessons you have learned from it.

Fly Safe, Have Fun, We want you back.

Tim Smith  
Safety Officer,  
Dayton Pilot's Club

Note: There will be a safety meeting in January dealing with **Runway Safety**

Below is an example of a typical checklist for a PA 28 Archer developed by Carl Kintanar

Cockpit	
Weight/Balance	IN LIMITS
Line Box	LOCKED
Parking Brake	SET
Control Lock	REMOVE
Ignition	OFF
Ignition Key	ON DASH
Mag Compass	CHECK
Hobbs	RECORD
Tach	VERIFY
Transponder	OFF
Fan	OFF
Pitot Heat	OFF
All Lights	OFF
Avionics	OFF
Master Switch	ON
Annunciator Panel	TEST
Fuel Quantity	CHECK
Exterior Lights	CHECK
Master Switch	OFF
Flaps	10 deg
Pitot/Static Drains	CLOSE
Aircraft Documents	ON BOARD

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<b>Treasurer:</b>	Tom Weber (937) 748-9084
<b>Membership:</b>	Chester Harris (937) 657-3621
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<b>Newsletter Editor:</b>	Mike Nolan (937) 866-8280 mnolan@woh.rr.com

**Newsletter articles Due by December 31, 2006**

## Around the Hanger

Any person interested in becoming elected as a trustee for the upcoming year will need to notify Neal Charske of their intent. His e-mail is [AV8OR303@aol.com](mailto:AV8OR303@aol.com).

Send your Check Outs, Medicals, and Safety meeting's to Tim Smith, P.O. Box 1144, Waynesville, Ohio 45068-1144 or e-mail: [ar-rowsmith@woh.rr.com](mailto:ar-rowsmith@woh.rr.com)

Schedule your check-ride in the new Zodiac as soon as you can. Get with a DPC instructor soon.

## Landing On Highways !

Well, I don't know about you, but as I travel across the friendly sky of this beautiful country, I still remember my FAA examiner from the '70's saying, "Nolan, As you are flying, keep a landing area in your mind should an emergency arise."

OK, that being said, how many of us really know what to consider should that need arise? An article in "Aviation Safety" Dec '06 gave some great clues and advice.

The idea in any emergency landing situation is to get the airplane down and stopped with the least harm to its occupants. Eliminating or minimizing damage to the airframe is also an objective, since we always want to fly the airplane again. The most survivable emergency landings involve slow, steady horizontal deceleration and almost no vertical forces.

If you've experienced a full power loss, the decision is less complex: You can't "drag" the intended landing area or go around if you don't like what you see. Your best bet is to manage altitude and airspeed with flaps, gear, slips and anything else in your bag of tricks to put the airplane a few inches above the road at its minimum controllable airspeed.

When power is fully available and aircraft control is not the issue, set up a normal rectangular pattern to what you think should be the landing area and then make a low pass, dragging the "runway" to look for obstacles like overhead wires, fences, etc. If the obstacles are too many, the overhead wires too low or the traffic too heavy, add full power, climb out and look for another, more hospitable stretch of road.

Keep the winds in mind when making your decision to land on a highway. You might pick out a road best aligned for minimal affects from the wind.

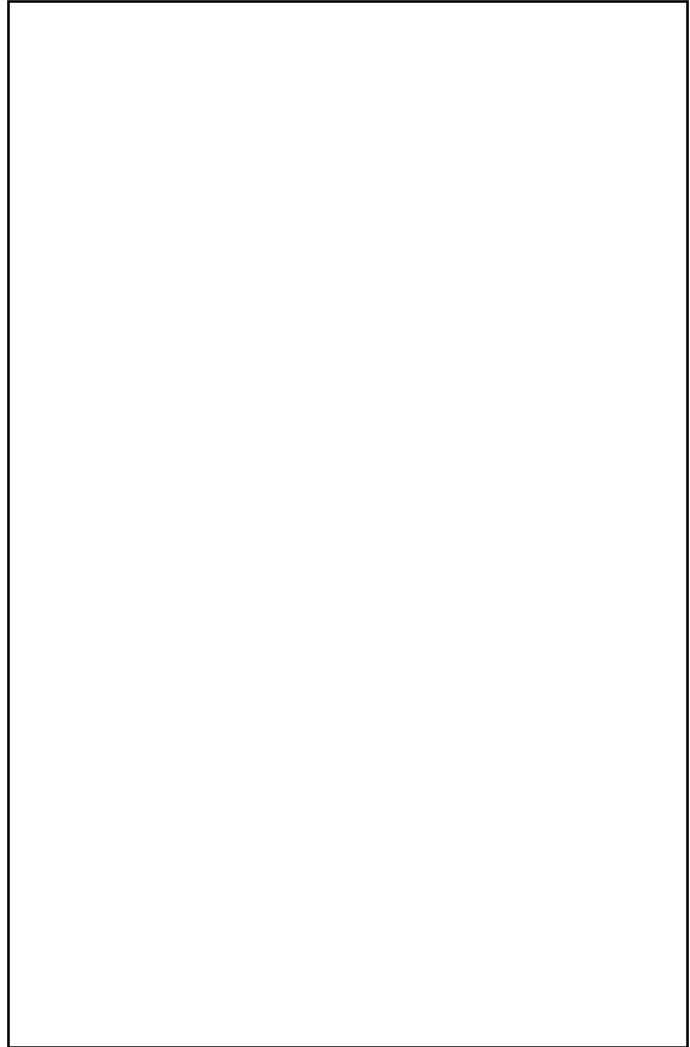
Traffic will be your last consideration. Expect the unexpected. Land using emergency procedures by tightening seatbelts and protecting passengers with pillows if available.

Now that I have made this sound very simple, I hope none of us have to utilize this emergency procedure. Check around. There are probably pilots in the club that have ditched a plane somewhere. They might give you some valuable ground schooling that you will recall should an emergency arise.



Photo of off airport landing on roadway illustrates wind correction and traffic obstacles. (Photo from Aviation Safety Magazine Dec-06)

Minutes of the October 18, 2006  
DPC Membership Meeting



**November 2006**

F L I G H T O P S	Current Month		Current Year		
	Prior Fiscal Year				
	Aircraft	Hrs	888	YTD Hrs	YTD 888
4506W	9.34	0.00	164.39	0.69	165.08
	7.40	0.00	199.41	2.23	201.64
701DP	14.70	1.20	46.90	1.30	48.20
	0.00	0.00	0.00	0.00	0.00
738NG	0.00	0.60	73.20	1.10	74.30
	4.00	0.00	135.90	0.50	136.40
759HS	2.60	0.00	44.40	1.20	45.60
	23.30	0.00	147.80	7.50	155.30
8078X	13.70	0.00	160.00	1.30	161.30
	16.90	0.00	127.10	1.80	128.90
<b>Totals:</b>		40.34	1.80	488.89	5.59
		51.60	0.00	610.21	12.03