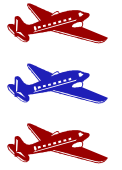


Dayton Pilots Club



July 2006

www.daytonpilotsclub.org

Next Meeting Wednesday, July 19

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

Although the number of pilots that showed were few, the trip to Bluebird Farms was still wonderful. The weather worked out well and I watched 78X lift off Rwy 20 and head to the east. We cranked our aircraft to life and were soon talking to Dayton Approach and asking for "flight following" for our trip.

The skies were a little busy but the controllers were more than happy to assist. (Don't count on this same cooperation when flying down in Miami)

Our arrival at the airport caught me by surprise as I looked for Brad Luckenbill, the member who put this trip together, and could not find his plane on the ramp. My first thought was, "It was Tolson, wasn't it?"

After running the information through my memory, I grabbed my trusty cellular phone and hit the speed dial for Brad's phone. He had had some issues come up that morning and was unable to make the trip. But, at least I wasn't lost. 78X with Clem Gilland and Ken Lawson parked on the North side of the ramp. Together, six of us set off for a trek through the woods to find Oz, better known as Bluebird Farms.

Much to our delight, the place was a short walk and we were greeted by a very polite and friendly staff. We dined on the outdoor porch before taking a tour of the building and walks through the woods.

The property included a toy museum that con-

tained items as far back as the 1700's. The gift shop was delightful and I had to keep an eye on my wife to make sure she didn't change the weight and balance on the return trip with purchased that were available at reasonable costs.

After walking back to the airport (up hill after a big meal...not as fun as the walk down) we engaged with others that were flying in for food.

An ultra light landed and I went to check it out. The man and his wife were from Canton, Oh, and let us look over the plane. Interestingly enough, he knew the guy that painted my 172, N6991A, back in 1975. It is a small world after all!

If you were not one of the lucky ones who made the flight that day, you should really take that special someone out there for lunch. It is about 1.5 hours out in a single. It is worth the trip and you won't regret it.

Another fly-out is scheduled for August 19, at Eagle Creek. It will be a dinner trip and you should plan to arrive at 7:00 PM. See you there...I hope.



Main house at Bluebird Farms

Pilot Safety

Tim Smith

Don't Forget to Practice What We Train

For those that were at the last safety meeting, thank you for your attendance. A very much appreciated Thank You to our presenter, Andrew Sarangan, Great Job.

I'm thinking what a very valuable tool the GNS 430 is while in flight. All the buttons and knobs makes it very intimidating I know, but like all other modern devices or electronic giz whizzes that we use, we become accustomed to them the more we use them. Do you remember the flashing light 12:00 on the VCR's, Gone. All the buttons on the DVD players, no problem. Computers in every home, Microwave ovens in every kitchen, cell phones that have every option that rivals a NORAD communicator. What's my point? We use these every day, we practice with them and use them within our lives. We are use to them; however the GPS system in our plane, (4506W) it's a scary item that we want to stay away from. Actually more scary than the written test for the instrument rating. Might I recommend going to the Garmin web site, download the tutorial for the 430. Then practice it in the privacy of your own home. On your own computer.

<http://www.garmin.com/aviation/> click on the "free simulator 430"

We as pilots need to practice landings, takeoffs, tower communications, ILS's, LOC's, NDB's and many other common functions known to pilots. Just to keep our skills sharp. That fancy box in that plane is a tool that needs knowledge. Knowledge to become familiar with that will only come to us with practice. Play well, and have fun.

Don't forget to cancel you flight on Schedule Master if you don't fly. File a flight plan, and get your weather briefing from your FSS. Happy Flying, we want you back.

I will be having Andrew back in September for another Safety meeting. Mark your calendar.

Tim Smith
Safety Officer



Outdoor dining area at Bluebird Farms
Below : is a covered bridge on the
hiking trail



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
Member Loans:	Tom Weber (937) 748-9084
Newsletter Editor:	Mike Nolan (937) 866-8280 mnolan@woh.rr.com

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

Around the Hanger

Next Safety Meeting is scheduled for September. Andrew Sarangan will give a presentation on instrument navigation.

Send your Check Outs, Medicals, and Safety meetings to Tim Smith, P.O. Box 1144, Waynesville, Ohio 45068-1144 or e-mail: arrowsmith@woh.rr.com

The next fly-out on August 19. This will be a dinner flight to Eagle Creek (EYE). Plan to arrive at 7:00 PM

Our new plane is now scheduled for delivery in late August. The fuselage is ready but the engine is running behind. Check out this link.
http://www.qualitysportplanes.com/qsp-_019.htm

The selling price for N759HS has been dropped to \$128,000

Here is some pilot humor supplied by Larry Vetere

"The Sled" is the SR-71 Blackbird spy plane from the 1960's and still the fastest airplane.

In his book, "Sled Driver", SR-71 Blackbird pilot Brian Shul writes:

"I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope.

I heard a Cessna ask for a readout of its ground speed. "90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots,"

Center answered. We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed readout." There was a slight pause, then the response, "525 knots on the ground, Dusty." Another silent pause.

As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison.

"Center, Aspen 20, you got a ground speed readout for us?" There was a longer than normal pause....

No further inquiries were heard on that frequency.

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?"

The pilot (obviously a sled driver), responded, "We don't plan to go up to it; we plan to go down to it." He was cleared.

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator,

"Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?" The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?" "To be honest sir," the navigator replied, "I'll know we're lost before you will."

When Hillary Clinton visited Iraq last month the Army Blackhawk helicopter used to transport the Senator was given the call sign "broomstick one". And they say the Army has no sense of humor!

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!" Delta 351: "Give us another hint! We have digital watches!"

One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane.

Did you make it all by yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down.

"Ah," the pilot remarked, "the dreaded seven-engine approach."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."

Minutes of the June 14, 2006 DPC Membership Meeting

Meeting called to order at 7:02 PM on Wednesday
June 14, 2006

Trustees in attendance: Greg Halderman, Tim Smith,
Tom Weber, Brad Luckenbill, Larry Scherr
Not attending: Chester Harris, Mike Noland
Other member attending meeting: Clem Gilliland,
Reiff Lorenz

Currently listed in Trade-a-plane, Control.com,
AOPA. There has been some interest, nothing seri-
ous.

Zodiac update. No major changes. Still on schedule
for late July or early August. Greg will see about get-
ting a POH before the plane shows up. Tim is work-
ing on the checkout form.

Membership
60 member and 3 associates

News Letter

Safety - Tim Smith
Looking at a safety meeting for September

Social – Brad
Next file out will be to Carroll County-Tolson Airport
(KTSO) on July 8

Maintenance
8078X – Annual is due in July, static system is com-
pleted, 1300 on engine, ADF is repair. New Garmin
327 has been installed.
4506W – may have had a bad alternator and had a stiff
throttle cable looked out.
759HS – Just routine maintenance
738NG - no update

Treasure Report – Tom Weber
Tom showed all the reports that Quick Books can pro-
duce.

Gas is 4.21, unchanged
172 - \$86
182 - \$136
Archer - \$93

Talked about failure to schedule and failure to cancel

Finished trusty meeting and went into executive ses-
sion at 8:15 PM

Meeting adjourned at 9:10 pm



Gift shop at Bluebird Farms

We are to the point of stripping the new Zo-
diac. If you want to put your 2 cents worth in
we would be glad to here your ideas. Go to:
<http://www.newplane.com> for some ideas.



June 2006

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	33.95	0.03	85.81	0.32	86.13	
	29.80	0.39	72.59	2.23	74.82	
738NG	12.20	0.00	45.20	0.50	45.70	
	26.70	0.00	74.80	0.20	75.00	
759HS	1.10	0.00	24.50	0.30	24.80	
	28.40	5.80	40.90	7.50	48.40	
8078X	34.80	0.20	72.20	0.50	72.70	
	30.40	0.10	61.40	0.50	61.90	
Totals:		82.05	0.23	227.71	1.62	
		115.30	6.29	249.69	10.43	