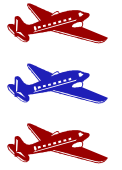


Dayton Pilots Club



June 2006

www.daytonpilotsclub.org

Next Meeting Wednesday, June 21

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

Well, if you missed the most recent plane wash, you missed a great one! The turn-out was awesome and the weather cooperated as well.

We had a total of 12 people that we counted (hope we didn't miss any) that came in work gear. As you will see by the following pictures it was quite an event. We even had the assistance of Tim Smith's grandson, Chandler Smith, who met the challenge and was very helpful.

Brad Luckenbill was the chef of the day and his kitchen was located in the back of a pick-up truck where a grill had been meticulously placed. He cooked the food to perfection and nobody went away hungry.

Many members commented about the commitment of the group and the amount of work that was accomplished on-time. I'm not sure, but I could swear that Larry Scherr kept members working so he could "fly for pie" after the wash was complete.

Note: The hard working members of the club would appreciate each flying member taking the time to wipe off the bugs after they return from a flight. It was observed that within a week of the plane wash, there were numerous bugs on the aircraft. Don't forget, we are still showing some of the planes that are for sale and there are perspective new members being brought to the airport to see our fleet. First impressions are very important and each of us needs to do our part to make that im-

pression a good one.



Members work together to make sure they detail every inch of the Cessna. Chester Harris' idea of a high wing act.



Two old pros at plane washes. These guys never miss a lick and make sure the operations runs smoothly. It is always great to have their expertise available.

Pilot Safety

Tim Smith

Don't Broadcast the Wrong Signal

Hopefully, none of the pilots in the Dayton Pilot's Club will put themselves in the position that I am about to describe. But, mistakes can happen. So when squawking a code on the transponder, make sure you are telling the controllers the correct information.

Authorities said they did not know exactly what caused a small plane to broadcast a hijack signal during its flight recently.

The single engine Cessna had taken off from the Orlando- Sanford International Airport in Seminole County, Florida. During mid-flight, the transmitter on the plane that is normally used to send information about its position, a transponder for us pilots, sent a hijack warning (7500) to ground controllers instead.

While nearly a dozen law enforcement agencies scrambled to respond to the potential threat, the small plane flew into military airspace over Patrick Air Force Base. Then turned west toward Walt Disney World.

Meantime, sheriff's helicopters from Brevard and Seminole Counties were immediately dispatched to track the plane.

On the ground, the Federal Aviation Administration, FBI, and Transportation Security Administration began making emergency plans.

Video from the helicopters gave agents their first look at the reportedly hijacked plane. At the time, the pilot was not responding to radio calls.

But, air traffic controller did eventually get through to pilot Wayne Lukens. He told them he and his passenger had no idea the transponder was causing such a security scare.

The plane was escorted back to Orlando—Sanford International Airport. There, agents met Lukens and his passenger at gun point and brought them in for questioning.

Both the FBI and TSA interrogated the pair, but decided not to press any charges. The FAA says it still might try to revoke Lukens' license.

Don't put your license or DPC aircraft in jeopardy. Double check you squawks when making a code change. With the transponders in the Archers, a switch back to VFR (1200) is as simple as pushing one button.

Now for us old pilots who learned to squawk a 7700 code for one minute prior to squawking a 7600 code (radio failure), the protocol has changed. There is no need to use the 7700 code unless you truly have an emergency.

Many pilots carry back-up radios for just this reason.

DPC member, Mike Nolan, lost all radio communication several years ago when flying a rental from ASI. That was the day that his wife insisted he join the club, otherwise, she was not going to fly with him again. We gained a new member because of our reputation and condition of our equipment.

Tim Smith
Safety Officer

President:	Greg Halderman (937) 859-3642
Secretary:	Larry Scherr (937) 436-3969
Treasurer:	Tom Weber (937) 748-9084
Membership:	Chester Harris (937) 657-3621
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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 June 31, 2006

Around the Hanger

Cessna is now in the sport plane market. They are anticipating a production aircraft in the near future. This is the only growing market in aircraft along with the onset of biz-jets.

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

The next fly-out will be to Tolson (KTSO) in New Philadelphia. July looks like the best time to schedule.

Our new plane is still scheduled for delivery in late July or early August.

There were approximately 50 scheduled flights in May.

CESSNA CONSIDERS BUILDING LIGHT SPORT AIRPLANES

Cessna Aircraft will decide in early 2007 if it wants to enter the light sport aircraft (LSA) market. Cessna President and CEO Jack Pelton said in a press release that the company will unveil July 24 during EAA AirVenture at Oshkosh a full-scale proof-of-concept model that it will consider for the two-place, 1,320-pound LSA category. Cessna spokeswoman Bree Cox said that the model is "coming from the manufacturing process" as opposed to the group at Cessna that normally builds jet cabin and cockpit mock-ups, but would not say if it is a flying model. One observer called it a "feasibility study." LSAs are limited to 120 knots indicated airspeed. "An important part of our thought process in looking at LSA is the value in terms of new pilot starts. Experience has shown that Cessna brand! loyalty is a powerful force in our success, and we believe this new category of aircraft could provide a conduit for new pilots to grow through the Cessna product line in the years ahead," Pelton said



Photo of Cessna-182 form AOPA Online Gallery

Introduce your "old" friends to the Club

You are never too old to learn to fly. Cliff Garl satisfied a lifelong dream and may have set a record of sorts last week. The 91-year-old Shoreline, Wash., student pilot soloed for the first time over Arlington Airport. "You go into a nursing home and you'll see people a lot younger than he just sitting there," Garl's 75-year-old instructor Joe Bennett told The Seattle Times. "I actually don't know of anybody, even in their 80s, who's soloed." According to the Times, the FAA didn't have records of any student pilots over the age of 90 in 2004 and showed only 59 in their 80s. Garl told the Times he was nervous before the flight but once in the cockpit of the Cessna 172, the training took over. As might be expected, the medical was Garl's biggest obstacle -- even though he's in good health.

So, think hard and I bet you can come up with a friend's name who has shown interest in flying. With the hourly cost of the new sport plane, there is no reason, either financially or due to age, that dreams can't come true. Invite them to a meeting or an orientation flight with the membership trustee.

Minutes of the May 17, 2006 DPC Membership Meeting

Tom Weber called the meeting to order at 7:04

Sam Tomlin from Dayton's Tower talked about the possibility of the FAA moving the TRACON to Port Columbus.

Larry Scherr read minutes from the trustee's meeting

Plan washing coming up on May 20 and the combination and lock boxes will be changes

Trustee Report:

Treasure – Tom Weber

Review of March financial statements. Fuel price rose to 4.21/gal. Maintenance for 182 and Mooney hit us hard last year. Due changes were due to the decision selling the 8NG and keeping 8078X.

Membership – Chester Harris

Total membership is 60 full members and 3 associate members.

Social

May 20 at 9:00 am is the plane wash. There will be donuts for breakfast and hot dogs for lunch. Discussion of where to fly after the plane wash, Sporty's for vender show or Grimes for pie.

Safety – Tim Smith

Tim and Andrew started safety meeting. Next Membership meeting will be a safety meeting on weather on the Garmin 430 and will be presented by Andrew.

Safely meeting started at 7:40
Adjourned at 8:35



No, Clem is not shaking his head in disgust, he is evaluating a missing bolt that was discovered while washing the under belly of an aircraft. In addition, we would like to thank the other participants: Dan Reed, Tim Smith, Chandler Smith, Ken Fowler, Jim Pope, Ron Johnson, Brad Luckenbill, Chester and Suzanne Harris, Sunny Black, Larry Scherr and the guy from Tim Hogan who supplied the coffee.

May 2006

F L I G H T O P S	Current Month		Current Year		YTD Total
	Prior Fiscal Year				
	Aircraft	Hrs	888	YTD Hrs	
4506W	32.32	0.29	51.86	0.29	52.15
	28.87	1.54	42.79	1.84	44.63
738NG	21.30	0.50	33.00	0.50	33.50
	29.40	0.00	48.10	0.20	48.30
759HS	14.10	0.30	23.40	0.30	23.70
	0.00	0.00	12.50	1.70	14.20
8078X	17.40	0.30	37.40	0.30	37.70
	12.80	0.10	31.00	0.40	31.40
Totals:		85.12	1.39	145.66	1.39
		71.07	1.64	134.39	4.14