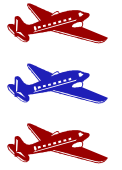


Dayton Pilots Club



September 2006

www.daytonpilotsclub.org

Next Meeting Wednesday, September 20

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

New Zodiac Makes Debut at DPC Hanger

It has been long awaited, but the new Zodiac Sport Plane has finally landed and is ready for instruction. President, Greg Halderman, was the first to fly cross-country in the aircraft after he and Tom Weber were checked out by the company's chief pilot.

Greg stated that it was a pleasure to fly and he enjoyed the trip home with the newest addition to the Dayton Pilot's Club.

The aircraft will be unveiled to the membership on Wednesday, September 20, at the monthly meeting. However, some of us could not wait and made a trip to MGY to peek at the new aircraft while it sat in the hanger.



The club's flight instructors will get their checkouts and then it will be time for the members to sign up for their check ride. More details about the transition will be discussed at the September meeting.

The board has obtained permission to reproduce the owners manual for the aircraft. We expect a run on checkouts, so order your manual early.

From what I have been told, the checkout should be painless and quick. Unlike the more complex aircraft we currently have in inventory; this is a very basic plane with a lot of great features and equipment.

We believe that this aircraft will allow those who dream of flying, a cost effective means, by which they can obtain their private pilot and instrument ratings. So, jump on Schedule Master and reserve your spot for training.



Left: Greg Halderman makes inspection of the new aircraft. *Above:* N701DP awaits her trip home to MGY and the members of the Dayton Pilot's Club

Pilot Safety

Tim Smith

Runway Incursions Are Not Always With Planes

Summer is almost over, the weather is changing, and the jet stream is moving further north and the animals are getting ready. What are they doing? They are on the move. The deer are looking for their winter storage of food, the birds are becoming more active and we need to be more diligent with our own activities. Whether we are in our cars or in our airplanes.

Clem was good enough to send me this information and I felt it was important enough to pass it along to everyone else.

"I was making a night landing with 78X on Aug 23rd at I19 Greene Co. Airport after dark. On the flare for 23, a deer ran onto the runway about 30 yards in front of the plane and stopped and looked at me. Pulled up for the go around and missed him by about a few feet. Went around and landed, and when I taxied back for 23 four deer were standing looking at the plane as we went by. Could have been a problem if I would have hit a 200 Lb. deer.

So I guess the message is that when landing at night (or day) at any airport, deer or any animal can be a problem. So be on the lookout.

Tom Satchell hit a bird at 3000 feet the other night at about midnight with 8078X. It took a lot cleaning to get the blood and guts off the right side windshield after landing."

Thanks Clem.

Remember, Deer and Birds have the right of way, let them go right away. We can always go around and land safely a second

time. After all isn't that why we practice go-arounds?

These are going to happen, try not to allow them (the animals) to get in our way when approaching the runways.

Fly Safe, Have Fun, we want you back.
Tim Smith
Safety Officer

Safety Meeting, Sept 20th Membership Meeting.



Just when you thought it was safe to land. Not only are deer present on the runway but coyotes are too.

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 September 30, 2006

Around the Hanger

Next Safety Meeting is scheduled for September 20. Andrew Sarangan will give a presentation on instrument navigation.

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

Rumor has it that there is going to be another attempt to schedule a club trip to Cleveland Lakefront Airport soon.

Schedule your check-ride with the new Zodiac as soon as you can get with your instructor.



Interior photograph of the new Zodiac aircraft purchased by Dayton Pilot's Club. Notice the layout of the control panel. All primary instruments are placed to ease scanning

Post-Flight Inspections

Recently, Aviation Safety Magazine spoke of something we probably all neglect to do on a

regular basis. That is a post-flight inspection. Most of us are through with the flight and in a hurry to put the plane back into the hanger and head to our next destination; reflecting on the success of the flight, not necessarily the condition of the plane after a flight. How about a post-flight inspection?

A post-flight inspection begins with engine shutdown. *Question: Was there anything unusual about my flight?* If so, note it on the squawk sheet. If not, organize the cabin the way you found it, placing items kept in the plane in their proper place.

Next, take a moment to do an exterior walk-around. Look for leaks, stains and tire/strut inflation. Clean off the leading edges and windscreen with polish or bug remover. Check the propeller for any damage.

Top off your tanks when practical. I do a lot of flying at night, working on my instrument rating with Andrew Sarangan. We return after 2300 hours DST and the FBOs are closed. I'm sure the person who flies after me calls me some well deserved names. A call to ASI the next morning would solve this issue. "Note to self."

Checking for fluid levels, other than fuel, won't give you a good indication of need because oil has not drained back into the sump. Do check if you suspicion something to be wrong.

Finally, secure the plane in the hanger, keeping wingtips and tail clear of walls. Don't forget the chocks. If tying down outside, position the aircraft into prevailing winds. Cover cowlings intakes and cover the pitot tube. Install the control lock and anti-theft lock. Unless you know the airport, you might want to have your own tie-down ropes. There, that didn't take long, did it.

Minutes of the August 16, 2006 DPC Membership Meeting

Minutes of the August 16, 2006 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:05

Larry Scherr read minutes from the August 9, 2006 trustee's meeting

No serious bites on the two Cessnas. Prices have been reduced.

Zodiac may be done in the next week and here very soon after it is finished. We will need to get a short term loan until we sell one of the Cessnas. We have received a copy of the generic POH and we are in the process of duplicating it. Tim Smith is working on the checkout form.

Trustee Reports:

Safety – Tim Smith

Tim is working on Checkout form for the Zodiac. Next month is a safety meeting presented by Andrew on his interpretation on instrumentation.

Treasure – Tom Weber

Tom passed out reports for the first quarter of our fiscal year. The bills and newsletter is going to be available for distributed electronically. We are making patches that will be available for sale.

Membership

Total membership is 58 full members and 2 associate members.

Maintenance Report

8078X – There was a report of a lot of static

on number 1 radio, but it could not be reproduce. All and all the plane is in great shape. There is an intermittent problem with the left fuel gauge, we may need to replace the sending unit.

4506W – Had cracks in horizontal stabilizer. Metallic tape was used as a temporary measure but will be replaced with a permanent fix this week. The Garmin 430/GDL 69 weather receiver lost its subscription information, Tom Dow called XM radio and had them resent the activation code and is writing directions on how to correct the problem.

759HS – All okay with plane, please find a buyer

738NG – No report, please find a buyer

Rich Stempler gave a very interesting presentation on flying the Wright B Flyer

Adjourned at 8:06 pm

August 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	15.49	0.16	125.99	0.48	126.47
	27.12	0.00	133.00	2.23	135.23
738NG	9.80	0.00	64.30	0.50	64.80
	17.30	0.00	104.50	0.20	104.70
759HS	1.10	0.00	40.60	0.30	40.90
	17.70	0.00	95.90	7.50	103.40
8078X	19.80	0.20	120.80	0.90	121.70
	5.30	0.00	79.60	1.60	81.20
Totals:		46.19	0.36	351.69	2.18
		67.42	0.00	413.00	11.53