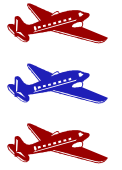


# Dayton Pilots Club



January 2007

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

Next Meeting Wednesday, February 21, 2007

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

## From the Editor

*By Mike Nolan*

*I would like to dedicate this issue to my mother, Jane Nolan, who died January 16, 2007.*

## The Fastest Guys Out There

Written by Brian Schul - former sled driver

There were a lot of things we couldn't do in an SR-71, but we were the fastest guys on the block and loved reminding our fellow aviators of this fact.

People often asked us if, because of this fact, it was fun to fly the jet. Fun would not be the first word I would use to describe flying this plane intense, maybe, even cerebral. But there was one day in our Sled experience when we would have to say that it was pure fun to be the fastest guys out there, at least for a moment.

It occurred when Walt and I were flying our final training sortie. We needed 100 hours in the jet to complete our training and attain Mission Ready status. Somewhere over Colorado we had passed the century mark. We had made the turn in Arizona and the jet was performing flawlessly. My gauges were wired in the front seat and we were starting to feel pretty good about ourselves, not only because we would soon be flying real missions but because we had gained a great deal of confidence in the plane in the past ten months.

Ripping across the barren deserts 80,000 feet below us, I could already see the coast of California from the Arizona border. We were, finally, after many humbling months of simulators and study, ahead of the jet.

I was beginning to feel a bit sorry for Walter in the back seat. There he was, with no really good view of the incredible sights before us, tasked with many things, including running the four different radios. Just to get a sense of what Walt had to contend with, I pulled the radio toggle switches and monitored the fre-

quencies along with him. The predominant radio chatter was from Los Angeles Center, far below us, controlling daily traffic in their sector. While they had us on their scope (albeit briefly), we were in uncontrolled airspace and normally would not talk to them unless we needed to descend into their airspace. We listened as the shaky voice of a lone Cessna pilot who asked Center for a read-out of his ground speed. Center replied: November Charlie 175, I'm showing you at ninety knots on the ground. Now the thing to understand about Center controllers, was that whether they were talking to a rookie pilot in a Cessna, or to Air Force One, they always spoke in the exact same, calm, deep, professional tone that made one feel important. I referred to it as the "Houston Center voice." I have always felt that after years of seeing documentaries on this country's space program and listening to the calm and distinct voice of the Houston controllers, that all other controllers since then wanted to sound like that and that they basically did. And it didn't matter what sector of the country we would be flying in, it always seemed like the same guy was talking. Over the years that tone of voice had become somewhat of a comforting sound to pilots everywhere.

Conversely, over the years, pilots always wanted to ensure that, when transmitting, they sounded like Chuck Yeager, or at least like John Wayne. Better to die than sound bad on the radios. Just moments after the Cessna's inquiry, a Twin Beech piped up on frequency, in a rather superior tone, asking for his ground speed in the Beech. I have you at one hundred and twenty-five knots of ground speed. Boy, I thought, the Beechcraft really must think he is dazzling his Cessna brethren. Then out of the blue, a navy F-18 pilot out of NAS Lemoo re came up on frequency. You knew right away it was a Navy jock because he sounded very cool on the radios. Center, Dusty 52 ground speed check. Before Center could reply, I'm thinking to myself, hey, Dusty 52 has a ground speed indicator in that million-dollar cockpit, so why is he asking Center for a read-out? Then I got it, ol' Dusty here is making sure that every bug smasher from Mount Whitney to the Mojave knows what true speed is. He's the fastest dude in the valley today, and he just wants everyone

to know how much fun he is having in his new Hornet. And the reply, always with that same, calm, voice, with more distinct alliteration than emotion: Dusty 52, Center, we have you at 620 on the ground. And I thought to myself, is this a ripe situation, or what? As my hand instinctively reached for the mic button, I had to remind myself that Walt was in control of the radios. Still, I thought, it must be done - in mere seconds we'll be out of the sector and the opportunity will be lost. That Hornet must die, and die now. I thought about all of our Sim training and how important it was that we developed well as a crew and knew that to jump in on the radios now would destroy the integrity of all that we had worked toward becoming. I was torn.

Somewhere, 13 miles above Arizona, there was a pilot screaming inside his space helmet. Then, I heard it - the click of the mic button from the back seat. That was the very moment that I knew Walter and I had become a crew. Very professionally, and with no emotion, Walter spoke: Los Angeles Center, Aspen 20, can you give us a ground speed check? There was no hesitation, and the replay came as if was an every-day request.

Aspen 20, I show you at one thousand eight hundred and forty-two knots, across the ground. I think it was the forty-two knots that I liked the best, so accurate and proud was Center to deliver that information without hesitation, and you just knew he was smiling. But the precise point at which I knew that Walt and I were going to be really good friends for a long time was when he keyed the mic once again to say, in his most fighter-pilot-like voice: Ah, Center, much thanks, we're showing closer to nineteen hundred on the money.

For a moment Walter was a god. And we finally heard a little crack in the armor of the Houston Center voice, when L.A. came back with, "Roger that Aspen. Your equipment is probably more accurate than ours. You boys have a good one." It all had lasted for just moments, but in that short, memorable sprint across the southwest, the Navy had been flamed, all mortal airplanes on freq were forced to bow before the King of Speed, and more importantly, Walter and I had crossed the threshold of being a crew.

A fine day's work. We never heard another transmission on that frequency all the way to the coast. For just one day, it truly was fun being the fastest guys out there.

(This article was submitted by Larry Vetere)



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**Newsletter articles Due by February 10, 2007**

## Around the Hanger

Anyone interested in running for trustee in 2007, please send your intentions to Neal Charske or contact him at 9.7-298-7868

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](mailto:arrowsmith@woh.rr.com)

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

*Report on 8078X submitted by Clem Gilland*

Had the pitot heat repaired (replaced the switch)  
ASI also worked on the left gas tank gauge. Reworked all the connections and seals. Let me know of any problem. It is flying great.

The plane was worked on Friday. The line crew did not put it back in the hanger Friday evening, so it was out for the weekend. The weather was bad, so flying was not a problem. I found out about it on Sunday evening from Sunny Black

*Reiff Lorenz referred this article to the newsletter on business flying from USA Today*  
Link: [http://www.usatoday.com/money/2007-01-16-biz-pilots-usat\\_x.htm](http://www.usatoday.com/money/2007-01-16-biz-pilots-usat_x.htm)

*Another inter-active website is from Sunny Black:* <http://www.meroweather.com/777/deck-777.html>

*Greg Halderman recommends this link:* <http://youtube.com/v/J3UDCoQnXjA>

Thanks to all who submitted articles this month. With the death of my mother, this was a tough month to get this done. Thanks,  
Mike Nolan, Editor

*Tim Smith, our Safety Officer thought we might all enjoy this "NOTICE."*

Subject: FAA NPRM  
NOTICE OF PROPOSED RULEMAKING (NPRM)  
Part 0, Section 000 (a) 1(c)

Section I - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything



The above photo was submitted by Larry Vetere. You gotta love pilot humor!

## Minutes of the October 18, 2006 DPC Membership Meeting

Minutes of the November 15, 2006 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:08

Larry Scherr read minutes from the December 20, 2006 trustee's meeting

759HS sold for \$105,000 as is, no pre-buy.

Zodiac has moved to hanger next to maintenance shack. GPS 430 is only for VFR. Still looking for tow bar If you file a flight plane CH60/U right now. Once legal is will be CH60/G.

Neil Charske is going to head the nominating committee

Trustee Reports:

Chester Membership  
One a month people

Safety  
Safety meeting in January

Treasurer – Tom Weber  
Having both Cessnas sold will help the financing and budgeting

Stabilizes financials

Member at Large  
Reiff Lorenz created a letter to send to local pilots to sell DPC

Maintenance report:  
8078X – is okay  
4506W – Is back in for working on fuel gauge and throttle. It is back on line.  
701DP – Is okay

Adjourned at 7:35 pm for Pizza

*The following was submitted by Tom Satchell and Sylvia*

Two men dressed in pilots' uniforms walk up the aisle. Both are wearing dark glasses, one is using a guide dog, and the other is tapping his way along the aisle with a cane.

Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes, and the engines start up. The passengers begin glancing nervously around; searching for some kind of a sign that this is just a little practical joke. None is forthcoming.

The plane moves faster and faster down the runway, and the people sitting in the window seats realize they're headed straight for the water at the edge of the airport territory. Just as it begins to look as though the plane will plough straight into the water, panicked screams fill the cabin.

At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly, and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands.

In the cockpit, one of the blind pilots turns to the other and says,

"You know, Bob, one of these days, they're gonna scream too late and we're all gonna die."

### December 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	13.67	0.21	178.06	0.90	178.96
	3.89	0.00	203.30	2.23	205.53
701DP	15.40	0.10	62.30	1.40	63.70
	0.00	0.00	0.00	0.00	0.00
8078X	8.80	0.10	168.80	1.40	170.20
	11.90	0.00	139.00	1.80	140.80
Totals:	37.87	0.41	409.16	3.70	
	15.79	0.00	342.30	4.03	