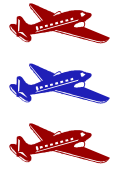


Dayton Pilots Club



June 2007

www.daytonpilotsclub.org

Next Meeting Wednesday, August 15, 2007

Dayton Wright Brothers Airport at 7:00 PM

Mike Nolan, Editor

From the Editor

By Mike Nolan

Friendship Built From Broken Parts

It had been a morning that I had waited for since twelve months ago. To sit on my back porch and wait for the experimental home-built airplanes to launch in the race to Oshkosh. In anticipation of the tree top, high speed, extravaganza, I had invited some friends over about 8 A.M. so that they too could enjoy the show.

Around 10 A.M. I began to worry because there was no noise in the sky much less the buzz of plane after plane pushing the limit for victory in Wisconsin. At this point, myself and a friend jumped in the car and headed for the airport. On arrival, I was glad to see the many home-builts running up their motors and beginning to taxi. Wow, at least I got the date correct. They were just running late.

As the planes taxied to the south for take-off on Rwy 02, I could not help but notice a sleek, bluish and white home-built sitting with the pilot looking and waving as each plane taxied past. Wondering how this plane, a Velocity, was going to catch up to the fleet of racing fiberglass aircraft I walked to the plane

I introduced myself to the owner and pilot, Jack Sheehan. After asking some questions about the aircraft I had to inquire about his

plans for take-off. I learned that this plane would not be flying, due to a large crack in the right main gear. Jack showed the damaged part to me and it was obvious that it would need replaced if the plane was going to fly again.

"They can have the part here on Wednesday," Jack stated, with a Bronx accent. I asked if he had a place to stay, to which he responded, "yes." "How about a car," I asked. He was planning on renting one.

I thought of all the times people had helped me when I had problems with a plane and immediately offered my car for the week. Joking, I added, "If you don't mind a Jaguar." "Not at all," he replied, "I own an XK-E." That was the beginning of a new friendship.

Mid-week, Jack checked in to report he had not stolen the loaner and we made plans for



Jack Sheehan stands proudly with his two favorite toys. The Canard wing Velocity and the XK-E Jaguar.

lunch. The repair was going well and Jack found the generosity of the employees at Commander Aero beyond his imagination. It helps to have built the plane because he knew where to disassemble the landing gear and rework the new part into position for a good fit.

After lunch I talked Jack into staying until Sunday so he could attend the car show in Miamisburg on Saturday and meet some friends. He agreed and after some wine and food we worked our way through the crowd and really enjoyed the evening.

Sunday morning came and after a nice breakfast, prepared by my wife, Bonnie, we went to the airport to give a final check of the new landing gear and, of course, a test flight.

I quickly learned that when it came to flying, the happy-go-lucky, former Viet Nam era helicopter pilot and Army Colonel, became very serious. He showed me what might possibly malfunction during our test flight and how to fix it. He briefed me on other emergency procedures as well as showing me where the fire extinguisher was located in the plane.

We jacked the plane off the ground and cycled the gear several time to look for any possible issues. Jack wanted to do a high speed taxi down the runway and then re-inspect the gear before making the flight. That went well and we agreed that there was no time like the present to fly the 200 knot airplane, ensuring the trip back to New Port News, Virginia, would be a safe one.

I felt somewhat like a test pilot, as things go through your mind when you are getting ready to put a newly repaired plane to the test.

Jack rolled onto Rwy 02 and started to count up the airspeed until the bird took flight. "Gear up," he exclaimed. "Two green lights," I heard, feeling safer as we climbed at 1000 feet per minute.

We tripped the surly bonds of earth and went

toward the west where we would cycle the gear and perform an emergency gear extension to make sure all parts were working as designed. The glass panel cockpit was awesome. With that, Jack let me take a crack at flying the plane.

This joy stick design responded well with just slight moves. It was capable of turning steep turns with little loss of altitude. But it came time for the two of us to return to MGY and say our good-byes.

We taxied back to Commander Aero and parked the plane so Jack could do some final packing and re-secure the exposed panes of the rear portion of the aircraft.

With a hand shake and a wish for good luck, I left the airport with an invitation for Bonnie and I to visit Virginia.

That is what aviation does for all of us. It bonds those of us who have chosen to defy gravity. I felt good as I drove away because I felt I had somehow followed through with a promise to myself; that if I could ever help a pilot in need, I would do so.

More importantly, I made a new friend through flying and can't wait to point my plane eastward for a weekend visit.

(Jack works with a consortium who's purpose is to promote GA flying in the US.)

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Newsletter articles Due by August 10, 2007

Around the Hanger

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

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

Congratulations to a New Private Pilot

Gregory Ulrich, received his private pilots certificate flying in the Zodiac. His instructor was Andrew Sarangan and his check ride was with Designated Examiner Bill McNabb. Congratulation Greg, your the first one to receive a private pilot certificate in our Zodiac.

August Meeting Holds an Adventure In Store

Make sure you plan to attend the upcoming August meeting on the 15th. Chester and Suzanne Harris are going to share their photos and story of the flight they took out west with others.

They had seven planes and mad an eight day trip, landing at airports with altitudes from a minus 210 feet to 9927 feet. Knowing how well Chester tells stories, it will be a treat for sure. Who knows, you might just get the itch to have an adventure of your own.

So, set you pda's, calendar for those of us who are less computer literate and bring a friend to enjoy the trip from right in your seat at the Wright Brothers Airport.



A photograph of Monument Valley taken out the window of a Cirrus aircraft while flying out west. Make sure you plan to attend August 15 to hear Suzanne and Chester Harris tell their exciting story.

Minutes of the June 20, 2007 DPC Membership Meeting

Greg Halderman called the meeting to order at 7:00 PM

Larry Scherr read minutes from the June 13, 2007 trustee's meeting

There was a flat tire on the Zodiac, the theory is that no powder was put in the tube. We got the new DG with the heading bug, but the mounting of the instrument is different, it will be fixed, but please be gentle when setting the heading.

Plane wash was Saturday June 2nd, there was a nice turnout of member, please wipe the leading edge off after your flight. Thanks to Clem for organizing and to all the people who help clean.

Flight hours have been low this year
The budget is based on each plane flying 250 hours a year and if we don't get the hours up we will need to look out raising monthly dues or selling another plane.

Flight Service. You can type 1 for a briefer and 64 for Ohio

Trustee Reports

Membership: Chester Harris
Chester is talking to one potential member that is a very solid prospect. Make sure all you talk up the fact the Dayton Pilots Club is a great place to learn to fly. Chester is working on updating the web site. There was a request for a one-page hand out to give out the people who are interested.

Treasure report – Tom Weber

Tom passed out the financial statements.
For the month of May we showed a profit \$1,383. That is out target, but this is peak flying time and we need to be doing better than that now. Also this is a lower maintenance period, most annuals come up in the fall.

If you have two people flying and both did not schedule, please make the tach sheet with

Shared scheduled so Tom will not have to re-search the failure to schedule error page.

Fuel price has risen 50 cents a gallon up to \$4.65
\$53 Zodiac
\$95 Archer

Newsletter – Mike Nolan (called in report)
It is on the web site and the people

Safety: Tim Smith (called in report)
No issues.

Member at Large: Reiff Lorenz – (report by Chester)
Reiff is working on setting up a new e-mail list probably using Yahoo list server.

Maintenance
8078X – Sometime the DG is had to turn
4506W – Autopilot was tracking but drifting when using the GPS
701DP – DG is loose, use care when setting DG

Program was a flying video of flying to Europe

Adjourned at 8:10 pm

June 2007

F L I G H T O P S	Current Month		Current Year		YTD Total	
	Prior Fiscal Year					
	Aircraft	Hrs	888	YTD Hrs		YTD 888
4506W	21.14	0.12	50.11	0.17	50.28	
	33.95	0.03	85.81	0.32	86.13	
701DP	17.60	0.00	59.30	0.90	60.20	
	0.00	0.00	0.00	0.00	0.00	
8078X	18.00	0.10	42.10	0.20	42.30	
	34.80	0.20	72.20	0.50	72.70	
Totals:		56.74	0.22	151.51	1.27	
		68.75	0.23	158.01	0.82	