

Flying News Premiers Online

Welcome to the first edition of *Flying News* online! We hope that everyone will find valuable information and perhaps something stimulating in these electronic pages. As always, ideas for features are welcome.

What's new?

In this month's *Flying News*, there are three member numbers embedded in various articles. If you spot your number, e-mail me by March 1st at av8npa@earthlink.net – you'll notice your dues costing \$10 less on your next statement! The only thing we ask is that you receive no help from your fellow members – ya gotta find the numbers yourself!

Submissions wanted!

Do you have an aviation-related story that would be of interest to others in the aviation community? How about some aerial photographs? Bring them on! E-mail to av8npa@earthlink.net for consideration for *Flying News*.

Moving Forward *Wings of Carolina Flight Center*

by Barbara Eldredge

The Club has a long legacy of flying, but is still relatively new to the business of owning and operating a flight center.

For years, the Club operated out of tiny modular buildings, where no more than a handful of people could gather at a time, and all aircraft maintenance was done outside. Moving into the Flight Center in July 2003 was the culmination of several years of extensive effort by many Club members. Not surprisingly, volunteer momentum dropped off a little once the initial move was made, and we took the opportunity to enjoy operating in our new space. Major Club efforts were concentrated in other areas, such as bringing the accounting in-house to reduce expenses, and fleet restructuring.

For 2006, the Club Board of Directors wants to

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So You're Flying to Canada, Eh?

by Paul Wilder

On the way over:

“Phew!” I let out a big sigh of relief as my wife and I made it past the invisible 22 nautical mile marker while the engine on 305FW was still running strong. All the engine gauges were normal during my abnormal minute by minute scan. If something went wrong now the plan was to glide straight ahead for the shores of Nova Scotia.

Thank goodness nothing did go wrong on that or any leg of the flight in July of 2005, when my wife and I flew to Halifax, Nova Scotia.

Flying over water makes me nervous. Even in planes maintained as reliably as the Club's, I just don't like being over water when my altitude and the glide ratio of the aircraft don't generously offset the distance to shore when considering the winds aloft. If something goes wrong when extended too far over the water, the options are limited and bad.

Grand Manan, New Brunswick (CCN2) is significant place for a couple of reasons. Reaching it means that you have recently left the U.S. and entered Canadian Airspace. More importantly, when you are headed to Nova Scotia, it is the point at which you need to decide whether or not to fly the water leg (unless you are on the way back to the U.S. in which case it is a very relieving check point).

So, well before and certainly while we were flying the 40nm stretch from Grand Manan, to Digby, Nova Scotia (CYID) over the Bay of Foundy's cold waters, I was hyper-conscious about the fuel level, engine instruments, and our position relative to my 22nm turn back point (If I recall correctly there was a 18 knot headwind; I was at 11,500msl and agl, in a Mooney which when clean probably has a glide ratio around 10:1).

Flying into Halifax International (CYHZ) was surprisingly easy and made landings at Raleigh seem complicated. In fact, the whole flight over that day from Morrisville, Vermont (KMVL) was easy and the weather was about as clear as I had seen it in the northeast. For example,

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New Ratings

Bjorn Kutz - Private
Sayers

Oleg Golovidovf - Private
Moss

Recent Solos

Marc Montochio
Moss

Congratulations!!!

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renew focus on the building. As a Club, we should establish procedures and routines for maintaining the building in the same way we do for the fleet. For example, we have just introduced a Squawk Book for the building. We will be creating building maintenance checklists, similar to the aircraft maintenance checklists. We plan to finish several projects that were never brought to completion at the time of the move. We want to determine how to use our space more efficiently. We need to look at how to use our second floor space. We need to revive our landscaping plan.

The Club needs members' ideas, as well your skills and labor to continue to enhance our facilities. As you use the building, what do you think would make things easier? 1333 What would make the facility more aesthetically pleasing? What would make it easier to maintain? Contact Bill Sawyer (wsawyer2@nc.rr.com) or Barbara Eldredge (bde@att.net) with ideas you have, or to find out how you can get involved in this effort.

Last month's mystery photo

Did you guess which airport that was? Countless club members have taken their checkrides there. It's none other than KBUY, Burlington-Alamance Regional airport. This photo was taken from the back seat of a Vultee BT-13A WW-II era trainer in Summer 2005.

Lightly Loaded

Stuck in the Can

by Carl Dowdy

Before you think this is a story about bathroom humor, let me explain. The “can” in question is a Cessna 152, a rather small, all-metal, two-seat trainer aircraft manufactured back in the 1970s.

If pressed to explain a 152 to someone not familiar with general aviation, I'd say that a Cessna 172 is the Ford Taurus, and a Cessna 152 the Ford Escort of the aviation community. They are everywhere, infinitely practical, not overly stylish, every mechanic knows how to work on them, and they are relatively affordable. And, I *like* them. That's right. I admit it. I like Cessna 152s. Admitting this among “real” pilots is sort of like admitting you have dandruff or a learning disability. But I really do *like* them. Except for the plastic.

The primary structure of a 152 airframe is made of aluminum alloys that are light, strong, and durable. Unfortunately, the interior panels are made of plastic, the same thing used to make such noteworthy items as lunch trays. For a trainer that's going to see some serious use and abuse, I'd question that choice. The stuff is always broken or cracked. Any Cessna 152 with a beautiful interior is either not flight worthy, or a hangar queen, all dressed up but never going anywhere. I think planes should be like the classics you see at fly-ins. Piper Cubs and Aeronca Champs with their tubes and fabric. Stinsons with their wood trim and polished door handles. Not plastic. And maybe not quite so small.

It's not that 152s are any smaller than the other two-seat trainers of their era. But, they are small by today's standards of minivans and SUVs. Think Miata with wings. Now, I'm about 150lbs with change in my pocket and a belly full of burritos. A bit shy of the “standard” FAA pilot. But, most of our all-you-can-eat population exceeds the “standard,” which can cause, shall we say, some discomfort during flight training. Why we pay hard-earned money to wedge in beside somebody we've never really gotten to know as a person, just to take flight training, I will never know. You have to want to get off the ground *real* badly. I mean, you wouldn't choose to strap in beside your college history professor, would you?

There is no way to rearrange yourself once you are

in a Cessna 152. As a student, you quickly learn the dance. It's carefully choreographed. My bags behind your seat. Your bags behind mine. Headsets on the dash until the last moment. Hat all the way in the back. Without the routine, you would never get airborne. And, in a 152, heaven help you if you get a large instructor. I lucked out and got one that was almost as skinny as me. One of those “runner-types.” Health-conscious and all that. My flying club's pre-solo quiz has some question about baggage allowances in a 152 with two adult pilots. Right. Get in carrying a grudge and you are over gross weight. But, finally you solo.

Once you solo, life gets better. Not as much “quality time” with your instructor. And, talk about performance. Every student knows the feeling. The first time you take off without an instructor, it feels like the plane practically leaps off the ground. For a Cessna 152, that's no small feat. With a single person on board, performance is not too bad. Even on a hot day when the air is thinner and the engine doesn't perform as well. Because it's a trainer, a 152 is stable and does not have any particularly bad flying qualities. For all of these reasons and more, most pilots admit to having at least a few fond memories of their time spent in Cessna 152s.

In my short flying life, I've had the good fortune to see red-tailed hawks and turkey vultures from above, and snow covering the area I call home. I've flown early on a Saturday morning before most of my friends were even awake, and seen the sun setting after flying through air so still that I almost forgot I was moving. And, I've shaken the hand of a pilot friend after flying to meet him at a distant airport. This was especially meaningful, since years ago he listened patiently while I talked about the time when I too would be able to learn to fly. And yes, I did all these things in a little aluminum can called a Cessna 152. I may soon allow other planes into my life. It's bound to happen as I grow as a pilot. 1301 But, I'll always grin when I flip backwards through my logbook to those first few pages where “C-152” was all there was.

Editor's note: This is the second of two articles previously destined for another aviation publication. We got lucky and snagged 'em. Look to the next Flying News for Carl Dowdy's ponderings on flying.

***Welcome,
New
Members!***

Kyle Rogacki
David Talley
Doug Rice
William Zahn
Jantzen Brantley
Len Felton
David Citron

Second Saturday presents...

ADS-B hands-on demonstration with NCDOT. Bring your headset and your appetite! March 11 at the Flight Center

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I was able to see infamously cloudy Rangeley, Maine (without the clouds) from 20+ miles out.

For you trivia types, Rangeley Lake has a sea plane base (M57) with a published instrument approach (<http://204.108.4.16/d-tpp/0513/09122NGB.PDF>). There are probably other sea plane base instrument approaches in the U.S. but I only know of two places in Maine. Tell me if you know of more.

We didn't do any additional flying in Nova Scotia because barring our flight over and back the weather was overcast. Plus, I did not feel like testing my knowledge on the details of the Canadian air system my first time in it (although everyone tells me Canadian airspace is pretty easy).

About Nova Scotia:

This trip was sort of a late anniversary "get away" and an apropos trip in 305FW since it is the plane in which I proposed a few years earlier (thank God for auto-pilot and my wife's inability to land the plane at the time).

People in Nova Scotia are incredibly friendly. We stayed on one of the main streets in Halifax at a historic inn (I enjoy old architecture) with anachronous wireless internet access (I also enjoy staying connected).

Before this trip, I did not realize the incredible significance that Halifax has in our country's history and how it would be easy to spend a few weeks there and not get bored.

Trans-Atlantic crossings would often port at Halifax to re-supply with fuel, water, and other supplies. Military and civilian World War I and II convoys from the U.S. and Canada would assemble at Halifax before heading to Europe. In earlier times, ships would stop at Halifax on a trip from Europe before heading down the coast to Boston, New York, or further.

Many European immigrants who came to the U.S. stopped at Halifax - some for a generation or more because they couldn't afford the full fare to the U.S. from Europe. If you have any Europeans in your family tree, your ancestors may have spent time in Halifax.

More recently, Halifax graciously hosted an overload of aircraft and people diverted from Trans-Atlantic flights during the 9/11/2001 U.S. Airspace shutdown. To see what I mean Google for: Halifax International Airport Pictures.

On the hill overlooking the port in Halifax is an awesome fortress from the early 1800s which was partially upgraded until the early 1900s. Something I enjoy much more than old architecture is old military architecture. Many of the design concepts reminded me of the more aged forts in Old San Juan, Puerto Rico. At the Halifax fort, they fire off an old muzzle loaded black powder canon (without the ball) every day at noon, except Christmas. Be thankful that you don't work in some of the nearby office buildings because that cannon is loud.

On your way out of Halifax by car, it gets rural very quickly. There are tiny fishing villages all along the

cost, the most famous of which may be nearby and picturesque Peggy's Cove.

Besides being more rural, going outside of Halifax is a step back in time. People aren't rich but make do with what they have. Their independent spirit combined with their broad skill set seems to get them by.

Overall, Nova Scotia is a trip well worth taking, even if you don't get to fly yourself.

Customs on the way into Canada:

You may have noticed that in the "On the way over" section, I did not mention going through Canadian customs. Well, that's because despite all my preparation and documentation, my wife and I didn't really go through them the way I expected.

Just before I took to the air for Canada from Vermont, I called the Canadian Customs service through their system called CanPass. They asked some basic questions, where was I going, who was with me, how long would I stay, what was the nature of my trip (business or pleasure), what was the name of the inn where were staying, and what was the name of the FBO where I was parking the plane. After this, I was told to call them when I landed.

When we landed at Halifax International, I was hesitant to leave my plane before calling them despite the urging of the flight line people that I could call CanPass from inside. My hesitation was conditioned behavior because I got my private rating in Rochester, NY at an FBO right next to the U.S. Customs facility. I had seen more than one person get out of the plane before being asked out of the plane by Customs and it did not go over well.

However, much to my disbelief, when I called CanPass on the phone from inside the Halifax FBO, they asked me if anything had changed since I last spoke to them before leaving Vermont. When I replied "no," they gave me a CanPass ID number over the phone and told me to enjoy my stay in Canada. Other Wings of Carolina Club members had told me that Canadian customs was pretty easy going but I didn't know it was this easy.

Customs and the flight back:

Much like the flight over, the flight back was blessed with good weather. We took off from Halifax, flew the same water route back (with my recalculated turn back point), then down the coast of Maine and checked in with U.S. customs in Portland, Maine (KPWM). I set up the Portland U.S. Customs appointment a couple days in advance and confirmed it just before departure from Halifax. When I taxied up to the Customs building in Portland at exactly the prearranged minute, I was really glad I had added 15 minutes to my personally expected time of arrival. The Customs officer asked a couple questions, looked at our documentation and asked us out of the plane. He stoically commented that I was one of the

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few planes that arrived right on time and promptly started going through the items in the baggage. To my surprise, he opened and inspected our sealed jugs of Vermont maple syrup. When I jokingly asked if he was testing it to see if it was good as Maine's syrup, he un-amusedly glanced over at me but didn't say a word. 1262 It was then that I noticed the 9mm Glock at his side and because of this and his expression during the glance, from there on out I spoke only when spoken to during rest of the processing which lasted about 30 minutes.

There was one form that U.S. Customs asks for that Sporty's and AOPA did not prepare me for but fortunately the officer let me fill it out on the spot without issue despite my attempted syrup humor. Once again I was glad I had arrived on schedule.

After spending the night in Portland with family, my wife and I fly back uneventfully on the preferred routes from Portland to Sanford over much of Dick Kenney's old stomping grounds of central Mass and Long Island.

That being said, special thanks go to Dick Kenney, George Scheer, and John Hunter who prepared me well with both documentation and insight for my first international trip as PIC.

Preparing to leave the country as PIC:

While I can't speak to anything other than Canada, I can tell you that there are club members who have made other international flights, including the Caribbean. There are also club members who have flown in other countries without making an international flight. As a club, we also have a friend who has flown around the world in a twin Comanche.

The point being, between our club members, Sporty's and the AOPA you will be well prepared for flights beyond U.S. borders. During my call to the AOPA

that was placed well before my trip to ask about forms, processes, and procedures, the guy who answered the phone jokingly asked, "So you're flying to Canada, Eh?"

Just to be sure you're covered, call both the U.S. Customs and the customs for the foreign country. Speak with people at your exported ports of entry to be sure that you have everything you need including any local office nuances that may have been missed by others in the process.

If you're thinking about an international flight, assuming you already have your passport, you should probably start planning and gathering material (documentation, air charts, etc.) about 30-45 days in advance. Should you be flying to Canada in a pinch, you could probably work everything out within 14 days.

Obviously, this flight to Canada was memorable and fun. Barring the unexpected U.S. Customs form and the Canadian airspace user fees (about \$40) that came a month after the flight, I was well prepared and did not experience any surprises.

As summer approaches, I would be glad to speak with you in more detail, if you're thinking about flying to Canada.

Plane for sale!

N47636, a tried and true Warrior II, is for sale. It's a 1978 Piper with 3300 hours total time and 1450 hours since top overhaul. Asking price is \$42,000. Contact Paul Wilder, club President, for more information. Members, please spread the word of this great offer to others as you roam from airport to airport. Informational flyers are available at the Flight Center for posting.

Member Meetings

Membership meetings (Pizza Nights) are held on the 2nd Wednesday of every "even" month. Meetings begin at 6:30 PM and include free pizza, a business meeting, and a program of interest to pilots. The next meeting date is 4/12. In addition to club members, these meetings are open to local and prospective pilots who may have interest in the club – the more the merrier!

Board meetings routinely occur on the second Tuesday of each month from 6:30-9 PM. Board meetings are held in the Wings of Carolina Flight Center. All members are welcome and are encouraged to attend. Occasionally there will be a change in meeting date. Please keep an eye on your e-mail for any additional meetings

Second Saturday Cookouts occur at the hangar on the second Saturday of each month, 11:30 am-2:00 pm. Members and guests can buy lunch for \$5 for adults (>12) and \$3.00 for children (6 - 11).

If you know someone who may be interested in joining the club, please bring them along with you! It's a great opportunity for them to meet some of the members & learn more about the club.

As a service to general aviation, WCFC provides free subscriptions to *Flying News* upon request.

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Editor: Andy Liepins

Contributions to the newsletter are always welcome & should be e-mailed to the editor at av8npa@earthlink.net