

Aerobatic Training at Ace Aerobatic School

By Ronney Moss

“Your airplane” the instructor said. A quick scan reveals the airplane is upside down. “That’s unusual.” I think during recovery to straight and level flight.

In the never-ending quest to peel the onion of knowledge, I searched for some training that would reveal a new layer for me. Aerobatics are cool! But I did not want to learn from Joe-Bob with the whizzy-gig aerobatic airplane, primarily because I do not know enough about the subject to cull the wheat from the chaff, and because I fly in a less than aerobatic aircraft on a daily basis. Since Patty Wagstaff was busy and she doesn’t fly a 152; William K. Kershner is a recognized spin expert. He has been flying since the 1940s and teaching nearly as long. He is legendary for his teaching abilities as well as his piloting skills. If I was going to learn, I might as well learn from Yoda.

Ace Aerobatic School, located in Sewanee, Tennessee, offers spin and aerobatic instruction. The one-day spin course costs \$800 that includes 3 hours of ground instruction and 2 hours of flight training. The two-day basic aerobatic course costs \$1600 and includes 5 hours of ground instruction and 5 hours of flight training. The aerobatic course covers all the items in the spin syllabus, plus additional maneuvers.

I contacted Mr. Kershner and found out he was considering retiring and his plane was headed to the Smithsonian. I expressed my interest in taking his aerobatic course and got on the waiting list in February. Seven months later I was offered a slot. As the date approached, I watched the prognostic charts with an intensity usually reserved for pilots in the middle of an exhaustive checkride. Weather predictions promised good weather on Saturday, but deteriorating conditions on Sunday. We decided to press on and complete as much of the syllabus as the weather would permit.

The flight to Sewanee was a wonderful opportunity to learn more about the avionics in 26M. A gorgeous IFR day and 52 knot headwind provided ample time and incentive to expand my understanding. The culmination was an NDB approach to Winchester airport since Sewanee has no instrument approach.

Mr. Kershner picked me up and we drove to Sewanee and started the ground training immediately. The Basic Aerobatic Manual contains a detailed outline of the training syllabus. Bill Kershner teaches with the same smooth southern style that oozes out of his books. Technical subjects are explained in an easy to understand manner. Sprinkled in the middle are the detailed mathematical dissertations. I was impressed with his humble attitude. The truly great masters don’t need to stroke their own self-esteem. He recognizes that his health does not allow safe flight instruction, and rather than risk the lives of his students in an effort to salve his own ego, he has groomed a protégé.

On Saturday, I met Catherine Cavagnaro, who would provide the flight portion of the training. She is the Chair of the Mathematics and Computer Science Department at the University of the South, a research pilot for the University of Tennessee Space Institute, and has completed a sixty-turn spin; She is an impressive individual in her own right. Catherine gracefully translated the academics into action. One of the challenges in flight instruction is metering the flow of information in a dynamic environment. I was constantly challenged and only rarely overwhelmed. When an aircraft is transitioning from stable flight into a spin your senses are overloaded and she was able to focus my attention on the pertinent details. Despite the always volatile and ever changing weather, she remained focused on providing me, the student, with a safe and effective learning environment. She showed up at sunrise in the freezing cold and stayed late so I could complete my training. We were able to train hard on Saturday and able to slip in a flight on both Sunday and Monday.

In one weekend I logged six hours of flight time and five hours of intensive ground instruction. During weather delays casual conversations with Catherine and Mr. Kershner were extremely enlightening. I was a competent pilot before, but now I am much more aware of the edges of the flight envelope.

My experience at Ace Aerobatic School was great fun, but aerobatics in a Cessna 152 is not the X-wing fighter of my childhood fantasies. This was training aimed at making me a safer better pilot and more capable instructor. This was some of the best training I have ever had. If you have the opportunity, take it!

For more information, contact Ace Aerobatic School at (931) 598-1910 or (931) 598-5723. You can also visit <http://www.aopa.org/kershner/> and <http://www.kershnerflightmanuals.com/>

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The Club's Unsung Heroes

Editor's Note: There is no doubt that it takes a host of people to keep the Club from sinking into chaos. However, there are a few individuals at the Club who influence policy and operations on daily basis. They often go unheralded despite the huge contribution they make to the Club. Two such people the membership should become reacquainted with are George Scheer, the Club's Chief flight instructor, and Dick Kenney, the Wings of Carolina Safety Officer. I will let them tell you their story in their own words:

George Scheer – Chief Flight Instructor

For many in aviation, instructing is a means to an end. For me, it is the best job in the business. I'm George Scheer. For a few years now, I have served as Chief Flight Instructor at the club, which allows me the privilege of flying with many of you at some stage of your training. If we are not yet acquainted, I'm easy to recognize: I'm the guy roaming around the club, coffee cup in hand, who looks least like a pilot.

The flying club has been a large, and largely salutary, part of my life. I took my first ground school in the mid-seventies. Flying was a lot less expensive back then, but the cost was a sufficient obstacle for me. I couldn't afford to fly for a number of years and so I know what it means to count every tick of the Hobbs meter. I think of that when I instruct; I try to make every flight efficient because I think of flying time as a precious commodity, not to be wasted. I spent a few years after college working as a freelance writer, doing magazine articles and a few books, most of them forgettable and all of them long-since out of print, but for twenty-four years, until 2003, my day job was actually a night job, broadcasting jazz and classical music for WUNC radio. It was a wonderful job: every night I presented the best music in the world and most days I had time to fly and instruct.

Instructing is a never-ending challenge and a continuing education. When I first began instructing, I looked forward to teaching what I imaged to be the sophisticated aspects of flying -- instrument procedures, complex maneuvers, advanced aircraft, multiengine flying. I dreaded climbing back into a 152 and teaching the drudgery of straight and level, takeoffs and landings, and turns, climbs, and descents. What challenge could that be? How wrong I was. I very quickly learned a few things: 1) I had a lot to learn about how to fly a 152; 2) the fundamentals of flight are the most difficult things to teach in all of aviation; 3) teaching them well is an awesome responsibility because they are the foundation for all that comes later; 4) the simplest things are often the most profound, in aviation as in life; and 5) there is nothing in aviation more rewarding than watching one's pupil grasp the beauty of flight.

My role as Chief Flight Instructor, as I see it, is to provide continuity as other instructors inevitably come and go. I am neither the best pilot nor the best instructor in the club, but I understand something of the history of the club and what we are trying to achieve. In the course of thousands of hours of instructing, I have seen what works and what doesn't. And I have had the privilege to learn from many, many pilots, some of them much more accomplished than I, and almost all of them with something useful I could learn. If I should ever tell you something insightful about how to fly, be assured that it was not an original thought ... I learned it from another pilot

and merely passed it along.

I am very proud of the instruction we do at the WCFC. Our instructor corps is a motley crew, true enough, but each of us is a dedicated teacher, albeit with our own style and temperament. That is by design. Our instructors are young and old, men and women, of various backgrounds and piloting experience. We are club members, part of this community of aviators, sharing what knowledge we have. We are not culling pilots who don't make the grade; we are working with each club member to help him or her develop the skills he or she needs -- and the judgment to know our limitations so we can all get home safely for dinner. I am proud that the club is a place where everyone can feel welcome -- young or old, professional pilot or Sunday flyer, male or female, of whatever nationality or background. All we ask is that each of us flies safely and courteously.

Dick Kenney – Safety Officer

I joined the Club in early 1996 when we were known as the Chapel Hill Flying Club and operated out of Horace Williams Airport under the benevolent gaze of the University of North Carolina. I had just moved to Chapel Hill from the New York City area, where I had lived, worked, and flown for some 35 years.

I investigated renting from an FBO (now out of business) at Raleigh Durham Airport and made some flights in their Piper Lance. When I first went to Raleigh Flying Service, I was given a checkout that lasted all of one flight. That allowed me to fly day or night, VFR or IFR, in a high performance and complex single engine airplane.

Why did I join the Club? I finally chose the Club because I liked the Mooneys, but primarily because I was impressed with our safety culture. The Club (actually George Scheer) explained to me that the Club's indoctrination process was somewhat more thorough. We spent hours in day flights, night flights, and time under the hood. I was even subjected to three written exams; one on the Club SOP's and two on the operation of two different Mooneys. I can still recall telling my friends back in New York that when it comes to safety, "These guys are really serious about it". So I joined and never looked back.

I have been involved in the aviation insurance business for most of my working years. In that time, I have witnessed some extremely unusual and creative ways for pilots to damage an airplane. I can now say with certainty that there are two Laws that will never be repealed: The Law of Gravity, and Murphy's Law. All of which means that aviation involves risks. We all know and accept that. Our job, as pilots, is to successfully manage those risks. We become our own Risk Managers whenever we board an airplane.

It is not the intent of the Safety Committee to merely restate or rehash the articles found in aviation safety publications, good as they may be. Rather, it is our intent to confine our energies to those conditions, problems, situations that confront our members while flying club airplanes.

The Safety Committee is always seeking members and the ideas of the Club membership as a whole. We see members from all levels, from the old "gray-beards" to the newest student pilot. If you wish to join and participate, please e-mail me at kenney1@nc.rr.com or call me at my office 919-545-3040. Or grab me at the Second Saturday cookout. I'm the guy eating the second helping of Isabel's chocolate cake.

2006 President's State of the Club Address

By Paul Wilder

Financials

The primary concern and emphasis for the 2006 Board was to get the financials of the Club in order. In the last few years, Boards have been hampered from making sound financial decisions because earlier changes in financial procedures resulted in an inability to produce needed financial reports. This year the Club's financial reports and organizational issues have been completely ironed out (due to tremendous efforts from people on the team). And even though the Club's financial condition is something that cannot be immediately turned around regardless of the amount of effort, we can now consistently determine where we stand financially (balance sheets) and consistently determine our financial direction/performance (profit & loss statements), steps have been taken to ensure that we return the Club to a position of financial stability.

Club members beyond the Board have also stepped up to help in this area. We have had detailed financial proposals written and presented to the Board. Some of them (like self insurance funding), that we were able to implement immediately and others the Board decided to hold off on (like doubling or tripling dues and including a flight hour or two as part of that rate).

To ensure that we have valid financials and that we are taking the right steps to improve them, we have had individuals who work with non-profit financial firms analyze our condition and individuals with advanced degrees in finance as well as former club presidents examine our reports. We are pursuing avenues to schedule an outside audit and will strongly recommend that in 2007 semi-annual outside audits become a club policy.

Steps that have been taken this year to improve our financial position include: continuing to market the club/adding new members, stopping losses due to late payment fees and associated interest fees, auditing flight logs against receivables, expediting return of unused charts for reimbursement, eliminating unauthorized Club expenditures, eliminating the payment of double sales taxes, raising rates, raising dues, raising the application fees, and selling our last Mooney (into a lease back). We are not out of financial danger but it is our expectation that the sale of 614SP will return our club to the much needed path of financial growth from the lengthy financial decline.

For a copy of Club financial reports from this year, please send your request to treasurer@wingsofcarolina.org.

Operations

Although the Wings of Carolina Flying Club has been around for a long time, much of how we operate has changed significantly in the last three to five years. We have a much larger facility to look after and a lot of new technology (e.g.: on-line scheduling, hand-scanner, computers, network). We moved all of the accounting in-house. Much of how we operated had been passed down word-of-mouth from volunteer to volunteer. Many of our new procedures have never been documented and some existing process documentation has been mislaid over the years. Thus a primary focus this year has been to clean up some things that had fallen through the cracks and establish / document procedures where needed. This effort needs to be continued in 2007.

Financial Operations

Accounts are being reconciled, reports created, and information submitted to the board monthly. Flying hour audits and associated billings are being submitted to the Board monthly. Deposit levels and aircraft used is also being looked at and reported monthly. Collectable (debit) balances are being pursued weekly and reported to the board monthly. All expenses are being tracked and categorized to allow us to more accurately budget and set plane rates in the future. Like automated check-in, we are pursuing a difficult to setup but easy to manage pre-payment discount system that will benefit the Club and members by decreasing their costs and the Club's by using cash transactions.

Membership Operations

Automated Check-In has been implemented and documented. This saves the Club a tremendous amount of clerical data entry, reduces errors in the process (thus eliminating frustration for Club members and lessening work for the Club) and expedites the member payment which is good for the financial health of the Club. As part of this effort, new computer terminals (donated by members) have been installed to provide members with easier access to the scheduling system. Existing computers have been updated with donated equipment.

Processing new members has been documented and implemented so that all parties involved know their responsibilities and information does not slip through the cracks. Hand scan processes have been documented and taught to appropriate personnel.

Processing resigning members is currently being documented and has been smoothed out in an effort to eliminate frustrations for members when they resign. Skipped steps in the processes resulted in resigned members receiving dues charges after they had resigned, and failure to remove resigned member files from the on-site member file cabinet. After volunteers removed 150 resigned member folders early in the year, our Records Key Volunteer organized an audit of the remaining member files, which had also not been done since we left Chapel Hill. We also discovered that resigning members were not being removed from the hand scan, and we had over ninety resigned members still in the hand scan and many new members who needed to be added.

Instructor Operations

In the same way that our maintenance keeps our planes flying on a day-to-day basis, it is our outstanding cadre of instructors who keep the membership flying on a day-to-day basis. Because the instructors help keep members "in the know" and effectively run the Club daily with maintenance help from an operational standpoint, the Board has worked to keep communications between the

Board and the flight instructors flowing smoothly so that the Board can act on instructor recommendations for Club improvement. Currently these two groups are working together to implement new methods that more accurately track TSA requirements and club pre-solo requirements.

Facilities Operations

The Board recognized the need for a more organized effort at caring for our facility. It has arranged regular workdays to help with facility cleaning and maintenance. It appointed a new Facilities key volunteer. Thanks to member efforts, the exterior of the Building has been picked up. Future efforts are needed to organize the upstairs of the building, and to create a regular cleaning/maintenance schedule for the building.

Club Forms and Documents

A new member, Jim Brooking has picked up where Bill Sawyer left off, in organizing Club forms and documents, with the end goal of having an on-line database of all needed Club documents.

Fleet

In January we added a replacement Cessna 152. We sold two Warriors, which had been replaced by 172s in 2005. Unfortunately, one of the 172s was out of commission for a few months following a PIO accident. We sold our Mooney to a member who has leased it back to the Club. This move lowered our monthly bank payments, and prevented us from having to spend \$25,000 on an engine overhaul. In addition, it has given us an opportunity for upgrade capability, as the lessor has arranged to upgrade the Avionics and have ADS-B (free traffic and weather reporting) installed. Our other Mooney lessor swapped out an older Mooney for one with precision GPS approaches (WAAS), Traffic Reporting (TIS), and satellite fed radar images.

As our financial position improves, future Boards will be able to make some upgrades and improvement to the fleet that have had to be postponed.

The Club continues to keep plane maintenance costs reduced due to a dedicated cadre of volunteer members who regularly service the planes every 50 hours. Without member participation, we would have to pay to have these services done.

WCFC Elections for 2007 Board of Directors

The following members have submitted statements indicating their intent to run for the 2007 Board. Elections will be held at the Membership Meeting (Pizza Night) on Tuesday, December 12th, which will start at 6:30 PM. You may nominate yourself or someone else at any time up until the voting actually takes place. Please contact Barbara Eldredge (bde@att.net) if you want to run, have questions about running, or have questions about any of the Board positions.

Now is also the time to start thinking about running for the 2008 Board. Your Club needs you! The best way to prepare for becoming a Board member is to attend Board meetings. There is a lot to learn about Club operations, and most Board members will tell you it takes several years of Board attendance to fully appreciate many of the issues involved in running the Club. So start attending Board meetings now!

President

Paul Wilder

Data	Joined WCFC in 1999; Instrument Rated; Flies at Club: Warriors, Mooneys
Experience	President: 2006, Member-at-Large: 2004 -2005, Marketing Key Volunteer: 2004-2005
Additional Information	<p>During my first year after joining the club in 1999, I mostly just flew (Maybe I helped out once or twice on maintenance nights). Obviously in preparation for my check ride, I learned the By-Laws and SOP's. While these were impressive and immediately separated the club from any aviation operation I had experienced before, it wasn't until my second year (while working towards an instrument ticket) that I learned more about the club and its rich history and started attending board meetings to learn how to help out more. Eventually, I became a key volunteer for club marketing and later got elected to the board as a member at large. Seven years later, I am serving the club as president with a fun but hardworking group of people who are committed to ensuring that the club is able to continue for another 45 years.</p> <p>Rewinding a bit, I soloed in January of 1987 (after cleaning the snow off the wings) and 12 years later came to the club with my private pilot's license. Having flown with various FBO's around the northeast, it is safe to say that none of them had our club camaraderie. They also lacked other benefits that our club offers.</p> <p>One of the aspects I value most highly about the club is the culture of safety and responsibility embraced by our instructors and our members. I have a great amount of confidence that as members we are making good decisions about when to go on a flight and more importantly when to not go. Hopefully, you (like me) look back on important flights with tremendous pride that you have delayed, interrupted (landing well before your destination), or cancelled. You should take pride in making good decisions despite pressures from gotta-fly or gotta-get-there-itus. Our club provides us with excellent tools, information, and examples from others for making the right decision be it go or no go.</p>

	<p>For the future, I hope that lots of pilots (and future pilots) in our area will find out about the club and have time to join the club (even if only for short while) to learn from the vast experience that we have in our club and share their experience with us as well.</p> <p>This past year, the focus has been on rescuing the club fiscally, which frankly is not the most fun task in the world because of the required level of effort, member costs, and politics that surround the task. With solid financial operations, better efficiency / new found savings, and improved club operations/consistent processes, I have a high degree of confidence that members are getting more for their dollar. While we will continue to search for other financial improvements, next year's focus will be to market and grow the club while retaining the many improvements in operations and communications that have been put in place this year. My goal in growing the club is to decrease costs to individual members through an increase in membership and flying hours that spreads the clubs financial burden across a large group.</p> <p>Thank you for your help and steadfastness during a tumultuous year and thank you in advance for your support of the club going forward into next year.</p>
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Vice President

Barbara Eldredge

Data	Joined WCFC in 1998; Instrument Rated; Flies at Club: 172s, Warriors
Experience	VP since October 2006; Secretary: 2003-2006
Additional Information	<p>One of my goals for 2007 is to continue to help organize our facility. We had a tremendous effort to build and move into this facility a few years ago. Once we were in, other issues demanded Board attention, so procedures and processes for organizing and maintaining the facility were never put in place. We accomplished a lot at the facility this year thanks to many members who volunteered their time, but we have a lot more to tackle.</p> <p>Having served on the Board for a number of years, I am very aware of the complexity of some things that seem like they should be straightforward, such as setting rates for planes. I think that the 2007 Board needs to work with membership to get input on the alternate proposals for dues and rate structures that have been made to the 2006 Board. The Board needs to continue to re-evaluate fleet composition to ensure that we are meeting member needs as best we can while maintaining fiscal responsibility.</p> <p>I earned my Private Certificate in 1989 in Morristown, New Jersey, and did my instrument training in 1990 in Tuskegee, Alabama and Carbondale, Illinois. Just as I was finishing my instrument rating, I quit my high paying job to go back to school to get a doctorate in a low paying field (hey, I never claimed to be your smartest Club member) so for many years my flying consisted of going out to do some touch-and-goes every 90 days. I finally missed that window and let my flying lapse altogether. After joining the Club I continued to fly sporadically for a while, and then in 2001 I re-trained on instruments and was signed off just in time to get my first real actual on my first flight to Oshkosh. My first landing at Oshkosh the next year will always be a highlight of my flying time. I had spent years watching people land at Oshkosh, never dreaming that one day I would be the one at the controls. If it were not for veteran Club members who showed me the ropes, I would never have attempted it!</p>

Treasurer

Dave Derry

Data	Joined WCFC in 2005; Private Pilot – working on Instrument Rating; Flies at Club: 152s, 172s, Warriors
Experience	Treasurer since October 2006
Additional Information	<p>By trade, I'm a software engineer. But I also have an MBA in Finance and Marketing. That is a good combination for WCFC Treasurer, because we depend on two software apps (MyFBO and QuickBooks) to work happily together, to run our surprisingly complicated business ops. My goals for the Treasurer's office in 2007 are to continue refining our business processes, and eliminate labor content - so I have time to... FLY! I'd really like to get back to my instrument training. And also get checked out in the Mooneys: I'm checked out in (and fly) the other three types, and it really bugs me that there are some airplanes on OUR ramp that I'm not allowed to fly. I got my private ticket in 1986 in Dayton, Ohio (before DAY grew its leading K; and it was sitting in an ARSA, not this stinkin "Class ABC" stuff), so I figure I should be able to fly ALL of the airplanes. "I'm Dave Derry, and I approved this commercial."</p>

Secretary

Keith Silva

Data	Joined WCFC in 1999; Instrument Rated; Flies at Club: Warriors, Mooneys
Experience	Secretary since October 2006; Member-at-Large: 2006

Additional Information	<p>I have been a club member since 1999 when I joined as a student pilot, earning my private certificate and instrument rating with the club. I decided to become more familiar with club governance so started to sit in on board meetings during 2005, and have been a board member-at-large for the past year, recently taking the secretary position.</p> <p>I feel my strength on the board is my ability to listen to all opinions on an issue, and make a decision based on the best interests of the club. During the year I received emails and phone calls from, and had direct discussions with, club members with strong opinions on the issues. I have made a strong effort in every case to understand the member's point of view, and create a respectful dialog so all points of view could be understood.</p> <p>Throughout 2006 I've been the board liaison to flight instructors. Thanks to their suggestions I have worked to get furniture that helps us better utilize our facility. There are now lockers in the front closet and shower room, a bookcase, and other furniture.</p> <p>I have also cooked a time or two for Second Saturday but please don't hold that against me!</p>
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Member At Large

Jim Carlson

Data	Joined WCFC in 2000; Private Pilot – working on instrument; Flies at Club: 152s, 172s, Warriors
Experience	Member-at-Large: 2002-2004, 2006
Additional Information	<p>Started at the club back in the old shack at Chapel Hill. Helped in the transition from the old shack to the Forestry Hangar at IGX. Once the club was given the boot from IGX, I arranged for and established the temporary trailer at Sanford. Elected to the first board to take office once the club moved to Sanford. I oversaw the planning and construction for the new hangar. Besides focusing on the facilities, I kept a careful eye on expenses and established guidelines for separating dues expense from aircraft expense. This past year I have compiled and categorized all expenses to allow us to set more accurate budgets and flight rates. I have five kids and I want to ensure the club will be in existence with affordable flying when they are old enough to learn to fly. In the mean time I want to make sure the club is a family friendly place that they will want to visit with me.</p>

Paul Keller

Data	Joined WCFC in 2000; Instrument Rated, Commercial Pilot; Flies at Club: 152s, 172s, Warriors, Mooneys
Experience	Member-at-Large: 2006; Maintenance Key Volunteer since mid 2005; Newsletter Editor: 2004-2005
Additional Information	<p>I've been flying since 2000, completing my private certificate in 2001, instrument in 2002 and Commercial in 2005. My latest flying project has been a low-key effort towards earning a CFI certificate, and, towards that end, I've been working on learning to fly airplanes from the right seat. Since that can be done in any Club aircraft other than the Mooneys, this should explain to those who've wondered why they see my name scheduled for all sorts of different aircraft.</p> <p>I've been the club's maintenance key volunteer since the summer of 2005, and a board member since January of 2006. My plans for 2007 are to help continue the good work that this year's board has done with getting the club's financial house in order, and to find more ways to trim the club's expenses in order to keep everyone's flying costs down without compromising safety.</p>

Eric Wagner

Data	Joined WCFC in 2004; Instrument Rated; Flies at Club: 172s, Warriors, checking out in Mooneys
Experience	Member-at-Large since September 2006; IT Key Volunteer: 2006
Additional Information	<p>I have been a pilot since 1976. After a long break from flying I have been flying actively with the club since joining in 2004. With my new instrument rating I intend to spend more time flying to fun places and encouraging others to do the same. Checking out in the Mooneys is my next goal. When I am not flying, I spend most of my time managing EMC Corporation's RTP Research and Development Center. That helps me pay for my flying habit, wife and 4 adult children.</p> <p>For the past year, I have been working as one of the club's IT key volunteers. I have updated the computer system in the weather briefing room, added a new printer and repaired some of the other computer equipment. I have also taken the responsibility to maintain the GPS database subscriptions for all club planes.</p> <p>My plans for 2007 are to continue to upgrade the club's computer technology, including adding a web cam to monitor club and airport operations and updating the club simulator. Another area of interest for me is to organize some fun club flying trips, possibly to Sun 'n Fun or golfing trips to Myrtle Beach and of course the annual club trip to Oshkosh. I have been regularly attending club board meetings and events to learn as much as possible about the club operations. The current board requested that I fill a vacancy as a member-at-large. I am looking forward to continue working with the current board to promote the club, restore the club's financial viability and improve the overall services provided by the club. I believe the club is the best value flying that can be found in the triangle area.</p>

WCFC NOTAMS and NOTES

- ➔ *Special Pizza Night.* Be sure to attend the Annual Membership Meeting to be held at 6:30 P.M., on Tuesday, December 12. This will be the last one in 2006. Guest speaker Charles Stites will tell us the story of Able Flight, a national organization that is using an innovative approach to changing the lives of people with disabilities – by teaching them to fly!! The mission of Able Flight is to provide flight training scholarships to people with disabilities, providing them the opportunity to realize their full potential through the challenge and freedom of flying. Also, the 2007 Board of Directors will be elected at this meeting, and other important Club business will be addressed. And don't forget the most important thing: camaraderie and FREE PIZZA!
- ➔ *Is It Yours?* Plans are afoot to hold a Club yard sale in 2007 to get rid of some of the things that have accumulated in our "attic". This includes camping equipment, exercise equipment, cabinets, building supplies, storage containers, parts shelving, Club antiques (old scheduling board, simulator chair). If you are storing any personal property at the Club, please remove it or make sure that it is clearly marked as yours with a clear reason why it needs to be stored at the Club. Otherwise it may end up being sold, given away or taken to the dump. Thanks for your help with this!
- ➔ *Mark Your Calendar!* The 2007 membership meetings have been moved from the second Wednesday of the month to a rotating schedule of days. The dates were chosen to 1) eliminate conflicts with the Ground Schools, 2) keep them from being the same week as a Second Saturday, 3) alternate days of the week so that people with standing commitments on certain days of the week can still make some of the meetings (this is the way it had been done in the past.) Upcoming meetings in 2007 will be held on:
 - Thursday February 22
 - Wednesday April 25
 - Tuesday June 19
 - Wednesday August 22
 - Thursday October 25
 - Tuesday December 18
- ➔ Enroll in the upcoming ground school courses starting up in January. The Private Pilot course starts on Jan. 10, and the Instrument Pilot course will start on Jan. 29. Both courses will run through early April. For more information, contact John Hunter at 919-818-7203 or visit our website at www.wingsofcarolina.org.

Newly Earned Certificates & Ratings

June 2006 – November 2006

SOLO

Stephen Foster (Margaret Riddle)
Phil Hayden (Betsy McCracken)
Will McNair (Betsy McCracken)
Jim Morris (Ronney Moss)
Mike Trevillian (Betsy McCracken)
Yuichi Tsukada (Betsy McCracken)

PRIVATE

Ash Berman (Ronney Moss)
Steven Kresch (Ronney Moss)
Eric Mitchell (Ronney Moss)
Margaret Moore (Betsy McCracken)
Alan Porter (Betsy McCracken)
William Runge (Ronney Moss)

INSTRUMENT

Eric Wagner (Sam Evett)

COMMERCIAL

Steve Delamar (Ronney Moss)

BASIC GROUND INSTRUCTOR

Steve Delamar (Ronney Moss)
Joseph Sheffield (Ronney Moss)

Congratulations!

New Members Since June 2006

A number of people have joined the club in the second half of the year, helping the Club grow and diversify. If you see them around, please welcome these new additions to our community:

Mike Adler	Brandon Lewis
Tom Barley	Elyse Lyons
Sai Balu	Mike McCann
Ron Bickers	Terry Mullen
Shanna Bremer	Alexis Noel
Alex Brown	Jacob Predis
William Brown	Ron Pritt
Brian Butler	Christopher Reuther
Ernest Christley	Robert Rouphail
Mark Connelly	Mike Sharp
Neal Crowell	Dan Watts
Michael Furlong	Ty Williams
Kevin Hadley	Michael Zaluski
William Herman, III	

Wings of Carolina Flying Club

Sanford Lee County Regional Airport

702 Rod Sullivan Road

Sanford, NC 27330

919-776-2003

<http://www.wingsofcarolina.org>

Club Administrator	Jim Bauer	919-776-2003	jimmydbauer@aol.com
Chief Flight Instructor	George Scheer	919-967-1088	cfi@wingsofcarolina.org
Dir of Maintenance	John Hunter	919-818-7203	airplanehunter@hotmail.com
Chief Safety Officer	Dick Kenney	919-542-6010	rkenney1@nc.rr.com

Board of Directors

President	Paul Wilder	919-672-5458	pres@wingsofcarolina.org
Vice President	Barbara Eldredge	919-403-6183	vp@wingsofcarolina.org
Secretary	Keith Silva	919-618-3468	secretary@wingsofcarolina.org
Treasurer	Dave Derry	919-649-7834	treasurer@wingsofcarolina.org
At Large	Jim Carlson	919-815-2250	carlson.jim@verizon.net
At Large	Paul Keller	919-515-5952	keller@ncsu.edu
At Large	Eric Wagner	919-345-4940	ewagner@nc.rr.com

Key Volunteers

Asst. Treasurer	Ken Williams	919-810-8063	Ken_Williams@nc.rr.com
Facilities Coordinator	David Hughey	919-412-4475	dhughey@nc.rr.com
IT	Eric Wagner	919-362-5004	ewagner@nc.rr.com
Maintenance	Paul Keller	919-515-5952	keller@ncsu.edu
Marketing Committee	Steve Delamar	910-315-3213	stevethebutler@netzero.net
Newsletter	Kareem Omar	919-696-4160	kaomar@ncsu.edu
Pilot Records	Kay Maltbie	919-523-6544	kays.key1@verizon.net
Plane Wash	Vacant		
Second Saturday Events	Javier Perez-Albert	919-360-6001	perezoso@email.unc.edu
Supplies	Vacant		
Website	Brian Dale	919-606-0262	tbdale@gmail.com

Member Meetings

Membership meetings (Pizza Nights) begin at 6:30 PM and include free pizza, a business meeting, and a program of interest to pilots. The next meeting date is Tuesday, December 12th. 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.