



## *A Meaningful Training Flight*

By Ronney Moss

Flying should be fun and would be even better if it served a purpose other than turning avgas into noise while polishing our skills. The instrument rating requires a cross-country flight of at least 250 nautical miles with three different instrument approaches. Ken Ashton and I hoped that combining his cross-country requirement with an Angel Flight would bring realism and purpose to his instrument training. Angel Flight is a non-profit organization that arranges for pilots to provide transportation to medical patients in need. We searched for a flight that would complete the requirements and satisfy a patient's situation. Our principle limiting factor was useful load, but we finally found a patient that we could carry.

Cristina is twenty-one and dealing with cancer. Her family was forced to move away from her doctor and she needed transportation. We would fly the second leg of her journey home. Lee, another Angel Flight pilot, was flying her from Nashville, TN to Wilkes County, NC, where we would pick her up and fly her home to Richmond, Virginia.

Ken approached flight planning with the enthusiasm of a kid and the extensive preparation of a special operations warrior. Primary, Alternate, Contingency and Emergency courses of action were prepared and double-checked. I had to study hard to answer his questions. As the date approached we analyzed the weather. It was a lovely instrument day; cloudy and windy but promising no ice or convective activity. N72675 was our bird; no squawks, full tanks and a detailed preflight confirmed she was ready.

"Cleared as filed" and an on-time departure, things looked good. We battled a strong headwind, traveling a little over one hundred miles in two hours. Part of the trip was in the clouds with just enough turbulence to make it challenging. The mountainous terrain and breezy weather made the ILS interesting. Ken skillfully handled the stiff cross-wind landing. It warms an instructor's heart (yes we have hearts) to see the fruits of hard training.

We heard Lee initiate his approach just prior to our initial descent and knew our patient would be waiting. We met Cristina and Lee with anticipation. She was a charming young lady who seemed both brave and vulnerable. Lee was a leathered aviator and introduced us to his home FBO. The folks at Wilkes County serviced 675 like we were Air Force One. Although fatigued by the first flight, Ken reviewed the next leg, gathered updated weather and filed the flight plan.

Ken provided a professional passenger briefing and we helped Cristina into the aircraft. She was visibly nervous as her earlier ride, her first in a light aircraft, was turbulent. Ken and I worked as a crew and used the challenge and reply method to run the checklists. This was fun, efficient, and

educational. Our professional approach seemed to put Cristina at ease and she started knitting. With more favorable winds, we traveled twice the distance in the same amount of time, half of it in the clouds. Air Traffic Control was very helpful when they heard the call sign "Angel Flight 675." The traffic was heavy at Richmond and our passenger was ready to go home so we opted for a visual approach. Ken greased the landing and we grinned like idiots as we taxied to the terminal.

Cristina's mother hugged her baby. This was truly a worthwhile flight. Tough guys, "yeah I got some dirt in my eye." Back to work. We grabbed the courtesy car and ate some Mickey D's. Debrief, check the weather, file, preflight and soon we were on our way. The clouds parted and we flew back in the clear, moonless night. Ken enjoyed the view of the glowing instruments and I the glory of the night at six thousand feet. An approach into Chapel Hill was followed by a partial panel approach to Sanford with a circle to land and we were home.

We logged 6.3 hours of flight time and flew 464 nautical miles. Ken fulfilled his training requirements but, more meaningfully, we were able to bring a child back to her mom. Sometimes I complain about how tough my life seems. "My tummy hurts 'cause I ate too much chocolate cake" or I am delayed by a slow driver on the way to somewhere moderately important. I am truly blessed. Angel Flight allows aviators to help those less fortunate. For more information please visit <http://www.angelflightmidatlantic.org/> or call 800-296-3797.

### *In This Issue*

Oshkosh AirVenture 2007 –	Pg. 2
Club Earns Safety Award –	Pg. 2
Ambassadors of Aviation –	Pg. 2
WCFC Needs Your Help –	Pg. 3
Credit Card Fees –	Pg. 4
The Club's Unsung Heroes –	Pg. 4
Working with Flight Service –	Pg. 5
Club Documents –	Pg. 5
Our FBO Neighbors –	Pg. 6

### NOTE FROM THE CHIEF CFI:

To my knowledge, this combination of training and altruism has never before been attempted in the Club. Ken and Ronney conceived the idea on their own. They are to be commended for their generosity. Combining the training requirement with an Angel Flight no doubt delayed the completion of the requirement and added to its expense. In return, Ken got valuable real-world experience in planning a flight, caring for a passenger, dealing with the IFR system and anticipating weather – all on a flight that really mattered. He and Ronney also got the incalculable satisfaction of helping someone. We work hard to acquire our piloting skills and keep them current. How gratifying it must be to put those skills at the service of someone in need.

The Air Care Alliance is a national umbrella organization that includes among its member organizations Angel Flight and other charitable flight organizations, all described on its website [www.aircareall.org](http://www.aircareall.org).

Incidentally, not long after this flight, Ken successfully completed his checkride (a.k.a. practical test). His examiner reported to me that he was a very impressive pilot. But we knew that.

- George Scheer, Chief Flight Instructor, WCFC

## *Oshkosh AirVenture 2007*

*By Kareem Omar*

It's time to start planning your trip to one of the most extraordinary experiences in aviation. Once a year, nearly three quarters of a million aviation enthusiasts make the pilgrimage to Oshkosh, Wisconsin for the EAA AirVenture. For one week, Wittman Regional Airport becomes the busiest airport in the world, as some 10,000 aircraft approach and land to take part in the festivities. Multiple aircraft land on the same runway in seemingly unending streams.

There is so much to see and do at Oshkosh, a week may not seem like enough time to take it all in. Static aircraft displays of all description line the grounds, from ultralights to homebuilts to warbirds. In the afternoon, the airshow begins, and you're not going to want to miss the feature act: the Lockheed F-22 Raptor. Taking in a lecture or participating in a forum on any number of aviation related topics is also a good way to increase your knowledge and skills. If you're in the market for aviation merchandise, be sure to check out the many vendors who will be in attendance. And as the sun sets on the airport, you will get a chance to meet and talk to fellow aviation enthusiasts from around the world. This is a spectacle the whole family will enjoy.

The event begins July 23, 2007 and wraps up on July 29<sup>th</sup>. For more information, you can visit the EAA AirVenture 2007 Website at [www.airventure.org](http://www.airventure.org). There you will find a planning guide to help make sense of the broad range of exhibits and activities.

This year, as in years past, the Wings of Carolina Flying Club organizes a trip to Oshkosh in Club aircraft. Depending on how many sign up to go, a number of planes are scheduled and the cost is split among the participants. The convoy of aircraft usually leave the Friday before (in this case July 20<sup>th</sup>), spend the night at a location enroute, and then arrive on the Saturday before the event (July 21<sup>st</sup>). This provides the best opportunity to watch all the aircraft arrive and land at Wittman, a show in and of itself.

If you are interested in going to AirVenture 2007 with the Club convoy, be on the lookout for signup sheets and notices about informational talks. We are looking forward to a large turnout this year, so we hope to see you there!

## *Flying Club Earns Safety Award*

*By Dick Kenney*

Phoenix Aviation Managers, the insurance underwriters for the Wings of Carolina Flying Club for the past 9 years, has awarded our club their highest Safety Citation.

The actual award and accompanying letter were presented to the Club at the December 2006 annual business meeting and pizza night. John Hunter and George Scheer accepted the award on behalf of the Club. In the letter accompanying the citation, the underwriters state that they perform many safety audits of flight schools, clubs, FBOs, and charter companies. Of the many hundreds of organizations audited, only a small percentage is deemed worthy of their safety award. Our club was singled out as being one of the very best.

The audit was performed last summer with underwriters reviewing our flight records, training syllabus, instructors'

histories, check-out procedures, maintenance records, and physical premises.

While the audit itself was performed over a short period of time, the results of that audit were not achieved in one day of inspections, or even one week of checking records. On the contrary, the audit divulged a long era of safety awareness, a "safety culture" built up over nearly a half century of strict adherence to safety maxims. This culture was formed and cultivated by two of our long-term members, John Hunter and George Sheer.

Members should take a minute to read the citation and letter. When you do, you might want to thank John and George for their talented efforts over the last many years. As current members, we should also promise ourselves to continue this legacy of safety and avoid any actions that might stain this record that has been so arduously developed over so many years.

## *Ambassadors of Aviation: Our Duty and Our Privilege*

*By Kareem Omar*

My ground school instructor, Paul Hesse, covered a great deal of material in the 12-week course I attended. I learned a lot of technical information, but the most important lesson he taught me was the result of a lecture he delivered, almost as an after thought, on our role as future general aviation pilots. He admonished us that we were not just student pilots, or private pilots, or instrument pilots. As members of the General Aviation community, we are Ambassadors of Aviation. That might sound a little melodramatic until you consider that the general public knows very little about General Aviation. What attitudes they do have are often the result of sensational news reports and images of burning, twisted airplane hulls. Like it or not, when our earthbound friends learn that we are general aviation pilots in whatever form, the impression that we leave them with will represent a great deal of what they ultimately come to think General Aviation is all about. As Ambassadors of Aviation, it is our duty to educate our co-workers, friends, neighbors, and family members that pilots are not suicidal dare-devils; that single engine Cessnas are not careening death traps; that the communities that surround General Aviation airports are not in imminent danger of disaster. How well we carry out this duty will directly affect the political and social environment in which we exercise the privilege of flying. Anyone who has been around the Wings of Carolina Flying Club long enough to remember what necessitated our move from Chapel Hill to Sanford knows first hand the consequences of failing to maintain a positive relationship with the surrounding community.

Let me make clear that I am not advocating that General Aviation pilots hound people about the virtues of flying until they are left with no choice but to take out a restraining order against the pilot in question. This is not just a PR thing. It is my opinion that the best way to serve as an Ambassador of Aviation is to set an example as a thoughtful, considerate, and conservative pilot. Before you invite someone to go flying with you, think if the experience will be a positive one for your guest in the air. It may be clear as far as the eye can see, but turbulent air may leave your guest ill and vowing never to leave Mother Earth again. What about noise abatement? Do you buzz the surrounding houses with low takeoffs and landings approaches? Do you practice turns-about-a-point

over someone's home or property in a way that will annoy or frighten them? Are you vigilant about maintaining sufficient altitude over populated areas so that you would be able to glide to a safe landing site without endangering the life and property of those on the ground? Conservatism is first and foremost a safety issue, but it is matter of ambassadorship as well. Take a moment in your thought process to consider how a poor decision will reflect on yourself and the entire community if it leads to a less than desirable outcome. I hope that I never become involved in an aviation accident for safety and financial reasons, but I would also hate to think that the images of my damaged aircraft on the news resulted in turning someone else off to flying.

The events of October 2006 in particular were not flattering for General Aviation. The collision of a single-engine general aviation aircraft on October 11, 2006 with a building in Manhattan, and the two fatal crashes in Rocky Mount and Statesville, NC, have been publicized extensively in national and local news media respectively. Within days of the New York crash, news reporters, frantic citizens, and politicians were calling for investigations into lax security and more restrictions on the flying privileges of General Aviation pilots. Fortunately, we have a formidable ally against this hysteria in the form of the Aircraft Owners and Pilots Association. They do an excellent job of correcting the misconceptions that exist about General Aviation operations, and fighting legislation born out of ignorance rather than reason. But we can't rely solely on the AOPA to advocate for us. We all have to do our part to protect our hard-earned flying privilege. It is not my intention to assign blame or speculate about the cause of these accidents. I do not know if the pilots were at fault or not; I await the conclusion of the NTSB investigations to make that determination. What I do know is that the most effective protection against the incidents and accidents that bring discredit upon the General Aviation community is by exercising sound judgment as Pilot-in-Command.

The Wings of Carolina Flying Club is encouraging its members to recruit new members. If you know someone who might be interested, bring them by the Club and show them what aviation in general, and the Flying Club in particular has to offer them. Remember, though, that you're not just a tour guide: You are an Ambassador of Aviation.

## ***WCFC Needs Your Help!***

*By Barbara Eldredge*

Ever look at something at the Club and think "that doesn't seem very efficient", or "you could do it this way instead" or "why don't they do this instead?" The Club works so well in so many ways that it is easy to forget that there is no "they". The Club currently has one full-time employee (Club Administrator), and one contract employee (Director of Maintenance). All other work is done by Club members. When you stop and think about how much work gets done by the volunteers, it is amazing. But if everyone who is not currently volunteering contributed just 10 hours a year, we could accomplish so much more!

So what can you do to help? There are lots of ways to get involved.

### *1) Recruit new members*

Talk to people about the Club, and what it means to you. The Club is healthiest with lots of members. Historically, many members only stay for a few years, as people are transferred, have changes in family circumstances that keep them from flying, or go off and buy their own planes. So we are always looking for new members.

### *2) Reach out to new members*

If you have been around for a year, you are getting to be an old timer. Introduce yourself to newer members and find out what you can do to help them learn about the Club and feel connected. The Club has a cadre of loyal supporters who stay with us as "inactive" members even after moving or getting their own plane because of the positive experience they had with members like you.

### *3) Help maintain our facility*

Another way to contribute is to spend an extra 30 minutes each time you are at the Club doing small chores. These include:

- a) Dusting windowsills and countertops (dust cloths are in the shower room)
- b) Cleaning a bathroom (cleaning supplies are in the shower room)
- c) Taking out the trash (trash bags in kitchen – trash goes to the dumpster on the far side of airport)
- d) Cleaning the refrigerator
- e) Defrosting the small refrigerators
- f) Emptying the hangar trash
- g) Cleaning the hangar floor – (can be done in very small increments)
- h) Taking empty oil bottles into the hangar and putting them in the oil drainer.
- i) Replenishing the oil supply by the door to the ramp.

### *4) Spearhead a longer-term project*

- a) Organize the office supplies in the front closet (may require adding shelves)
- b) Organize a "hangar sale" to get rid of unwanted objects upstairs
- c) Help organize the hangar space
- d) Coordinate landscaping issues
- e) Coordinate something to fix your pet peeve or "why don't they ..."

### *5) Miscellaneous Ways to Help*

- a) Volunteer to cook for Second Saturday
- b) Write an article for the newsletter
- c) Help enhance our website with new pictures, new ideas, new articles
- d) Arrange for a speaker for Pizza night
- e) Let the Board know about your area of expertise so they can call on you when a particular need arises.

### *6) Become a Key Volunteer*

Currently the Marketing, Pilot Supplies Coordinator, and Plane Wash Key Volunteer positions are not filled. All positions are re-staffed in July. We have an ongoing need for individuals to train with John Hunter so they can become Maintenance Key Volunteers.

## *Credit Card Fees*

*By Kareem Omar*

The engine is shut down, the plane has been secured, you remembered to close your flight plan, and called the FBO for fuel. You even remembered to use the new automated check in system that saves the Club time and money. Now all that's left to do is pay for the flight time. But should you pay with a credit card or check? It's all the same to the Club right?

Well... not quite. You may not know it, but the decision you make at the counter could save the Club money in the form of credit card processing fees. The Club is charged a fee of approximately 2% for every credit card transaction it processes. That may not sound like much, but consider what that really means. If you were flying a Cessna 172, the fee would come out to over \$2.30 per hour. And for a Mooney flight, the fee is near \$2.70 per hour. Multiply that by all the flights Club members pay for with a credit card, and you can see how the fees quickly add up to a significant amount of money. That cost is not factored into the rental price, so the Club is losing money on each credit card transaction.

Certainly this money can be put to better use. As the Club works to solidify its financial future, this money could be allocated for paying off debt, maintaining our fleet of aircraft, or improving our facilities. That translates into benefits for you, the Club member, in the form of nicer, safer aircraft to fly at reduced rental rates.

So the next time you are at the counter to pay for your flight, consider giving your credit card a rest and write a check instead. It does not take that much longer, and it will help all your fellow Club members out in the long run

## *The Clubs Unsung Heroes – Continued*

*Due to space considerations, the highlight piece on John Hunter was not published in "The Club's Unsung Heroes" article printed in the Winter 2007 edition of Flying News. John has had a long and fascinating history in aviation and has been invaluable to the Wings of Carolina Flying Club. He has graciously agreed to share some of it with us here in his own words. – Editor*

### **John Hunter – Director of Maintenance**

My first aviation memory was flying on a hot and bumpy summer day in 1948 from Knoxville to Pittsburgh in a DC-3. I was two years old and was equally thrilled by looking out the window and running up and down the skinny aisle until I got (urp) airsick. The pleasant memory stops there. My next memory was later that fall watching from the vantage point of my father's car, parked strategically to get a good view of the airliners taxiing out for takeoff at Allegheny County Airport. The thrill of seeing the world's most beautiful airplane -the Lockheed Constellation- taxi majestically out, shaming those little DC-3s and clunky DC-4s, and then slowly accelerating down the runway gathering itself for flight with the sonorous roar made only by four magnificent large radial engines, left an indelible impression.

Like many boys growing up in the years after World War II, I was fascinated by aviation. It seemed as though most of the US population loved aviation and I was no exception. Here was the future. Aviation had played a key role in the

successful war effort, and promised to play an even larger one in civilian life. And in those days (the late 1940s and early 1950s) all aviation was one. There was no great distinction between general aviation, commercial aviation, and military aviation. A pilot was a pilot and moving from a Piper to an airliner or to a military airplane seemed like no big deal.

Model building occupied my aviation interest in the 1950s. I assembled plastic "Revell" models of various fighter airplanes, and, of course, my all time favorite, the Lockheed Constellation. Flying models piqued my interest at about age 12 with numerous balsa and paper kits and then self-designs built, flown, and, inevitably, crashed. I also loved hanging out at the local airport in Poughkeepsie, New York. It was about 10 miles from where we lived, and except for Sundays when my dad might drive us out to watch Cessnas and Pipers make takeoffs and landings, it meant a pretty hefty bike ride nervously worrying about cars and trucks that whizzed past a few inches from my handlebar.

My first ride in a general aviation airplane was in 1956. I got to ride along with my father in the brand new Cessna 172! We flew down to the New York City area and then over to Long Island. The pilot called the tower a few miles out (this was the first time he had touched the microphone on this flight) and we entered a left downwind for the long runway at what is now JFK International Airport. Things were pretty informal in those days. In fact, Idlewild was only one of a few airports that even had towers. Most of the airports that had commercial service (DC-3s, Martins, Convairs, or even smaller airplanes) had no control towers and the airliners joined the pattern with the rest of the Cessnas, Stinsons, or Pipers, many of which had no electrical systems -much less radios.

Formal Pilot training started for me in late 1959 in an Aeronca Champ. My father thought that initial flight training in a powered airplane would be more efficient than ab initio training in a glider, which was all that I would be qualified to fly solo until I was 16. My instructor (like most in those days) was ex-Army Air Corps who believed in separating sheep from goats with spin training on the second lesson. We spun left and we spun right and I lost my cookies. Not an auspicious beginning. However, things progressed and I was ready to begin my check-out in a glider. The nearest commercial glider operation was in Middletown, NY, about a 45-minute drive west. The tow airplane was an ex Army Air Corps PT-19 with a Continental 670 radial engine and training was in a Schweitzer 2-22. Learning to fly in position on the 200-foot towline was a challenge and even a little scary if one got to close to the wake. But solo came soon enough and I transitioned to a 1-26 over at the Wurtsboro airport, but not without a 30-pound sheet of lead to sit on for weight and balance. (I only weighed 140 pounds in those days!)

I joined the Flying Club in 1974 having been actively out of aviation since going away to college ten years earlier. Since I only had a glider rating, I had to train for my private pilot SEL certificate. Chuck Williams served as the mechanic, manager, and chief instructor, and I completed my certificate in a few months. I was able to build time quickly at \$16 per hour in the Cessna 150 and got my instrument, commercial, and CFI within the next 18 months. Jim Hotelling was my instrument instructor, while Gil Mooring took me through the CFI. I served as president of the Flying Club from 1977 through 1978 when Forest Mixon took the reins. (Forest died

in the United Airlines DC-10 crash in Iowa ten years later.) I served as Chief Flight Instructor for the Club for over a decade from the early 1980s into the 1990s and served on the Board for 21 years. I am also a principal in Performance Aviation, which came into existence in 1981 to help the Club survive its worst crisis. For the past decade I have been the Club's Director of Maintenance. This involves managing the fleet in terms of compliance and planning and also taking care of the routine "line maintenance" and parts ordering and stocking. I have remained active with the Club in recent years chairing the building committee and actively participating on the fund raising committee.

I have also worked in commercial aviation and helped in technical areas to start up several FAR 121 commercial airlines. I was manager of training at Orion Air, which at one point operated 52 jets from DC-9s to B-747s. While at Orion Air I have served on additional capacities as a Manager of Flight Control (dispatch) and Operations Engineering. This part of my aviation career has taught me a lot about fleet-related safety issues.

One thing that takes a lot of my time is that I am deeply involved with youth soccer. I am the commissioner of a youth league involving over 100 teams from Laurinburg to Oxford. Every fall and spring, I also referee high school soccer games.

I am committed to the Club as an institution and truly want to see it thrive. I have a long history with the Club and have seen it overcome many challenges. However, it is what the Club has meant to the *people* in the Club that has been the most meaningful. I have been around long enough to be present when "alumni" who have left the Club 20 or more years ago return for a visit and relate just how important the Club was in their lives. I hear frequently about how unique we truly are in terms of both our camaraderie and our flight training standards. I hear about how lives have been changed and relationships built. I get the strong sense of how important it is building the skills of an aviator, and about the great appreciation of the privilege of flying. We truly do have a precious institution here and I am gratified that we have a hard-working Board and members who are dedicated to keeping it going.

## *Working with Flight Service*

*By Kareem Omar*

If you missed Pizza Night on October 11, 2006, you missed an entertaining and highly informative talk given by Michael Gray. Mr. Gray, who has been a long time friend of the Wings of Carolina Flying Club, is a weather briefer at the Raleigh Flight Service Station and a new employee of Lockheed Martin since that company won the competitive bid to take over responsibility for providing weather briefings from the FAA.

The emphasis of the talk was on pointing out some ways to improve the working relationship between pilots and FSS weather briefers. Mr. Gray pointed out four specific actions that will make your weather briefing go a little bit smoother. First, when calling for a weather briefing, you should be prepared to talk to a briefer that may not be familiar with the airport you are operating from or your route of flight. Currently, Lockheed plans to consolidate the existing 58 FSS sites into just 20 stations with three main hubs. Therefore the briefer may not be familiar with the particular nuances of the

weather in and around Sanford, NC, if he or she happens to be taking the call in Leesburg, for example. You should also give the briefer both the name and state of the departure and arrival points, as multiple states have cities and airports with the same name. Better yet, avoid confusion altogether by providing the three letter airport code for departure, arrival, and enroute airports.

Second, when obtaining a weather briefing or filing a flight plan, give the required information in order. The boxes on the flight plan are numbered to indicate their order in the sequence. How does this help the briefer? When the briefer needs to change fields on the computer screen to enter the next piece of information, he or she must use the TAB button on the keyboard. The cursor then moves over to the next preprogrammed field. If the pilot, however, provides item 13 first, item 2 second, and item 9 third, the briefer must scramble with the keyboard to get to the right field in time to take down the information without forgetting what the pilot just told him or her. So try to reduce their stress and work level by making sure to go in order.

Third, when getting in-flight weather advisories or providing pilot reports, make sure to let the briefer know which VOR station you are listening to so they can call you back. Again, the briefer may not know the local area very well, and therefore might not automatically know which VOR you are listening to based on just your position report. Specifying the VOR makes the process more efficient for everybody. Further, when calling on the radio, make sure to wait for a response before giving or requesting information. The briefer may be taking another call and cannot respond immediately, even though he or she hears your call. Be patient. Some briefers will let you listen in on another aircraft's briefing so you can get the information too. So keep your ears open while your waiting for your turn on the mike.

Finally, if you want an Abbreviated Briefing, make sure to specify what information you want. There is no such thing as a typical abbreviated briefing. Mr. Gray made the analogy that it was like calling your local takeout place and asking them to just give you some food. Unless you tell them what you want off the menu, they won't know what to deliver. So before you call up, decide what information you would like delivered. The menu of FSS briefing services can be found in AIM 7-1-4.

Flight Service Station personnel are professionals who take pride in the work they do. It is in our interest as pilots to develop a good working relationship with them, and to make it as easy as possible for them to provide us with the information we need to stay ahead of the weather.

## *Club Documents*

*By Jim Brooking with introduction by the Editor*

*An army may move on its stomach, but as anyone who has run a business in these litigious times will tell you, an organizations moves on a river of paper. All kinds of documents are needed to run an organization as large and complicated as a flying club. Keeping track of all this documentation is all the more difficult with only one full time administrator and an ever-changing roster of volunteers. According to Jim Brooking, a relatively recent addition to the Wings of Carolina Flying Club membership, the problem was that "documents were scattered among many original authors*

*and were in a variety of formats. In many cases, there were no original electronic documents: they existed only in hard copy form.” Jim has put in a great deal of work on the onerous, complicated, and tedious task of addressing the Club’s document management challenges.*

*We all need to thank Jim Brooking and all those who have contributed to this project, as they have done the Club a great service. The fruit of their labor is a high quality database that is sure to make managing the Club and its activities a little less difficult and confusing. This in turn will translate into a more efficient and less expensive club; something we can all get behind. -Editor*

*Jim takes up the story here:* Last year, we began a project to catalog, organize, and centrally store the many documents and forms used by the Club. These included: documents that provided information about the Club (e.g., brochures, application forms); training, instructional and safety documents, quizzes and forms; administrative documents; additional aircraft documents; and the member handbook (By Laws, SOPs, and flight standards).

As a first step, a document index was created, and form numbers assigned to all identified documents. Next, available electronic copies of all documents were collected. Where documents had no electronic source, the hardcopies were scanned and converted to Microsoft® Word 2000 (“MS Word”) format. Some documents appeared in unusual or obsolete formats. These were converted to MS Word, usually by scanning the hard copy or by re-typing. A document format standard was developed and applied to all MS Word documents in the archive, thus providing a more uniform and professional look to our documents. Along the way, a database was created to help keep track of the document archive. Finally, a new document series was devised to include documents about the archive itself; how documents are organized, formatted, and maintained.

Currently, the archive includes 102 documents, including ten documents that have been “retired” because they are obsolete. Sixty-eight documents are in MS Word format, and three are in MS Excel format. The rest are in a variety of formats.

All documents in the WCFC archive are now stored on a server on the Club’s LAN, and may be accessed by any member. The primary users of the archive are Club Administrator Jim Bauer and the WCFC Flight Instructors. Even better, most documents have been placed on the WCFC web site in Portable Document Format (PDF) format, where anyone with an Internet connection is able to get a copy from home, work, or anywhere else by clicking on the “Documentation and Forms” link at [www.wingsofcarolina.org](http://www.wingsofcarolina.org).

This project has had many contributors. Bill Sawyer was the originator, and provided the basic organization of the archive. I took over the project in the summer of 2006, and collected the documents, scanning and reformatting as needed. Many Club members provided essential guidance and support, including George Scheer, John Hunter, Ronney Moss, Jim Bauer, Keith Silva, and Barbara Eldredge. Eric Wagner set up the WCFC server to house the archive, and Brian Dale prepared the web site to receive the PDF copies of all the

documents. Thanks to all and to the Board for its support of this project.

## ***Our FBO Neighbors***

***By Kareem Omar***

In all my dealings with the folks over at the local FBO, Sanford Air Services, they have always been friendly and helpful, making an effort to refuel our planes in a reasonable amount of time after they get the call. However, I never realized, until recently, what a convenience it is to be able to call for fuel instead of having to refuel the aircraft myself.

A few months ago, I was on my night cross-country flight when I landed at an airport after closing time at the FBO. In order to complete the last two legs of the flight, I needed to take on fuel, so I taxied up to the fuel pump, shut down the engine, and got out. This particular night was bitterly cold, and the last thing I wanted to do was stand atop a ladder and hold a fuel hose.

That experience gave me a new appreciation for the Sanford Air Services FBO. Fueling aircraft is not the easiest thing to do, especially considering the oppressive heat and humidity we experience in the summer months. Yet they do it everyday for the Club in a cheerful and professional manner.

In light of this, we, as members of the Club, need to make an effort to treat the employees of Sanford Air Services (and all FBOs for that matter) with respect. While it is true that the Club is their customer, we all need to make an effort to treat them courteously for a number of reasons. As neighbors at the Sanford-Lee County Regional Airport, we should cultivate a friendly and cooperative relationship that we will both benefit from. Maintaining this relationship will ensure that the Club continues to get the fine service that we have enjoyed since moving to Sanford. Further, as the only source of fuel on the field, behavior that might alienate the Club from the FBO would certainly make our experience at the airport much more difficult. Finally, unfriendly or rude behavior by a Club member would likely give the entire Club a bad reputation in the aviation community.

Please help the Club continue to cultivate its relationship with the FBO. They have earned and deserve our respect and courtesy. Thanks.

## ***Newsletter Feedback***

Let us know what you think of the content and style of the newsletter. This publication is produced to help keep Club members informed of important goings on at the Club, as well as to foster members’ thinking about local flying issues. We also want this to be a community product, with submissions coming mainly from the membership.

Do you find the articles engaging, informative, and entertaining? Is there something that should be covered that has not been? Would you like to express a different opinion from that offered in a featured article? Would you like to have your article featured in the newsletter? Please contact the editor at [kaomar@ncsu.edu](mailto:kaomar@ncsu.edu) and let us know what you want in your newsletter.

# Newly Earned Certificates & Ratings

November 2006 – April 2007

## SOLO

Jason Chittenden (Betsy McCracken)  
Nick Morgan (Ronney Moss)

## PRIVATE

Mike Trevillian (Betsy McCracken)  
Don Watts (Ronney Moss)

## INSTRUMENT

Ken Ashton (Ronney Moss)  
Lance Windley (Gene Weaver)

## CERTIFIED FLIGHT INSTRUCTOR

Steve Delamar (Ronney Moss)

# New Members Since November 2006

PLEASE WELCOME THESE NEW  
ADDITIONS TO OUR COMMUNITY!

**Kory Adams**  
**Chris Berg**  
**Bill Bridges**  
**Jeffrey Brubaker**  
**John Corsale**  
**Tom Gleich**  
**Chris Gowen**  
**John Henner**  
**Larry Ide**  
**Dave Johnson**  
**Bob Killian**  
**Gerald Lackey**  
**Graham Mainwaring**  
**Wade Mann**  
**John Mozingo**  
**Brad Mu**  
**Matt Nardi**  
**John Nugent**  
**Chad Rubins**  
**Kevin Stanley**

## WCFC NOTAMS

- AOPA ASF Seminar, *Do the Right Thing: Decision Making for Pilots* (April 25<sup>th</sup>, 2007). Dick Kenney has done it again. He has arranged for another outstanding program for the April Pizza Night. Come on down to the club, enjoy some pizza, and benefit from what is sure to be a fascinating presentation. Don't miss out!
- ADS-B Demonstration (May 12<sup>th</sup>, 2007) – Are you curious about Automatic Dependent Surveillance – Broadcast (ADS-B), the system that provides traffic and weather information without the need for heavy and costly radar equipment to be installed in the aircraft? Would you like to get a first hand look at the capabilities of the system? Come out to Sanford Lee County Regional Airport on May 12 for a demonstration in the Club's ADS-B equipped Mooney N5760R. A lucky few will even get to ride along on an ADS-B demo flight. There will also be food at the event (as if you needed more encouragement). Hope to see you there!
- Summer Private Pilot Ground School Starts on May 31, 2007 - This quality course stresses safety and is an excellent way to prepare for FAA exams. Whether you are in the middle of training or just testing the water, this course will help you reach your aviation goals. Contact John Hunter at (919) 776-2003 for more information.
- Key Volunteers Needed - We are looking for members to take on some very important key volunteer positions around the Club: Marketing, Plane Wash Coordinator, Pilot Supplies Coordinator, and Maintenance. If you are interested in serving as a key volunteer, please contact Club President Paul Wilder at pres@wingsofcarolina.org
- New Flight Instructor: Steve Delamar – Since the last edition of *Flying News* came out, the Club has added a new name to its roster of flight instructors. Steve Delamar, who took most of his instruction at the Club, is available for instruction and annual reviews.
- Current Rental Rates (as of 3/16/07):  
Cessna 152 – \$65.58  
Piper Warrior – \$89.74  
Cessna 172 – \$114.75  
Mooney – \$134.32  
*Note: Rates are subject to change due to fluctuations in fuel prices.*

### → WCFC Club Meeting Schedule

	Board Meetings	Pizza Night	Second Saturday
April '07	April 10	April 25	April 17
May '07	May 8	N/A	May 12
June '07	June 12	June 19	June 9

## 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	dave.wcfc@stratusbiz.com
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	Vacant		
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. 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.

### Flying News

Wings of Carolina Flying Club  
702 Rod Sullivan Rd  
Sanford, NC 27330

