

Club Member Attends Greg Koontz Aerobatic School

By Len Felton

What a hoot! Aerobatics have always intrigued me, so when Ronney Moss casually mentioned that he was planning to attend an aerobatic school in Alabama, I expressed interest and the rest is history. We took off for the Greg Koontz aerobatic school October 7th for the full immersion four-day course.

Greg Koontz, the well-known and much celebrated air show performer, also runs an aerobatic school. Located in Ashville, Alabama, the school operates 'bed and breakfast' style out of his home. You would be hard-pressed to find a more ideal situation: beautiful home, huge hangar, private turf strip, and rolling countryside -- really extraordinary.

My interest was in his basic aerobatic course, upset recovery, spin endorsement, and tail wheel endorsement. We got every bit of that and more -- we became better pilots.

We arrived at the 'Sky Country Lodge' on a beautiful Sunday afternoon with some anxiety about landing on the small turf strip. The charts indicated 2,600 feet and clearly it was narrow. From the pattern, AL60 appeared to be short and narrow with trees on one side and a steep drop off to a pond on the other, with the added challenge of a hill prior to final descent. In actuality, it was all of the above, with the exception of an additional 1,300 feet of runway length into Greg's yard. We verbalized the soft field landing and Ronney did a great job -- that pond looked awfully close -- those trees really were as close as they appeared from the pattern -- and who put the pile of scrub brush on the side of the runway? Are we really going to be doing lots of crosswind take-offs and landings here with conventional gear? Yikes!

After landing and meeting Greg, we immediately explored the hangar and the two beautiful planes. Our primary trainer was a nearly new 2006 Super De-

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Are You Going to Oshkosh?

By Eric Wagner



It's time to sign up and start planning for the annual Wings of Carolina Flying Club trip to Airventure in Oshkosh. Airventure runs July 28th through August 3rd this year. There are always some great attractions planned for the event. Expect to see the latest and hottest new personal jets, military aircraft demonstrations like the F-22 Raptor during the daily air shows, concerts like this year's opening day concert by Foreigner, and aviation movies most evenings. There are also thousands of aircraft to look at from ultra lights, experimental, vintage, and military aircraft of all types. One of the best attractions is a great aviation museum that may take you a couple of days to see everything. You will also find safety forums, type club meetings, and many practical classes on how to build and maintain your own airplane. I recommend you check out the Airventure website at <http://www.oshkosh.org>.

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Club Member Recounts Earning CFI

By Paul Keller

Perhaps the most difficult aviation certificate or rating to pursue, and the most rewarding to obtain, is the CFI certificate. I recently completed my CFI in Moses Lake, Washington after a twelve month, albeit interrupted, effort. The effort began in March of 2007 at the Club. At that time, I had recently accepted a new employment position in the state of Washington, and left my previous employment at NCSU promptly in order pursue the CFI on a fulltime basis at the Club while between jobs and simultaneously selling my house in Cary. At that time, I completed the CFI and Fundamentals of

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airventure.org/ for detailed information on this year's line up of events.

My intent with this article is to give you an idea of what to expect for the trip. The typical trip itinerary begins with a positioning flight to Watertown Municipal (RYV) in Wisconsin the Friday morning before the start of Airventure. You will find that Watertown is beyond the range of the C172 and Warrior. It will be necessary to make a fuel stop. We have found that the Cincinnati area is a convenient place to stop. Once in Watertown, we spend the night at a hotel in walking distance from the airport. There are two hotels that are convenient; a Super 8 and a Holiday Inn Express. Staging in Watertown allows for flexible travel plans for each of the planes. The Mooney's tend to get there a little faster than the other planes. Saturday morning, we have a good breakfast and depart Watertown as a multi-plane flight and time our arrival around midday Saturday in Oshkosh. This allows us to get decent parking in what is known as the "North 40" general aviation camping area near the shower building. Trust me; it's a convenient spot for many reasons. We typically stay in Oshkosh through at least Wednesday.

The plan just outlined is the preferred plan. However, given the unpredictable weather mid-summer, pilot work schedules, capabilities, comfort and safety considerations, we will always be flexible. It may not be possible for all planes to make the rally point in Watertown Saturday morning, which only means that we may not be able to park together in the "North 40". Likewise the departure from Oshkosh is dependent on weather conditions and the personal schedules of those traveling together. Once we have the roster of attendees, we will make adjustments as needed and match up pilots and guests.

Now that you have the overview of the trip, let me try to explain some of the other things that you are probably wondering about.

Where do we stay when we get there?

At Oshkosh, we typically camp in tents pitched next to the airplanes along with thousands of other pilots. There are other options for accommodations in Oshkosh. These can be found at http://www.airventure.org/2008/planning/where_to_stay.html which is a link found on the Airventure home page. If you think you want to stay in a hotel, make your reservation immediately, as they go fast. We have club members that have found the college dormitories to be a good alternative to camping. There are shuttle buses available to get you back and forth to the airport and show grounds. If you are not the camping type, you should check this out. I personally plan to camp again this year.



Who can attend and how much does it cost?

The Club trip to Oshkosh is open to any club members. The aircraft and camping costs are spread evenly amongst the trip participants. Each individual is responsible for food and lodging on the trip up and back. It is common for hotel rooms to be shared in order to minimize costs. Airventure admission fees are \$102 for EAA members and \$190 for non-members. Additional details for

spouses, children, etc are available on the website. There will be approximately 15 hours of hobbs time for each airplane. This will be the majority of the costs. Camping is \$19/day per airplane. You can expect to spend in the vicinity of \$1000 for aircraft, camping plus food, admission, and enroute lodging. However, the cost to you at the end of the day depends on how many people join in and your lodging choices.



How many people per plane?

Ideally, we'd like to get 3 people per plane for the best economy. This however is dependent on the individuals that sign up and, of course, the useful load of the aircraft used. I'm sure all of you have done weight and balance calculations for the club aircraft and are familiar with their loading limitations. We attempt to put an instrument pilot in each plane to help make the trip more reliable in the event of less than VFR weather. We will balance people and gear across planes for optimal loading. This brings us to the next question.

How much stuff can I bring?

The best answer to this question is as little and as light as possible. As stated previously, the load capabilities of our aircraft are limited. A good rule of thumb to use here is 20lbs of personal gear (sleeping bag, clothing and flight gear). There will be additional allowance for light weight tents. It is possible to ship some equipment to be picked up at a special airport post office set up just for Airventure, if necessary. We'll decide what to do a week or two prior to leaving.

What do I really need bring?

You need to bring your own toiletries, sun screen, a towel, sandals or flip flops for the showers, a sleeping bag, comfortable summer clothing, a lightweight rain jacket, a sweatshirt for the cool evenings, a flashlight, a hat, and sunglasses. Don't forget comfortable walking shoes for the several miles of walking each day. There is a Target and grocery store within walking distance of the airport where you can purchase snack foods, water, soda, ice and just about anything else you might need. Just remember less is best. It always rains at least one day during the week, so be prepared for some rain. A few large trash bags can come in handy if you have a leaky tent!

What do we do while we're there?

Generally, the only planned club member events are dinners together at the end of each day. There are a few different restaurants within walking distance of the airport. These are all casual sit down or fast food type places. No need to dress up. People generally self organize into small groups of similar interests and roam around to the various events and displays together. I could write a whole article on all the stuff to do and see from watching thousands of planes of all types takeoff and land, interesting aviation related seminars (some for none aviators too!), an outdoor movie every

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evening, aviation museum, seaplane base and aviation vendor displays (if you wanted to look at it before buying it, this is the



place to do it!). Did I mention static aircraft displays? Including just about every war bird you can imagine. Want to see those new VLJs, or the new SR22/g3, or maybe the AOPA Sweepstakes airplane? Did I mention thousands of planes from ultra-lights to jets parked all around airport? This is the place to go see it. For one week, this becomes the busiest airport in the world!

This year we will plan to leave Friday, July 25th. A fuel stop is typically planned for the Cincinnati area. The first year I stopped at Sporty's Pilot Shop at Clermont County Airport (I69) in Batavia, OH. Last year we stopped at Cincinnati Municipal Airport Lunken Field (LUK). Lunken Field has better instrument approaches and a good restaurant in the terminal building a short walk from the general aviation FBO. We'll meet up at Watertown, WI (RYV) and fly the last leg into Oshkosh Saturday morning weather permitting. The flight home after several days at Airventure will be done with one fuel stop likely in the Cincinnati area and hopefully no need for an overnight weather permitting.

There will be a trip planning meeting at the July Second Saturday event for those signed up to go. If you have questions before those meetings, send me an email at ewpilot@gmail.com or call me at home (362-5004) to discuss your questions.

If you are interested in going to Oshkosh, there is a sign up sheet and planning guide posted on the bulletin board in the main office at the club. Sign up soon, as space is limited to the seats in the club's 4 place aircraft! I'm looking forward to have you join us on this year's trip.

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cathlon. However, I was delighted to find that we would also be doing some training in the pristine 1946 J3 Cub. Seeing our enthusiasm over the Cub, Greg asked if we wanted to take a ride. You bet!

What an incredible experience that was. It was nice and noisy with the wind blowing in the open door space and almost no instruments to distract, just pilot and plane. To my surprise, Greg noticed some pals flying RC planes on an open field nearby and decided to land and join them. He put that Cub down on a spot of lawn that couldn't have been much more than a few hundred feet -- wow! The take-off was even more exciting. Since we couldn't get over the trees, we just turned before we got to them -- wow again!

I found that training with another student was ideal. We each had more than enough airtime and lots of interaction with Greg to focus on our individual questions. Ground school immediately followed breakfast, when the day's lessons were carefully studied and analyzed. Then each of us would go up for an hour of intense demonstration and instruction. After a debriefing and lunch break, we would repeat the routine in the afternoon. As you can imagine, with four solid days totally focused on training, we progressed quickly.

The first day we concentrated on aileron rolls and loops. I'll

have to admit to fairly high anxiety that first day -- concerned I might get air-sick, first experience strapping on a parachute, wishing not to completely embarrass myself, etc. Thankfully all my worries went away after the first hour and I began to relax and enjoy. Wow!

It took me well into the second day before I sort of got the hang of the aileron roll. My entry was fine but I kept leaving too much left rudder after entry and was often a bit late with the rudder on the knife-edge nearing completion. I finally got it, which made everything else a whole lot easier for the rest of the maneuvers. The loop was probably the easiest of the maneuvers, and the hammerhead was easy enough to do, but not so easy to do well. We were progressing well enough that Greg added a barrel roll to the agenda. If the wows were not so spectacular, they would have become tedious by now. After we got the basic maneuvers to an acceptable level, we then tackled combinations. It is truly amazing to me that I could actually do a loop with a roll on top, or a loop with a roll or hammerhead at the bottom. Oh, wow! Maybe the club needs a Super Decathlon.

Throughout the days we did lots of ground exercises and landings. We flew the Super D for three point landings, cross-wind work, and high speed taxiing exercises; the Cub for wheel landings.

The last day was focused primarily on upset recovery and spins, with everything else thrown in as exercises just for fun. This particular progression of skills led beautifully to the upset training. Greg would put the plane in various upset situations and we would use the skills developed all week to bring her to straight and level. The emphasis was on potential worst-case situations such as low-level inverted recovery from wake turbulence, or departure stalls resulting in inverted recovery.

Most of the upset situations had the plane completely inverted. It really felt good to be able to right the plane easily and largely on reflex. I suspect the upset instruction would have been fairly difficult if we had not just completed three days of intense instruction and lots of aileron roll practice.

I heartily recommend this course. Greg and his wife Cora are most hospitable and make the B&B experience a good one. The instruction is top notch. I truly believe I am a safer pilot, significantly better able to recover from inadvertent bad situations. I also believe my control sensitivity has been subtly but significantly improved. We can get a bit sloppy on such forgiving aircraft as in our fleet, but the Super D seems to exaggerate all of our flaws, particularly sloppy rudder control. Strange as it may seem, I actually improved my rudder control and coordinated flight after we 'masked' the turn coordinator.

I had high expectations going in and they were met and exceeded. Call Greg today -- you'll be glad you did.

CFI (Continued from page 1)

Instructing (FOI) knowledge tests, and the required spin training and FOI endorsements with the Club's Ronney Moss. Unfortunately, for various reasons, I was not able to complete CFI before making the move to Washington State in late April of 2007. Fortunately, an FBO and flying school near my new home in Richland, Washington, did have a suitable aircraft (an old 1973 Piper Arrow since a complex aircraft is required for the CFI

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checkride), and a suitably experienced instructor.

I checked out in the Washington Arrow relatively promptly in June of 2007, and in the FBO's 172s, of which they had four. Because of numerous summer distractions, however, I did not resume serious pursuit of the CFI certificate until early October. By that time, some of the ground study I had previously done in North Carolina, particularly on the FOI material, had gotten a bit stale and needed fairly extensive review. Transitioning to the old Hershey bar-winged Arrow also required a fair amount of flying time, particularly since I had to learn to fly all the maneuvers, both private and commercial, to commercial standards from the right seat. To make things even more difficult, all of the ground study and flying now had to be done on a part-time, after hours basis during evenings and weekends, since I had relatively little vacation time to spend on aviation-related activities. Weather, instructor availability, and illness later in fall further limited flying opportunities.

After all of the delays, my instructor decided that I was ready for the practical (checkride) in mid-February, and contacted the local Flight Standards District Office (FSDO) in Spokane, WA. At least with the Spokane FSDO, CFI candidates do not pick the FAA aviation safety inspector (ASI) or designated pilot examiner (DPE) they will do their practical with. The FSDO assigns someone from a rotating list of ASIs/DPEs. Although my understanding is that the Spokane FSDO prefers to have its own ASIs do CFI practicals, this isn't required, and, partly because of several flying schools in their district who produce a fair number of CFI candidates, they wind up referring a substantial number of CFI practicals to local DPEs. This was the case with my checkride, which was sent to a DPE in Moses Lake, WA about fifty miles from where I had been training.

I arrived in Moses Lake shortly after 9:00 after a bit of a delay to melt frost off of the airplane, which had parked outside overnight (a frequent problem where I'm at as well). We started the oral in earnest almost immediately. The examiner asked questions covering many different knowledge areas, including:

- A) Regulations on the exercise of instructor privileges - What must a pilot or flying instructor carry with him or her while exercising the privileges of his or her certificates? Must the required photoID be current & valid? Can a flying instructor conduct flying instruction without a valid FAA medical certificate?
- B) Regulations regarding the instruction of students - What security requirements must be met before a flying student may begin training towards a certificate or rating, for both US citizens, and non-citizens? What are the required log-book entries for flying instruction? What endorsements must a CFI provide for a private student to fly solo? What restrictions may an instructor place on his or her student solo endorsements? Go through the aircraft maintenance logs, and point out the required airworthiness items.
- C) Aerodynamics - What is the most dangerous maneuver and situation as far as stall/spin accidents are concerned? Discuss the relationship between stalling speeds and gross weight and/or load factor. What other important airspeeds are affected by gross weight? Name the four right-turning tendencies which act on a single engine airplane. Discuss aircraft longitudinal stability, including relationship between center of gravity (CG) and center of lift, and the effect of CG position on aircraft stability, controllability and performance, and the mechanisms for those effects. Discuss the aerodynamic features of an airfoil, and how it pro-

duces lift. Can it produce lift when operating at a zero angle of attack?

- D) Principles and Fundamentals of Instruction - Discuss the five FAA emphasis areas from the Airplane Flying Handbook (AFH) (checklist discipline, runway incursion avoidance, mid-air collision avoidance, stall/spin awareness, and wake turbulence avoidance), including why they are considered emphasis areas. When and how would you introduce private students to aeronautical decision making? What are the basic characteristics learning? Name the laws of learning. What personal characteristics should a flight instructor possess?

Because, at the encouragement of my instructor here in Washington, I had previously memorized all of answers to the FOI questions in ASAs *Oral Exam Guide*, I had all the answers to these questions at my fingertips. The DE was rather amused at that. I will add that it was very useful to be able to discuss & apply the FOI material to answers to other questions.

The DE also went through my written test results to determine the areas in which I had missed questions, and tried to ask at least one question in each area I had missed. For the CFI written, I had gone through those areas myself immediately after the test in order to attempt to determine which questions that I had missed and their correct answers. Being able to mention those during the oral was useful, and I would encourage other CFI candidates to likewise go over their knowledge test results immediately after completing them.

The preflight lesson I was asked to give was on eights-on-pylons. Again, at the encouragement, but not requirement, of my instructor, I had prepared lesson plans for all flying maneuvers applicable to both private and commercial certificates, which did prove useful. One item that proved particularly useful on those plans was including all of the applicable safety precautions. Those precautions were taken from the extended list given in the CFI Practical Test Standards, and not just the five areas in the AFH.

Although I was not watching the clock during the oral exam, the DE said we took four hours and forty minutes. I also thought he added that that was well below the average time for his CFI orals because I didn't have to spend much time looking up answers, which is permitted during the CFI oral. For that purpose, I brought a current *FAR/AIM*, *Airplane Flying Handbook*, *Pilot's Handbook of Aviation Knowledge*, and *Aviation Instructor's Handbook* to the practical. My oral may have been lengthened a bit by my tendency to provide more elaborate answers than were completely necessary.

For the flying portion of the practical, the DE did not accompany me on the preflight. He simply had a couple of aircraft systems questions before boarding. One was on the Arrow's stabilator and anti-servo tab (which are identical to that on a Club Warrior), and on the landing gear oleo struts. After I rattled off how the oleo strut worked (having helped overhaul one once during a maintenance night), he was satisfied and we went flying. According to my instructor, the checkride was very unusual in that the DE only once took the controls briefly to do an eights-on-pylons after I had demonstrated one. I expected that he would frequently take the controls and make some student mistakes that I would be expected to diagnose and correct. Instead, my CFI checkride was almost a commercial checkride done over again. The only difference was flying from the right seat, explaining and instructing as I went along, and pointing out common errors that a student might make.

The maneuvers called for, in approximate order included:

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Crosswind takeoff, level off, basic instrument flying, slow flight, power on and power off stalls, a secondary stall, lazy eights, a single chandelle, steep turns in both directions, a simulated engine failure with spiral down to an off-field emergency landing location while completing the inflight engine failure checklist, eights-on-pylons, a normal landing followed by a short field takeoff, a short field landing followed by another short field takeoff, and then ending with a soft field landing.

The total hobbs time was 2.2 hours, which the DE said was a record long CFI checkride in his experience, beating out his previous record of 1.7 or 1.8 hours. He had said to expect 1.5-1.7 hours. The longer flying time was entirely my doing and quite intentional-- I wanted to take my time and not rush things. Given that I passed the CFI ride on the first attempt, I consider those extra 30-40 minutes of flying perhaps the best spent flying time I've ever flown. The only disadvantage of taking a long time on a CFI ride is that you do need to continue instructing. Be sure to bring a bottle of water along on your CFI ride. I did, and nearly emptied a 20 oz. bottle in the process. Not including the post-checkride critique, the whole practical ran nearly eight hours, starting just after 9:00 AM and taxiing back at the end of the checkride just before 5:00 PM. A point about the checkride itself that I would emphasize is that the examiner was very serious about flying to commercial standards.

The most important observation I have to make about pursuing a CFI certificate is that it isn't like going after a private or commercial certificate, or instrument rating. Once the knowledge tests are out of the way, and possibly the FOI and spin endorsements as well, the remainder of the preparation for the checkride is probably best done on a full time basis, preferably at a flying school, with an instructor or instructors who do initial CFI training on a regular basis. I completed mine at a local FBO on a part time basis because I did not have the vacation time to go elsewhere. As a result of finishing my CFI with an instructor, who, while a very experienced MEIL, didn't do initial CFI instruction on a very regular basis, I felt that there were some areas, particularly airborne instruction, that I was not as well prepared for as I should have been. Those who frequently find themselves working excess hours will find pursuing a CFI on a part time basis after hours basis to be very difficult. I would also not recommend it to fulltime college students, at least not during the regular semester.

For already licensed pilots (or others) with a serious interest in someday pursuing CFI certificate, the first suggestion I would make would be to start learning to fly from the right seat soon after finishing your commercial certificate. Getting involved in the Club's operation, as either a key volunteer or board member, or, better, both, as I did, is also likely to be very useful. It's basically free aeronautical experience. As I expected, my past experience as a key volunteer and board member with the Club proved quite useful, although, quite to my surprise, my past experience as a Club board member proved to be the more useful. It provided a better awareness of the regulations, particularly those related to aviation operations, flight training & pilot qualification. Finally, when you're not flying, do as much reading on aviation as you have time for. My current aviation magazine subscriptions include *AOPA Pilot*, *Flight Training*, *Aviation Safety*, *IFR*, and *Flying* magazines. I'm also a regular reader of the columns and articles on avweb.com. Although I don't have time to read everything in all of those, I do read a pretty good fraction of what each of those magazines publishes every month.

I would like to thank my primary CFI instructor here in Washington, George Coleman, as well as Club instructors Ronney

Moss, George Scheer, Mark Monturo and Steve Delamar. Many thanks to Mike Trevillian and Eric Wagner for serving as guinea pigs, and for helpful suggestions. Finally, a thank you to those here in Washington, Jordan Garber, Mike White and Margy Legget, and coworkers Yousef Farwalla, Dmitry Zibletsev and Al Wells. Best wishes on furthering your aviation background, whether aviation is a vocation, or avocation.

Key Volunteers

By Kareem Omar

The Wings of Carolina Flying Club is based on an operational model that is highly dependent on members volunteering time to handle important organizational tasks. Why? Volunteers help to keep the operating costs to a minimum, thus allowing the Club to make flying as affordable as possible.

Most Club members are made aware of this fact when they join the Club. What may not be as clear is the number of volunteers it takes to keep the Club running smoothly, or what volunteer opportunities are available to members. Essentially, we need every member to chip in with the upkeep of the Club. If you see something that needs to be done, and you are so inclined, you may certainly take steps to get the job done. Members are encouraged to volunteer as much and as often as they feel comfortable. It's your Club.

Beyond this basic level of volunteerism, the Club has a number of details that need to be managed and monitored in a more consistent and coordinated manner. For each of these projects, the Club asks that one person from the membership step up and act as the point person or "Key Volunteer". Each year, typically in June or July, the WCFC board of directors reviews the key volunteer positions and makes an effort to rotate the people in each position to give different members a chance to serve if they so desire.

There are fourteen key volunteer positions at the Club. Each position presents a different challenge and requires a different set of skills and tasks. In return for his or her services at the Club, in addition to the satisfaction of helping out the Club, playing a vital role in keeping the Club operational, and developing new skills, key volunteers pay reduced dues of \$30 per month.

Facilities Coordinator – David Hughey – The facilities coordinator is responsible for responding to maintenance issues that may arise from time to time. This includes the hangar, clubhouse, and outside grounds. Useful skills to have in this position are strong problem solving orientation and some light mechanical skills. This key volunteer position requires about 1 to 4 hours a month.

Information Technology Key Volunteer – Ty Williams – The Club relies heavily on technology to accomplish its mission. As a result, the IT key volunteer is critical to making sure the Club runs smoothly. Activities of this position include maintaining the computers, network equipment, internet connection, phone system, simulator equipment, and GPS databases on GPS equipped aircraft. Someone tackling this job would benefit from strong computer, networking, and troubleshooting skills. It is not unusual to spend 10-15 hours a month addressing the Club's IT needs.

Maintenance Key Volunteer – Hunter Moore, Ron Bickers – As part of its strong emphasis on safety, the Club performs

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regular maintenance on its fleet of aircraft every 50 flight hours. The maintenance key volunteer plays a crucial role in ensuring that this maintenance is carried out. Part of his or her duties include monitoring the Hobbs time for each aircraft on a weekly basis, scheduling and coordinating weekly maintenance night activities, updating maintenance records in myFBO software, and working with volunteers of diverse skill levels. A person in this position would most benefit from light mechanical skills and enjoy working with people. Those who have served in as the Maintenance Key Volunteer in the past have found that the experience was of great value to them later in the flying career in that they know more about aircraft systems and feel more comfortable with their maintenance go/no-go decisions.

Marketing Committee – Vacant – Wings of Carolina Flying Club is always interested in inviting new pilots to join. The marketing committee helps to achieve this goal by creating a marketing strategy that promotes the Club to those in North Carolina who are looking for a place to learn and fly. The committee, working with the Club President and other members of the Board of Directors, then designs, organizes, and executes marketing events that are in line with the marketing strategy. The marketing committee can expect to spend 3 hours per week on these activities.

Newsletter Key Volunteer – Kareem Omar – The newsletter serves multiple functions for the Club. It is a tool for maintaining contact with a membership that is spread out over a geographically large area, a means for getting the word out about events and issues important to the Club, and a marketing tool to reach those who might be looking for a place to fly and learn. The person in this position most benefits from having strong writing and editing skills, as well as a knowledge of desktop publishing software to create a visually appealing product. The newsletter key volunteer can expect to put in 5 to 8 hours a month on the newsletter activities.

Plane Wash Key Volunteer – Barbara Eldredge – Part of the upkeep of the fleet involves washing and waxing the Club's airplanes. This usually occurs as part of the activities surrounding the Second Saturday Cookout. Anyone who has washed an airplane can tell you that it is quite a bit of work for one person. However, when three to five people work together, the task goes much faster and easier. The Plane Wash Key Volunteer helps to coordinate volunteers and schedules aircraft for cleaning. This position requires about 4 to 5 hours a month.

Second Saturday Events Key Volunteer – William T. Sawyer – The Second Saturday Cookout is one of the most important features of the Club. It is an opportunity to stay connected to fellow members, talk to and recruit new members, and help maintain the Club.

The main attraction of this event is, of course, the great food that is available, and it is the role of the Second Saturday Key Volunteer to either provide and cook the food, or coordinate with another member to provide these services. The Club reimburses the cost of purchasing supplies and food, and the \$5.00 per person charge mostly goes to cover these expenses.

This position offers a good opportunity to meet and interact with people and be creative with the menu. The Club is always looking for members who want to try something new with cuisine for the membership to enjoy. About 3 to 4 hours a week are required.

Supplies Key Volunteer – Jan Squillace AKA “The Chart Lady” – As with any organization, the Club requires a number of different supplies and materials to support its daily operations. The supplies key volunteer is responsible for managing the inventory of

these essential items.

The tasks can be divided into three categories; pilot supplies, Club supplies, and snack bar. The supplies key volunteer orders the charts and publications Club pilots depend on to safely plan and execute their flights. Out of date materials are pulled out of circulation and replaced by the latest versions. Other pilot supplies such as E6B's, plotters, aircraft pilot operating handbooks, ground school supplies, and other publications that need to be stocked are also the responsibility of the supplies key volunteer. Supplies that need to be procured for the Club House include office supplies, bathroom supplies, and photocopies of Club forms, among others. Finally, this key volunteer keeps the snack bar stocked with the members favorite items and beverages, which entails a twice month shopping trip (which the club reimburses).

The supplies key volunteer would benefit most from having strong organizational to keep track of the large number of details associated with this position, as well as a “nose for bargains”. The position requires about 2-4 hours a month.

Other Key Volunteer Positions - There are other rewarding opportunities to get involved as a key volunteer, such as Assistant Treasurer (Graham Mainwaring), Pilot Records (Kay Maltbie), and Website Key Volunteers (Brian Dale).

Serving as a key volunteer is a great way to give back to the flying community, take on new challenges, and develop new skills. For more information on these and other key volunteer positions, please contact the current key volunteer or any Board member.

Civil Air Patrol Comes to WCFC

By Jan Squillace



Members of Civil Air Patrol (CAP) Raleigh-Wake Composite Squadron arrived at WCFC with some of their emergency services equipment. Members got a close look at a CAP Cessna 182 with G1000 cockpit. They also demonstrated how an Emergency Locator Transmitter (ELT) is located.



WCFC members Victor Lewis, Ty Williams, and Jan Squillace are members of CAP. Many WCFC members are interested in serving their community with their aviation skills.

NOTAMS

→ **THE FOLLOWING CHANGES AND ADDITIONS HAVE BEEN MADE TO THE WCFC MEMBER HANDBOOK:**

Article III Section 4: Quorum / Challenging Meeting Outcomes

Actions at all meetings of the Membership can be challenged with a called membership meeting in accordance with Article 3 Section 3, unless at least 20% of the current/non-suspended members (Active, Inactive, Flight Instructor, and Board Members) are present and at least three club officers (one of whom shall preside at the meeting) are present as well. Any such challenge must be initiated within 21 days of the meeting by notifying a board member and completed within 45 days of the meeting during which time the challenged actions shall remain in force.

Article IV Section 1: Officer Positions

The officers for the Club shall be a President, a Vice-President, a Secretary, and a Treasurer. At such times as deemed desirable, other officers (such as Members At Large) may be elected by the Membership at the Annual Meeting in December.

Article IV Section 2: Officer Elections

All officers of the Club shall be elected by a plurality vote of the Members at the Annual Meeting in December. Nominations shall come from the Members present at the December meeting, but may be supplemented by names from a nominating committee.

SOP III-7, "Credit for Prepayments to Member's Account"

"Prepayments of \$1,000 or more to a Member's club charge account will be augmented by a credit of 2.5% of the amount of the prepayment. To qualify under this provision:

- the payment must be made by check or ACH; and
- the payment must be at least \$1,000; and
- after the payment is applied, the member's charge account surplus must be at least \$1,000; and
- if a portion of the payment was used to cover a charge account deficit, the 2.5% credit will not apply to that portion.

If the member resigns from the club within one month of the prepayment, the credit will be removed before the charge account surplus is refunded."

New Certificates and Ratings

Solo

Martin Pop	David Masters
James Garlick	Betsy McCracken
Gerald Lackey	Betsy McCracken
Nate Massey	Ronney Moss
Scott Peppe	David Masters
Chad Rubins	Gene Weaver
Ty Williams	David Masters

Private

Kory Adams	Betsy McCracken
Emmanuel Aponte	Ronney Moss
Chris Berg	Gene Weaver
Jason Chittenden	Betsy McCracken
David Greenfield	Betsy McCracken
Steven Joseph	Ronney Moss
John McNeill	Gene Weaver
Matthew Nardi	Betsy McCracken
Mike Zaluski	Ronney Moss

Instrument

Andy Leipen	Sam Evett
Joseph Sheffield	Zenda Liess

Commercial

Uday Godbole	David Masters
Joseph Sheffield	Ronney Moss

Multi-Engine

Joseph Sheffield	Zenda Liess
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New Members Since January 2008

Cliff Anders
Bill Ayres
Mark Bryan
Kevin Clayton
John Cleve
Lauren Davies
Adam Davies
Charles Davis
James Garlick
Bill Hawkins
Faizal Iqbaal
Brian Johnson
Dewakar Jonnakuti
Josh Knoll
Luke Koerschner
Andrew Lane
Dan Larson
Tim Massey
Greg McCallum
Willard McCaskill
Paul Nederveen
Terry Poole
Thomas Rao
Phillip Richardson
Sarah Sawyer
Gary Smith
Richard Taylor
Brian VanderWerf
Peter Walsh
Craig Walton
Ed Watters
Joel Webster

UPCOMING EVENTS

	2nd Saturday Cookout	Board Meeting	Membership Meeting (Pizza Night)
July	July 12	July 8	NA
August	August 9	August 12	August 20
September	September 13	September 9	NA

Wings of Carolina Flying Club

Sanford Lee County Regional Airport

702 Rod Sullivan Road

Sanford, NC 27330

919-776-2003

<http://www.wingsofcarolina.org>

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	Ken Williams	919-810-8063	pres@wingsofcarolina.org
Vice President	Paul Wilder	919-672-5458	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	David Greenfield	919-696-7390	dgreenfield@nc.rr.com
At Large	Eric Wagner	919-345-4940	ewagner@nc.rr.com

Key Volunteers

Asst. Treasurer	Graham Mainwaring		graham@mhn.org
Facilities Coordinator	David Hughey	919-412-4475	dhughey@nc.rr.com
IT	Ty Williams	919-618-4497	ty_williams@nc.rr.com
Maintenance	Ron Bickers	919-387-4549	rbickers@logicetc.com
Maintenance	Hunter Moore	919-225-6396	hunmoore@nortel.com
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	Barbara Eldredge	919-403-6183	
Second Saturday Events	William Sawyer	919-732-5306	William.sawyer@quintiles.com
Supplies	Jan Squillace	919-650-1915	jsquillace@nc.rr.com
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 6:30-9:00 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.

2nd Saturday Cookouts occur at the hangar on the 2nd Saturday of each month, 11:30 AM - 2:00PM. Members and guests may buy lunch for \$5.00 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