

*Important Lessons Reinforced on
A VFR Cross Country Training Flight*

By Joseph Sheffield

Well, I completed another requirement for my commercial license - the long, night VFR cross-country flight. Boy did I learn some new lessons.

I thought about the flight all day. I could not make up my mind as to where I wanted to go. The regulations say the airport must be over 100nm away and the total flight be more than 2 hours. We were to fly out of KFAY (Fayetteville Regional Airport) so that limited my options from the normal destinations, such as Myrtle Beach. To add to the equation, low clouds and rain were approaching from the west, and thunderstorms were predicted in the south-east area of my proposed airport possibilities. So, that left either directly north or directly south. Furthermore, fog was predicted to be a major factor that night and early the next morning.

I arrived at KFAY after work still not set on a destination. I used AirNav's website (an excellent resource) to scroll around the Sectional charts. I finally decided on KEMV - Emporia-Greenville Airport in southern Virginia. It, however, was located on the Washington Sectional, so I had to purchase one from the FBO. I dutifully planned the VFR cross-country just as I have done many, many times. I had about two hours to kill before Ronney got down with 26M, so I spent a lot of time planning my checkpoints, recording the frequencies I would use, monitoring the ever smaller temp/dew point spreads, watching the METAR's and TAF's, filing my VFR flight plan with FSS, etc, etc. When Ronney finally arrived, we topped off the tanks for the flight, completed the many checklists required for the Mooney and took off into the night.

The conditions were really quite nice. The visibility wasn't too bad and the clouds were high above us. I opened up my VFR flight plan with Raleigh FSS and went to work. One challenge during this flight was Ronney's selection of useable instruments. I was allowed an airspeed indicator, an altimeter, a compass, the engine instruments, and my radios, although I was only able to use them to monitor AWOS/ASOS stations. I could not utilize them for flight following. Everything else was covered up. No GPS, no VOR, no DG or Attitude Indicator, nothing. This was to provide a "worst case scenario" and build my confidence in being able to traverse from point A to point B using only dead reckoning and pilotage. Due to the conditions, this would prove to be a relatively easy task. As we slipped through the atmosphere I was able to pick out my carefully selected checkpoints with ease. I made it a point to select checkpoints that were easily distinguishable at night (a lesson learned from flying night cross-country flights for my private and instrument). I had deliberately selected a route that included lots of airports with AWOS/ASOS stations. I wanted to monitor the threat of fog and keep an eye on the ceilings. I hit every checkpoint with minimal drift and was even ahead of schedule by four minutes due to a slight quartering tailwind. I had monitored all the weather stations along the route and kept my head on a swivel looking for conflicting traffic. "Hmmm," I thought, "not too shabby Joe, not too shabby at all. Pat yourself on the back, you're doing great....."

Mistake number one was my airport selection. I had studied the airport in the Airport / Facility Directory and on AirNav and knew that it was a basic airport with not-so-great runway markings. It had a beacon with MIRLS (Medium Intensity Runway Lights) and REILs (Runway End Identifier Lights). It also sported a two-light VASI (Visual Approach Slope Indicator), an important feature for any night landing. I knew that it did not have an ILS (Instrument Landing System), so I would not have that to fall back on. If the weather got worse, I figured we'd just continue north to Richmond or go back to Fayetteville. So, all in all, I thought that it would make a good, challenging choice for a night landing. What I wasn't counting on was the airport being surrounded by having no distinguishable features and the airport lights themselves not being very bright. That, coupled with no moon, gave me a virtual island of lights surrounded by a deep, thick black hole that held who knows what.

Mooney's are beautiful machines made to go fast. That, they do well. Slowing down is another matter. Mistake number two. Not setting up my descent and managing my airspeed sooner, I found myself starring a classic Mooney mistake in the face. I was too high, too fast, and too close to the airport to make any kind of normal entry. I extended and circled around to enter the pattern with a crosswind entry. Still struggling to get things settled, I stumbled upon mistake number three.

On downwind, I finally had the Mooney configured properly. The gear was down, all the required switches and buttons were in the right place, and my airspeed was on target. Mistake number three was that I stopped thinking. Without realizing it, I was behind an unforgiving airplane, 1000' above the ground in unfamiliar territory. I didn't notice that my downwind leg was taking forever and I didn't think about the quartering tailwind from 160 degrees I enjoyed on the trip up to KEMV. The runways at KEMV are 15/33. I was now on a left downwind for 33. I was flying my downwind leg, upwind! Coming abeam the touchdown point I was too focused on the runway and did not follow my procedures. The front windscreen

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showed the blackest black I have ever seen in my life.

So I stared at my little oasis of lights. Base and Final were all flown in this manner, with me staring at the runway and not thinking through what was happening. I was unconsciously applying back elevator and keeping the power up because I couldn't see *anything* out there. Now, on final, with a tailwind, I found myself too high to land on this 5000 foot strip of asphalt. The power went in and we initiated a go around. Back on downwind it still hadn't registered with me what that wind was doing. I was still unnerved at how black everything was and Ronney had to correct me a couple of times because I was continuing to apply unwarranted back pressure and, consequently, climbing and slowing down. Still behind the airplane, struggling to get back caught up with it, I turned Base and Final again, this time transitioning to the instruments to combat the black hole I was in. Lined up with the extended runway centerline, I found myself high again. Go around number two. Climbing back up to 1000' AGL, I am trying to figure things out. On my third downwind for runway 33 Ronney finally asks a question that jogs my mind. "What are the winds doing to you Joe?" Bingo, it hit me...I am trying to land on a runway, at night, *with a tailwind*, in a black hole. Still configured properly I turn crosswind for runway 15. On the downwind, I am finally starting to catch up with the plane. Ronney has let me make my mistakes and is now coaching me on my downwind to runway 15. "What are your procedures?" "Make this pattern like all your other patterns." "Fly what you know, Joe, fly the numbers." Right, the numbers. I know that. I am at an unfamiliar airport, but I know the procedures. Trust the numbers, Joe.

I have caught back up with the airplane and am thinking ahead again. I pull the power back and set up a controlled descent when abeam the touchdown point. I fly a nice square base and turn final. There's the VASI, a little high.....

As a student pilot, flying my patterns at Sanford, I had a tendency to fly low approaches. The PAPI would always creep into three red and then to four red lights. No big deal, I thought. I can still make the runway with no problem. There is nothing to run into. I had heard the phrase "all red and you're dead" used to describe how important it was to remain on the proper glide slope. However, I had developed a bad, bad habit of not really paying that close attention to the four little lights. After all, Sanford has a lot of clearing between the runway and the trees. A student can get away with flying low approaches and not worry about much, right? So wrong, as I found out on a VFR cross country to Clinton, NC one beautiful evening. That airport is a difficult one to find. If you do not plan your descent, are not configured properly and not thinking ahead of the airplane you will find yourself in an uncomfortable situation. Furthermore, the trees are tight on the runway. There simply is no excuse for flying below glide slope, as depicted on the VASI. Simply stated, if you fly below glide slope at Clinton, you will hit the trees. This lesson taught my how important it was to *stay on glide slope*. It was a lesson I would be glad I learned.....

Lined up with the runway extended centerline at KEMV, evaluating what the wind is doing to my drift, I pick up one red and one white light on the VASI. Good. Trimmed for 80 kts, on glide slope. Flying the numbers. The wind is not doing much to my drift, nor is it causing me to slip below glide slope. Watching the VASI, my airspeed, and my touchdown point, I notice something out of the side window. My strobes are lighting up the treetops like it's Christmas. I am less than 100 feet above them. Every time the strobes flash, they illuminate the tops of these trees that seem to reach for the belly of the Mooney. Eyes back inside, you're on glide

slope, fly the numbers Joe. Pull the power back, trim for 73. We make a beautiful landing, right on target. We push the power back in, do a touch and go and head back to Fayetteville. The flight back was flown right on course and we finished with a beautiful straight in for runway 22. And so ended one of my most challenging flights. It's funny how those are the ones you learn the most from.

There were a lot of lessons learned on that flight. I was again reminded of how complacency kills. I thought I had done all the proper planning. What I had done was good indeed, but I didn't have the experience to infer what the books weren't saying. I did a good job of tracking my course, keeping track of my waypoints, time and fuel burn. But due to the airport's location and my poor planning for the descent the moonless night made the airport appear further away. I ended up high and fast with few options. Flying in a black hole is truly unnerving. I also didn't notice that the runway was surrounded by trees and there was very little margin for error on approach. This was indeed a case where if I had not been on proper glide slope and been cheating down, "all red and you're dead" would very well have been true.

Due to the complacency that had crept in on the well executed flight up, I had lost my edge and stopped thinking. That, by all accounts, was my gravest error. I once read about a WWI fighter pilot who said they were taught to always check their tail before shooting. Just when all seemed right, they were to check their tail because someone could just as easily shoot them down. I should have stayed ahead of the airplane, eased myself down from my enroute altitude to my terminal attitude, managed my airspeed and *kept thinking*. A little thought about the wind would have made all the difference on the approaches. I also was reminded that the procedures are there for a reason. We have proved their function on countless training flights. Procedures are the answer to unfamiliar or scary situations. They can be relied upon to get us through sticky situations. More proof for the argument that we must constantly strive for proficiency.

Furthermore, I was again reminded of just how far I have to go on my quest to be a highly skilled, safe, proficient pilot. I have a responsibility to my family, my club at WCFC and my fellow pilots around this great nation to continue to study and practice. Flying is one of the greatest gifts in the world, but one with risks. One cannot gingerly hop in an airplane and shoot skyward with nary a thought, even if the weather is clear and million. Whether we end up as recreational pilots flying on beautiful Saturday mornings or professional airline pilots entrusted with the lives of innocent people, learning to fly, indeed, flying itself, is a journey to be taken seriously and with a professional attitude. For it is only then that we can safely slip our earthly bonds and experience a gift most only dream about and return to tell about it.

I Have Earned My Private Pilot Certificate. Now What?

By Ronney Moss

Recently, a member of the Club sent me an e-mail asking for suggestions for places and activities to see and do. Apparently they had grown tired of endlessly circling the traffic pattern at Sanford. This is my response to this member and all the other pilots who are in a similar situation.

The first step is to recognize the hard work you put into getting your certificate and decide if it was the end goal or just the beginning. If flying stays fun, then you will probably keep doing it. If you don't fly, your skills will deteriorate, you will not be comfort-

able, and that's not fun. Determine your goals, assess your budget, and see if they match. A budget of \$250 to \$300 a month would allow you to continue to progress while \$100 a month would be about the minimum to remain marginally proficient. Here is a possible outline, assuming the more liberal budget.

Week One – The Pattern: Work on perfect rectangular patterns, with an emphasis on altitude control. Perfect your landings, focusing on spot landings. Do at least one go-around, one short, and one soft-field landing.

Week Two – Cross-Country: Begin exploring the local airports. Pick a different airport each month. HBI has a museum and the zoo...FFA has the Wright Monument...JNX has pancake breakfasts. This does not have to be official cross-country (over fifty miles) unless you are building time for your instrument rating. Focus on precise headings, altitudes, timings and pattern entry/exit procedures.

Week Three – Maneuvers: Focus on perfecting your basic flying skills. Steep turns, slow flight, stalls, ground reference maneuvers.

Week Four – Share the fun: Pick an airport and fly there for lunch. Focus on sharing your passion with someone else. Share flight time with another pilot and work on your instrument flying skills. If you are interested in an instrument rating, there are some specific skills you can work on while splitting time.

If you have to cancel one of your flights, place the money in your flying account and save for other opportunities. If the winds are beyond your personal limits call an instructor and expand your comfort level. Once every few months, schedule a flight instructor and have them put you through your paces and/or provide you with additional tasks to hone.

Stay involved. Get checked out in higher performance aircraft a C-172/Warrior allows you more options and is a much nicer ride for your passengers. Attend seminars/fly-ins/maintenance night. Go wild and get a tail wheel/seaplane/glider rating. Do some aerobatics.

Set up a reading program. Read the *Airplane Flying Handbook* the first week, the POH the second, the *FAR/AIM* the third, and the fourth week read the *Pilot's Handbook of Aeronautical Knowledge*. You can also borrow a video/magazine/book from the club to keep expanding your knowledge.

I went hog wild and fly for a living... but I know that is not for everyone. What works for you? Feedback is welcome, especially from those of you who got your certificate a while ago.

Wings of Carolina Flying Club to Hold Elections for 2008 Board of Directors

As with all things aviation, each year the Club must negotiate the myriad challenges and opportunities that arise out of the cyclic nature of the industry. The leadership and policy decisions of those who sit on the Board of Directors significantly impacts how well the Club is able to weather these challenges and capitalize on opportunities that present themselves.

At the Annual Membership Meeting on December 18th, 2007, Club members will have an opportunity to hear about the Club's progress from the current board and elect the 2008 Wings of Carolina Flying Club Board of Directors.

To help you get to know those running for the board in 2008 better, some of the candidates have written personal statements about why they are running and what they hope to accomplish if elected. Along with a general description of the duties and responsi-

bilities of each office, these personal statements are printed below.

WCFC President

The individual who is elected to the office of Club President will, according to the Club's By-Laws, "have the overall responsibility for the proper and efficient operation of the Club." He or she will be the face and voice of the Club. The following Club members are running for this position in 2008:

Ken Williams

I Joined WCFC in 2004, completely new to flying. I earned my Private in 2005 in C152s, Instrument in 2007 in C172s, and recently checked out in the Mooney. Currently, I am serving on the board as a Member-At-Large and also serve as the auditor key volunteer, primarily checking yellow sheet accuracy and consistency with myFBO.

We are very fortunate to have an organization like WCFC that provides an opportunity to learn to fly and improve our flying knowledge and skills. My primary reason for running for President is to help play a role in making sure that the Club will continue to be here.

During my relatively short time in the Club, it has been somewhat of a roller coaster, mostly revolving around the makeup and financing of the mid-level fleet. While there will always be issues concerning the fleet makeup, the Club is currently on good footing and I don't see any dramatic changes to that makeup. Through the hard work of those that have recently severed on the board, the Club is in a much better financial position than it was a few years ago. I am not trying to congratulate myself. I have been on the board for only a few months, following the departure of Paul Keller, so I am congratulating the work of others on the board. There is certainly more that can and should be done, but we can now do that with less pressure and sense of urgency.

There are a number of items I would like to see us (both the board and the membership) work on next year. They include:

1. Develop a long-term plan upgrading the fleet. Would you like to see "Glass" in your future?
2. Develop and implement a strategy for retaining more of our current members. We currently focus on serving members that fly Club planes. I would like to see us also serve members that decide to buy their own aircraft (a dream of mine) so that they will remain in the Club, not just paying dues, but remain active, keeping their planes at Sanford, maybe even in new hangers behind the Club.
3. Continue to work on spreading the word about the Club to attract new members. Our life blood is new student pilots and we must continue working to attract them to the Club. In addition, if we address # 2 above, we could more effectively attract new members that already have their own aircraft. You are the best resource for attracting new members. Nothing works better than word-of-mouth.
4. Work towards establishing a "voice" on the airport authority. For those that were in the Club before my time, they know the importance of maintaining a positive working relationship with the airport authority. We don't want to have to find another new home. We also want to make sure that if things are changing at the airport, like aircraft fueling, building new hangers, locating new businesses on the field, we know what is being considered and we get our voice heard.
5. Establish metrics for evaluating the makeup of the fleet. These

should not be hard and fast metrics, but a guide to temper the decision making process.

6. Establish a methodology for setting rate for flying. We are a club, and my position is that we should establish our rates based on our cost and not on the market. (Before the other members of the board have a stroke, let me say, that by “cost” I mean the total cost, including insurance, reserves, etc.) I am not trying to start an aircraft type war, but we are a “flying” club and we should know what it actually cost us to fly the aircraft and should *base* our rates on that cost. I have worked my entire career for non-profits, so let me say, as I was frequently reminded by a one of my former CEOs: “being non-profit does not mean you want to lose money,” and I whole-heartedly believe in that. Please note that I said *base* our rates on cost, not make the rates the same as the cost.
7. Begin planning for the day that John Hunter retires and we need an A&P. John is a tremendous asset to the Club and I would love to see him stay forever (Where is that fountain of youth?), but there will come a day when we will have to face this. One idea that some have discussed is to start establishing a stronger relationship with the FBO on the field (Sanford Aircraft Services -Dan Swanson). I believe we could work out an arrangement that would be mutually beneficial.

Here is a little background information on me. I am a native North Carolinian. I have a BS and PhD from NC State (please don't hold that against me) in Electrical Engineering. I worked for a little over 19 years with MCNC. In 2005, the research operations of MCNC were acquired by RTI International, so I have been with RTI since. I am the Director of a group of 30 researchers (about 1/3 with PhD's) that do contract research, mostly for the federal government. In our center we have annual revenues of just over \$5M dollars and operate a semiconductor cleanroom with equipment that has a replacement cost of approximately \$10M and an annual operational cost of ~\$2M.

It is traditional for anyone running for an office to “ask for your vote” and, while I would certainly be delighted if you cast your vote for me, it is much more important that you vote than it is for whom you vote. This is your club. The Club depends on the input and efforts of its members, and I ask each of you to get involved as much as possible in whatever form you can.

WCFC Vice President

Aside from filling in for the Club President when necessary, the Club Vice President is primarily responsible for managing the Club's membership. Specifically, this entails advertising the Club and attracting new members through a variety of different media, reviewing membership applications, overseeing new member orientation, and maintaining the Club's membership records. The following Club members are running for Vice President on the 2008 board:

Mike Fox

Member since: 2002

Pilot information: instrument rated, qualified in and fly C-152, Warrior, and C-172.

The most important thing for a board member to keep in mind when making decisions is that the board and the Club exist to serve the members. The purpose of the Club is to provide safe, affordable and fun flying for the members and, those will always be my priorities as a board member.

When making decisions, I will always make them on the basis of facts and data that are in front of me for that decision, not based on what I think should have been done differently in the past or on personal considerations like how I get along personally with the people affected. Also, I feel strongly that it's important that board decisions be based on what's best for the Club going forward based on where the Club is at that time, without getting hung up on what was done before that a board member may personally agree or disagree with.

I probably live closest to the airport of almost all the members - 10 minutes away. This fact can help me serve the Club well as a board member, as I can easily get to the airport for things that may require board involvement, such as Airport Authority meetings or checking on things if there is an alarm or concern, without having to drive long distances.

As Vice President, I would be responsible for membership, which, among other things, means being available to members and helping educate and bring on board new members. Barbara has done an excellent job of expanding the role and contribution of the Vice President, and I would like to continue that. Living close to the airport will make it easier to be available for the duties of Vice President.

Over several years, I have been asked to run for the board by many members with many different views and perspectives, which I think shows members who know me have confidence that I can listen to all sides of discussions and make rational decisions based on facts and what's best for the Club and its membership. I have often declined to run in the past because of other responsibilities or scheduling problems. Now, I am ready and able to serve the Club as a board member, and would be honored to do so.

Paul Wilder

For the 2008 year, I am running for the position of Vice President. During the 2006 and 2007 years, I served as President of the Club. While 2006 and 2007 were both productive and successful, I am stepping down as President because it is important to get fresh ideas in the position of President.

During my term as President, there were many improvements to the Club made by the board that I am quite proud to have been involved with and that I think speak well towards my candidacy for VP and continuance on the board.

First and foremost is the financial turn around – Avoidable losses and Club expenses have been cut by about \$40,000 per year. Not only does this allow your club dollars to fly further than before, it has taken an organization spiraling into bankruptcy and put it back on the healthy flight path of a slow and steady climb.

Second, is the Club spirit – We are an all-volunteer organization. The board has worked hard to create and promote this message as well as show by example what this means. Without the spirit of the Club (i.e. volunteerism where everyone pitches in to help), the Club would not survive. Additionally, let me compliment the many members who have responded and stepped up to help, including key volunteers, instructors, the maintenance crew, plane washers, and “randomers” who have helped out when and how they can. It is this spirit that also entices new members to join the Club and be a part of our 46-year-old organization.

Third is communication – Communication from the Vice President (VP) is very important as the VP is charged with new member orientations and other important Club social functions. It should be obvious to all that the out going VP, Barbara Eldredge, did an excellent job and has set a high standard that I will strive to meet. Communication is also important to the Club as a whole and

one of the objectives that I and other board members worked hard to achieve in 2006 and 2007. Good communication takes a great deal of effort, but pays off by providing transparency and prevents the possibility of Club destruction through deceit. I believe the entire board as well other Club leaders would all attest to the fact that I have kept them well informed and hopefully you too, as Club members, feel that you have a good handle on what is going on at the Club.

Beyond the board (which I first got elected to in 2004), I have been flying on and off for 20 years. Most of my flying has been in the northeast. Since joining the Club in 1999, I've earned my instrument rating. My most memorable flights include:

- NC to VT and back VFR (pre-Club and pre-9/11) – over the Pentagon VFR
- NC to OSH with the Club (and picked up my father in WI for the final leg)
- NC to Nova Scotia in a Mooney

My goal as VP is to continue bringing in new members and focus more on the social side, continue working with the board on some of the many projects already started as well as on the new ideas that others will bring.

Thank you for your support of my candidacy in running for Vice President of the Club.

WCFC Secretary

The Club Secretary is responsible for creating and managing written records and correspondence for the Club. This includes recording and filing the minutes of all board meetings, publishing a periodic newsletter, and maintaining the Club's mailbox. The following Club members are running for the office of Secretary on the 2008 board:

Keith Silva

It has been an honor to serve on the Board of Directors since 2005, and I would like to continue that service in 2008. Each Club member discovers the way they can best contribute to the Club, and I feel that my contribution has been in working with other board members on issues that are important to the Club's continued success. An important part of this collaboration is to weigh the opinions and suggestions of fellow Club members, which I have tried to emphasize throughout my board tenure.

In addition to board service, the office of Secretary involves keeping minutes of board meetings and publicizing them in the front office. It also involves working with the Newsletter Key Volunteer. While not too glamorous, I feel this demonstrates how the board considers communication with the membership to be of utmost importance.

I appreciate your support on December 18 to allow me to continue serving the Club as Secretary.

WCFC Treasurer

One of the most critical officers on the Board of Directors is the Treasurer. This person is charged with the responsibility of monitoring the financial health and well-being of the Club. The treasurer manages the Club's cash flow, makes reports to the board on the state of the Club's finances, and ensures that member accounts are accurate and up-to-date. The following members are running for the office of Treasurer on the 2008 board:

Dave Derry

Declined invitation to make a candidate statement.

WCFC Member-At-Large

The Wings of Carolina Flying Club by-laws state that, "at such times as deemed desirable, other officers may be elected by the Membership at the Annual Membership Meeting in December." Traditionally, the Club has used this provision in the by-laws to elect three Members-At-Large. While the by-laws do not specify the duties of a Member-At-Large, these officers usually oversee special projects at the direction of the President. Further, having an additional three members, in addition to the four mandatory officers, spreads out the workload of the board and provides a diversity of perspectives and skills, which increases the effectiveness of the board. The following Club members are seeking election as a Member-At-Large on the 2008 board:

Jim Bauer

Having been a member/flight instructor for the past eight years, and having served as your Club Manager for the past five years (until the position was terminated last spring), I feel I would add a unique blend of experience to the board. Through an aviation career spanning 35 years, I've experienced most phases of this dynamic and ever-evolving industry – military (Naval Aviation, including Vietnam, Top Gun, and the Blue Angels), corporate, college classroom instructor, flight instructor, publicity/promotions, and management.

I also feel the Club to be at a crucial point where decisions regarding our future vitality and growth will have to be made. As your Club Manager, I was highly involved in day-to-day "selling the Club" and in membership matters (in fact, I enrolled many, if not most of you). Consequently, I feel that our approach to the future must be considered with the membership foremost in mind. This, in my view, would include a concurrent two-phased approach aimed at making the Club more attractive to potential members, and creating a more member-friendly/flying-friendly environment for current members. Such an approach would include, but certainly not be limited to encouraging greater election participation through absentee balloting; a close review of the current rate/fee structure with corresponding downward adjustment; review of fleet composition and discussion as to how best to prepare for the inevitable future necessity of aircraft replacement; encouraging more flight-related activities such as spot-landing contests, cross-country contests, single-day trips, more vigorous promotion of Oshkosh (the Club's main annual event); quicker availability of board meeting minutes (preferably within one week of a given board meeting); better availability of club financial information to the membership (this IS a member-owned club, and every member should have ready access to this information, including aircraft flight hours); consideration of restructuring board member terms (two-year terms, but staggered such that all positions don't come up for election at the same time); re-visiting the aircraft refueling situation (if even one flight must be cancelled due to lack of fuel, I feel that to be one-too-many).

In my "farewell" email upon departure as your club manager, I stated my strong belief in the membership as being the lifeblood of this organization. As such, I feel that every effort we can devote to making this a more attractive environment will both increase our membership and retain current members. While I certainly don't pretend to have all the answers to these future challenges, I can as-

sure you that I'll both encourage and join with my fellow board members to seek these answers with the overall interest of the Club at heart. Also, my presence would provide active flight instructor representation on the board, which has been missing for the past several years, and which would be an added dimension considering the vast amount of flight training inherent in the Club.

Finally, the best manner in which you can now participate is to come out next month and VOTE!!! For those of you unable to be there due to other, higher priority commitments, we'll try to change that for next year to accommodate your vote.

Jim Carlson

I have been a member of the Club for eight years. In that time, I have served on the WCFC Board for five years. Prior to board service, I established the temporary trailer at Sanford. I have also earned my private and am working on my Instrument rating.

I started at the Club back in the old shack at Chapel Hill. I 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 hanger. Besides focusing on the facilities, I kept a careful eye on expenses, establishing guidelines for separating dues expense from aircraft expense. I have five kids and want to insure 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.

As a position platform, I want to have the cost of flying to be as affordable as possible for every class of member. I do not think rates should be based on other markets for renting planes but rather should be established by what it costs us, as Club members, to fly. I also do not think one class of aircraft should be subsidized by another. The rates for an aircraft type should be set to cover the costs associated with that type.

Lastly, I think that fleet enhancements should be made to all levels of aircraft. The Club has neglected the student pilot contingent and the Cessna 152 airplanes for far to long.

David Greenfield

I have been a member of the Club since May. I have decided to run for the position of Member-At-Large because I want to get more active in the Club, and I feel I have a lot to offer.

I am currently working on my private pilot's license. I hope to go for my checkride in December of this year or early next year. Once I get my license, I plan on enjoying all of my hard work by visiting different airports and seeing new areas of NC with my son. I do anticipate working toward my IFR rating in a year or so.

While I have only been a member of the Club for 6 months, my enthusiasm, interest, and previous experience of servicing on a Board of Directors will contribute to the Club's board in many valuable ways.

During my 22 years as a Volunteer Firefighter in Upstate NY, I served on the Board of Directors for 8 years and as Board President for 2 years. While serving in this capacity, I was able to streamline many of the administrative functions, which reduced costs. I also worked on increasing community awareness of the fire department. I accomplished this through promoting the organization within our community in several ways, including a successful drive to get local children involved in wanting to visit the fire department. This was just one effort resulting in significant increased membership and fundraising.

Our current Board has done an outstanding job at increasing membership, controlling costs, and providing a welcoming environment for current and prospective members. I believe I can be an asset in continuing in this direction. Our club has a lot to offer individuals and their families who have an interest in aviation. By finding unique and effective ways to reach these people, we can increase our membership. Being a small business owner, I am experienced in the challenge of customer service and cost control. As membership increases we need to have the resources (planes, instructors, and facilities) to support the increase in membership while controlling these costs. I am confident that I can be an asset to the Club in this area.

If you have any questions about my background or experience or would like to contact me for any other reason, please feel free to give me a call or send me an email.

Eric Wagner

Joined WCFC in 2004; Instrument Rated, Flies at Club: 172s, Warriors and Mooneys. Member-at-Large since September 2006; IT Key Volunteer: 2006, 2007.

I have been a pilot since 1976. After a long break from flying, I have been actively flying with the Club since joining in 2004. I received my instrument rating late last year. I have been enjoying the ability to fly more confidently on longer trips after checking out in the Mooney. My next goal is to train for the commercial rating during 2008. 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 family.

I have been the Club's IT key volunteer for the past 2 years. We have slowly updated most of the computer equipment at the Club to provide better resources for our members. In the past few months, we updated the simulator computer, monitor, and software, as well as repaired the flight controls. Lastly, I have been maintaining the GPS databases and subscriptions for the Warrior, 172s and Mooneys. Hopefully, you have found them to be current more often than not. In 2008, I would like to find someone who would like to work with me to continue to maintain these systems and add some other things, like a web cam.

My plans for 2008 are to work with the rest of the board members to continue to improve the operations of the Club. I believe the Clubs financial position has improved significantly over the past 18 months. We now need to continue to make small adjustments to remain healthy, attract more members and continue to grow the Club. The aviation industry continues to evolve rapidly with new technologies and an unprecedented need to train more pilots. Wings of Carolina can contribute to this training need and benefit from it. This past summer I organized the Club's Oshkosh trip and it turned out to be another great experience for those that went. This coming year, I would like to organize a couple of other shorter day or overnight trips to some local attractions like the Outer Banks, Myrtle Beach, Atlantic City, Charleston or the Luray Caverns. After all, many of us got our pilots licenses so we could mix flying with other fun things.

NOTAMS

- **WCFC ADDS NEW INSTRUCTOR TO ITS CADRE.** If you have been around the Club recently, you may have noticed a new instructor, David Masters. If you are due for your Annual Flight Review or want to work on a new rating, consider making a reservation to fly with the newest member of our instructor corp.

- **WCFC ACQUIRES PIPER WARRIOR TO AUGMENT ITS FLEET.** The Club has added Piper 81917, bring our midlevel-fleet to three Cessna 172's and two Piper Warriors. 81917 is IFR equipped and provides additional flexibility to an already versatile fleet. If you have been thinking about getting checked out in the Warrior, it is now easier than ever. So, come on out to the Club and check out our new bird.

- **WCFC SIMULATOR UPDATED.** Flying is a perishable skill, and this is even more true of instrument flying skills. Keeping current, especially after a long lapse between hops, can be challenging and expensive. However, utilizing a PCTD, like the one offered by the Club can be an effective and inexpensive way to keep your skills sharp and familiarize yourself with the approach you may be planning to make on your next trip. The simulator has been updated with new hardware and software, as well as having the interface devices recalibrated. If you have not taken advantage of all the simulator has to offer, schedule some time and find out what you have been missing.

- **THE 2008 WINGS OF CAROLINA FLYING CLUB BOARD OF DIRECTORS TO BE ELECTED DECEMBER 18TH, 2007.** At the Annual Membership Meeting (Pizza Night) in December, Club members will have the opportunity to vote in a new Board of Directors for the upcoming year. There are many outstanding candidates for a variety of positions. If you would like to run for the board, you may add your name to the ballot at any time prior to voting. Come on out on Dec. 18 and cast your vote for the future of the Club.

- **WCFC TO HOLD PRIVATE AND INSTRUMENT GROUND SCHOOL COURSES.** John Hunter, current Director of Maintenance and former Club President and Chief Flight Instructor, will once again be offering his outstanding Private and Instrument ground school courses, starting in January 2008. These safety oriented courses go well beyond "the stuff on the test" and emphasizes what you need to know to be a safe, competent, and skilled pilot. The Private Pilot Ground School will meet on Wednesdays starting January 9th and will run through April 9th. The Instrument Ground School will meet on Mondays at 7 PM starting January 28th and will run through March 31st. If you are looking for quality instruction to improve your knowledge and safety as a pilot, this is the course to take. For more information, contact John Hunter at (919) 776-2003. Hope to see you there.

- **CLUB MEMBERS ASKED TO TREAT AIRCRAFT INTERIORS WITH TENDER LOVING CARE.** Club aircraft are built to be safe and reliable. However, aircraft interiors are not always examples of sturdy construction. And when interior molding, carpet, or seats must be repaired in older model aircraft, it can become quite expensive. That is why Club members are asked to take special care not to damage aircraft interiors. If everyone does their part, we all will be able to continue enjoy the safe, fun, and affordable flying our WCFC fleet of offers us.

<u>New Certificates and Ratings</u>	
<u>Solo</u>	
Chris Berg	Gene Weaver
Jorge Suarez	Betsy McCracken
<u>Private</u>	
Nick Morgan	Ronney Moss
<u>Instrument</u>	
Mike Adler	Ronney Moss
Joseph Sheffield	Ronney Moss
<u>Commercial</u>	
Casey Jones	Sam Evett

<u>New Members Since September 2007</u>
Justin Bahm
Bruce Bradford
Sabine Catarino-Jaccuad
Bryan Conner
Daniel Horne
Patrick Lofvenholm
Robert Loughlin
David Masters
Adnan Nasir
Scott Peppe
Martin Pop

UPCOMING EVENTS

	2nd Saturday Cookout	Board Meeting	Membership Meeting (Pizza Night)
December	12/8/07	12/11/07	12/18/07
January	1/12/08	1/8/08	N/A
February	2/9/08	2/12/08	2/21/08

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	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	Ken Williams	919-810-8063	Ken_Williams@nc.rr.com
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	Vacant		
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	William T. 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 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-2:00 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