



Wings Newsletter

AOPA Fly in

By John Gaither

Led by Wings of Carolina's intrepid David Greenfield, members of the Club flew to the AOPA's 75 Anniversary Frederick Homecoming. Weather did not cooperate with marginal VFR conditions early and winds forecast for later. Those who made it got to experience flying near the DC SFRA and managing a complex VFR NOTAM in crowded airspace.

The program started with a pancake breakfast hosted by the entertaining Ron Machado. During the day, attendees could try the Red-bird FMX simulator, fly in the EAA's B-17, or for something completely different, take a test drive in one of Lincoln's new vehicles. Seminars were offered on varied topics as were static displays of aircraft. Over the lunch hour

Michael Goulian performed in his Extra 330SC. Michael is a former US national champion in the advanced category and was twice was the top-ranked US male aerobatic pilot and Silver Medalist in the Unlimited Category.

In the afternoon Mark Baker, AOPA president, was joined by Hon. Sam Graves MC (R-MO), co-chairman of the general aviation caucus in the US House of Representatives, and Michael Whitaker, FAA Deputy Administrator for a Pilot Town Hall. They address various issues that are important to all of us as pilots.

There are parallel efforts with the FAA and a Congress to achieve 3rd Class medical reform. Baker said that this was an AOPA priority to applause from the audience. Rep. Graves indicated that there

were 170 sponsors for legislation which would obviate the need for a medical to fly aircraft under 6000 lbs and under 12000 MSL. Whitaker said that the FAA had drafted rules on the same subject and had forwarded them out of the Agency for the "highest levels of executive review." He indicated that he could not disclose the details (due to the Administrative Procedure Act) but that the rules should be published for comment by the end of the year.

Baker claimed a victory on the issue of GA searches without warrants or probable cause. For those who have not been following this issue, over 50 members of AOPA had reported instances where they had been stopped on landing by federal agents pouring out of black suburbans or helicopters with automatic weapons

Continued page 2

NC State's Aerial Robotics club



By Lindsey Reed

The North Carolina State University Aerial Robotics

Club competed in and won the AUVSI Student Unmanned Aerial Systems (SUAS) Competition. The

event was held at Webster Field in St. Inigoes, Maryland on June 18-22. SUAS is an annual competition that began in 2002. The competition requires design, integration and demonstration of a system capable of conducting operations including autonomous flight, navigation of a waypoint course, and use of onboard payload sensors. This year, the competition included 28 teams from around the world, including the US, Canada, India, Israel, Romania, and Turkey.

NC State's Aerial robot-

Continued page 2

Inside:

- > Trip Reports
- > Maintenance News
- > New Certificates
- > Poetry
- > Calendar of events
- > Supplies

Contents

AOPA fly in	1
NC State Robotics	1
President's Message	3
Summer fun Pics	3
Mountain Flying	4
Lady island	5
Pilot Supplies	6
Upcoming Events	6
Safety Culture	7
Unwinged ones	7
Maintenance News	7

Aopa (cont)

pointed and dogs, apparently in an effort to interdict drugs. These planes had not flown out of the US. Allegedly they were suspicious because they were flying west to east, had landed at small airports (where gas was cheap), and had flown circuitous courses (around mountains). In all of the cases where planes were stopped based on these criteria no drugs were ever reported to be found. The AOPA brought this to the attention of the popular press and Congress and met with representatives of various federal agencies. There have been no further reported stops since April.

The AOPA is monitoring the ADS-B 2020 mandate. It is not against the benefits that are promised. It is concerned about delays, cost over-runs, data integrity issues, and the lack of benefits for many aircraft. It is particularly concerned for the cost of installing expensive equipment in planes worth only \$40,000, such as trainers and homebuilts.

Mark reported that he expects that the GA community will have an acceptable drop-in replacement for 100LL in time for the 2018 mandate. He reported on the status of the testing for four competing fuels.

Another priority for AOPA is growing

pilot populations. This is a WOC priority as well. The two principal initiatives in this area by the AOPA are the flying club initiative and the Rusty Pilot initiative. He expressed his belief that the



social aspects of flying clubs were key to the expansion of the aviation community. He bragged that there were now over 600 flying clubs listed on the AOPA website and the AOPA provided tools to help new Clubs start. WOC was one of the pathfinder clubs that helped AOPA develop their program. Unfortunately they have TTA listed twice on their website, one instance is

highly inaccurate and the other accurate, and a search for Raleigh area flying clubs only brings up the inaccurate version – we will work to get the information corrected. Baker also indicated that there were over 500,000 pilots under age 75 who were no longer flying. WOC was also a pilot site for the AOPA Rusty Pilot program. Baker indicated that 70% of the attendees at Rusty Pilot seminars promptly began refresher flight training. We need to repeat the Rusty Pilot seminar at WOC.

In response to questions, a Rep Graves indicated that user fees remained a threat. He noted that the federal government was always looking for money. User fees had been proposed by both parties at various times. He expressed the view that if it cost \$200 to land, GA would soon be destroyed as it had been in Europe. He said that the way to win on this issue was to ensure that the outcry was loud whenever the issue arose.

Also in respond to questions, Mark Whitaker indicated that the FAA had drafted rules on UAVs that were line of sight, such as those used in agriculture and pipeline inspections. Rules addressing the larger issues were farther away.

Overall, it was a enjoyable and educational day for all who attended.

Robotics club (cont)

ics club consists of students from several majors (mostly Aerospace Engineering, Computer Engineering, and Electrical Engineering) who work together to build and operate the club's autonomous aircraft, called Fenrir. Each club member has a job on the team, such as autopilot operator, safety pilot, imagery operator, or flight line member. Fenrir has a wingspan of 10.1 feet, a length of 10 feet, a max gross weight of 45 lbs, and a cruise speed of 55 kias.

NC State's team took first place overall at the SUAS competition. The mission demonstration includes flight autonomy, a search for various targets on the ground, connection to a ground-based intelligence center to download data, and dropping of a payload on a target. The team was also awarded the competition's Safety Award, 1st place journal paper, and 3rd in oral presentation.

Two days of the competition are set aside so that each team can fly. NC State was the last team to fly on

Day 1. After arriving at the flight line, the team held a mission briefing for the judges and received permission to fly. This briefing included an explanation of the flight plans created by the autopilot operators prior to mission start as well as a list of the objectives the team planned to attempt. The team performed an autonomous takeoff and immediately began navigating through the waypoint course. After hitting each waypoint, the team continued on to the search pattern. A single pass through the search area yielded enough coverage for the imagery team to be able to identify all of the targets.

The next objective was one that was new to the competition this year, the egg drop. The goal was to drop a plastic Easter egg filled within a 50 ft radius of a target. The team made a practice run over the drop target and dropped the egg on the second pass. The egg landed 41 feet away from the bulls eye, meeting the objective. This was the best distance of any team.

Next, the team proceeded to

the emergent area, which is a search location given to the team by the judges after mission start. The team is expected to locate another target in this area. This is one of the more difficult objectives because the autopilot operators have a limited amount of time to modify flight plans. After a few passes over the emergent area, a target was located. The imagery team identified the target to be a fire fighter, with a hose and a fire extinguisher.

After each team member was satisfied with coverage and mission completion the plane was sent to the landing pattern for an autonomous landing. The team completed the mission with about 27 minutes on the mission clock, much less than the allotted 40 minutes.

Despite a few minor issues, the flight went incredibly well. NC State was one of the few teams to complete a completely autonomous mission and meet nearly all of the objectives. More information about the NCSU Aerial Robotics Club can be found at aerialroboticsclub.com

President's Message

By John Gaither

The Club had a great summer. You may recall that flight hours during the first quarter of the year were weak, but April was strong, May was a record, and June was strong. July was flat, but considering the rain, rain, rain, that wasn't bad. Now we are coming up on some of the best time of year flying in the south east. Not yet freezing. No spring winds. Minimal summer thunderstorms.

The one area in which we could use improvement is membership. While we have

had a lot of new members join the Club, we have also had a number of members move away or leave the Club for other reasons. We are about flat for the year. Remember to talk up the Club whenever you get a chance.

I expected that by the time this was published, you would be seeing construction around the Club. The board approved the plans and the contract to build the hanger extension and to build out the second floor. At the time I am writing this, we are waiting for the permits to begin construction. We had hoped to begin construction by mid-

September, but now we are a bit delayed. Government moves slowly. The first floor will become more of a lounge and briefing area. Classes will be taught on the second floor and the flight training device (simulator) will be moved upstairs. I have posted the plans on myFBO. I had hoped to hold the Annual Meeting in the new classroom in December, but maybe not. Since I have written a longer article elsewhere in this newsletter, I will keep this short. I will look forward to seeing everyone around the Club.

Summer Fun @ Wings of Carolina

A 2nd Saturday
Plane washing Team



We had lots of fun this Summer at the club. Fun in the air and fun on the ground.

Hopefully ya'll got plenty of flying hours in the last couple of months and maybe got to do that trip you've been thinking about for a while.

If you did get your 'big trip' done and need some help deciding on what to do next, then no better place to come than over to one of the many regular events at the club. Check the events listing at the back page for what's upcoming.



2nd Saturday
grilling



Maintenance
Night

By David Strevel

As someone who has been a member for 27 years it is wonderful to see how the Club has progressed. In the 1990s we did maintenance on one airplane at a time under a leaky tin roof at the Chapel Hill airport, open to the air, with a couple of bare bulbs for light. Now we have an organized, trained group of volunteers that work hard one night every week performing owner maintenance in a beautiful hanger the members own.

Mountain Flying Trip

By John Gaither

EGE-LXV-(ASP)-GWS-(RIL)-7V2-EGE

As many Club members know, I spend a lot of time in Colorado. Last year while I was in Colorado, I went to an airshow and ended up talking with a flight instructor, Loren, at a static display. We had an interesting talk. He had gotten a degree in aviation and then worked for Eclipse Jet where he was involved in the certification of the Eclipse 500. Somewhere along the line, he bought a small plane, took two years off, and explored as many of the western airports as he could. He is single engine, multi-engine, and glider certified and has time in rotary craft. He is CFI, CFII, MEI and ATP. Now he is a flight instructor at Alpine Flight Training (alpineflighttraining.com) based at Vail Airport in Eagle County Colorado (EGE). While out in Colorado, this June I decided to take his mountain flying one day course.

The plane available was a Piper 28-181 Archer. It is essentially a Warrior with 20 additional horsepower. With Eagle at 6,547 feet, we needed all the additional horsepower we could get.

We started with some ground training and flight planning. He taught five rules of mountain flying:

1. Plan your route carefully being cognizant of both the strategy and tactics of the remaining rules
2. Be cognizant of the effects of wind over terrain – books have been written on this one.
3. Plan for survival if forced down.
4. Always have a "Plan B" that gives you a route to lower terrain.
5. Plan for performance at the density altitude you will be flying.

The last is more difficult than it may seem – Eagle Airport is higher than the highest curve on the POH for the Archer.

We started from Eagle with fuel slightly less than tabs as our first planned landing was at Leadville (LXV), the highest airport in the continental United States at 9,934. We flew to the south of I70 over Beaver Creek Ski area, Avon, and Minturn, which was our turn point for Tennessee Pass. The Mount of the Holy Cross towered over us in grey granite. While landing at Leadville it was clear that the sink rate was much higher at a density altitude of 12,200. At Leadville we fueled to the tabs and I got a certificate certifying that I had landed at the highest airport in the U.S.

I earlier mentioned that these altitudes were beyond the planning range of the POH table for the Archer. It appears that mountain pilots in this area keep careful data on conditions, weight, density altitude, and wind conditions to build their own personal tables. Anyway, left to my own devices, I probably would have used short field take off techniques and climb at Vx, which according to Loren was completely wrong. He pointed out that I did not need to clear much at the end of the runway. I would need to gain altitude, but I didn't need to gain it immediately. He further pointed out it was extremely difficult to gain speed at this altitude, if you didn't want to lose altitude. He told me to take off without flaps and remain in ground effect, or what there was of it at this altitude: "Try to be at 80



knots by the end of the runway with enough altitude to clear minor obstacles." We would then worry about gaining serious altitude. My reaction was that it would be easy to be at 80 knots by the end of the runway with this technique, but as I crossed the end the knot meter was barely crossing 80.

We then needed to gain altitude. Our climb rate was maybe 150 fpm. Loren asked me where I would expect to find uplift. I was generally right in my wind analysis, but he pointed me to ridges where very subtle changes in terrain produced significant changes in uplift. Circling near these ridges, we were able to climb at 800-1,200 fpm. A sobering thought was that the opposite ridges would most likely have downdrafts of equal force.

This led to a discussion of what to do if

caught in a downdraft. My instinct was to go to full power and climb at Vy and, if that didn't work, Vx. Even as I said that, I knew that would probably lead to a bad outcome if you were in a downdraft of 800-1,200 fpm. Of course if you follow rule 2, you shouldn't get into such a downdraft. His advice was to go full power and maintain level or slightly downward attitude to develop maximum speed and turn in a direction that you would expect to take you out of the downdraft. The only way to survive such an event is to get out of the downdraft as quickly as possible. Anything that I would likely be flying cannot out climb such a downdraft.

Our original plan had been to fly through Hagerman Pass back towards Aspen (ASP) but high density altitude and winds made that ill advised. In fact, I had not been able to find a way through Hagerman Pass in my flight planning at 12,500, but Loren assured me that he had flown it the previous day. In any event, we flew back through Tennessee Pass over the Ruedi Reservoir towards Aspen.

Originally, we had planned to stop at Aspen (ASP). One problem with Aspen is that jets keep "crashing" there. A big part of the reason is that for jets, Aspen is one -way-in, one-way-out. Thus, they are often landing with gusty tail winds. It is not as much of a problem for smaller planes because they can land and take off either direction. With the 4th of July weekend approaching, there was a lot of high speed traffic in and out of Aspen. The day before there had been a ground stop due to traffic. We passed by the airport on the way to Glenwood Springs (GWS), but did not land.

The sight picture going into GWS is quite interesting. The runway is 3,305 x 50. Density altitude was 8,600. You need to clear a ridge to get in, which is lower than it looks but would have fooled me into staying high, if Loren hadn't strongly cautioned me about it. You need to stay low and land on the first 300 feet or so of the runway. And just as we were coming in some parachutists jumped. Less than 10 minutes later when we were ready to depart, density altitude had increased to 8,700. While not technically one-way-in; one-way-out, it is pretty much so because of rapidly rising terrain. Loren told me to avoid flaps unless needed. His logic was that in the thin air, it was hard to gain speed. Flaps just slowed that process. We started down the runway at full power, no flaps. About 1000 down the runway, Loren said that we were going to

need flaps and to put in one notch. I did and we lifted into the air. Ground roll was about 2,200 feet. I am glad to have this technique in my pocket, but I don't intend to plan flights where I need it.

After Glenwood Springs, we headed towards Rifle (RIL). We did not land at Rifle, Loren saying that there was nothing interesting about the landing. The reason we went there was for him to show me the passes that opened to the West. This was the primary reason that I was taking the lessons. To the West is Moab, Arches National Park, and Monument Valley all within 2-3 hours flight, and a little farther, the Grand Canyon.

We flew down to North Fork Valley (7V2) and landed on a plateau. Not particularly challenging at 4,500 x 60, compared to the other locations we flew, but there were 50'-75' drop-offs on both ends and both sides of the runway, which gave you the illusion of landing on an aircraft carrier, except that the aircraft carrier was crooked – the runway has a curve in it. The primary reason that we flew to North Fork Valley is because Loren wanted to fly back to Eagle via McClure pass. He said that it was one of the prettiest passes in Colorado. Foreflight said that we couldn't get through but he assured me that we could and we did. Researching later, I learned the Foreflight's profile view analyzes a 2 mile wide corridor. (Foreflight has since changed this so that it is now a user setting.) Since the pass was substantially less than that, it showed that you couldn't get through. As a personal matter, I think that if there is not a 2 mile corridor, I am going to find another route, at least until I gain more experience in the mountains.

We returned to Eagle where the wind was

blowing about 30 knots, 40 degrees off the runway. A jet landing in front of us reported a 10 knot drop in speed on approach, but the pilot did not remember at what altitude. With EGE's 9,000 foot runway, I carried a little extra speed on the landing and surprised myself by making what I considered an excellent landing for the conditions. Of course, I needed a pry bar to get my fingers off the yoke on the taxi to the ramp. Loren emphasized that short field landings and takeoffs and cross-wind landings were key skills for mountain flying. At high density altitudes, even longer fields may seem short on take-off. It is not unusual to have fields that are one-way-in and one-way-out or fields where go-around opportunities are limited. Winds are often gusty and change rapidly. In some areas, such as in Alaska, your destination airport may be the only airport for hundreds of miles.

In one way, flying across the Appalachians may be more dangerous than the flying that I was doing in Colorado. When people, including me, think of the Rocky Mountains, they think of exposed rocks and harsh terrain such as is found in the Gore Range. (Search "Gore Range" in Google Images.) Without question, this sort of terrain exists and I flew over or around some of it. On the other hand, I don't think that I was ever out of glide range of a suitable landing spot for more than a minute or so. If not technically above the tree line, I was flying in an area where there are large treeless open

areas. I know from hiking in the area that there are many exposed rocks in seemingly smooth ground, but a landing would likely be very survivable. There are many times flying in NC when all I see below me is trees and it is difficult to stay in range of a suitable landing spot.

As a reminder that this is serious business, the day after my flight three people were killed, apparently trying to fly from the Denver area, across the continental divide, to Moab, UT. This is directly through the area that I was flying. The pilot from Ohio had his certificate for two years. The NTSB is still investigating, but it appears that he was attempting to follow the I70 corridor across the continental divide. I70, however, goes through a tunnel. It is possible to follow this route if you depart from I70 and go through Loveland Pass at 11,990 feet, but the density altitude at the time of his flight would have been much higher. Whether the pilot did not note the tunnel, missed the turn to Loveland Pass, or could not attain the necessary altitude and waited until it was too late to turn back is unknown. Loren would say he violated his rules (1), (4), and (5) above.

Overall this was a great experience. We saw beautiful scenery. There is a lot to learn about mountain flying. Loren suggested that if I really wanted to learn about mountain flying, I should take glider lessons. I can see his point. His ability to pick out areas of lift and sink were amazing to me. I look forward to future flights in the mountains, but I have a lot to learn before I would repeat this flight on my own.

Lady Island

By Alice Ann Reu

This is a stretch for a burger, but a great fall getaway is only 2 hours or less from TTA: beautiful, historic Beaufort, SC!!! About 200 NM direct, Beaufort ("Be-yoo-fort" as we say here in SC, as opposed to the more French "BO-Fort" of the NC coast) is a really lovely little town which hosts Beaufort County Airport (KARW) which is also known as "Lady Island Airport" or better yet by its famous "Frogmore Intranational" handle. It's adjacent to my son's "summer camp" of 2009, Parris Island and the United States Marine Corps. No courtesy cars and it's too far to walk, but it's a relatively short and cheap taxi ride (make arrangements ahead of time, or arrange for a cheap

rental!) and a very friendly and engaging staff. Great for a weekend getaway for fishing, romance or a girls "retail therapy" retreat!

Well known as the film location for Forrest Gump, Beaufort boasts numbers great places to walk, shop and eat. Want some suggestions?? Sample a local shrimp burger at the Shrimp Shack - Tom Hanks was a frequent visitor during taping (843) 838-2962. Or lunch at Wren Bistro and Bar (843) 524-9463 before shopping. For a great dinner, try Saltus (843) 379-3474. It's right on the water and a personal favorite.

Come visit SC!! Call me, I'll meet ya!



Photo Shoot



Flight around the glaciers below Denali. - Grover McNair

October Events



Secrets only Pilots know about Airports

Do you know how to visually identify runway length, width and what approaches are available right from your cockpit window...? This briefing offers pilot's of any skill level unique perspectives about the world of airport facilities such as NAVAIDs, pavement markings as well as airfield signing, lighting and communication and much, much more. Learn secrets that few experienced pilots even know. Reduce your probability of making a mistake while becoming a safer and more informed pilot! SC!!

Topic: Airport Markings and Nav aids

On Thursday, October 16, 2014 at 18:30

Location:

Wings of Carolina Flying Club

702 Rod Sullivan Road

Pilot Supplies

The Wings of Carolina is now a dealer for Lightspeed Headsets. As a dealer, we are able to purchase directly from Lightspeed Aviation and then sell to club members with little-to-no markup. Call it another perk of belonging to the club! And just in time to ask Santa for something really nice under that tree on Christmas morning!

If you need a model with the different type of plug (U-174, LEMO, etc), the price is the same. Be sure to specify you need one of the different plugs if you place an order.

The club can also purchase Lightspeed Headset parts (ear seals, headpad, etc.) at a discount. Contact me if you need something in this area.

Who can purchase at the Club price?

You must be a member (any category) of the Wings of Carolina or a student at a club ground school to receive the club pricing. Non-club members can purchase at List price.

How do I place an order?

Please send a email to: supplies@wingsofcarolina.com with your name, member number, and order details

(model desired, quantity, if you need something other than the Dual GA plugs).

Does the club keep headsets in stock?

We currently try to keep some low-cost (around \$100-125) headsets in stock. Depending on interest, we may stock the Sierra model. I do not anticipate stocking either Zulu models; they will be stocked as orders are placed. If you need one of the low-cost headsets, see Tonya, me, or your instructor.

Model	List Price	Club Price	NC Sales Tax	Total Price
Zulu PFX with dual GA plugs	\$1100.00	\$935.00	\$65.45	\$1000.45
Zulu 2 with dual GA plugs (Model 4014)	\$850.00	\$722.50	\$50.58	\$773.08
Sierra with dual GA plugs (Model 4000)	\$600.00	\$519.00	\$36.33	\$555.33

The Safety culture and Columbia disaster

By George Scheer

I recently re-read a summary of the report by the Accident Investigation Board on the in-flight breakup of the Columbia space shuttle in 2003. I think it has much to tell us about our flying club. The proximate cause of the failure seems now well-established: damage sustained on launch ultimately caused an air-frame failure upon reentry. That's a relatively easy problem to understand and perhaps remedy; it yields to a technical solution. The larger cause, emphasized in the report, was a failure of the safety culture at NASA. This is an expression frequently used by those of us who care about the flying club and its pilots.

The club has its Standard Operating Procedures and its Flight Standards and they are important bulwarks against tragedy, but we have always believed that the most powerful vaccine against the danger that flying entails is the safety culture of the flying club. It is tempting to try to legislate safety, to require ever more stringent checkout and currency requirements, to more tightly circumscribe the uses to which we put the club airplanes, to require more training, more experience, and more documentation. We have always, however, believed that rules and regulations can never mandate safety. Safe practices must be part of the collective culture. Pilots in the club must observe other pilots, particularly the most experienced among us, making wise decisions and valuing safety above all other impulses. If safe practices are respected; if they are modeled by the best among us; if they are cool – we will all be much more likely to practice them ourselves.

I worry sometimes when I witness some of us sitting around the club swapping stories and laughing about the foolish things we have done in airplanes. I am certainly guilty of this occasionally. It might well lead a less-experienced pilot to conclude that we take safety lightly and that we regard ourselves as exempt from the caution we encourage in others. Nothing, of course, could be further from the truth. We may share stories of misadventures, but it is with the awareness that we are admitting to folly and the grateful appreciation that we have been spared the consequences. Do not mistake this for bravado. Listen carefully and you will hear apprehension in our voices, perhaps even a bit of shame, and certainly a sense of relief.

Arrivals



Monica Olsen's baby: Ashley Marie born on June 17 at 5:42am, 7.2 lbs and 19.3 inches tall. Cries occasionally and laughs often! :)

Maintenance News

675 Firewall

Due to likely a hard landing or an aggressive tug, the firewall got very bent and is being repaired. ETA: End of October.

N89333 windshield

The glass in 333 was a little beat up and scratched and needs replaced. N69012 had its windshield replaced a while back and N8933 is next.

N89433 side windows

The side windows have been replaced in 433.

68X new engine

Its around 100hrs TBO and will likely be replaced around the end of this year. 68X will likely be the first of several planes in the fleet to be getting a new engine. 587 and 48TZ will also be due for new engines in early 2015.

406 ELT

The ongoing project to install 406s will continue. Likely a C152 or Mooney will be next to get one.

Fall 2014

New Certificates

Congratulations to the following WCFC members who obtained a new rating during the spring!

Tim Flood	Instrument
Caleb Oosterhouse	Instrument
Tony Higbee	Private
Grover McNair	Commercial
Chris Gully	Private
Ian Frid	Instrument
Christopher Breitenstuter	Private
Harrison Ashworth	Multi
Jay Nabors	CFI

The unwinged ones

By Ogden Nash

From: The private Dining-room (Dent, 1953)

I don't travel on planes.
I travel on trains.
Once in a while, on trains,
I see people who travel on planes.
Every once in a while I'm surrounded
By people whose planes have been grounded.
I'm enthralled by their air-minded snobbery,
Their exclusive hobnobbery,
And I'll swear to, before any notary,
The clichés of their coterie.
They feel that they have to explain
How they happen to be on a train,
For even in Drawing Room A
They seem to feel declassé.
So they sit with portentous faces
Clutching their attaché cases.
As the Scotches they rapidly drain
That they couldn't have got on the plane,
They grumble and fume about how
They'd have been in Miami by now.
They frowningly glance at their watches,
And order more Scotches.
By the time that they're passing through Rahway
They should be in Havana or Norway,
And they strongly imply that perhaps,
Since they're late, the world will collapse.
Then, as station merges with station,
They complain of the noise and vibration.
These outcasts of aviation,
They complain of the noise and vibration.
Sometimes on the train I'm surrounded
By people whose planes have been grounded.
That's the only trouble with trains;
When it fogs, when it smogs, when rains,
You get people from planes.

To advertise in the newsletter or to submit an item for sale email us at:

Barry.i.moore@gmail.com

aliceannreu@gmail.com

Upcoming Events

Oct 16 (Thurs) - Bob Sutherlin - Mayday 101 - The story of the Miracle on the Hudson and other in-flight emergencies (90 minutes)

October 25: Club trip to Pensacola FL.. Contact David Greenfield to find out more.

Dec 11 (Thurs) - John Gaither and club officers - State of the Club and Elections for 2015 Board of Directors

Ground School schedule

2015 Winter/Spring Private Pilot Ground School
January 7 through April 15 (Wednesdays 7-10pm)

2015 Winter/Spring Instrument Rating Ground School
January 26 through April 6 (Mondays 7-10pm)

2015 Summer Private Pilot Ground School
May 18 through July 13 (Mondays and Thursdays 7-10pm)



<https://www.facebook.com/groups/2248338597/>

Back Page News

Club Trip

Watch out for all the user sources for the next club trip.

Board Meeting

Board meetings are every 2nd Tuesday of the month. Everyone is welcome and encouraged to attend

New Members

Just a reminder: New Member orientations are every second Saturday 12:30pm to about 1:00pm.

Recycle

Don't throw This newsletter in the trash! Leave it in your place of work, your gym, your school, your church—where ever a potential new aviator may find it!

Next edition

The next edition will be the fall edition to published around 01 January 2014. Start writing your articles now and send them to us.

Editors

Submit any story or article to the editors at:

barry.i.moore@gmail.com

aliceannreu@gmail.com



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

Phone: 919-776-2003

[Http://www.wingsofcarolina.org](http://www.wingsofcarolina.org)

Wings Board of Directors

President:	John Gaither
Vice President:	Jim Carlson
Treasurer:	Matthew Waugh
Secretary:	Graham Mainwaring
At Large:	Sammy Mobley
	Roger Montgomery
	Steele Scott

MAIL
ADDRESS LABEL
GOES HERE

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