



Wings Newsletter

A Spectacular trip: Bar Harbor, ME

By Len Felton

Grover McNair and Len Felton, although living in the same neighborhood, didn't know each other well until after they met at the Wings of Carolina Flying Club and learned that they were both pilots. They have been flying buddies ever since. Len with wife, Mary Ann, has taken numerous adventure trips with Grover and his friend, Teri. Some of the many trips have included the ladies and some have been just the guys...all have been a hoot.

The latest trip was planned over a dinner when someone suggested that Maine was really pretty this time of year. That's all it took. We scheduled the Mooney

(NI068X) for the following Wednesday and planned another 5 day adventure.

As usual we began tracking the weather a few days before the trip. It looked like the weather was going to be perfect from Sanford to Bar Harbor and all points in between. So unlike most other trips we planned this one VFR, low and slow.

We left Sanford Wednesday morning (9/12/12) and flew low

so we could enjoy the perfect conditions and beautiful countryside. The flight was east to Norfolk, then over the Chesapeake Bay to Cape Charles hugging the coast to our 1st stop at Monmouth, NJ to fuel and have lunch.

The Norfolk harbor area is really spectacular when flying low and slow. The port is mesmerizing with the many ships, submarines and the air traffic is significantly military. Permission to transition the ORF airspace at low altitude was exciting as we flew directly over the Seal Team Six's home, Little Creek Amphibious Base, and got close up views of the harbor, James River, and Chesapeake Bay Bridge Tunnel.



NYC Harbor

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A Rusty Pilot

By Sammy Mobley

The first thing I pass as I start out to Raleigh Jetport (TTA) from my home in North Raleigh is the ILS outer marker for Runway 23L at RDU. While many members at Wings of Carolina Flying Club (WCFC) come from quite a distance, only a few have to travel right past a perfectly good airport to get there! So what is it about TTA and WCFC

that make it worthwhile to travel the extra distance for its members?

When I started contemplating a return to flying after a 15+ year lay-off, I knew I wanted more than just the training regime I had during my previous 30 years of flying. RDU was my home base for flying during most of that time. I first soloed there in the summer of 1972 after high school. A few years later af-

ter a period of off and on flying during college, I took my private check ride there. A partnership in a C-172 and lease back to Raleigh Flying Service at RDU soon followed. My instrument training all originated at RDU and while my check ride was in Goldsboro, RDU was always home base.

But there was always an element of the flying experience

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Trip to Bar Harbor

Flying low over the coastal areas of the eastern shores of Virginia, Maryland, Delaware and New Jersey is enough to make the trip worthwhile, but it was just the beginning. We landed just south of the NY class B airspace at (KBLM) Monmouth, NJ. A quick lunch at the "Runway 34" restaurant (a short walk from the self-fueling area) and we were back in the air.

Within minutes from lift-off at KBLM we were entering the Hudson Exclusion area. This special use airspace is the Hudson River corridor that separates Manhattan from New Jersey and is the site of Scully's famous flight 1549. We flew the corridor at a transient-altitude of 1250 feet north bound from the Varazanno Bridge to the Tappan Zee Bridge and then flew south back to the Varazanno. We then returned at a local-altitude of 450 feet and circled the Statue of Liberty. Needless to say, flying next to Manhattan on a beautiful clear day looking up at the buildings was truly spectacular.

After exiting the Exclusion area we headed east along Long Island, again at low altitude, Mary Ann wanted to see the famed Hamptons. The homes truly are enormous. We then flew over Block Island, Martha's Vineyard, Cape Cod, and up the Maine coast to Bar Harbor. It is hard to describe how beautiful the Maine coast is with its many islands and quaint coastal towns.



The Hamptons

Bar Harbor's Hancock field (KBHB) is very convenient at approximately 10 miles from town. We decided to spend our \$ on food rather than accommo-

dations and succeeded wildly. The Anchorage Motel was clean, safe and basic. It was also a quick walk to the quaint downtown area. The food was incredible. Most of us had lobster 2 of the 3 meals per day. I didn't know there were so many ways to fix lobster.

We spent several days hiking in the Acadia National Park. This is truly a national treasure and I encourage anyone who visits the area to visit this park. It would probably take years to hike all of the many mountainous trails. The lofty views of the coast from the hikes were "picture postcard" beautiful. I really don't have the words to describe them. Fortunately Grover got a new Nikon DSLR camera just before the trip. It is particularly handy to have a photography major along on a scenic trip.



Near Cadillac Mountain

We took one day to tour the general area by car. This turned out to be one of the highlights of the trip. The many small coastal towns are really worth visiting. Most are on protected coves and the coves are full of moored lobster boats. We particularly liked the small town of Bernard...a great casual lobster restaurant (Thurston's) and all the local color you could ask for.

Leaving Sunday morning was both exciting and sad. Exciting that we were going to take a fun plane on a fun trip...sad we had to leave so soon.



Thurston Lobster Pound

Unlike the trip going north, the return trip was windy and the second half IFR. All in all, a great experience.

Other cross country trips by Grover and Len include: Bahamas, Haiti, Key West, Oshkosh, Sun-n-Fun, New Orleans, Udvar Hazy, Jack Brown's sea plane base, St Simons GA, Homestead FL, and Alaska.....Baja California anyone?

I checked my log and the round trip from KTTA to BHBH even with a gas stop is approximately 11hrs. Given our low and slow scenic route we logged about 14 hrs.



Len & Mary Ann

VFR over the Norfolk area, Little Creek Amphib base, the Bay-Bridge tunnel, Eastern Shore of Va., the Statue of Liberty, NYC corridor, The Hamptons, Martha's Vineyard, etc. added a lot of time and worth every penny.

-Len Felton

President's Message

By John Gaither



Things are looking up! In the Q1 newsletter, I mentioned the flight hours had been down. February was a good month, specifically the third best February ever, despite the weather. At

the time of this writing, we don't yet have March numbers, but we hope the trend continues.

By the time you receive this newsletter, you will probably have heard about our April Madness program. When I first asked members why hours were down, a consistent theme was that members had gotten out of the habit of flying. Our April program is to nudge people to get back into the habit. Program details are in the brochure and form, but in short, non-current pilots can get a rebate of \$25 per hour for up to three hours of instruction that results in currency. Anyone can get a \$75 rebate if they fly five or more hours in April. Rebates will be applied against future flight hours. David Greenfield and Jim Carlson have both volunteered to organize dinner flights in April to pro-

vide some camaraderie and fun places to go.

Student pilots! Speaking of fun places to go, ask your instructors. We have noted that once students get their licenses, their flight hours drop off. Some of that is no surprise because everyone works hard before a check ride. But when we ask newly minted pilots why they aren't flying, they often respond that they don't know where to go or are uncomfortable flying places that they haven't been. There are many places in the area to have dinner or get a \$100 hamburger. There are other places with museums or places to see. Jim Carlson volunteered to update the list of places in the flight planning area, and this will be done shortly, if it hasn't already been done. Ask your instructor to fly to an airport that interests you. There is no reason that a cross country can't be to someplace fun to go back to. Then when you have the itch to fly someplace with your spouse or kids or another pilot, it won't be so new.

Why is there no construction dust and noise around the Club? In the last newsletter I wrote about the building project. There have been several meetings on the project and the plans have been posted for all members to review. I think that the building committee has done a fantastic job in integrating ideas of their own with those

of Club members and directors. There is no question that the Club can afford the project, and our bank has given preliminary approval for a construction loan at a great interest rate. We have a new 20-year lease for the building so we can get maximum use out of any investment we make. Yet borrowing money for a project such as this will limit future flexibility of the Club.

Some board members and some Club members have raised questions as to whether this is where we should prioritize our resources. Others have expressed the view that we should only do a scaled back project. These are legitimate questions. I am really glad for the vision that some had after the Club moved from Chapel Hill that resulted in the current facility. The question is whether it is enough or if now is the time for improvement. We can't debate this forever. We need to reach a decision. There will be plenty of discussion on this topic at the next Board meeting, which will be held on **April 8, 2014**. As always, all members of the Club are welcome to attend.

KTТА News from the Airport Operations Manager

By Barry Moore

An interview with Greg Hudson, KTTA Airport Manager.

Why did the Sanford-Lee airport authority decide to embark on the runway re-paving and improvements project? Our runway was starting to decay to a point where within 3-5 years we would have been faced with either major repairs or reducing weight limits thereby reducing the size of aircraft we could handle. Research showed that DOT grants were available. Not knowing if these would be available in the future, the airport authority thought it wise to accomplish the project. I might

add that because the authority has acted conservatively over the years we had the matching funds required for the project.

What is completed in the project and what is left to do? The runway and runway lighting is completed. the taxiway lighting is 95% complete, estimated completed by end of March 2014. The runway markings are temporary for now, as we are waiting for overnight temperature to be no less than 50' F. so that the permanent markings can be applied. This will take three nights to complete. We will minimize impact to traffic flow by working 10pm-6am for those nights. A NOTAM will be posted when this occurs.

Anything else you would like to let the members of Wings of Carolina flying club know about the project and operations at KTTA? Only that we all appreciate the clubs patience and understanding during this project. Our goal of the airport authority is to be good stewards of the property as we continue to grow, so that all users will have a safe and pleasurable experience. As your airport manager I want all of you to have direct contact with me if you need something. My cell is 336-362-8919 email: ghudson@raleighexec.com

The wife and Kids to First Flight

By Jesse Kalisher



Someone had told be about the squirrely winds at First Flight before my flight. That was helpful, but here's what I wish someone had told me. There are two fun challenges in landing at Kitty Hawk.

The first is that while the runway is easily spotted and well within sight when ATC releases you from flight following, by the time you descend to pattern altitude and get within a mile of the field, the runway is obscured by trees. As a result, my first pass at FFA was a bust – by the time I could see over the trees and spotted the runway from 1,000 feet, I was effectively over the runway itself.

I muttered a few words of surprise that didn't do much to build confidence with my passengers, my wife and kids – and on our first outing after having gotten my private pilot's certificate, no less. With an empty pattern, I worked the CTAF, turned onto the runway heading, flew out a mile, did a 360 and, using visual references and cross-checking against my heading indicator, guessed

where downwind might be.

As I extended downwind past the numbers, the field quickly came into view over my left shoulder. I added flaps, made my call and turned base... all under control. Things were looking good.

Coming over the tree line, there was some turbulence – but after summer landings at TTA, nothing that felt uncomfortable or beyond my capabilities. I flared the Warrior over the numbers and started to execute a terrific short field landing. That's when ground effect took hold and we floated on an unwanted bed of air down a quarter of the runway. Just when I began to play with the yoke to help encourage the plane down, the second unforeseen challenge hit me. This, in the form of a strong gust of cross wind from the west. The gust

threw my nose off center by 20 -25 degrees to the right and before I could react, the plane settled and hit the ground, plane on the center-line, nose askew.



On the back-taxi, my wife Helen pointed out the many black skid marks from other planes that had clearly had similar landings. And on the ramp, one sad Beechcraft Baron sat with a blown nose-wheel tire.

I knew the winds were squirrely, what I didn't know was that they would be rough going down the runway, with stiff and sudden crosswinds coming to remind me the rule that Betsy used to drill in to my head – fly the plane all the way to the ground.

As for not seeing the runway... the pattern altitude at FFA is actually 800 feet vs. 1000 feet AGL – something I missed on my flight. Next time I will try 800 feet for the pattern and see what sight picture that delivers... and I will fly the plane every second down the runway.



Flying pancakes

If you haven't been to a Second Saturday in a while then you are missing out on some great food and some great company. As you may or may not know, every second Saturday of the month the club is always a hive of activity.

The Plane Wash

Barbara Eldridge and her crew are out working on the planes and keeping them spic and span for the club. If you haven't volunteered for plane washing duty in a while, then come on down. It's a lot of fun, very satisfying and a great way to meet other pilots.

Member Orientation

Every 2nd Saturday at 12:30pm we have new member orientation. If you are a new member, this overview of the club gets you ready for your adventure. If you're an old hand, then it's a good way to meet some of our new members.

Food, glorious food

There's a lot of talent at our club, talent in the cockpit and talent in the kitchen. They say you haven't had the full Wings experience until you've tried John Hunter's oatmeal pancakes!

So put a note on your calendar now and come on down to the club for the next 2nd Saturday.



John & Linda (Hunter) busy in the Kitchen

Radiant Heat Installation

By Steele Scott

Newsletter Article, Hangar Radiant Heat Installation

We now have two new 40' radiant hangar heaters installed from the hangar ceiling! Enough heat that there is talk of importing sand, umbrellas, beach chairs and volleyball! A terrific team of our members started work in late January on a Monday Maintenance night to install the propane tanks, lines and equipment. Within just two weeks (and about 170 work hours later!) they had a completed project.

This crew hung the heaters, installed all the gas lines, electrical conduit pipes, assembled and ran all the wiring, appropriate switches, circuit breakers and venting systems. Remember the below freezing temperatures, down into the teens some nights? This crew often started in the afternoon and could be found still working after midnight on several long nights.

Special mention goes to Terry Gardner, our member and Eagle's Landing resident who is a Licensed Plumber, former RDU Air Traffic Controller, Light Sport A&P, machinist, and private pilot for bringing and loaning two specialized high lift worker vehicles, along with his gas pipe experience, to lead the critical parts hanging the heaters and running high quality and code compliant piping. And our Wings of Carolina cap needs to come off to salute Obdulio Batista, student pilot, for his electrical, heating and air conditioning experience and his installation of the conduit piping, wrapping and running the wires and installing the

electrical switches and breakers. Bryan Edwards, a private pilot, owner of Ideal Services Heating and Air Conditioning Company, pulled all the permits and arranged for personal time to work on site along with dedicating a crew from his company to install the flue systems through the side and roof of the hangar along with proper code testing and inspection of our new heaters.

James Garlick worked many hours researching the heating systems needed, ordering the heaters and propane tank. James jumped right in after working a full day to work side by side late into the evenings to see the project completed.

James Garlick made to keep maintenance going while dodging work stands and the supplies that were always in their way during the two to three weeks of staging and work.

We are fortunate our new Board of Directors authorized the funding of this project with Mat Vaughn paying the bills and Jim Carlson bolstering the effort at vote time. Now our maintenance team and the many wonderful volunteers who help keep our fleet safe will find the hangar a much more pleasant, warm work place for the last stands of cold weather in this seemingly never ending winter.



Further, Michael McCann, a long time member, carpenter and contractor, pitched in with enthusiasm to see the project completed successfully. Credit also goes to Steven Joseph, Roger Reilly and our own new Flight Instructor, Harrison Ashworth, for jumping in with Steele Scott, one of our prized instructors, on Maintenance nights!

It would be an understatement to leave out the effort both John Hunter and

So come on over to the Club and bring your beach chairs, sun screen and beach balls and enjoy the "sandy beach" at Wings of Carolina. And while you're here, notice that it's a perfect time to go fly even if just a short flight around our beautiful airport and state.

2014 MCAS Cherry point Air show



Cherry Point air show is one of the biggest air shows in our state. It's a couple of hours drive from the triangle. The air show is free and is on all day. This year they have an F35 demonstration and the Black Diamond Jet team with their L-39s. They have a host of other air and ground

displays. If you have never seen a V22 Osprey up close, this is your chance. It is an awesome thing to see and hear. The Air show is May 16,17,18. More info on their web site:

<http://www.cherrypointairshow.com/>

A Rusty Pilot

that was missing. Most of my flying was simply to stay current both as a VFR pilot and later to stay IFR competent. Most of my flights were with an instructor or friends that enjoyed flying, seldom with other pilots. After the plane partnership dissolved and other life events, a long lay-off came about.

As I researched places to resume my passion for flying, WCFC soon emerged (via the internet) immediately getting my attention. There I saw an organization committed to the whole flying experience that included plane washes, cook-outs, club trips, maintenance and safety nights. This was backed up by a variety of well maintained aircraft and periodic ground schools. I can safely say I may not have gotten back into flying except for WCFC. From my first visit and a second Saturday cook-out, I was made to feel welcome (Thanks, David Greenfield!). After obtaining a third-class medical, I was soon flying again with instructor Richard Taylor and taking private pilot ground school as a refresher with John Hunter. The unique ability to have ground instruction on the level WCFC offers, along with the flight instruction there made my transition back into flying easy. However, I must say, soloing again after a 15 year lay-off surprisingly had many of the same emotions as my first solo forty years earlier!

During this re-entry time I became more aware of the many activities the club has to offer. Second Saturday cook-outs and plane washes became a regular part of my monthly schedule. There is no better way to meet people than working collectively on cleaning and waxing an airplane! From newcomers, to the "old timers" there is usually a diverse



Sammy Mobly

mix of people helping out to meet and trade flying experiences. All this work ending in a meal shared with other club members, pilots, and guests. And while I have not personally taken advantage as much as I would like, maintenance night has the same level of camaraderie as washing planes. It has the added advantage of learning a lot about the inner workings of the planes that we fly. And who could not enjoy the many adventurous club trips taken by the mem-

bers? From caverns to air museums to coastal locations, taking 10-15 planes loaded with aviation enthusiasts cannot be beat! My personal favorite was to Tangier Island in the middle of the Chesapeake Bay on the hottest day on record (105 degrees) in the area. Touring the island on golf carts, a family style seafood feast, and boat tour, including pulling crab pots, made for a memorable day! Never mind the nearly 4000 foot density altitude when landing back at TTA in Dwight Fry's Citabria!

Within a couple of years I now additionally have instrument and commercial ground schools, numerous club trips and pilot friends to fly with, all leading to a whole new enjoyment of aviation. Recently having been elected to the board as a member-at-large, I hope to be able to become even more involved in advancing the club. There are not many clubs like ours throughout the country and it is important we do everything we can to keep it strong.

personally look forward to continuing the learning experience (next up: commercial!), flying a variety of well maintained aircraft and meeting more aviation enthusiasts at WCFC to share my passion of flying. And, I am happy to say that it no longer bothers me to drive right past RDU to get here!

Beaufort County Air days



Beaufort County owns and operates the Beaufort County Airport (KARW) located on Lady's Island in the northern part of the County and the Hilton Head Island Airport (KHXD) in the southern part of the County. By hold-

ing "Air Days" at both airports, Beaufort County hopes to educate the public, entertain tourists and create an exciting family fun day.

The Lady's Island Air Day will be held Saturday April 5, 2014 from 11am-3pm at the Beaufort County Airport. The Hilton Head Island Air Day will be held Saturday April 26, 2014 from 11 a.m. to 3 p.m. at Signature Flight Support. This educational and

entertaining event will include aircraft for the public to view, food from local restaurants, displays from aeronautical businesses and a special area for children to play and build. Find out more at :

<http://www.bcgov.net/images/slider/2014/Air-Days-Newsletter.pdf>

What's coming....

By David Greenfield

I am sitting here at my desk writing this article and watching the clouds roll in. Why should today be any different than the weather we have experienced over the past few months? But I can also see the trees budding and the flowers starting to bloom. So, spring is in the air. Better flying weather is just around the corner.

April is going to be a fun month for club activities. We are going to finally take our dinner flight to Person

County and the Homestead Steakhouse (April 24th). If I have to hold an umbrella over the plane to keep the rain away, I will do it. We will also be going to the NC Aviation Museum and Hall of Fame in Asheboro for a dinner flight and tour. This evening's trip will be either late April or May.

Our first day long club trip will be soon. I am working on a date in April or May. This trip will be a three leg round robin flight. We will first fly to Hickory and tour the Hickory Aviation Museum. Then we will fly

down to Charlotte for lunch and a visit to the Carolinas Aviation Museum. This is a wonderful museum with lots to see, including Sully's airplane.

Coming later this summer, we will fly down to South Carolina to try our hand at flying gliders. Grass strip, no gas allowed kind of flying fun. Should be a great day.

So watch your email for trip details. Hope you can join us.

Wings Ambassadors

By Roger Montgomery



Ambassador
Montgomery!

By now, I'm sure you've all seen my mass emailings go out about needing volunteers for the Wings Ambassadors group. If not, I either ended up in your spam folder, or you had no idea what I was talking about. Well, let's see if we can rectify that, shall we?

Do you remember coming in for your first visit? I do. I was very lucky in that my first visit, I got to meet John Hunter. Between him and another long-time member, I was convinced that this is where I needed to be. I met Jan long before I joined the club, and that furthered my resolve to join.

I think I visited the club 4-5 times before I joined, however, other visits weren't so successful. Sometimes, I came in, and there was no one around to hanger fly with. Or, sometimes, there were people around, my new face didn't garner a lot of attention. How many Second Saturday events have you attended, and you see someone wandering around, looking kinda lost? Our ambassadors are here to change that.

Going on it's 2nd year, the Wings Ambassadors group was started as a volunteer program aimed at being the face of the club when we get visitors. Every weekend, except holidays and my birthday (haha!). I have a rotating roster of volunteers that give their time and energy to our great club, greeting and giving tours to prospective members, as well as answer the phone. We have worked out a schedule, guidelines, and provide a great service! Since the inception of this group, we have

seen a marked change in the number of people that have ended up joining, just because there was someone to talk to when they came in the door!

We all want to see Wings of Carolina be successful. We all want what's best for the club. Plus, being a volunteer for this group is a great (and VERY easy) way to knock a little off of your dues every month. Our schedule is Saturdays and Sundays, from 1 PM to 4 PM. So, if you're looking for a great way to contribute, let me know!

Email me at :
ambassadors@wingsofcarolina.org

Roger Montgomery
WCFC Member-at-Large

Control Surfaces

By John Hunter

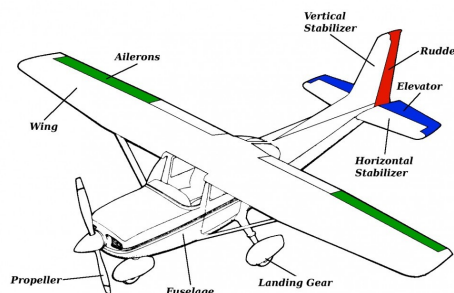
Club pilots are reminded, as part of any standard preflight "walk around" inspection of the aircraft, that they should be especially attentive to potential damage of control surfaces. This is especially true after the possibility of any strong winds, such as happened at the airport on Saturday, January 11th.

Damage to control surfaces not only may involve bent sheet metal, but also

could include damage to control stops and especially to aileron control rods on Cessnas. Part of checking for such damage is to perform a careful control check looking to feel any unusual looseness, binding, lack of full travel, or any unusual noises.

Thank you for your careful attention to this important matter.

Be safe!



Where do good instructors come from?

By George Scheer

I am often asked, "Where do club instructors come from?" Or one of its many variants: "What qualifies someone to instruct at the club?" or "Why can't I get my brother-in-law to teach me to fly in a club airplane?" All reasonable questions.

Over time – the club has been teaching people to fly for more than fifty years – the club has evolved a strategy for providing instruction to its members. That strategy continues to evolve with changing circumstances, but has served the club well.

We believe that flight training, at all levels, is the lifeblood of the club. It brings new members and new energy and enthusiasm. It creates an environment where continued learning and increasing mastery are valued. It reminds us all of the value of careful risk management. And it supports a cadre of instructors who are available to all of our members for advice and counsel.

Traditionally, the club has had a group of full-time instructors who do most of the instruction for certificates and ratings and a number of part-time instructors who fill in here and there when necessary, often for checkouts and club annuals and instrument proficiency checks.

Where do those instructors come from? First, it is important to understand that the club does not employ instructors. Club instructors are club members who act as independent contractors but they are granted the privilege to instruct at the club by the board of directors and that privilege is very selective. Mere possession of a CFI certificate and club membership does not confer that privilege. We approve an additional instructor only if and when the club needs an instructor and an individual is present with the necessary qualities. Both must be true.

What are those qualities? Remember the old joke about real estate? What are the three most important factors in the desirability of a property? Answer: "Location, location, location." The three most important qualities of a club instructor are: "Attitude, attitude, attitude." Here is the truth: One does not need to be a great stick and rudder pilot to be a good instructor. One has to be merely an adequate pilot – but a great teacher. When someone says to me, "I want to instruct because I love to fly," well, we all love to fly. So what? When someone says to me, "I want to instruct because I like aviation and I love to teach," I am much more interested. Instructing is more about teaching than it is about flying. If you are doing the job well you are not flying much, anyway.

The full-time instructors have usually been younger pilots who are instructing as a means of accruing flight time to qualify for a job as a professional pilot. You probably know that pilot experience is generally measured in flight hours of various types – total time, PIC time, cross-country time, instrument time, multi-engine time, etc. How meaningful is this metric as a measure of ability is less than certain, but it is firmly entrenched in the industry. Any given flying job comes with the requirement of a certain number of hours on the part of the applicant. Many aspiring professional pilots build that time as instructors. They are sometimes derisively referred to as "time builders," which implies a selfish motivation. The implication is that these instructors have little interest in teaching apart from the time they can log. That need not be the case – and will never be the case at the club. But for various reasons, including the fact that there has usually been an abundant supply of eager young instructors willing to work for meager pay in order to build time, flight instructing has never been a lucrative career. Ever wonder why most flight instructors at most flight

schools are young guys and girls in Ray-bans and epaulets? It's because they will work cheap and consequently it is impossible to support a family as a flight instructor. So for years, the bulk of the club's instruction, particularly primary instruction, has been done by full-time instructors who were young, aspiring professional pilots who have been eager to fly eight days a week. Were they building time? Yes, indeed. Were they good instructors? Absolutely. Did they let their own interest in accruing flight time interfere with the progress of their students? Not ever to my knowledge, or they would not have remained. Over the years, a long list of excellent instructors have leapt from the right seat of a club 152 to a career as a professional pilot: Jon Heuman, Clark Bradley, Robert Bailey, Daniel Perrera, Jim Heilborn, Tim Stevens, John Jewell, Steve Whitmore, Mike Morocco, John Domena, more recently Emmanuel Aponte and Steve Delamar, and farther back a host of other names scattered across my logbooks from many years ago.

These full-time instructors compensate for their modest piloting experience with enthusiasm, dedication, hard work, ambition, and an ability to empathize with their students who are struggling to grasp skills that the instructor may have only recently mastered. The CFI certificate is widely regarded as the most difficult certificate to earn and the FAA, understanding that the quality of pilots is largely determined by the quality of their instructors, insists in most regions on performing CFI checkrides rather than farming them out to designated examiners. So instructors are generally well-qualified to teach what the FAA wants us to learn. That is the baseline. At the club, we ask for much more of our instructors. First and foremost, they must want to teach. They must put their students interests foremost. They must understand the nature of the flying club as a collegial organization. We ask our



pilots to attain and demonstrate a high level of skill and knowledge – but we work together to help each other achieve that mastery. Our job is not to select the best pilots and cull the rest. Our job is to improve each other. I never want to hear one of our instructors refer to the club as “it” or “they,” as in “They make us do all this paperwork,” or “They have this rule.” Our instructors understand that it is always “we” and “us.” They should see themselves as a resource for all of our members, whether in the course of formal instruction or in the most casual of conversation. And our instructors should set an example of safe and courteous flying that the rest of us can emulate. We talk constantly about safety, but we know that all of the rules and regulations and proficiency requirements we can dream up are pointless if we see our instructors demonstrating a cavalier attitude toward safety.

Ideally, our instructors should have some experience as a club member, during which they can come to understand the unique nature of the club – and demonstrate that understanding by participating selflessly. A few years ago, on a miserable, rainy, low-IFR day I was taxiing out to the runway with an instrument student. I knew that no one else would be flying that day. There was no instruction to be done. But as I taxied past the club, I saw one of our instruc-

tors out in the rain, brushing and shaking dirt and mud off of the doormats. It made a lasting impression. He could just as well have been inside updating his Facebook page or texting his girlfriend, but he was the sort of person who took the initiative to do a dirty job simply because it needed to be done, who cared about the club enough to improve its appearance, who had no idea that he was being observed and who didn’t expect to be thanked. Character is what we do when no one is watching. When the time came, a year or two later, for that young instructor to pursue his first professional flying job, I asked him for the privilege of writing a recommendation. These are the people we want to teach us and to set an example for us. These are the qualities that we are always seeking in an instructor.

Perhaps the three most important qualities are: character, character, character. It’s not that difficult to teach someone to fly. It is difficult to show up every day and spend another six or ten sweaty hours going around the pattern in a 152 and every day, with every student, be as inspiring as Ronney Moss, as organized and devoted as Betsy McCracken, as enthusiastic as Mike Trevillian, as caring as Steele Scott, as informed as Paul Golick, as good-humored as Sam Evett, as tireless as Gene Weaver, as patient as Richard Taylor. We could swap those qualities and those names around, but you get my point. If I can find someone who at least aspires to all of those qualities, we can teach him or her how to instruct.

The club has always also had a number of part-time instructors who fulfill a different role. They are long-term members of the club who have careers outside aviation but are experienced pilots and instructors who can take on the occasional student when the need arises or help with checkouts and short-term tasks – but whom are expected to step back when the full-time instructors, who

usually rely on the income from instructing, are able to accommodate the student load. These part-time instructors serve as a buffer. A teaching staff is like a fleet of airplanes: we never want to have too many or too few. Too few instructors and members are unable to find help when they need it; too many instructors and they are unable to fly enough to sustain themselves. But the mix is never perfect and so we have part-time instructors who can step in when necessary and step back when the need is past. They also, being committed, experienced club members, provide continuity as full-time instructors move on to aviation careers and they serve as an institutional memory, helping us all to remember what works for the club and what does not. They are also generally older, mature, and experienced, both in the ways of aviation and the ways of the world and bring that wisdom to not only their students but to our instructional program.

For most of the past thirty years, we have had a clearly two-tiered instructional staff, with full-time instructors doing the day-to-day heavy lifting and part-time instructors filling in the gaps. That paradigm has broken down somewhat in recent years. Why? I like to think it is because the club is such a splendid place to instruct. Young instructors who might otherwise have moved on have stayed because they find they love to teach. And part-time instructors who intended to take on only the occasional student have found that they wanted to be more involved. It works. A year or so ago I did the math and discovered that our instructional staff averaged about five thousand hours of flight experience – this in a day when the right seat occupant of your average regional jet may have only a few hundred hours. We are fortunate to have this wealth of experience in our midst. And I am fortunate to learn from them.

QUIZ

1. When ATC issues radar traffic information in relation to the 12-hour clock, the reference the controller uses is the aircraft's:
 - A) true course
 - B) ground track
 - C) magnetic heading
2. The takeoffs and landings required to meet the recency of experience requirements for carrying passengers in a tailwheel airplane:
 - A) maybe touch and go or fullstop
 - B) must be touch and go
 - C) must be to a full stop
3. What action should be taken when operating under visual flight rules in a military operations area (MOA)?
 - A) Exercise extreme caution when military activities are being conducted
 - B) Operate only on the airways that traverse the MOA
 - C) A private Pilot may never enter a MOA
4. If not equipped with required position lights, an aircraft must terminate flight :
 - A) at sunset
 - B) 30 minutes after sunset
 - C) One hour after sunset
5. After takeoff, which airspeed would the pilot use to gain the most altitude in a given period of time?
 - A) V_Y
 - B) V_x
 - C) V_A

(Answers on the back page)

PHOTO SHOOT



Twin Comanche and Shelf Cloud

-George Scheer

Got a photo to share? —send it to the editors

An Instructor's story

By Harrison Ashworth

January 22, 2009 was the day of my first flight lesson with Ronney Moss and I remember that day like it was yesterday - it was my senior year in high school. Ronney was questioning me about what I wanted to do with my life, just trying to learn about me before we got into a mighty 152 for the first time. I told him I wanted to be a lawyer and possibly go into politics (now I laugh at the thought), and he said "great!" and threw the FAR/ AIM down on the table and said, "Then you will enjoy this book". I started flipping through the pages and soon decided that maybe this wasn't what I wanted to do.

I had no intentions of making flying a career until my second week as an intern at a trust company in Las Vegas during the summer of 2012 and it hit me, "This is not what I want to do the rest of my life". I realized that my passion was aviation. So I finished up my internship that summer and graduated from Campbell University May of 2013; and began the journey...

My goal was to earn my Instrument rating, commercial certificate, CFI, and CFII by the end of 2013. I started my

instrument training with Mike Trevillian the week after graduation. There were days that I felt like I lived at the club!! But it made for some of my favorite flying time - I really enjoyed the thrill of flying and procedures. Then it was on to the commercial certificate - I was finally out from under the hood and I could enjoy the view again! Building hours, combined with working towards an endorsement for the Mooney, had the added benefit of some really memorable trips! OSHKOSH! It was my first club trip and boy was it fun! Flying 1600' up the Chicago skyline is something I will never forget. Mike and I met John and Martha King (I promise they are more exciting in person than in their videos). Before I knew it, it was August and I was moving on to the Commercial training with Mike. On September 26th I was a commercial pilot and it finally felt like everything was really coming together, but I knew I was only halfway through my journey.

Up to this point all of my pilot training had been at Wings and I knew for my CFI/CFII I wanted to expand my training horizons and opted for a flight school, American Flyers, located in Pompano Beach, Florida. I based my decision on several factors: 1) the flight school offered a set price and it fit into my budget, 2) they had a curriculum that was

proven for success, and 3) it was a 30 day program which would enable me to achieve my 2013 goal if I was successful. So, on October 8th, I packed up my things and headed to south Florida for 30 days, to enjoy the warm weather and put my toes in the sand. Riiiiight.... I saw the beach twice, once when I was driving in and once when I was leaving. It was the most intense 30 days of my life, I ate, slept, and breathed aviation and I loved every minute of it. The program was designed so that a student would complete the CFII (instrument instructor) first. For the first CFI/CFII rating the FAA chooses the examiner, and I liked the idea of choosing my own examiner for the CFI rating. On November 7th I took that CFII check ride and was finally a Certified Flight Instructor: instrument airplane! Wow! What an awesome feeling it was! I still needed to earn my CFI add-on which would allow to me instruct Private and Commercial students, and I came home to Wings and completed it with Mike. On November 23rd it was all over and I was finally an instrument rated commercial pilot with my CFI and CFII. The training journey was over, but I knew a whole new chapter of my life was about to begin....

Rules of the airways

Takeoffs are optional. Landings are mandatory.

Flying is not dangerous;
crashing is dangerous.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man. Landing is the first!

Everyone knows a 'good' landing is one from which you can walk away. But a 'great' landing is one after which you can use the airplane again.

The probability of survival is equal to the angle of arrival.

Was that a landing or were we shot down?

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Trust your captain.... but keep your seat belt securely fastened.

Any attempt to stretch fuel is guaranteed to increase headwind.

Try to keep the number of your landings equal to the number of your takeoffs.

There are old pilots, and there are bold pilots, but there are no old, bold, pilots!

Gravity never loses! The best you can hope for is a draw!



FOR SALE

Brightline Flight Bag B10-01

The outside dimensions of the B10 are 13.5" tall x 14" wide (including the additional width of the two external pockets) x 10" deep (including the pockets on the front cover) on the outside.

Seller: Wings of Carolina

Price: \$96.00

Brightline Flight Bag B6-01

The B6 outside dimension is 13.5" x 10.5" x 5". (Remember, it is a soft bag so it can expand slightly in every direction.)

Seller: Wings of Carolina

Price: \$85 (just 1 left)

New Headsets — Victor I

A well made, reliable headset at a great price.

Seller: Wings of Carolina

Price: \$115

Charts, Sectionals & Pilot supplies

The charts and sectionals are available to all members in flight planning area for ~\$6.50 each, all items can be purchased electronically!

Seller: Wings of Carolina

Clothing

Wings still have a bunch of polo shirts and t-shirts. Make inquiries if you are interested

Seller: Wings of Carolina

Sporty's SP-400 Handheld NAV/COM Aviation Radio

The award-winning SP-400 is simply the most powerful portable radio you can buy—like having a complete standby radio stack in your flight bag. The all-in-one radio makes a reliable backup for emergency use, but it's also perfect for listening to ATIS, getting clearances before engine start or just monitoring local traffic.

Seller: Wings of Carolina

Price: \$352 (just 1 left)

New Certificates

Big Congratulations to the following newly minted Private Pilots!

Karsyn Bailey - - 12/27/13
Michael Thelen - - 1/26/14
Michael Wanko - - 2/16/14
Peter Digennaro - - 3/20/14
Caleb Oosterhouse - - 2/23/14

New Members

Leo Sliney
Melanie Roush
Duo Zhao
Michael Reedy
Terry Woodfield
Darrin Grim
Clarence Hardison
Daniel Brown
Ashley Laton
Hans Hope
Eric Hilton
Prakhar Saxena
Michael Wood
Jerry Wood
Zachary Whitt
Rakesh Kukkala
Sean Godfrey
Adam Jerauld
Scott Klier
James January
Simon Everette
Brian Godbey
Christopher Slate
Benjamin Scott
Tracie Culver
Charles Cornwell

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

Barry.i.moore@gmail.com
aliceannreu@gmail.com

Member Meetings

Membership meetings (Pizza Nights) are held on the 2nd Wednesday of every "even" month. Meetings begin at 6:30 PM and include free pizza, a business meeting, and a program of interest to pilots. these meetings are open to everyone.

Board meetings Second Tuesday of each month from 6:30-9 PM. All members are welcome .

Second Saturday Cookouts occur at the hangar on the second Saturday of each month, 11:30 am-2:00 pm.

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.

Ground School schedule

2014 Summer [Private Pilot Ground School](#)

May 19 through July 14 (Mondays and Thursdays 7-10pm)

2014 Fall [Private Pilot Ground School](#)

September 3 through December 17 (Wednesdays 7-10pm)

2014 Fall [Commercial Pilot Ground School](#)

September 15 through November 17 (Mondays 7-10pm)

Page 10 Quiz Answers:

1:B, 2:C, 3:A, 4:A, 5:A

Back Page News

Club Trip

The next club dinner trip will be 24th April. Watch your email for details

Board Meeting

The next Board meeting will be 08 Apr 2014

Safety Seminar

Major Fred Keller from Army National Guard will talk about "Co-safely with helicopters". April 17th : 6:30 Pizza, 7:00pm Short Business meeting and presentation. It will be an FAA Wings seminar, public is welcome.

New Members

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

Recycle

When you are done with this newsletter don't throw it 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!

Editors

Submit any story or article to the editors at:

barry.i.moore@gmail.com



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