



# Wings Newsletter

## John Hunter Retires

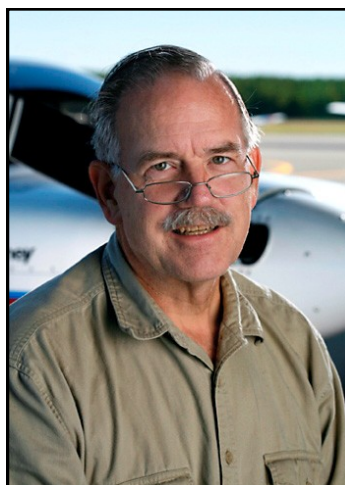
*From a letter written May 28, 2014 to the WCFC Board of Directors*

Dear Wings of Carolina Friends on the Board,  
The last I had communicated with the Board on the subject of my longevity at the Club was about three years ago when I indicated that it was my intention to continue in my present maintenance role at the Club until I was 70. Now, a little less than two years from that date I find myself in a position that it seems wise to retire from my role as Director of Maintenance and I am therefore announcing that I would like to formally do so in one month from this date.

There are a number of personal factors prompting this decision, none of which have to do with the Club. How-

ever, there is one strong factor at the Club that makes this decision possible, and that is the presence of James Garlick who, as I and others predicted, has proven to be all that we had hoped for. He has not only shown that he is a skilled aviation technician who is well organized, but also is a wonderful Club member who understands that employees of the Club be first and foremost committed to and supportive of the culture of the Club which has sustained this marvelous institution for 53 years. The bottom line is that, in my opinion, James is fully capable of carrying on the work of our maintenance department and helping to further mold it into the organization is needs to be as the Club grows and changes into the future. In particular, James will be pushing forward toward a more computer-based records, inventory, and billing platform.

James and I have discussed the maintenance needs of the Club in the near future through



the end of this year, and are confident that, with the major recent repairs behind us, maintenance activities can be well handled. Assuming Board approval of James taking over  
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## Negative Pressure?

**By Barry Moore**

Back in late April my buddy Jeff Hoerle and I decided to take a 152 out for Sunday brunch at Beaufort. The plan was simple, park up at the FBO, meet Jeff's friends, grab in the sights and sounds



of the coast over a nice lunch and be back in TTA for the early afternoon. Jeff and I have been flying together for a while. We both did our training with Betsy back in 2012 and got our licenses at the same time. When we fly, one of us fly the airplane and is pilot in command. The guy in the right seat will do the radio work and the nav log. We check each other's work (usually). This trip was Sunday morning and shortly after the FBO at TTA changed their Sunday hours to

delay their gas service until Noon. We hadn't heard, so it took us a while to work out we had to 'drive' our Cessna from the south ramp to the FBO and gas up ourselves. We got there and gassed up. We had our pre-flight done and we were ready to go. We taxied back to Runway 3 and departed. The trip to Beaufort was glorious. Nice and smooth, very scenic and an easy route. After about 90 mins of travel time we arrived at the Michael J Smith Field

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## John Hunter Retires (cont)

the direction of the department in a month, I will make myself available at his request to accomplish annual inspections, any 337s (and related paperwork), and other mechanical work as he may from time to time determine is necessary. Additionally, depending on how the anticipated engine overhaul timing works out in the late fall or early next year, an additional 1/3 to 1/2 time mechanic may be needed.

As many of you know, I have worked with the Club now for over 40 years. I joined in the early 1970s, and was on the Board for 18 years with time spent as president and chief flight instructor, and have been directing the maintenance of our fleet since the mid 1980s. I also have served in many other roles over the years, including initiating the Club newsletter and drafting our initial SOPs and Flight Standards. All of this is to underline that my commitment to the

Club has primarily been as a member who passionately believes in the role of the Club and wants to see the Club gain in strength and prosper into the future.

My retirement from daily maintenance activities will allow me more time to pursue the ground schools which have become a prime focus for me at the Club. I started the ground schools in the late 1970s and based on some years teaching in an airline environment (turboprop through heavy jet) I have worked to improve the quality of what we offer such that I am convinced that the Club ground training is both unique and demonstrably superior to most all other pilot ground training. I relish the opportunity to focus on yet improving these classes. Not only am I looking forward to improving the curriculum, but with more time, I am looking to improve the quality of materials, develop more visual aids, and most importantly, more

fully document not only the syllabus and curriculum but also more fully flesh out the reasoning and philosophy behind the approach to the subject materials and their relationship to the FAA requirements and to primacy in pilot safety training. At such time as I may also step down from the ground training side of the Club (perhaps 5 to 10 years), I want to leave the program well documented such that the Club offerings in this area remain at the cutting edge and do not slide back to more "typical" ground school training. I have had several discussions about this with George who, as an outside observer, can well articulate the strengths of our ground training and will be a guide to me in this regard.

I trust that the Board will welcome the changes that this letter communicates, and I look forward to serving the Club as a dedicated member for many years to come.  
-John Hunter

(KMRH). We tied the airplane down and asked the FBO to fill her up. We'd be back in an hour or 2. We met our friends and found a restaurant with a nice table outside to watch the tourists watch us eat.

Shortly before the coffee arrived we got a call from the FBO. The gas cap was missing on the right wing of 012! Yikes. We realized immediately that we had not put it back in place back in TTA after gassing up. Then it dawned on us that we had flown 1/2 way across the state with the gas cap missing. We know this is a problem as the negative pressure over the wing could suck all the gas out and things go bad from there. Next began the frantic search for a gas cap for a Cessna 152 at all the nearby FBOs on a Sunday morning. We had no chance. A quick call back to the club to get some ideas got the venerable Ronney Moss on the phone. Definitely we were not flying back without a gas cap. Ronney said he'd call back in a bit. While we wondered about the options of walking back to the triangle sans Cessna, unbeknownst to us, Ronney was hatching a plan. Since N89433 was broken in the hanger there were a couple of spare C152 gas caps. Ronney was taking Matt Kessler on a training flight. Matt and Ronney were good enough to change their plans to run a rescue mission to the beach. They arrived a little later with a special delivery to two very red faced pilots at the beach!



We gassed up, SECURELY ATTACHED THE GAS CAPS and prepared to depart out of Beaufort. Before heading back west we headed out to the coast to do a few circuits over lookout lighthouse. The scenery on a late spring morning was beautiful. We are very gifted to live in such a beautiful state.

A 15 knot headwind on the return flight to TTA gave us additional time to ponder where our "misplaced" gas cap might have ended up. Surely it must be on the ground somewhere in Sanford. After arriving and securing the airplane, we walked the ramp from the self serve pump, past the club and the run-up area. No sign of it. We then waited for the pattern to quiet down before venturing out to runway 3. Sure enough, 600' down the runway we spot-

ted it. After a brief celebration and high five we returned the cap to 012. After doing the fuel calculations, based on flight time and how much gas it took to fill up at Beaufort we calculated we lost about 1 gallon. This was less than we might have thought. It's not possible to know how much was due to banking, how much was due to negative pressure, and how much was from evaporation – our Cessna sat at Beaufort for 4 hours on a hot ramp.

There are lots and lots of things to learn and to remember when given the privilege to be a pilot. Small things can lead to big problems. We can't forget the small things and we can't check and double check often enough. We need to be more diligent in the future, but we were lucky and we can't thank Matt and Ronney enough for coming to our assistance!

## President's Message

**By John Gaither**

### The Birds and the Bees

*The spring is sprung; the grass is riz; I wonder where dem boidies is?*

Well when I originally wrote this, by mistake thinking that the publication deadline was May 15, they were in the tail cone of N5760R. The birds seem to love to build nests there! But they don't really bother me. Now that it is June, I will expect the wasps that tend to follow, and they are definitely less friendly. The birds greeted me as I prepared to depart on a recent trip to see my father in Evansville, IN. He was a barn-stormer in the early 1930's.

It was a bit hazy flying over the mountains, but I always enjoy flying along the Ohio River when heading back to my boyhood home. After visiting my father, I had planned to stop by Charleston, WV, for Mother's Day brunch with my mother-in-law and my wife who had gone up to Charleston earlier. Thor, the god of thunderstorms, had different ideas. So after extending my visit in Evansville, I had a VFR on top flight back to Raleigh Exec and got back a little early.

It was good to be back in the air again after a dip in my flight time during the winter. It seems that others feel the same way as our flight hours in April and May were strong. I don't know if it was the weather or the April Madness rebate program, but we had many pilots take advantage to "get current" in April. May was the strongest May ever and the second strongest month in the history of the Club; but our fleet still has ample capacity for more hours. I hope to see many of you around the Club as the summer continues.

### Building Project

In my last "President's Corner" I indicated that the building project was on hold while the board and members had further discussion. We are now moving forward.

At the April special meeting, the board approved the hanger expansion. This portion of the project, expected to cost about \$60,000, will provide safer flammable liquids storage, more organized parts and general storage, and room for a small machine shop. The board also requested that the building committee make recommendations on whether to proceed with any upgrades to the rest of the building on a smaller budget.

At the May and June board meetings, the board reviewed proposals from one of the

contractors with whom the committee had been consulting. The board authorized the build out of the second floor of the main Club facility but did not authorize refurbishment of the first floor. The build out will include a new multipurpose room, a simulator room, restrooms, an accounting office, and a small deck, which will provide a means of emergency egress. The first floor project can be completed if and when the board feels comfortable with proceeding. The total expected budget for this portion of the project will be \$120,000, which in total is \$40,000 less than the original proposal. We believe that this is well within the funding capabilities of the Club.

It will take about six weeks to get final construction drawings completed and permits. We would expect actual construction to start about Labor Day and be completed by Thanksgiving.

### John Hunter

John Hunter has notified the board that he intends to retire as Director of Maintenance the end of June. John will continue indefinitely to teach his ground school classes at the Club. Indeed, he indicated that one of the reasons he is retiring from maintenance is so he can focus on various classes.

John has been a member of the Club for over 45 years – nearly half the time since the Wright brothers first flew. He has served the Club in many ways, including as President, Chief Flight Instructor, Director of Maintenance, and classroom instructor. He wrote the original by laws, SOPs and flight standards. He has is the frequent author of "Rants" to members when he has observed inappropriate practices. He has made huge contributions to the safety of aviation both with the Club and in his prior careers. We thank John for his service and look forward to his continued contributions in the Classroom.

The board has appointed James Garlick as Director of Maintenance. James has been an employee of the Club for the last year and has worked closely with John in maintaining our fleet. He will continue in the tradition of John in providing the Club with top quality, safe maintenance.

### Membership

While April and May were strong months, year-to-date flying hours are down significantly over the prior three year average. Also, flight revenues per Full Member are down. This is not to say that the Club is not financially strong. It is. Yet the trend of less flying hours is not one that I would like to see continue.

After several years of growth, our membership was flat last year. This year we have added about 40 members, while losing about 18. We will always have losses due to moves, changes in employment, and so forth, averaging about 60 per year. So we need about 60 new members each year to stay even. With 40 additions, we are off to a great start, but it is vital that we continue to attract new members into the Club. Attracting new member has always been essential for the Club and is perhaps ever more essential now. To put this in perspective, the monthly dues from an incremental 15 new members will cover the incremental costs of the building project. For any pilot looking for the most value for their dollar, the club is an easy sell. We are the best value around.

You can help. We are a Club and that is why I have been asking every member to help promote John's ground school. The current summer class has about 27 students. This is much better than recent classes but fewer students than many past summer classes. One of the most helpful things each member can do is to help keep our membership strong by assisting in marketing the Club. Members are the most effective recruiters of other members! You know the benefits of being in the Club and the joy of flying. Share it!

Here's a challenge for you this summer. Can you think of two people that you can interest in the Club? Folks who have indicated some interest or fascination with aviation? Of course, they may not be ready to "sign up," but here are some things you can do that would really be good. Bring your prospects to a Second Saturday, or to one of our Safety Meetings ("Pizza Night.") Or just bring them out on a pleasant summer evening to watch the airplanes take off and land. Or take them flying on a calm day.

There are hundreds of people in the Club who love their experience in the Club. Undoubtedly flying means a lot to you, and it will to many others. All we have to do is to find them and make the "introduction." Can you commit yourself to "Finding Two?" At least refer two to the Club's website.

Do it now!



## Charlotte Approach, are you still awake down there?

By Jonathan Harris

"You're going to have to turn around and come back, we're weathered in". Those words turned what had been a fun day of flying into a 22 hour overnight trip. I started my aviation career in 1998 at what is now called "Triangle North", KLHZ near Louisville. I acquired over fifty hours in a combination of the Cessna 152 and 172, but an extremely long string of bad weather conspired to wipe out any enthusiasm I had for the subject. While I'm sure a few members have ended up in a similar situation, at the time of this flight I was a student pilot and the "we" was not a family member but our very own Steele Scott. While you could see the stars from the cockpit of Cherokee N80166 at the time, an hour away KTTA visibility dropped from "severe clear" to ¼ mile visibility and <100 foot ceilings. All within 30 minutes.

If you are not familiar with Gastonia NC, unfold your Charlotte sectional and find the big blue "wedding cake" for Charlotte itself and look on the west side about 10 miles from KCLT for what looks like a "dent" in one of the rings. The Gastonia airport (KAKH) is sitting inside of that ring. Steele suggested that since I had not done a proper cross country plan since I had returned to flying that we extend the reservation through the rest of the day and fly to Concord and return after dark. I reasoned that "if we're going to do the Class B, let's do it all the way" and suggested we do Gastonia instead, eat dinner with my parents and then return after dark. I settled on a route that would keep us out of the takeoff and landing approaches for Charlotte. The final route was KTTA to Moore County, over the Sandhills VOR and then V54 to Charlotte continuing nearly directly on course to Gastonia. This route would take us directly east to west overflying the Charlotte airport. The Friday prior to the flight was one of the most depressing days in Raleigh I have seen. The fog/ceilings were unusually low

when I left for work and stayed that way until the sun went down. The next day the weather was forecast to be good until 11pm along our route according to the RDU, CLT, FAY and GSO TAFs from 3 hours prior to departure. We agreed that if it degraded too much prior we would either return as an IFR lesson or Steele would fly the plane back if the situation looked particularly bad. After filing the flight plan, obtaining a final briefing from FSS, and having the aircraft fully fueled, we taxied out in N80166. I set the #1 radio to the KTTA frequencies and set the #2 radio to Raleigh FSS and Fayetteville approach. I set the #2 nav to the Sandhills and Charlotte VORs and eased the plane into the air shortly after 4:15. As we climbed out over Sanford I activated our flight plan with Raleigh Radio and switched over to Fayetteville approach to request flight following. The flight proceeded uneventfully with the VOR confirming that we were within the airway (the actual direct route for SOP to KCLT is actually a mile or so north of the center line). Forty or so miles east of Charlotte we were handed off to Charlotte approach and given a straightforward clearance "Cherokee 166, cleared to enter the Class Bravo airspace, maintain 4,500, Maintain VFR I'm going to route you right over the Charlotte Airport".

The radio was suspiciously quiet the entire time we were on Charlotte approach, we were never asked to alter course or altitude. I saw one commercial jet the entire way and received one traffic advisory. As we crossed over the Charlotte airport and the Catawba river I think Steele and I were having the same thought "are we still on the radio with Charlotte?". It had probably been a good 6 minutes since there was any traffic on our frequency. Steele suggested that I announce that I had the Gastonia weather. I chose instead to announce

that I had the airport in sight. At this point Charlotte confirmed they were still there and would allow us to start our descent in 5 miles. We were indeed soon cleared to start down and change to the CTAF for Gastonia. I made a steep descent a few miles parallel to Gastonia using a nearby high school as an aiming point for my turn to 45 degree entry. I flew a normal pattern (for Gastonia at least, 800ft AGL) and landed runway 21 at about 5:45pm. After securing the aircraft I arranged for my parents to pick us up for a trip to a nearby BBQ restaurant. Dinner went well and we returned to the airport around 6:45. We bid my parents a good bye and my father asked if we were planning to navigate by the stars due to how clear the weather was locally at the time...if only anyone knew. I checked ForeFlight for the 6pm TAF. I noticed that the last two waypoints/airports, Siler City and Raleigh Exec. on my "beacon hop" route had gone pink. Pink in ForeFlight means not just IFR, but LOW IFR, in this case a ceiling of \*0\* and 1/4mile visibility. The 6pm RDU TAF was still reflecting that the weather was not expected to degrade to base IFR until 11pm, and technically this was correct. Hours later the Raleigh area aviation weather showed RDU itself was the only airport still showing VFR visibility. We spent a few minutes weighing the alternatives, fly to RDU and try to sort out the shell game of me, the aircraft and Steele plus our cars with Steele's wife's help or try something else. One point of consideration and to some degree saving grace was that the next person scheduled to fly the aircraft, and the next student Steele had the following morning was...me, to fly to our club trip at Person County. This made the option more attractive to remain in Gastonia overnight and weather permitting, fly directly from there to Person County in time to make lunch. The fallback plan was that as long as we could return to TTA with one of us flying by 1:30 Steele and the aircraft could make their next appointment. Ac-



cording to the TAF for both Charlotte and Raleigh the chances for VFR flight appeared to be good with general improvement throughout the day. The only thing I could think of was as we sat there safely on the ground was "ok, so we fly to RDU, air file IFR if we have to, but right now we can't fly even get an IFR approach into TTA. What are the odds that RDU degrades to the same degree in the next hour and a half followed by any reasonable alternative within fuel range (and we had already burned off an hour and half worth)?" My suggested decision was to stay overnight and leave the next day once the weather improved. Steele concurred after determining the logistical situation of returning to RDU was unworkable. Fortunately my parents live close to the airport and were happy to have us stay overnight. Decision made, we secured the aircraft and called it a night.

The next morning, the weather looked really good. On arrival back at the Gastonia airport I got a weather briefing and filed our flight plan. Departure weather was light winds and scattered clouds at 1,700 and 4,200. Following my usual habits, I set the radios to the Gastonia frequencies, Raleigh FSS and Charlotte approach, and the Charlotte and Liberty VORs and departed runway 21. I stayed mindful of the boundaries of the Charlotte airspace (3,600 over the Gastonia airport, 1,800 within 2 miles, at the surface just past that to the east). Because of the low clouds in the area I chose to fly the departure just to the west of the airport. This would allow us to spiral up until clear of the low clouds to both give us elevation for the entry into Charlotte, and time to obtain clearance to enter. We activated our flight plan with Raleigh and were again "cleared to enter class Bravo", with vectors direct to the Charlotte airport and a climb to 5,500 feet. I paused the climb at 3,700 feet due to clouds, and continued climbing after flying under them, which received a "thank you" from Char-

lotte. En route, Steele gave me instruction on transiting a VOR intersection, a task made easier by using the GPS to visualize exactly where the intersection exists in addition to the two VOR instruments. Charlotte dropped our flight following just south of Stanly County and I reestablished it with Greensboro near Asheboro. Just north of Burlington, we transitioned to Raleigh approach and soon after were cleared to descend pilot's discretion for Person county, which I delayed by a mile or so for cloud clearance. After announcing that I was beginning the descent we were issued an advisory for another aircraft below and in front of us. As it turned out, we had arrived just behind George Scheer and a student in one of the club's 152s. I made the approach into runway 24 in some of the worst landing bumps I can recall (wind gusts in excess of my solo endorsement) and made a good landing for the conditions and taxied to parking. We arranged to take fuel to try to save time for Steele's next flight and took the last shuttle to the restaurant. Shortly after one o'clock, I was able to get Steele back onto the van to the airport. If you know Steele, you know he likes food and conversation, so this was not easy! I paid the fuel bill, updated our weather briefing and took off for TTA. We again picked up flight following with Raleigh and filed a PIREP with Raleigh FSS concerning the cloud bases and turbulence. After landing, we taxied in and shut down just shy of 2pm, 22 hours, 3.7 HOBBS hours, 3 airports, 5 approach controllers, and 3 meals after we initially left Raleigh Executive.

What have I learned from this experience? We had two iPads, and two iPhones capable of retrieving a vast amount of data and presenting it in an easy to interpret format. We had an IFR and GPS equipped aircraft. Technology is not a replacement for learning proper planning, airmanship, and decision making but it is folly to ignore the sources of good information that modern aviation

offers us. I spent days trying to make the plan as idiot resistant as possible. Even with all of that we managed to be outflanked by the weather moving in much earlier than expected, or earlier for our outlying airport than it did for the larger airports the TAFs were actually issued for. Always give yourself an out. The planned progression was to return VFR, return IFR as a lesson, return IFR as a passenger, or stay put. While we failed to properly account for the last being a potential outcome (neither of us brought spare clothes for example) it was one we considered and ultimately took. I'll restate what I said earlier; we didn't HAVE to be back in Sanford/Raleigh that Saturday night. We were sitting safely on the ground with a warm bed 10 minutes away in a situation that was only going to get worse, so why take any risks at all? What would have happened if we had taken off 30min earlier? We would have landed at RDU and had to sort out getting people and planes in the right place the next day, an outcome that would have cost a little money and time but would have worked itself out in the end. I admit it might have been a bit of a shock if we had arrived over a fog covered Sanford at the same time that George and Ronnie were watching the same fog roll in from the club's picnic tables. I guarantee I'll pay more attention to the temperature spread in the future when planning flights. I will give more consideration if the forecast is for badly degrading weather, regardless if the time margins are as large as they were on this trip, especially at night where hazards such as fog and clouds can be harder to see. I just hope the next time I want a plane overnight I don't have to kidnap a board member.

#### KTTA Metars

KTTA 130015Z 00000KT M1/4SM FG VV000 16/16  
KTTA 122355Z 00000KT 1/4SM FG VV002 16/16  
KTTA 122315Z 00000KT 7SM CLR 18/17  
KTTA 122255Z 00000KT 10SM CLR 19/17

## A club evening in the heart of North Carolina?

**By David Greenfield**

51 people and 18 aircraft converged on Asheboro Regional Airport on the evening of April 24<sup>th</sup>. I was on the RNAV 21 approach when I heard the controller sound confused. I keyed the mic and said "Greensboro Approach, be advised that we are doing a flyin to Asheboro with multiple aircraft." The response was, thanks I did not know what was going on with all the aircraft near Asheboro, now I understand. With ATC alerted to our arrival, I continued my approach and landed safely. A few planes had already landed before my arrival, with two more in the

pattern. Club member Patrick Lofvenholm was 8 miles out in his twin engine Baron and Roger Montgomery was just behind him in a club Warrior. HBI has never been busier!

Pizza, drinks, and cookies were already set up. We ate as a group with lots of flying stories being told. Then we broke into two groups for a tour of the museum. Lots of airplanes and memorabilia to see. With no schedule to follow, we took our time looking at the airplanes and displays, reading the plaques, and enjoying what this aviation museum had to offer.



As the sun was setting we all decided it was time to go. Preflight, seatbelts, engine start, and the smell of exhaust filled the ramp. One after another we departed the area as the sun was setting and dusk was just moving in. A calm night made for a perfect flight home and the end a fun evening.



## The logic behind Class E Airspace

By Swayne Martin

Class E Is Controlled - But How?

One big confusion point for students is that Class E airspace IS controlled airspace. But why is it controlled?

In Class E, IFR aircraft are controlled by ATC. This might be a center facility (Air Route Traffic Control Center) or approach/departure facility. As a VFR aircraft, you're on your own, but IFR aircraft must operate on an ATC clearance. That means the airspace is controlled.

### Weather Requirements

Have you ever wondered why we have weather minimums? Imagine you're flying IFR and pop out of a cloud layer. Suddenly, you spot a VFR aircraft below. The VFR weather minimums give both of you enough time to see and avoid each other.

Here's what you need to fly VFR through Class E below 10,000 feet MSL:



If you fly **10,000 feet MSL and above** in Class E airspace, the weather minimums are raised:



So, why do the requirements change at 10,000' MSL? Think about aircraft speed restrictions.

FAR 91.117 states that below 10,000 feet MSL, you cannot exceed 250 knots without a clearance. This helps separate slow flying traffic from larger, faster traffic by giving them more time to see and avoid each other. Once you go above 10,000', speeds increase. So, to provide enough time to see and avoid aircraft, your weather minimums increase, too.

### Class E Altitudes

The toughest part about Class E airspace may be recognizing where it starts. It seems to start at random altitudes all over the map, but there's logic to it.

### Class E Transition Areas

In a Class E transition area, the Class E floor drops down to 700 feet AGL.

On a sectional map, you can find these transition areas by looking for a broad, magenta line that is fuzzy on the inner side. It often surrounds individual airports or groups of airports.



So why does the Class E airspace suddenly drop from 1,200 feet AGL to 700 feet AGL in these areas? Think of it like Class B or C airspace, it drops down to protect aircraft on approach or departure from an airport.



the airport? Well, they wouldn't. In MVFR weather, you could have a VFR aircraft just a few hundred feet below an IFR aircraft in the clouds. These transition areas drop down low enough to separate IFR aircraft from VFR aircraft below.

### Transition Area Shapes

OK, so Class E transition areas are just those magenta circles, right? Nope. You're going to find out there's a whole lot more to Class E than that.

In cases like the airspace image below, the airspace designer is taking into account the terrain elevation, as well as the amount and the types of aircraft using that airspace.



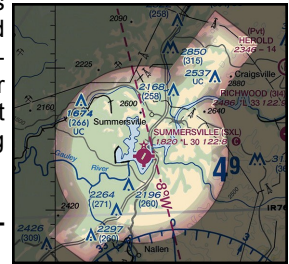
For larger, and faster planes, you need larger, more protective Class E transition areas. When you have rising terrain, the transition area must be larger to allow them to climb up to a safe enroute altitude.

### Different Shapes

Some Class E airspace isn't circular, and many Class E transition areas have rectangular areas jutting off of the airspace. Why are they there? These extensions protect approaches and departures to and from airport runways. They also extend Class E airspace to protect aircraft transitioning into or out of airport areas from enroute waypoints such as VORs.

For instance, at Summersville Airport (KSXL), you can see the Class E extensions protect runway approach and departure procedures:

At this airport, to comply with proper terrain avoidance, the protective Class E airspace has been extended in either direction. It's longer to the northeast due to rising terrain.

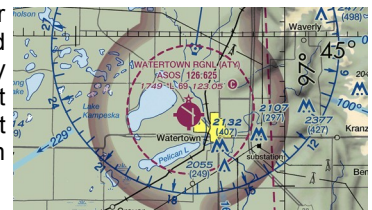


### Class E Surface Areas

Just when you thought you were finally getting the hang of Class E, you see this on your sectional map - a Class E surface area. It looks a lot like Class D airspace, but with a magenta border instead of blue.

This is Class E airspace that extends down to the surface for an airport. It's nearly always surrounded by a Class E transition area, so the airspace mimics the wedding-cake shelves of Class C and B airspace. It's just a much less-controlled version of those types of airspace. Class E surface areas are often in place to protect precision instrument approaches. All airports with Class E surface areas are required to have a weather

station and the ability for aircraft to contact ATC from the ground.



### Now It Makes Sense, Right?

I remember when I was in flight training, no one explained WHY there were so many variations in Class E airspace, and that really confused me. I never thought about why it was there, or the logic behind placement.

IFR traffic in Class E airspace is controlled by ATC, and the weather and speed restrictions make sure that IFR and VFR can see and avoid each other. While many of its characteristics may seem arbitrary, it makes a lot of sense when you think how aircraft use the airspace.

Now that you're a Class E expert, you'll always have some cool ideas to toss around at parties.

Wait, NO, don't do that...keep that for the pilot's lounge!

By Swayne Martin (@MartinsAviation)  
Find more of Swayne's writing and his excellent training courses at:  
[www.boldmethod.com](http://www.boldmethod.com)

## The 30,000 interview with Dick Kenny

### What got you started in Aviation?

If you were to take a poll of the club members as to what led each of them into aviation, the answers would be varied. Many would mention learning to fly in the military. Others a childhood dream. But, in my case the answer was much simpler.

I was drawn to aviation because I was a lousy athlete. . That's right. I grew up before there was anything like Little League. As a youngster we just gathered in a vacant lot and chose up sides. I was unique in that not only could I not hit, I also could not pitch or catch. I was always the last kid chosen. Finally, when my younger sister began to outplay me (she batted lefty and fielded rightie) I began to search for other venues to occupy my considerable talents on Saturdays.

My father was always interested in the aviation world. He was a Naval air cadet in World War I but quit because he was required to buy his flying jacket at the cost of \$65. That, in 1917!! But the bug never left him. Frequently he would take my brother and me to the East Boston Airport (now called Logan) to watch the wondrous DC-3s land. So, when I banished myself from "organized" sports I took to riding my bike to the Canton Airport where I was literally the kid at the airport fence, except there was no fence.

### Where did you learn to fly and in what aircraft?

While there one day, after "helping" someone tinker with his airplane he invited me up for a ride. I went. Wow!! What kind of a plane was it, you ask? It was a homebuilt. Not like the home-builts of today that come from a factory half assembled. This was a plane designed by the pilot and built by him. It was a low wing monoplane, painted grey, with the name "Naughty Nanny" emblazoned on the side in bright red paint.

I could write a textbook for the Marriage and Family class dealing with the reactions of each of my parents when this event was first mentioned at the dining room table.

There were many false starts in my quest to learn to fly, all of these efforts stifled by a lack of money not to mention a World War, college education, marriage

and the acquisition of a family. Finally, in 1966, at Morristown NJ, I set about learning to fly in a Cessna 150 (not a 152) with Fred Huykman as my instructor and actually became a Licensed Private Pilot. This was some 27 years after the history making ride in "Naughty Nanny"

### Where has been your favorite place to fly for personal pleasure?

My trip to Alaska is my most memorable and not just because that is where I lost my vacuum pump. Also, trips to the Bahamas. And the Cayman Caravan that was so much fun for so many years. And one that I will never forget, is Canada, particularly the Canadian Maritimes, Nova Scotia and Prince Edward Island. Can I also talk about hot air balloons over Arizona? Or



gliders over the Hudson?

Since it is that time of year, Oshkosh must be on everyone's list

### What is your favorite airplane in all the world to fly?

Depends on the occasion. For pure fun some of the new Light Sports cannot be beaten. For excellent utility in transportation in all kinds of weather, the Cirrus SR-22 has proven to be a leader. I am personally waiting to see the new Mooney when it appears at Oshkosh this summer. I do have very happy memories of flying a Stearman, a Waco biplane and a Stinson Reliant. Those 3 aircraft make great memo-

Summer 2014

ries. And, if you have a day or two, I'll tell you about my fantastic hour flying a Beech Staggerwing. And I did get to fly a Junkers tri-motor that had been used as a troop plane in the Spanish Civil War. In a list like that, I could never pick a favorite.

### If you could change something about general aviation today what would it be?

I have enjoyed aviation, but it could be improved. I would very much like to see the 3rd class medical requirements eliminated. I submit that doing so would be a huge step in stopping, or slowing, the constant drain of the pilot population.

### What advice do you have for newly minted private pilots?

Get your instrument rating as quickly as possible. And then file IFR even on CAVU days. Then start flying on real trips. Start by going to the beach, but then further and further. The \$100 hamburger will get old very soon. Go beyond it. Go to Florida in the winter. Make each trip just a little bit longer than the last one. I know one pilot who flew his wife and daughter in a Cherokee to New Orleans starting on the same day that he passed his private pilot check ride.

So, I have been a licensed pilot for close to 50 years and it has been a blast. I am so very grateful that I never learned to play baseball, or any other sport. Best of all, flying has allowed me to join a most fantastic collection of truly great people—the members of the Wings of Carolina Flying Club.

See you around the aerodrome!

### Message from the Editors

We are always interested to hear your stories and ideas for improving the club newsletter. If you have a story then send it to us.

In addition if you know of any companies who would like to advertise in future editions of the wings newsletter, please drop us a line:

Alice Ann Reu  
[aliceannreu@gmail.com](mailto:aliceannreu@gmail.com)

Barry Moore  
[barry.i.moore@gmail.com](mailto:barry.i.moore@gmail.com)

## The Dinner Flight

**By Jim Carlson**

For many of us, we spend every free moment we have in pursuit of a pilot's license. We fly as often as the weather, our instructor, and our own schedule permits. And when we are in the final home stretch for the finish line; the Check Ride, we push to fly as often as we can. Finally victory is ours. Then reality sets in. Life catches up, and some of those things we set aside to concentrate on the check ride need our attention. And next thing you know a month or more has passed and time in an airplane has just not happened. What next? Without the carrot of the certificate, dangling out in front of us, this break is inevitable. Maybe a flight up and around where you live with a friend or family member or just a couple times around the pattern. But these are for fun and once you have flown around where you live a couple times or spent time by yourself in the pattern it just does not have the same effect as chasing the certificate. What you need is a new purpose and a new destination.

Enter dinner flights. This is often called the \$100 hamburger, but it should be called adventure flying. The concept is simple, pick an airport more than 50 miles away as to be considered a cross country flight, have dinner and come back.

This takes a little planning, but it is not difficult. Once you reach the destination airport, transportation to a restaurant is generally required, and returning to a closed airport is a common occurrence, neither of

which is much of an issue. Take Lexington, NC [EXX] for example. The line staff usually work until 8:00. A call down to EXX a few days in advance to let them know you are coming and that you would like to use the crew car makes the process go smooth.

The crew car is a concept I had no idea about when I got my pilot certificate. At many airports, they have one or more crew cars. These in some cases are relics that harkens back to days long ago. But they are in good running order and performs its intended duties. These are available to pilots to use for a couple hours to run errands or go to dinner. There is generally no charge for a couple hours, but at some locations they may have a nominal fee of \$5-\$10 per each additional hour.

Departing Sanford around 6:00 will give an arrival into EXX around a hour for a Warrior and hour and a half in a C-152. Because the route is over 50nm it will allow you to log some time as a cross country flight.

On arrival, first order of business, buy fuel. This is a courtesy to extended back to the FBO for their assistance and crew car use. Since you called ahead they will expect you and just let them know who you are. They will give you the keys to the crew car. The last time we were there they had a couple of crew cars. One in particular is an old Lincoln Town car from the early 90s. It doesn't so much as drive

as *sail* down the road. Don't take an off ramp too fast or you'll be in an unapproved take off condition!! But it is a cool ride.

Since this is an evening flight and the time may be near the FBO closing time, make sure to make arrangements on where to leave the crew car keys upon your return to the airport, and make sure to obtain any gate codes that might be required to get back on the ramp. Next - off to grab some BBQ. There are no shortages of BBQ joints around in town. , but I like 'Lexington BBQ' just up business 85 from the airport. After reaching full on the BBQ meter, return to the airport and fly back to Sanford.

The final piece of the puzzle. You are ready to go, just not sure who to ask or how to get takers? Just drop an email to members from the roster page and indicate dinner flight day and destination and chances are good you will have a crowd going. And if you have a little apprehension to take that big a step, contact me and I will help you get the first one under your belt.

By the numbers:  
KTTA—KEXX: 60nm  
KEXX: 733MSL  
Runways 6/24: 5000x100

(Check next time for another Dinner flight option)

## Oshkosh 2014, July 28—August 3

**By Bryan Greenawalt**

It is that time again! EAA Airventure / Oshkosh is just over a month away!

If you have never been to Oshkosh, it is an event like no other. From daily airshows to forums on every imaginable topic, to shopping, meeting new friends and seeing old friends, there truly is something for everyone!

Kenny Loggins and the Blue Sky Riders are playing the main stage opening night. The USAF Thunderbirds will be making several appearances. Check out the Airventure website, I'm sure something will catch your eye! <http://www.eaa.org/en/airventure>

If you are planning to go, please email me ([bryangreenawalt@gmail.com](mailto:bryangreenawalt@gmail.com)) and Jan

([jsquillace@gmail.com](mailto:jsquillace@gmail.com)) so we can coordinate pilots, planes, passengers and schedules. Even if you're flying your own plane and have no room for passengers, let us know in case we have a group dinner or something.

Please let Jan and I know the following:  
1. Your piloting capabilities (VFR or IFR)  
2. Type of aircraft you will be flying  
3. When you plan on departing and when you want to return  
4. Will you be camping on-field?  
5. Number of passengers. Students and non-pilots are also welcome!  
(and any other pertinent data I may have forgotten)

As with most club events, you are responsible for your own tickets, lodging, etc and your portion of the aircraft

rental. Most of the planes have been blocked off for the week; any unused aircraft will be released from the schedule closer to the event.

One last thing. If you even think you might go on this trip, get and read the NOTAM. Last year, in one day the Oshkosh tower recorded 2,800 landings in a 10 hours period. Chicago O'Hare only did 2,750 in 24 hours. It is busy and there are special procedures for getting in and out of the local airports safely. Don't be the guy landing in the opposite direction of a dozen aircraft on final! You can order a FREE printed NOTAM booklet or download the PDF here: <http://www.eaa.org/en/airventure/aaa-fly-in-flying-to-oshkosh/aaa-airventure-oshkosh-notam>

I hope to see you there!



## The Weaver formation

By George Scheer

You see here a milestone in an extraordinary family aviation story. Our own Gene Weaver is flying the Cessna Cutlass, the high-wing Cessna leading the formation.

As the eldest of the flying Weaver tribe, Gene began a generational string of pilot activities that has continued over a period of many years. Gene and two brothers purchased a J-3 Cub in the 1950s. All three got their licenses in the Cub, N33264, (Gene's in July, 1957) and Gene flew almost 200 hours in it before the plane was sold. He added a few more hours in the '60s when finances allowed and became an instructor in 1972.

Gene's son, Don, born in '59, started his logbook at age 12 under his dad's tutelage and soloed a Cessna 150 a couple of days after his 16th birthday. (Bad weather created a necessary short delay in that accomplishment.) He added to his ratings fairly rapidly, and has been instructing for many years in various levels. He is qualified for ASES, aerobatic, and instrument instruction, and is presently operating Cirrus co-ownership activities in Pontiac, MI, along with the branch at RDU here in North Carolina. Much of his current instruction is in

the Cirrus planes, but there is considerable interest in his area in aerobatics, too. Don is piloting the Pitts, the aerobatic biplane, in this photograph. As did Gene, Don also taught his son to fly. Andrew, now 20, rode as an infant in the Piper Archer you see here. Now he flies it. Like his dad, Andrew earned his private certificate before he had a driving license. He began flying gliders at 14 and now also flies the Cirruses. Andrew is piloting the Archer in this photograph. Andrew has not expressed an interest in aviation as a career goal to date. He is studying animal science at Michigan State. Shortly after Andrew passed his practical test for the Private Pilot rating, Don began talking about setting up a generational formation flight, but it took several months to finalize a plan.

Eventually, the three met in Pontiac, Michigan, on August 30, 2010, and flew a few miles over to Ray Community Airport, where the Pitts biplane was hangared. The formation was planned before all four planes launched and flew



together for about an hour. The photo plane maneuvered for various angles and you see here the favorite composition,

And now, knowing the history, you can also see three generations of shared passion for flying. Think for a moment of all the hours at the airport, all of the wisdom passed from father to son to grandson, all of the pride and satisfaction of watching a third generation follow in one's footsteps – and think for a moment what it must have been like for Gene to glance behind and below and see his son and his grandson following him through the Michigan sky.

## Maintenance News

### 406 ELT

The fleet continues to be upgraded with the new 406ELT. Recently N972WW had its ELT upgraded. See right as to why 406 Mhz is better.

### 333 Seats

The seats in N89333 have been refurbished. Maintenance had the refurbish kit available. They started by stripping away the old fabric and foam. The seats were cleaned all the way back to the metal frame and inspected for their condition. The pilot's side frame was corrected to remove the excess recline. The new fabric kits were then installed and the seats reinstalled into the C152.

### 60R avionics issues

The #2 CDI in N5760R was having problems with picking up VORs. It was fine with the localizer, but just wouldn't pick up a VOR. The mixer in the head had gone bad. James did the trouble shooting with the help of some very expensive borrowed signaling equipment, determined what part had gone bad and got the part ordered to fix it.

### 26M

The work on our Mooney's N5726M sheet metal work was a big part of time spent the last while. This continues..

### 433 wing

A new wing was located out of a salvage yard in Texas. One of our members Terry Gardiner painted it for us. The team then bolted it on and James test flew the plane to check the rigging. To test fly the plane he did some modified short field take offs, keeping the plane in ground affect to check the turning on the ailerons. This all seemed fine so he took it up to 3000' where he performed some power on and power off stalls. He did some with partial flaps and performed some turning stalls. The angle of incidence is adjustable on the Cessna 152 and James was verifying that it was set as desired. After some additional maneuvering to check for how the plane rolled and to verify the 'feel' at cruise configuration, James was happy that the rigging was set just right. 4640B was put back on the flight line.

### 50hr maintenance

With the help of volunteers and the maintenance staff 4 aircraft were put through

their 50 hr services. There were lots of hours flown in May. It was a busy month and the hours really clocked up. 64tz (Warrior), 60R (Mooney), 89433 (Cessna 152) and 4640B (Cessna 152) all were given their 50hr maintenance.

### Why 406 Mhz is better

The new 406 MHz ELT frequency is optimized for accurate satellite location. It provides a far better signal-to-noise ratio, and the satellites love a clear signal to listen to. The new satellites that listen to 406 Mhz also have the capability of looking at a lot more data and locating signals with far greater accuracy.



Each new 406 Mhz ELT has a discrete digital code that it transmits up to the satellite. The satellite transmits this information back down to the ground. The ground station reads this code and determines who owns the aircraft and what its tail number is. (When you purchase a 406 Mhz ELT, there is a card you fill out and mail in that puts you in the database.)

Satellites can locate a 406 MHz ELT within about two kilometers. That's ten times more precise than with 121.50/243.00 signals, and can cut down the search area by a factor of 100.

## Jekyll Island, Georgia

By George Scheer

Distance: approximately 300 NM  
Appropriate for: overnight or weekend  
Attractive for: golfers, beach lovers, and admirers of classic hotels

On the Georgia coast, just south of Brunswick, Jekyll Island has a long, colorful, occasionally tragic, history. The Jekyll Island Club, the grand hotel and resort at the heart of the island, was at the turn of the century a private playground of the robber barons, described in the February 1904 issue of Munsey's Magazine as "the richest, the most exclusive, the most inaccessible club in the world." Its members included J.P. Morgan, William Rockefeller, Vincent Astor, Joseph Pulitzer, and William K. Vanderbilt. Today it is a public hotel and resort. If you favor grand old hotels this is a great flying destination with an airport within easy walking distance of the hotel.

It is years since I lodged at the Jekyll Island Hotel – probably fifteen – and at that time the rooms were elegant but primitive, if you can picture the combination. It's a blend that appeals to me, don't know about you. The place is probably a firetrap, but, hey, we fly airplanes. It's all risk management. If you golf, bring your clubs. There are numerous lodgings on the island, ranging from the grand hotel to contemporary chain hotels on the beach.

The flight will be approximately three hours, no wind, in a club Skyhawk, longer or shorter in a different airplane, but an easy one-leg flight with fuel to tabs in any four-place club aircraft.

The airport on the island is 09J. The adequate runway is 3700 x 75 and even has non-precision approaches. There are obstacles and it is a north-south rwy on the coast, so expect crosswinds. In past years, the runway was occasionally used for antique car rallies and such, so call ahead or

you may find yourself having to land at KSSI, which is a full-service airport and a favorite stop on the NC to FL flightpath. No fuel is available. Stop at KSSI, Malcom McKinnon, just over the water for fuel. (The flight is about 45 seconds, the drive, meandering around the waterways, is much longer.) If you need to rent a car, land at KSSI, but a better solution is usually to land at Jekyll Island and rent one of the electric golf carts available at the airport. If you have a transportable bicycle, this is the ideal place to bring it. The island has about thirty miles of meandering bike paths and is dead flat, so the simplest bicycle will do the job.

For further information:

<http://www.jekyllisland.com/>  
<http://www.jekyllclub.com/>  
<http://airnav.com/airport/09J>

## Pilot Supplies

Did you know that the Wings of Carolina is actually a dealer or distributor with a number of manufacturers and wholesalers? And that we can purchase many items at a discount and sell them with little-to-no markup? Here are some details on how you can take advantage and purchase those essential (and maybe, not-so-essential-but-nice-to-have) supplies at less expensive prices:

### Brightline Bags

The club is a dealer for Brightline Bags. You can purchase merchandise at a 30% discount from those shown on the website (<http://www.brightlinebags.com>). To see what is available, head to the web site and see what is offered. Then contact me ([supplies@wingsofcarolina.org](mailto:supplies@wingsofcarolina.org)) to get your exact price and place an order to purchase. There are a limited number of the new B4 bags in stock. Member price is just \$114.80 (plus sales tax.) Contact me or Tonya if you wish to purchase.

### Sporty's Pilot Shop

As a dealer, the club gets a discount on nearly everything available from Sporty's (<http://www.sportys.com/PilotShop>). The discount varies but is generally 10% or greater. However, to get the discount, we have to purchase at least two of an item. To get a discounted price quote, email me the de-

tails of what you want to purchase and I will determine the discount and price for you. Then you can decide whether to order or not.

Remember, we need to buy at least 2 to get the discount. If you only need one, please contact me and, if it is something worth stocking, we may order extras to get the discount. Unfortunately, Sporty's is not discounting the Stratus II ADS-B via their dealer channel so I cannot get any better prices on those. (I've tried!)

### Wing Aero

Wing Aero is a national distributor of Aviation Training Material and Supplies with a huge selection! We receive a significant discount as a dealer on everything they sell. To see what they carry, a copy of the catalog can be found at <http://www.wingaero.com/store/pdf/WingAeroCatalog.pdf>. Download a copy and browse around. Note that the prices shown are retail; email me to get a quote on what your cost would be.

### Charts and Sectionals (FAA)

Charts and sectionals are available in the Flight Planning area. Please help yourself and enter your purchase in myfbo. If you need anything special that is not stocked, please contact me to order. Prices are \$6.50 or less (and a bargain!) I encourage you to pick up a few to help the club. If the club doesn't purchase (and sell) enough in 2014, we may lose our distributorship with the FAA in 2015 which will likely result in higher member prices for these essential items.

### Club Clothing

The club has a number of shirts and hats available for purchase. Find me at the club on Second Saturday to see the selection. In case you missed the chance to order some stylish club duds when we did the Spring order, we will be doing another special solicitation this fall with a focus on warmer clothing. There is a huge variety of items available. To see the full selection, head to <http://www.imprintit.biz> and look around. If you see something that you'd like to have part of the Fall order, send me a note with the details. (There is no pricing on the web site but I can get a quote from the supplier.) Otherwise, I will be forced to pick what will be offered (and my taste in clothing leaves a lot to be desired!) I will appreciate any and all feedback here!

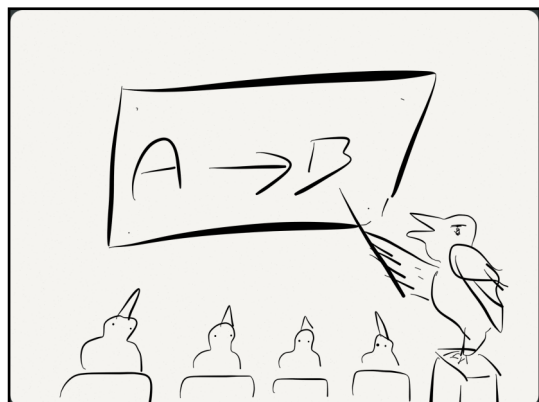
### A couple of other items

Did you know that the club also stocks kneeboards, IFR goggles (in a couple different styles), and a variety of training materials and books? Many items can be found in the cabinet in the front area near the binders. I have Victor headsets available for purchase at \$115.00. Help yourself and log the sale in myfbo. Feel free to ask Tonya or me if you don't see something.

If there is something else you think the club should stock, please drop me a note.



## Funny bits



Crow Aviation School



## Pilot Supplies (Cont..)

If there is a strong likelihood that others would be interested, we'll add it to the club inventory.

### And lastly, a bit of fine print:

Wings of Carolina members should purchase and pay for their pilot supplies via their account on myfbo. If you are unfamiliar with purchasing merchandise, find me, Tonya, or any of the instructors to help.

Students at a club ground school and other persons who are not club members may also purchase pilot supplies from the club. Please contact me if you wish to purchase anything.

**Note #1:** All payment must be in cash or money order only! No checks or credit cards, please! (The club has no way to process a credit card transaction for a non-member.)

**Note #2:** A non-club member who wishes to purchase any pilot supplies from the club must come to the club to complete their sale. No mail order is available.

All sales will also include NC Sales Tax. (On member sales, it will be automatically calculated and added when the sale is completed on myfbo.)

Thanks for listening!

Kirk Smith

Pilot Supplies Key Volunteer

[supplies@wingsofcarolina.org](mailto:supplies@wingsofcarolina.org)

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

[Barry.i.moore@gmail.com](mailto:Barry.i.moore@gmail.com)

[aliceannreu@gmail.com](mailto:aliceannreu@gmail.com)

### You may be a redneck pilot if...

- Your stall warning plays Dixie.
- You get your pre-flight briefing from the psychic Hotline.
- You think sectional charts should show trailer parks.
- You've ever used moonshine as Avgas.
- Your toothpick keeps poking your mike.
- Your aircraft has a hitch.
- You refer to formation flying as "we got us a convoy".
- You're matched set of luggage is three grocery bags from Piggly Wiggly.
- You've got a gun rack on the passenger window.
- You siphon gas from your tractor to put in your airplane.
- You've never landed at an actual airport though you've been flying for years.
- There are parts of your airplane labeled John Deere.
- There's exhaust residue on the right side of your aircraft and tobacco stains on the left.
- The tread pattern, if any, on your main tires doesn't match.
- Your comm antenna is over 7 feet long.
- You call up the tower with "Breaker Breaker".
- You have fuzzy dice hanging from the magnetic compass.
- You use your landing light for hunting.
- Somewhere on your airplane is an "I'd rather be fishing" bumper sticker.
- You navigate with your ADF tuned to exclusively country stations.
- When you go to the airport cafe they hand you biscuits and gravy instead of a menu.
- You think that an *ultralight* is a new sissy beer from Budweiser.
- Just before the crash, everybody at the airport heard you say, "Hey, Y'all watch this!!"

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## New Certificates

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

Jay Naybors,	CFI
Johnathan Harris,	Instrument
Michael Wanko,	Instrument
Zac Rogers,	Private
Joe Izatt,	Private
Roger Montgomery,	Private
Shay Frendt,	Private
Steven Raedy,	Private
Tom Clephane,	Private

## New Members

Please extend a warm welcome to the new members listed below! And remember, when you see a new or somewhat unfamiliar face at the club, take a minute and introduce yourself!

Patrick Livingston  
Shannon McKinnis  
Daryl Baker  
Andrew Taylor  
Jackson McConnell  
Steven Kittel  
Courtney Robson  
Chris Gully  
Mark Ochs  
Travis Edwards  
Rudy Pedraza  
Michael Hurley  
Berenice Leal-Mendoza  
Ian Kilgore  
Elizabeth Hart  
Joyce Stewart  
Daniel Leinbach  
Mert Gursoy  
Rajan Farmah  
Jerry Davis  
Roy Sutherland  
Michael Madden  
Jeremy Wilson  
Paul Hayes  
Jin Zhang  
Andrew Wolfe  
Clint Robson  
John Domena  
Norman Haugaard  
William Winstead  
Douglas Braddy

## Upcoming Events

**Aug 19** (Tues) - Elliot Zaragoza from LabCorp - The Life of a Corporate Pilot.

**Sept 18** (Thurs) - Grover MacNair and Len Felton - How to Plan and Execute a Flight to Alaska and have fun doing it.

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

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

## 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)

Do we have an accurate address for you? We get your address info from myFBO. Please make any corrections or changes in your profile to ensure we get the newsletter to you on time.

Also the newsletter is always published online in full color.

## Back Page News

### Club Trip

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

### Board Meeting

The next Board meeting will be 08 Jul 2014 at 7pm

### Facebook

Have you checked out our Facebook page yet?

### 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 October 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](mailto:barry.i.moore@gmail.com)

[aliceannreu@gmail.com](mailto:aliceannreu@gmail.com)



Wings of Carolina Flying Club,  
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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

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