



# Wings Newsletter

## Flying the Hudson

**By Dwight Frye**

The response from George Scheer to a question I asked resulted in a mock-irate rant that can be summarized by just saying, "Why are we talking about this? Fly up the Hudson!", and he had a point. The Hudson is one of those "bucket list" flights and I had a perfect opportunity to check that item off my list. So it was time to study and get prepared.

I was planning a flight to Rhode Island to visit a friend, and had asked George about possible VFR route choices. I thought of going west around the New York area, or staying east and flying up Long Island, or just braving the Hudson Special Flight Rules Area

(SFRA), and wanted an opinion. I got one, in no uncertain terms.

Many of us pilots who have "grown up" in the low-density environment of North Carolina look at the New York airspace and wonder if we can possibly navigate it successfully without getting a call from the FAA once done. I had spent a lot of time looking at routes and nervously eyeing the New York Sectional and wondering what made sense. Ultimately the lure of flying up the Hudson won out.

There is a good bit of material out there on flying the Hudson, and so it is possible to get all the information you need to be prepared. As you look through the descriptions, read the SFRA rules, note the constrained altitudes and the mandatory reporting points and other restrictions it might seem

daunting. However if you do your homework, are prepared ... and take along a handy little cheat sheet provided by the FAA ... it is a perfectly reasonable flight. The cheat sheet can be found at:

[https://www.faa.gov/flight\\_data/gslac/courses/content/79/775/kneeboard.pdf](https://www.faa.gov/flight_data/gslac/courses/content/79/775/kneeboard.pdf)

Since I'd be flying past New York in both directions I had the opportunity to do the Hudson northbound and southbound. I took that opportunity and went for it so got two transits through the SFRA in one trip. Each time the experience was amazing.

On the Friday I flew up, winds out of the northeast slowed my progress up the coast. I flew over the Norfolk area, over Accomack County

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## Flight 93 National Memorial

**By Ruth Ann Sneith**

On September 11, 2001, I was living in Bucks County, Pennsylvania and working near Princeton, New Jersey. Many of my neighbors worked in Manhattan, commuting to the city each day by train. I think many people in my generation look at their lives in terms of "before 9/11" and "after 9/11"; a clock strike moment in time when the notion of terrorism on American soil was forever changed from one of "if" to one of "now".

The four aircraft hijacked on September 11, 2001 were American Airlines Flight 11, American Airlines Flight 77, United Airlines Flight 175 and United Airlines Flight 93. Of the four hijacked aircraft, only United Airlines Flight 93 did not reach the hijackers' intended target, believed to be Washington, DC.

Within hours of the Flight 93's crash into a field adjacent to a reclaimed coal strip mine near Shanksville, PA, news began to emerge, (subsequently confirmed following retrieval of the aircraft's flight recorders), that

some of the 33 passengers and 7 crew members attempted to regain control of the hijacked aircraft to prevent it from reaching the 4 hijackers' intended target.

As a native of Western Pennsylvania, I was familiar with the picturesque landscape of the Appalachian Mountains surrounding Shanksville and regularly drove through the area on the Pennsylvania Turnpike during my weekend visits with family and friends back home. Six weeks after 9/11, I moved from Pennsylvania to North Carolina for a

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## Flight 93 memorial (continued)

new work opportunity, but always knew that I would return to pay my respects to the passengers and crew of Flight 93.

### Visitor Center Complex at Flight 93 National Memorial

On September 10, 2015, after 14 years of work by a public-private partnership including the Families of Flight 93, Friends of Flight 93, National Park Foundation and National Park Service to acquire land and raise funds to build a permanent memorial, the Visitor Center at the Flight 93 National Memorial was dedicated and subsequently opened to the public the following day, the 14<sup>th</sup> anniversary of 9/11.

Some areas of the memorial, such as the walkways and fenced-off debris field, in addition to the Wall of Names, have been open since 2011.

A 93-foot "Tower of Voices", containing forty wind chimes, (one chime in honor of each passenger and crew member), is anticipated to be completed in 2017 and will be placed near the memorial's entrance to "serve as a welcoming beacon" to arriving visitors.

### Planning My Visit To The Flight 93 National Memorial

At the time I was planning my trip to visit family and friends in Pennsylvania, I did not know that the Visitor Complex had just been completed. Fall is a particularly beautiful time of the year in the mountains of western PA, with mid-October usually being the peak of fall foliage. As someone who has the heat tolerance of a houseplant, the cooler Fall flying weather was also very appealing, in addition to offering the likelihood of a more stable atmospheric environment.

In preparation for my flight, I put extra time on the Hobbs meter in Warrior N64TZ, reserving time each weekend in the two months leading up to my flight, including flying with CFI Sam Evett to ensure I was well-prepared (as one can be) for various scenarios that may arise during my flight.

With the Flight 93 National Memorial located about 80 miles southeast of Pittsburgh, my plan was to fly Warrior N64TZ direct from TTA to LBE (Arnold Palmer Regional Airport) in Latrobe, PA – a distance of 282 nautical miles, then rent a car and drive to the memorial. Flying to LBE would keep me outside of Pittsburgh's (PIT) Class B airspace and much closer to my final destination. In addition, LBE offered plenty of runway (8,222' x 100', RWY 5/23), on-site car rental facilities, and the many conveniences inherent with general aviation

flying to smaller, well-staffed, regional airport. LBE's tower is operational daily from 0615-2200.

Pilots who are more experienced (or adventurous) than me should consider flying into Somerset County Airport (2G9), a mere 10 driving miles from the entrance to the Flight 93 National Memorial. With a field elevation of 2,275, the non-towered Somerset County Airport offers an asphalt runway 5002' x 75' (RWY 7/25), a 2695' x 204' turf runway (RWY 14/32) and a self-service fuel station. Due to this airport's location atop the Laurel Mountains, it is highly recommended that you sharpen your crosswind landing skills before attempting to land at, or take off from, this airport. "Blustery with substantial gusts" was an accurate description of the wind conditions the day I drove by 2G9 on my way to the Flight 93 National Memorial.

One week out the forecast for my VFR flight was looking great, but as the humor of the weather Gods would have it, a cold front began moving in from Canada and my "great" forecast suddenly became "freezing levels at 7000 feet in Northern WV" with precipitation just north of my destination. I cancelled my reservation for Warrior N64TZ, packed up my car and drove the 8.5 hours to western Pennsylvania.

### Arriving At The Memorial

From the east suburbs of Pittsburgh, the fastest route to drive to the Flight 93 Memorial is the Pennsylvania Turnpike. Instead, at my brother-in-law's suggestion, I drove Route 30, which runs directly past the Arnold Palmer Regional Airport and winds through the picturesque town of Ligonier then into the Laurel Mountains and directly past the entrance of the Flight 93 National Memorial. Fall foliage was at its peak that week, with each turn of the road framing yet another picture-perfect view out of my car's windshield. The time difference between driving the Turnpike versus Route 30 was perhaps 10 minutes, but the experience difference was priceless.

From Route 30, the entrance road of the Flight 93 National Memorial winds for several miles through rolling fields of tall grass and the slow pace, (I think the posted speed limit was 15mph), sets the tone for reflection, respect and solitude.

The memorial's Visitor Center Complex sits on a bluff overlooking the debris field and impact site. It's a short walk from the parking area to the Complex's Learning Center, where you pick up your free pass to enter the Visitor Center. From the Learning Center, the Flight Path Walkway, constructed of black granite, (symbolic of the site's coal mining his-

tory), leads visitors along Flight 93's actual flight path and toward the Visitor Center.

At several points in the Flight Path Walkway, the impact times of the other three aircraft hijacked on September 11, 2001 are etched across the entire width of the walkway ... 8:46:30AM 1 WTC American Airlines Flight 11 ... 9:03:02AM 2 WTC United Airlines Flight 175 ... 9:37:46AM Pentagon American Airlines Flight 77.

At the end of the Flight Path Walkway stands a glass wall, approximately 3 feet high, which overlooks the impact site, debris field and Memorial Plaza in the distance. Etched in the glass are the words, "A common field one day. A field of honor forever."

### The Visitor Center

Inside the walls of the 6,800 square foot Visitor Center, exhibits and videos provide a narrative on how that clear-sky Tuesday morning in September 2001 was tragically transformed by the hijacking of Flight 93 and three other commercial aircraft. The exhibits also provide an historical perspective on the confusion surrounding the early minutes and hours that followed the hijacked planes being crashes into the World Trade Center, the Pentagon and the field near Shanksville, PA. Fragments recovered from the impact site, including remnants of an IFR sectional chart, are displayed in cases, and visitors can choose to listen to recordings, (using wall-mounted phones for private listening), of phone messages left by passengers and crew members to loved ones from the aircraft's seatback-mounted Airfones.

One exhibit was a schematic of the Boeing 757-222's seating chart, which showed each passenger's assigned seat on the aircraft, and in turn, where they sat in relation to other passengers and the hijackers. With only 37 passengers (and a crew of 7) aboard, everyone was seated forward of the wings on the large aircraft. The names of some of the passengers – including Todd Beamer, Thomas Burnett, Mark Bingham, Jeremy Glick, and Lauren Grandcolas – were familiar to me, yet seeing where they sat in relation to each other on the aircraft was profoundly poignant.

Another large-scale exhibit showed the cabin area of the Boeing 757-222 looking forward from the perspective of the aircraft's rear galley area, the location where the passengers were moved when the flight was hijacked. The view up the aircraft's narrow, long single aisle provided visitors to the memorial with an even greater appreciation of the daunting task the passengers undertook in rolling a beverage cart up that aisle and ramming the cockpit door in an effort to breach the cockpit and overtake the hijackers.

Photographs of each passenger and crew member, provided to the memorial by family

members, are displayed on one wall. An adjacent interactive display allows visitors, via touchscreen, to pull up additional information, such as their biography and additional photos submitted by family and friends. In reading one of the flight attendant's biographies, I touched the "photos" tab and a picture displayed of the beautiful woman with her arms around her young children on Christmas morning. I choke up now just thinking about that picture.

### **Memorial Plaza**

After spending about an hour inside the Visitor Complex, I got back in my car and drove the 1-mile road down to the Memorial Plaza. (If you choose, you can walk on the long path from the Visitor Complex down the hill to the Memorial Plaza. I chose to drive, knowing I would be leaving the memorial after my visit to the Plaza.)

From the adjacent parking area, it's a short walk to the Memorial Plaza and its Visitor Shelter and Arrival Court. An open area serves as the site for ceremonies, such as the annual remembrance service. From there, a long sloping black wall marks the northern edge of the larger crash site and debris field. The field and woods beyond the sloping wall is the final resting place of the passengers and crew. There are small niches etched into the sloping wall for visitors to leave notes and tributes. On the day I visited the memorial, a group of junior high school students had left handwritten notes in several of the niches, secured in place on that windy day by small stones. (Park Rangers and volunteers remove and archive the notes and mementos left by visitors.)

### **The Impact Site**

Beyond the sloped wall in the distance sits the impact site of Flight 93, marked by a large boulder sitting in the open field. The boulder was found far below ground during the FBI's excavation of the crater created by the impact of the crashed inverted aircraft. The boulder was later chosen to mark the location of the impact site, which has since been filled in with dirt.

Beyond the impact site, at the edge of the open field, is what remains of the hemlock grove damaged by the crash of Flight 93. A significant section of the hemlock grove was damaged by the debris field and fire, and a gap in the grove is visible where the damaged trees were removed following excavation of the crash site.



### **Wall of Names**

At the far end of the Memorial Plaza, is the Wall of Names, forty white marble panels, each individually inscribed in honor of a passenger and crew member. In front of the Wall of Names is a black granite walkway, similar in appearance to the larger-scale Flight Path Walkway of the Visitor Complex which sits high on the nearby bluff. This smaller scale granite walkway marks a final portion of the Flight 93 flight path.

Adjacent to the Wall of Names is a tall Ceremonial Gate, its wood structure chosen to symbolize the hemlock grove. Through the slats in the Ceremonial Gate, one can view the final feet of the flight path and the large boulder marking the impact site in the distance.

While I was standing near the Ceremonial Gate, another visitor asked a National Park Service Ranger standing nearby if family members of Flight 93 often visit the memorial. The Ranger noted that, yes, she did see family members of the passengers and crew throughout the year, and particularly in September during the annual remembrance service. (Family members of the passengers and crew are escorted by members of the National Park Service through the fenced-off area of the memorial to the crash site.) She then noted that one gentleman in particular, the husband of one of the flight attendants, would visit the memorial on his wife's birthday, their wedding anniversary and other times throughout the year. In hearing that, I quietly walked in reflection to my car and left the Flight 93 National Memorial.

On my way out of the main entrance, I stopped at the pull-off area adjacent to the large Flight 93 National Memorial marker erected by the National Park Service and

got out of my car to take a photo of the sign. When I got back to the car, I reached down to my iPhone and turned the "Do Not Disturb" setting off and the "Bluetooth" setting on, then turned the ignition key.

Suddenly over the car's speakers the song "Coming Home, Part II", began to randomly play from my iPhone's music catalog. The hair on my neck stood up as the song's lyrics played over my car's speakers ...

... and the wind will rise up to fill my sails ...

... I'm coming home  
I'm coming home  
Tell the world I'm coming home  
Let the rain wash away  
All the pain of yesterday  
I know my kingdom awaits  
And they've forgiven my mistakes  
I'm coming, I'm coming home  
Tell the world I'm coming home"

As the entrance to the Flight 93 National Memorial slipped farther into the distance in my car's rearview mirror, I thought about the beauty of surrounding mountains and the solitude of the wind rustling over the bluff and through the hemlock grove overlooking the final resting place of the passengers and crew of Flight 93.

The Flight 93 National Memorial serves as a thoughtful, poignant storyteller of a nation and its people forever changed by the events of September 11, 2001 ... and the courage and perseverance to fight back that began on that day in the clear blue skies over western Pennsylvania with the 33 passengers and 7 crew members of United Flight 93.



## Tips from the Ramp

**By Jay Nabors**

What a winter! If it wasn't snow it was ice. If it wasn't low ceilings it was wind. But we at WCFC are a hardy lot and we are making the best of it.

**House Keeping Items** (general do's, don't and answers to questions)

### **Winter related items**

#### **Pre-heating aircraft.**

Pre-heating aircraft engines is a club policy when the outside air temperature is below 28°F. In the mornings when the overnight lows are below 28°F and you arrive and the temperatures are above 28°F take into account the aircraft itself is still below 28°F and preheat. There have been plenty of articles and notifications on the necessity of proper preheating so if you have any questions get with your CFI or the maintenance crew for usage and heater storage location details. Also know where the preheater is; how to use and charge it; and stow it when you are done.

#### **Frost and Ice on aircraft.**

The FAA states, in part, "the presence of frost may: (1) Reduce a wing's maximum lift by 30 percent or more; (2) reduce the angle of attack for maximum lift by several degrees; (3) increase drag significantly; and (4) change unexpectedly the aircraft's handling qualities and performance." Some folks have asked me about the FAA rule allowing for "polished" frost. In short, the FAA has rescinded the policy of allowing for "polished" frost. All frost should be removed from the aircraft prior to flight. If you use hot water from the clubhouse and the outside temperature is below freezing realize any remaining water will refreeze very quickly. This is called ice and it too must be removed before flight. So, does the FAA require ICE and Frost removal by FAA regulation? Take the VFR challenge quiz below and see!

### **Do's and Don'ts**

#### **Do's**

1. Position the aircraft so the most aircraft surfaces are exposed to the sun.
2. If you use hot water, carry towels with you to wipe off the water before it refreezes
3. Plan additional time on your reservation to complete these tasks and preheating
4. Schedule later in the morning to avoid having to defrost

#### **Don'ts**

1. Attempt to move the aircraft into the hangar to defrost
2. Leave empty buckets or water jugs on the ramp
3. Attempt to fly with ice or frost on the aircraft
4. Use any type of anti-icing fluid (e.g. alcohol or aircraft deicing fluid) – many of these could hurt the aircraft and some are illegal to use.



### **Pre-flighting – Tie-downs, doors and windows.**

A reminder that if you need to step away from your aircraft during pre-flight and you believe, due to the wind conditions, that you should attach a tie down, please use all of them. One tie-down does little and can actually harm the aircraft if it should start to get moved by the wind.

The same applies to doors. James and Terry had to replace a 172 door

hinge that was bent almost off. The most likely culprit is leaving the door open during pre-flight and the wind knocking it around. Always leave all doors closed at all times while pre-flighting and while otherwise not in direct control of the door. Similarly for windows. We had a window latch on a 152 almost off. It may have been damaged on the ground or leaving it open in the air. Let's save money and keep our fleet looking sharp and safe.

### **Circuit Breakers (autopilot)**

Autopilot circuit breakers should not be pulled (because you are annoyed with the power up sequence alarm). Substantial damage can result from repetitive pulling and resetting. Any circuit breaker that has been pulled/popped on your preflight inspections should be noted in the squawk book. If you have a breaker popped on the ground or in flight refer to the appropriate check-list, report it to maintenance and squawk it. If on the ground you do not know what happened to cause it and resetting could create a hazardous situation. Consult with maintenance for any popped circuit breakers you find on preflight or runup.

### **Crosswinds and Gusty Conditions**

I talked about good ADM in the last newsletter issue. It's worth reminding folks to avoid the traps of "get there-itus". Many of us have been grounded for ice, snow, low ceilings and the "itch" to fly may develop and pressure you to fly in less than acceptable wind conditions. Know your limits and resist the temptation to "stretch your personal minimums level to new heights" in an effort to get airborne. The weather has been frustrating but I would be more than happy every day bemoaning the fact that I am on the ground wishing I was in the air instead of being in the air wishing I was on the ground. If you want to stretch your minimums get with your flight instructor and discuss a plan.

## Tips from the Ramp

### 152s, 172's – what are those plastic pushy things?

We continue to see the stall warning horn testers for the 172s/152s show up in the lost and found.



This is what they look like and they belong in the aircraft and should be used as part of your pre-flight. (So, let's keep them in the 172s and 152s and not in the lost and found). Also, several of them have now gone missing. Check your flight bags and see if you have one stuck in it and return it to the fleet.

### New Student Pilot Certificates Coming

Effective April 1, 2016, the FAA in conjunction with the TSA have implemented new process to issue student pilot certificates. Form 8710 and IA-CRA will be used to apply for a student pilot certificate. The student will also need airman medical certificate (via MedXpress). Previously, the airman medical examiner (AME) would issue a combined medical and student certificate. Now, the AME will only issue the medical and the student will apply via IACRA for a student pilot certificate. For new members who are student pilots get with your CFI and they can help guide you through the process.

### New Airmen Certification Standards (ACS) (formally the Practical Test Standards)

The FAA is nearing completion and adoption of new ACS. Per the FAA the rationale for the changes are "... the ACS WG has developed draft ACS documents that align the aeronautical knowledge testing standards with the flight proficiency standards set out in the existing Practical Test

Standards. In addition to supporting the FAA's effort to improve the relevance, reliability, validity, and effectiveness of aeronautical testing and training materials, the draft ACS documents support the FAA's goal of reducing fatal general aviation accidents by incorporating task-specific risk management considerations into each Area of Operation."

A comprehensive FAQ from the FAA on this topic can be found [http://www.faa.gov/training\\_testing/testing/media/acs\\_faq.pdf](http://www.faa.gov/training_testing/testing/media/acs_faq.pdf)

An overview with timelines for this working draft can be found

[http://www.faa.gov/training\\_testing/testing/media/acs\\_briefing.pdf](http://www.faa.gov/training_testing/testing/media/acs_briefing.pdf)

If you have questions on this topic get with your CFI or the Chief Flight Instructor.

### New Elevator

The new elevator is installed so it's worth bringing up that this is not a toy and children should not play in or around the elevator. And for the child in all of us...same thing applies. Let's keep the elevator area clear and operate it safely on an as-needed basis. Note the elevator is locked unless disability access is required. Consult with Jan Squillace, Roger Montgomery, or Tonya Lord on access and usage.

### Taxi Speeds

We reviewed the need for proper taxi speeds two newsletters ago in the TIPR corner. We're bringing it up again as there seems to be a lot of "speed-way" style taxiing going on. Please take heed. If you decide not to heed you may be getting a call from a club instructor or the chief flight instructor asking for a "meeting" to discuss. Use common sense and taxi safely.

### Help around the Club

A reminder to folks that we are a volunteer organization and it's the volunteers that keep everything ship-shape. Keep an eye out for requests to help out and don't wait to be asked if you see something needing doing. We are currently looking for volunteers to hang the new paintings/wallpaper.. If you are interested contact Graham Mainwaring. Also, the club could use some volunteers to help put things back together after the recent painting. We have several recognition awards that should not be relegated to the trash but hung with pride.

### Standby Reservation

Reminder – MyFBO contains a "Standby Reservation" function. **INOP** – Although that function seems to work your request never gets processed. Do not use.

### Sunday Fuel has arrived!

That's right! The FBO is fueling earlier on Sundays (around 9am). Previously, they started at noon (and sometime get there earlier). They were available at 8am Sunday on 5/15!

### ICAO Required Flight Plans Coming!

FAA has mandated use of the ICAO starting October 1, 2016. George, Mat and the CFI are diligently working up ICAO templates for all the fleet. For more details see below.

<http://www.aopa.org/News-and-Video/All-News/2016/January/20/FAA-moves-forward-with-flight-plan-switch>

### VFR Pilot Challenge (for private pilots and students)

Take the Preflight safety quiz:

<http://www.aopa.org/asf/asfquiz/2010/101022aircraftpreflight/index.html>

True/False? During the day, a pilot can tell if weather conditions are below VFR minimums by checking to see if the airport beacon is on.

Take the below quiz to find out

<http://www.aopa.org/asf/asfquiz/2009/090612lightingvfr/index.html>

### IFR Pilot Challenge (for instrument pilots and students)

<http://www.aopa.org/asf/asfquiz/2015/150223thealmostils/index.html>

-Jay Nabors

CFI, CFII, AGI, IGI, Commercial  
ASEL, AMEL

## Flying the Hudson (continued)

Airport, then straight up the coast. I bypassed Wallops Island's restricted airspace by a narrow but adequate margin, overflew Cape May, Atlantic City, dodged R-5002 since it was in use, then landed at Monmouth Executive (KBLM) for fuel.

I'll admit, I also landed there to get myself organized and to make sure I had everything needed to head into New York. If you look at the chart you will see that you have a number of constraints if you want to stay out of the Class Bravo space. Heading straight from KBLM to the entrance of the SFRA you first encounter the Bravo lateral limits with a floor of 3000 feet, but just east over Sandy Hook it drops to 1500 feet. Furthermore, well before you get to the Verrazano Narrows Bridge (the start of the SFRA) the floor drops to 1500 feet as well. Be sure to get low enough soon enough. Since the RV is "sporty" in handling, I decided that the best way to insure I didn't have an altitude excursion was to use my autopilot in heading mode with altitude hold engaged. A moment of inattention in the RV can mean a hundred foot altitude excursion, and I expected to have some distractions!

With the autopilot engaged and my altitude set, I pointed the nose at the Verrazano Narrows Bridge and headed out, feeling a tad nervous. The view was impressive! The city was looming ahead of me and the bridge framed the entrance to the Hudson beautifully. For transient aircraft in the SFRA you must maintain an altitude at least 1000 feet, but less than 1300 feet. I picked 1100 feet just to be near the middle of the range. You must fly at or below 140 knots, so I picked 130. You must (basically) turn on all your lights, and have an appropriate chart on hand. Northbound, you must hug the east side of the river, and southbound the west. And you must self-announce on a published CTAF (123.05) at various mandatory reporting points. Simple enough?

Flying along at 1100 feet as you approach the Verrazano Narrows

Bridge makes you wonder if you'll actually clear the towers. You are CLOSE, or at least it looks that way. In reality the towers top out at 693 feet so you have at least 300 feet to spare. But it underscores one reason altitude excursions might be a really bad thing!

Upon entering the SFRA at the bridge (which is also the first mandatory self-announce reporting point) it became a battle between flying the plane and looking at the huge array of sights in view. I had enough time to get over my initial sensory overload before I was in sight of the Statue of Liberty (the next reporting point). Going northbound it is some distance away (and there are procedures for dropping down and circling, but I didn't feel ready to mix it up with the choppers flying tour flights, so I didn't go there), but still a lovely sight to see.

As I continued northbound the new One World Trade Center building started to loom large. It is near the river, is taller than the altitude at which I was flying, and grew to dominate the view out my canopy. My EFIS and my GPS both have terrain warning capabilities, and I thought they were both going to have an anxiety attack. The EFIS drew the Trade Center building large, and in red, with a huge red X plastered over it. As I flew by, the strong winds from the northeast flowing around the tower made the autopilot work overtime to hold heading. It was an awe-inspiring experience. From there I flew past too many sights to enumerate here but the sight I think I most enjoyed was seeing the Empire State Building. It is so iconic and was beautiful to see standing there in the middle of the city. I won't forget that.

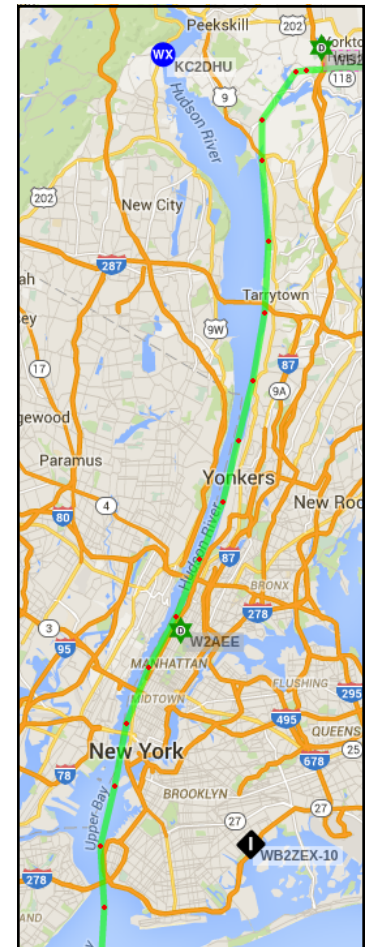
The flight continued up the river and eventually over the George Washington Bridge, then exiting the SFRA at the "Alpine Tower", a large red/white communications tower that is much easier to spot than I feared it might be. I continued on up the river from there to around Sing Sing, turned east (electing to just stay out and/or over all the Class D spaces along the way) and eventually landed at KUUU near Newport, RI. The winds were worrisome,

020@15G23, but the landing was fine. Tying down and getting the canopy cover on, however, was a challenge.

After a fabulous weekend I turned around and did it all over again on Sunday, but in the opposite direction. Having done the Hudson once I was somewhat less nervous on Sunday, and the flight went off without a hitch. This time I got closer to the Statue of Liberty, though. What a sight! Exiting the SFRA at the Verrazano Narrows Bridge again, I really felt like I had experienced something special.

The flight home from there was a non-event except for the presence of a 20+ knot tailwind the whole way! I got home from RI in 3.3 hours, non-stop, with more than my personally mandated hour fuel reserve on board. It doesn't get much better than this, and it is available to all us lucky folks who own a pilot's license. George was right. Why are we having this conversation?

Go fly the Hudson!





## Flight to Hickory

By Barry Moore

A few years ago on a warm early spring day a buddy and I were at the club thinking about flying and trying to come up with some where to go. Usually we don't need to think about it too long. For us its usually as much about the journey as the destination. But this time around someone mentioned the air museum out at Hickory HKHY. It always amazes me just how many air craft museums we have. I bet you could probably name 3 right now within 2 hrs flight time of TTA! Well maybe you haven't been out to hickory yet. If not here is what to expect.

This flight to Hickory is a real treat for the low hours pilot. It isn't too far from TTA, but it's far enough like you feel you are going somewhere and got something to do when you get there. It's also a nice way to get a few hours while also have something to do when you get there. At the airfield is a proper airport with a terminal and a restaurant with hot food and everything – no empty FBO with a ½ empty vending machine on this flight plan!

On this particular 'mission' we flew a 152 - N4640B. I flew the return leg and clocked 1.5 hrs. Sanford to Hickory is a really easy flight. If you have been to Lexington for BBQ (and if you haven't we need to talk) then you're well on your way to Hickory. Its just another 2 stops west. Just keep on going to Statesville and then 8 mins later you'll be at Hickory. Only thing to be aware of is the close proximity to Charlotte's class B airspace just a few miles to your south. Just keep an eye on I40 as you go along and you'll be fine. Another interesting aspect for the low hours pilot is that HKY is class D and there is a control tower. Some folks might worry about this because when you make your call someone is gonna answer back. Don't worry about stage fright here - the guys at Hickory were real nice. We got appointed a right pattern on entry and so that kept the interest going. They have 2 nice wide runways at Hickory so its real easy to get in and out of.

On our arrival we got out and went straight to the restaurant. They call it the Cross wind café (<http://www.crosswindcafe.com/>). Mostly the place was full of locals so they must be doing something right. They have salads, wraps, burgers and wings. All good fuel for hungry aviators.

But the treat for us was after lunch we headed to the museum. The museum is owned and operated by people who love air-

planes. Specifically military airplanes. They have a pretty impressive collection that they have put together over the years. The museum is located in a former airport terminal and is only a short walk (maybe 50' from the café). Entrance is free and donations are welcome. The museum building has a really impressive array of model aircraft hanging from just about every available piece of ceiling. The attention to detail is stunning. Most of the staff at the museum are volunteers. We were walking about and one of the guys who was volunteering that day was kind enough to give us a guided tour of the ramp. Out on the ramp they have an F4 Phantom, an F 105 Thunder Chief, an A7 Corsair, a De Havilland Vampire and my favorite an F 14 Tomcat. Each airplane has a story behind it and an interesting life until it arrived at Hickory. But you'll have to go to the museum yourself to find out more.



No spoilers in these pages.

If you need an added incentive there is a special upcoming event where they are taking delivery of a EA6B Prowler. The prowler is scheduled to fly in on May 14<sup>th</sup> at 10:30am and the public is invited to attend.

When we were there we had a great morning checking out the old airplanes and hearing stories from the locals. I highly recommend you get out there too – its as good an excuse as any to get in a club airplane and go flying.

-Barry

[www.hickoryaviationmuseum.org/](http://www.hickoryaviationmuseum.org/)

Spring 2016

## Clouds

By Courtney Robson

Courtney Robson is a WCFC private pilot working on her Instrument rating. On 5/12/16 Courtney and her instructor seized the opportunity for Courtney's first IMC. The first time you punch holes in clouds is an exhilarating and memorable experience rivaling your first solo. Below is a short recap of Courtney's experience.

As a Vfr pilot, I sped towards the clouds, heading towards something I'd been trying my whole experience as a pilot to avoid. It's like finally being allowed to do something you haven't been allowed to do before. With lots of rules regarding how far away from clouds you need to be, the only way to get a feel for the clouds is to be a passenger. On an airline flight it's normal to look out the window and see the wing split through the cloud. The first time I flew myself through the clouds, I was in control (with the supervision of my instructor Jay).

I never had that type of feeling because I was looking straight ahead and seeing nothing but white. It's like when you were a kid and all the big kids were doing something that you couldn't do, and then one day you were a big kid and could do it. I felt like I moved up a level, and was given a chance to take on more challenges and tasks. My first flight into IMC was an awesome experience, and I hope to continue building my skills as a pilot.

## IMC Club

### By Jan Squallice

Keeping current and proficient as an instrument pilot can take up quite a bit of time. What can be better than hanging out with your fellow pilots and exchanging stories (Hangar flying)? Here's a way to combine hangar flying and proficiency thinking, attend IMC Club, a discussion group about IFR flying. "Proficiency through education and experience".

IMC Club started as an international organization devoted to keeping instrument pilots current and proficient. Meetings are held monthly. The discussion leader presents a scenario and conditions. The pilots discuss the elements that need to be considered, what options the pilot has, how the situation could be handled better, what actions are necessary, what needed to be done pre-flight to avoid some of the troubles. There is always an interesting point about the flight or some new tip about flying in the IFR system that benefits everyone.

IMC Club had a web site with tools for planning and executing an IFR flight. As an IMC Club member, you

gained access to various calculators for fuel, wind, distance and a directory to help with finding safety pilots.

Last November, Experimental Aircraft Association (EAA) bought the rights to IMC Club and absorbed their chapters into EAA. All individual IMC Club members received EAA membership or, if already an EAA member, an extension to their EAA membership. The web tools were moved to the EAA web site and made available to all EAA members.

The EAA IMC Club resources include some FAA publications, educational reading material, instructional videos, along with the Aviation Knowledge Base and the directory for finding a safety pilot. If you happen to be an EAA member, use your member id to log into [www.EAA.org](http://www.EAA.org), click on "Aviation Interests" > "IMC Club"

IMC Club meetings are held on the first Tuesday of every month at 7pm in the John Hunter Room at WCFC. You can preregister at <https://www.faasafety.gov/wings/pppinfo/> Registration is not required. Attendance is open to all pilots considering flying in the clouds.

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

## Certifications

### Solo

Mike VanOteghem  
Michael Hrivnak  
Shawn Miller  
Joel Setzer  
Flora Castillo  
Chris Barile  
Duardy Parron

### Private Pilot

Steve Morelen  
Mauricio Castro  
John Sablo  
Scott Klier  
Mack Ochs  
Aaron Jones

### Multi-Engine Instructor

Jay Nabors

### Commercial SEL

Andrew Stanaski  
Jason Wilkinson  
Heinz McArthur

### ATP

Ronnie Moss  
Jay Nabors

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