



# Wings Newsletter

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## 15 Seconds from a mid-air

**By Jesse Kalisher**

When I answered the phone the voice on the other end identified himself as an FAA Investigator.

Two months earlier, I had been level at 8,000 feet over New York Airspace on an IFR Flight plan-weather was a summer hazy VFR. ATC called traffic 500 feet above and 500 feet below, each several miles out. I tried to spot the planes, but no joy. With limited visibility out of the Mooney combined with the haze, the traffic would most likely pass unseen.

Then came the call that shook me up. Traffic 8,000 feet, 11 o'clock, 1 mile. My altitude, in front of me. But still no joy.

Traffic alerts popped up on the Garmin and ForeFlight. Then suddenly, there he was, crossing from left to right, angling slightly away from me and at what looked to be maybe 50 yards ahead.

I pushed the nose over aggressively and banked hard right. In the back seat, my kids who had been immersed in their books screamed as they were suddenly thrown against their seatbelts. My wife gasped the noise I know to be panic she strained against her shoulder harness. I ignored all of it and keyed the mike, "60R has traffic in sight, maneuvering" I said.

The remaining flight was uneventful but I was shaken. How on earth can a plane appear in front of me while I'm on an IFR flight plan?

It took several calls to ATC, NASA and finally a Freedom of Information Act (FOIA) for me to get the answer.

First, I filed a report with NASA's Aviation Safety Reporting System (ASRS), which I mistakenly believed would look into a near accident to find out what happened. That's not what they do. I learned this from no less than the Director Linda Connell who graciously returned a call I had left at their offices at Moffett Field. She explained that looking into a near miss is really in the FAA's domain – but she cautioned carefully that sometimes it's best to leave the FAA alone. "You ask them about one thing," she said, "and they may start looking into other things."

Undaunted, I phoned New York TRA-

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## Screaming Eagle

**By Ward Sax**

M20S Screaming Eagle... It's a Mooney isn't it?

Transitioning to High-Performance Airplanes

Think of it...310 BHP at 2700 RPM, 5 hours flight time @ 186 KTAS, and still landing with 1-hour fuel reserve. Can you channel your inner "Tim – The Tool Man – Taylor"

and hear?... "eh...eh... eh!?"

Stepping up from the C-152s, Warriors, Skyhawks or Mooney M20Js that we have been flying to the M20S (with enough payload capacity to carry a small family, luggage and fuel to fly non-stop from KTTA to New Orleans in a mere 3h50m; land with enough reserve fuel to shoot a full approach at NOLA, fly to an alternate some 186 NM

away; land, taxi and shut down; AND still comfortably meet the Club's 1-hour reserve fuel requirements) requires a transition to fly "high-performance" aircraft. This transition requires more than just obtaining new logbook endorsements to fly a "complex" and "high-performance" aircraft, it requires us to gain a more complete understanding of complex aircraft systems, significant differences in

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## 15 Seconds from a mid-air (Cont)

From Page 1 CON, got a hold of a controller and asked him if they could look into what happened. He graciously agreed to investigate and called me back a couple of days later after having spoken to the controller on duty at the time of my near miss. Unfortunately, the controller came across as dismissive when he explained that my close proximity to traffic was due to an unusual set of events that all came together at once, a perfect storm. He made it sound as if this just happens from time to time.

The controller then began asking me why it took me so long to reach my assigned altitude. His tone was accusatory, as if flying a Mooney with four passengers and full tanks somehow made me culpable for a near miss. None of which made sense since whatsoever especially since my near miss occurred while I was level at my assigned altitude.

I was entirely too accommodating and took the controllers comments graciously even as I felt he was trying to make me go away, perhaps to help cover up a mistake that one of his co-workers might have made. NASA's ASRS Director's words rattled around in my head. Was I opening myself up to unnecessary scrutiny? I didn't press the controller and we parted with words of polite civility.

But I was no smarter about what happened. And, for the life of me, I wanted to know. So far as I was concerned, the plane that crossed so close in front of me never should have been there.

Frustrated by the response from the NY TRACON controller but nonetheless undeterred, I wanted to hear the tapes – to understand what was said when. What did I miss, if anything? I tried and failed finding the communications on Live ATC. At the suggestion of fellow club member and friend Jeremy Browner, I filed a FOIA request asking for a copy of the ATC tapes and the radar trails for my time in NY airspace – specifically as it related to a near miss I had experi-

enced while level at 8,000 feet.

I didn't know this at the time (but I do now), if you fill out FOIA with the FAA and use the words, "near miss" as I did, this triggers an automatic investigation. I learned this through a letter from the FAA advising me of the new pending investigation triggered by my FOIA. Again, NASA's Linda Connell's admonishment rattled around in my head. Without telling me directly, she intimated quite clearly that sometimes it's best to leave the FAA alone. Would the investigation lead to my ticket being pulled for some unimagined bureaucratic infraction?

Next came an unexpected phone call from the FAA Investigator. "First off," he said, "I want to say I'm sorry that you had to go through what you did. It must have been very scary." It was, I admitted. The investigator then told me that he was a former controller with 20 years of experience and that the situation I found myself in should never have happened.

After his apology for my having been entirely too close to another airplane, he told me what had happened. Simple really. It was Labor Day weekend in what was already, arguably, the busiest airspace in the country. I was IFR level at 8,000. A faster plane was behind and to my left with VFR Flight following at 8,500 feet. His route would take him across my route from my 8 to my 2 o'clock position. We were both talking to ATC and both advised of our respective positions – albeit on different frequencies. Here's where it got fouled up. The VFR pilot began his descent to an airport without advising ATC or requesting permission to do so. Legally, he's clear to do this. But, as the Investigator explained, when you're on flight following in New York airspace, changing course or direction without first checking in with ATC is unheard of, extremely dangerous, and the investigator told me more than once, downright rude. By the time my controller saw what was happening we were already in a critical situation.

The Investigator told me that while no infraction had occurred, the controller

had ripped the other pilot apart over the radio. Again, he was on a different frequency, so I never heard it. That was the extent of the action the FAA could and would take against him.

The radar tracks and the recordings arrived in the mail a week later. It's not an exact science since the radar sweeps every 30 seconds. That said, based off what the sweeps said, my assumptions about how much closer we might have been given the 30 second time lapse, my airspeed and a bit of rusty math, I estimated we could have been as close as 15 seconds from a midair collision.

I still wanted to hear the radio work - I put the CD into my car stereo and braced myself. I remembered having made my call "60R, traffic in sight, maneuvering" and also recalled my voice having been several octaves higher than normal in moment. My memory was that there was stress in my voice. But no, upon hearing it, I actually had a flat, calm demeanor. Listening to the tapes, I sound as if nothing unusual has occurred. That was comforting.

Upon reflection, ADS-B is going to be lifesaver. As is the critical reminder that while on an IFR flight plan in VFR conditions, traffic avoidance is still, ultimately, always on me. I'm reminded of what my mother used to say about driving and traffic accidents. "It's never you," she told me, "it's always the other guy. You need to always be looking out for the other guy and imagining what (stupid thing) he might do that would cause an accident." Clearly, that holds true in the air as well.

## From Jesse

**By Jesse Kalisher**

(Dated June 28th 2017)

Thank you to Wings of Carolina for making my dreams a reality. I was 49 when I finally earned my wings – thanks to the hard charging take no prisoners Betsy McCracken. Betsy, you turned this arrogant and ignorant, all too cozy in a plane, skill-less amateur and turned me into a pilot. Pitch plus power equals performance. You drilled me. You didn't let me get away with anything. And when I asked you to, you stopped talking in the cockpit long enough to let me think on my own, make my own mistakes and fix them before I killed either or both of us. It all worked.

Two days after I got my license, I loaded my family into one of the Warriors for the first time and flew us all to Kitty Hawk and First Flight. I wanted to get us going, get us out of our KTTA comfort zone and experience the joy of flying. A month later, I flew us into Charlotte on a VFR day to visit the airplane museum there. ATC worked us in nicely – all the while reassuring me what a great job I was doing on my 10-mile VFR final.

Mike Trevillian got me through my IFR and the transition to the Mooney. That allowed me to fly my family along the eastern seaboard from Northern Connecticut to Miami to visit family. I flew us the Bahamas, to Old Rhinebeck and even to Oshkosh – all on vacations. The plane was our escape mechanism. We did other trips – Ocracoke was a favorite, other Outer Bank islands, Wilmington, Williamsburg and, famously, to New Bern just for an ice cream run to the amazing Cow Café.

All the while, back in the Warrior, there were of course countless trips to Pik-n-Pig. Last December, my family and I took our last flight together – to New Orleans and back. It was a great journey complete with a magical view of the perfect sunset as seen from 7,000 feet in the air on a perfectly clear night.



When I landed the plane and tied her down at KTTA, I knew something was up. I won't bore you with the details – and I was comfortable that I was a safe pilot on the way home. But as I tied the plane down, I turned to Helen and told her this was likely my last flight and certainly our last flight as a family. I knew I was sick.

Three days later, I checked myself into the hospital and after five days of tests was diagnosed with a rare and aggressive form of cancer.

There are many places and people to fly with – and many of them, I'm sure are terrific. That said, I can't imagine a better home for me than Wings of Carolina. There was never any question too basic for me to ask. James has been a great friend and confidant as I learned a few basics about maintenance and safety. I could and did call him from anywhere anytime with questions. George flew with me a few times, as did others, who each boosted my ego, telling me that I am a good pilot. I liked that.

I had recently gotten my tail wheel endorsement. I intended to get spin training. And my plans for my aviation future were full of dreams of warbirds and more.

My friend and safety pilot buddy and all around pilot coach Grover Norquist actually set me up with another pilot and a P-51 flight out of RDU. Thank you Grover – that was amazing. And so, as I look back on my time with aviation I look at Wings of Carolina and I say, from the depths of my heart, thank you for making my aviation dreams come true. In a relatively short period of time, I took my family everywhere I wanted to take them. We lived a handful of aviation adventures, dashed in

and out of clouds, danced in the sky and visited incredible airports and events.

From me to every one of you who works hard to make Wings of Carolina all that it is, a big thank you. You have had a remarkable and positive impact on my life and the life of my family. From the bottom of my heart and surrounded by great memories, thank you.



WCFC club member Jesse Kalisher passed away July 20th from a rare cancer. Jesse loved flying and loved the Wings of Carolina. He was an artist, photographer, and business owner and the artwork that graces every corner of our club building was donated, largely created, and hung by Jesse. He continued to fly as long as he was able. In late April, I had the privilege of sitting right seat on his last flight. He flew well and tirelessly. -- George Scheer

Donations in honor of Jesse can be sent to: Triangle Land Conservancy

All donations in memory of him will be used in a memorial project at Brumley Nature Preserve

NOTE: at the bottom of the [donation page](#) is a box that allows you to designate the donation "In memory of Jesse Kalisher". Donors can also mail checks made payable to Triangle Land Conservancy to:

Triangle Land Conservancy  
Attn: Christine Wilson  
514 S. Duke Street  
Durham, NC 2770



## Tips from the Ramp

### By Jay Nabors

Summer is here !

And with that comes warm mornings and hotter afternoons; lifting action and bumps in the afternoon; making forecasting weather even more challenging. For the new members who are enjoying their first summer here at WCFC and a refresher for the veterans it's time to do a quick review of the club's ramp best practices.

### Ramp Best Practices

#### Windows and Doors

The cockpit temperatures can become almost unbearable with the summer ramp temperature climbing. There is a compelling temptation to leave the doors open. Pilots should always leave the doors closed as even in the summer wind gusts can occur that can slam the doors against the aircraft and overstress the hinges. A good alternative to doors open is to open both windows (172s) or storm window (on Warriors and Mooneys).

#### Tires

Since we continue to see flat spots on tires (mostly on 172s and Mooneys) we are compelled to mention that tires are expensive. Take care on your landings to keep your toes off the brakes and reminder to not ride the brakes while taxiing. (And speaking of brakes remember your first aircraft brake is your throttle and your second brake is your brakes. Ever realize you were taxiing above idle and riding the brakes on taxiway A down to A5? Brakes wear out too so show your professional pilot skills and help reduce brake wear.

### Summer Do's and Don'ts

#### DO's

- Position the aircraft so your runup is into the wind when practical.
- With the new taxiway construction consider south ramp runups and do not clog taxiway and intersections doing your runup. Others could be waiting behind you.
- Pay attention to density altitude and aircraft performance (chapter 5 of your AFM). Take off rolls are longer and climb performance is reduced. You may want to back-taxi at A3 vs. an intersection departure.

#### Don'ts

- Leave doors open – they will swing in any wind and are at risk of damage
- Leave water bottles and trash in the aircraft.

- Leave oily rags, paper towels and oil in the aircraft.

### Airfield best practices.

With the fair skies comes increase air traffic. The traffic pattern can be (and has been) occasionally getting congested. Here is a weblink for refresher on controlled and uncontrolled field best practices.

Take a look and send me your comments. Also refer to the airplane flying handbook Chapters 7 and 8.

[https://www.faa.gov/airports/runway\\_safety/bestpractices.cfm](https://www.faa.gov/airports/runway_safety/bestpractices.cfm)

### Traffic Pattern Entry

There has been some confusion over entering the traffic pattern from the opposite side of the flow of traffic. The general guidance has been crossing mid-field at pattern altitude and joining the downwind. However, the FAA also states in the latest Airplane Flying Handbook Edition (FAA-H-8083-3B) you can cross mid-



field above the pattern, going out approximately 2 miles, and do a tear drop entry to the 45 entry down wind. In a recent call with the FSDO, Clint Festa cautions us to ensure you are above the pattern when you cross mid-field overhead to head out for your teardrop. Reminder that turbine aircraft fly a pattern altitude of 1500' AGL (unless otherwise published) so make sure you are above that. Refer to FAA Airplane Flying Handbook FAA-H-8083-3B Chapter 7 page 7-5 and figure 7-4.

### Taxiway A repaving and A3 relocation.

Taxiway A repave and intersection relocation is underway. Pay particular attention to the local notams for KTTA and be vigilant and courteous to aircraft that need to back taxi at A3 to depart 21.

Also, be aware of aircraft already holding short at A3 to take off 21 or back taxi 21. You may need to taxi up to A2 before exiting the runway. The work to be done and the planned schedule are posted on the white board down stairs general purpose room.

### ATC Discussion

The FFAST Team has coordinated a pilot discussion seminar with ATC. If you ever had a question – IFR or VFR- you wanted to ask ATC, this is your chance to get that question answered. We are compiling questions ahead of time so ATC can be prepared to answer your questions. Send questions you'd like to have answered to [jnabors1124@gmail.com](mailto:jnabors1124@gmail.com) - August 10, 6:30pm at WCFC – Pizza – 7pm discussion. Be sure to register for the event on the FFAST web site.

### ICAO Flight Planning goes into effect latter 2017

The FAA has postponed the ICAO flight plan format from Oct/2017 to Jan/2017. For those not familiar get with the new format get with your instructor to review. Many folks are using ICAO domestic plans now to become familiar with them. The ICAO Equipment codes for the aircraft are posted in the flight planning room bulletin board and on our website.

### Fleet ADSB

WCFC Fleet is being fitted with ADSB out. Pay close attention to which aircraft you are flying when you file your flight plan so you know whether to file "/U" or "/CU2" on your surveillance field.

Also, along with the ADSB capability, we have two additional functionalities pilots can take advantage of:

1. USB ports – The fleet is being fitted with aviation grade USB ports so you can keep your EFBs charged. Our latest aircraft for ADSB and first 172 with USB ports is N972WW.
2. Bluetooth connection will provide ADSB weather, and Traffic from the ADSB to your EFB. If you have questions on how to connect your EFB get with your instructor for set up instructions. .

### ACS vs. PTS

The ACS (Airmen Certification Standards) replaces the PTS (Practical Test Standards) and are now here for Private Pilot, Commercial Pilot, and Instrument rating. There are some subtle but important changes to maneuvers that your

instructor has probably already gone over with you in your training.

### **Volunteer! - 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 always looking for additional help. If you are interested in a particular task, have a specialized or a general handyman skill set reach out to any board member for help on ways to get more involved. The maintenance team and plane washing could especially use your help.

### **Maintenance Team and Maintenance Night – Thank You**

And speaking of maintenance night and volunteering. I'd like to take a moment to express my sincerest appreciation to the maintenance team. In the early evening hours, when most of the flying is done, member pilots have finished their flying for the day, packed up and headed home. It's only then, after the din of aircraft engines subside; the chatter of pilots and instructors fade to echoes does this dedicated and often unappreciated team arrive to begin their work. As I and others pack up for the day I recognize it is a Wednesday from the subtle flow of faces coming into the club. There are no flight bags and headsets in tow. Just clothed in garb ready to get dirty and perhaps a subway sandwich in hand they arrive. Without fanfare squawk books are pulled and tach times and hobbs meters are reviewed. Fast food dinners are warmed in the microwave and the work has already begun for 50 hour inspections and maintenance. None of these volunteers are A&Ps and none of these volunteers are getting paid for their work. Many are not even actively flying but they have made an ongoing commitment to sustaining the viability of the club. Unseen from the flying membership and out of mind to many others, the maintenance team begins their work. Often finishing very late at night in extreme heat and cold conditions. Rain, snow, ice, oppressive heat. It doesn't matter. The maintenance volunteers attend to the tasks at hand. The next morning pilots arrive and comment on how that flat spot on a tire has been fixed. And they glee at how nice and clean the oil is. Interiors have been vacuumed; windows are cleaned. Notice how that mag check isn't dropping so much this morning? The controls are a bit

smoother. The window isn't sticking anymore. Left brake has more pressure than before. Hmm...nice to have. Magic didn't happen. The maintenance volunteers happened.

This team is a collection of volunteers. This team is a key artery of the life blood of the club. Without the maintenance volunteers ***you would not have planes to fly***. To put it in perspective, there is no other volunteer group that if the group didn't volunteer there would be no flying club.

I for one would like to take this opportunity and forum to express my profound appreciation to this group; the key maintenance volunteers; and the volunteers who show up either once a year or regularly. I am in awe of how this team often with very low volunteer turnout and without complaint attends to the fleet maintenance. There is no way a full time director of maintenance can complete the regular servicing of the fleet by himself. Without the maintenance volunteers we would be grounded. You guys and gals are amazing. I, the club board of directors, and the club members can't thank you enough. To those club members who don't think about volunteering for maintenance night I would not only encourage you to think about it...borrowing from a famous TV commercial I would suggest ***“JUST DO it”***.

When you joined the club the VP explained how the club works. It's volunteers. Both the VP and your checkout/training instructor talked about the many benefits and learning opportunities enjoyed by attended maintenance night. Are you taking advantage of this opportunity? Are you volunteering?

To you folks reading this who have not volunteered, I look forward to you volunteering and thanking you for your efforts in the future.  
Let's keep the flying club flying.

To the current maintenance key volunteers and volunteers: On behalf of WCFC Board of Directors I say to you ***“THANK YOU!”***

### **VFR Flight plan Opening and Closing**

Most pilots are already aware and use Foreflight's flight planning section to open and close VFR flight plans instead of calling AFSS. Did you know if you don't have Foreflight you can also get the same capabilities from Flight Service? For more information on logging into AFSS (flight service) and using this feature reference this link from BruceAir

<https://bruceair.wordpress.com/2014/03/20/a-new-way-to-open-and-close-vfr-flight-plans/>

or at AFSS at

<https://www.1800wxbrief.com/Website/#/>

### **“Squawk” Transponder Code**

Ever wonder where the term “squawk” came from?

It originated back in WWII when radar was first being used. The capability of IFF – identification friend or foe – was used by the British to differentiate British aircraft and German aircraft. The British coined the term “Parrot” for their radar and IFF system. They would tell friendly air crews to “Squawk your Parrot” and turn on the aircrafts' IFF and to “Strangle your Parrot” when they wanted the transponders off.

You can read more about the transponder and review flying in Aspen with non-radar article from Boldmethod at

<http://www.boldmethod.com/blog/bose/flying-ifr-without-a-transponder-in-mountains-of-aspen-colorado/>

### **FSDO Corner**

And the new FAA FAAS Team program manager is .....Tim Haley. We hope to see Tim soon at one of many FAAS events at the club. See his introduction interview in this newsletter.

## To Cuba in a Cessna

**By Zac Rogers**

I booked N72675 for the last of March with the idea of traveling somewhere with my girlfriend, Kathleen, for spring break. We looked at traveling to Florida and, after talking with a friend, maybe the Bahamas. I happened to read the March issue of AOPA pilot magazine and they had a great article about Flying to Cuba. After a phone call to the Cuba Handling company AOPA used for their trip, I decided we had our destination chosen for the week. With only three weeks until we were scheduled to depart, it was time to plan.

I wrote a letter to the WCFC board to ask for their blessing and, in the meantime, began to figure out all of the logistics with all that would need to be done to obtain a permit to fly to Cuba. Since the board meeting wasn't until eleven days before we departed, I decided to go ahead and plan the trip and have the details ironed out before we asked for permission. The Club's insurance company had to decide if they would insure the airplane or not, which fortunately they ended up doing so. I worked with Cuba Handling to secure permission to fly to Cuba. Kathleen and I went to the board meeting and presented everything I had done so far. To keep things simple, we would only be flying into and out of Havana, but there were still issues with finding a mechanic and making sure the airplane would be safe. The handling company assured me there would be no issues with the airplane being parked on the ramp in Havana. I made a few calls to maintenance shops in the Florida Keys and found a mechanic to help if needed. After many emails back and forth and more documentation than I ever knew existed, Cuba Handling let me know our permit had been approved by the Cuban government. In only a few short days, our plans were coming together. I ordered flotation devices and reserved a PLB for us to use. We found a beautiful hostel to stay near downtown Havana using AirBnB and were able to avoid paying the exorbitant costs for a hotel.

We began our journey early on a Saturday morning with a quick stop at Bojan-

gles. We loaded up 72675 and headed to FAY to get gas. A quick fuel stop and we were on our way to Fernandina Beach to gas up again. We headed down the coast with another stop in Melbourne to gas up and pick up our PLB. We were off again and experienced a beautiful flight down over the wilderness and the very tip of south Florida to Key West. We flew out over the island to check out the city and then landed.

Key West was a happening place, but we were glad to only be there for one night. I woke up early the next morning to be sure all of our documentation was in order for the flight to Havana; I used the Flashpass app to file all of our E-APIS information and then filed a regular IFR flight plan using Foreflight. After picking up our clearance, we were on our way. From Key West, it's only 100NM to Havana, but plenty of water between the two airports. For about 20-30 minutes we couldn't see land at all—just the cruise ships and cargo boats below us. Other than the water, it was similar to any other flight from one towered airport to another. As we neared Cuba airspace, we were handed off to their controllers. It was about as easy as flying from RDU to GSO; the controller spoke both English and Spanish well. Kathleen and I breathed much easier as we neared the coast and received vectors for the ILS 6 approach. We touched down and taxied to the general aviation ramp. We were the only two in the entire building along with about 6-8 employees. As we came through the metal detector, the security agents were convinced my handheld radio was some sort of spying device. After several minutes of back and forth discussion, they finally agreed we weren't spies and allowed us into the country. It was a little surreal to walk out of the terminal and only have one taxi in the parking lot which happened to be ours.

For the next six days, we enjoyed as much of Cuba as we possibly could. We did a bike tour of Havana the first full day—probably one of our favorite outings of the trip. We took salsa les-



sons, toured Old Havana and a cigar factory. We shared a '52 Chevrolet with another couple for the day to see the countryside.

The hostel where we stayed was only a few minutes from downtown Havana within easy walking distance. We had plenty of people willing to give us rides on their bicycles anywhere we wanted to go in the city. The old cars were beautiful and plenty of the buildings in the city had been renovated to reflect their past glory. Many, though, had seen their better days. The people were very friendly and the food was much better than we had expected.

After six nights in Havana, we made our way back to the airport. A charter flight was leaving and the terminal was a busy place that day. After exchanging the money, we were handed boarding passes for N72675—handwritten with our tail number and destination of Key West. The flight back was uneventful and clearing customs in Key West was a breeze. All was well until over Fort Myers until the "Volts" indication went off on the annunciator panel. After some troubleshooting, we landed at Page Field in search of a mechanic on a Saturday afternoon; no luck for us. We got Kathleen an airline ticket home and I waited until Monday morning for the mechanic. When the weather finally cleared, I made my way back through Florida with a fuel stop before reaching Sanford. It was an amazing trip and left me longing to return and excited for our next adventure together.



## I love war birds !

**By Bill Sawyer**

OK, I confess – I love war birds! I love the sound of big rotary engines, I love the feeling of power that these planes seem to exude (and no surprise - my favorite movies include 12 O'clock High, Air Force, Memphis Belle, Strategic Air Command, Thirty Seconds over Tokyo, Midway, etc.). I recently discovered – through participation in the Virginia Aviation Ambassadors program (that I wrote about in a previous issue) – yet another destination that helps satisfy my war bird lust.

### WHERE TO GO

The Military Aviation Museum (<http://www.militaryaviationmuseum.org/>), located in Va Beach, VA, is a unique destination – a) a large museum, with b) a terrific collection of airplanes that you really don't see in most museums, c) which is privately (i.e. non-governmentally) funded. I spent most of a day there in May, and loved it.

### WHAT TO DO

The museum has a hangar devoted to Army Aircraft, and another one for Navy Aircraft. They are open to the patrons of the museum for a self-guided, walk-around tour. And, you can walk right up to, and around, and under the planes – no ropes keeping you away from the planes in this facility (so, watch your head). It also has a hangar devoted to World War I aircraft, and that is something you just don't see very often! I am amazed at the engineering involved in some of those early military aircraft. In yet another hangar, the Fighter Factory, the museum has a staff who maintain the collection, and work on restoring additional military aircraft to expand that collection. What's more, the vast majority of the aircraft in the museum's collection are in flying condition – hangar queens need not apply there. And, the Museum does air shows and offers airplane rides (for a fee, of course).

The docents are great – many are retired military, many are pilots, or people who worked on planes – and will spend A LOT of time with you, answering questions (and they LOVE to have you ask questions). I had the advantage of

visiting the museum on a) a week-day, that was b) a VERY rainy day, so I had the additional, wonderful experience of a one-person tour of the WWI hangar, and the Fighter Factory, and the Cottbus Hangar, a German Luftwaffe hangar physically relocated from Germany to the museum grounds, and housing German military aircraft that you seldom see in other venues.

The inside exhibits and displays are fascinating – an Enigma machine, for example, as well as educational exhibits on a variety of topics, including the significant contributions of female aviators to military aviation history.

The museum does special events each year, including a WWII airshow early in the season (May), and a WWI airshow in the Fall – the next one is scheduled for October 7-8, 2017, called Biplanes and Triplanes,



and will be held at the end of a unique week of RC flying – The Mid Atlantic Dawn Patrol. That event is definitely on my calendar for this Fall.

### HOW TO GET THERE

Va Beach, and the museum, is within an easy 4 hours driving time of the Triangle area. One additional feature of the museum – they have a fairly long grass runway (recently extended), and you can fly right in and park next to their main building. They do ask that you call in advance to let them know you are coming, to check on the runway condition, and to be sure that they don't have an event going on when you are planning to arrive, that might make landing there a bit challenging. The airport - Virginia Beach Airport (42VA; <http://www.airnav.com/airport/42va/>) is on the Washington Sectional.

### WHY THIS DESTINATION

If you just love war birds, you do have a number of options. One of the (many, many) joys of going to Oshkosh is the opportunity to see war birds – lots of them. But, going

to AirVenture is a 'commitment' trip – it requires several days, and a not insignificant amount of flight time. Some of us like the Air Force Museum in Dayton, OH – my first visit was years ago, on my way to AirVenture – which is a trip well worth taking. But, like going to Oshkosh, it is a 'commitment' event.

For convenience, I like day trips to aviation museum destinations, such as the National Air and Space Museum in Washington, DC, and the associated facility, the Udvar-Hazy Center at Dulles Airport. The Club organizes a trip to U-H generally once a year, which I highly recommend to members if their schedules permit joining. Or, you can drive to DC, and a) park at one of the outlying lots near a Metro station, and take the subway into the district to visit the Air and Space Museum (presuming there isn't a Metro breakdown, or 'planned outage for maintenance'), or b) drive out to Dulles International Airport and visit the U-H Center.

In contrast to some of these other attractions, the Military Aviation Museum offers access to a number of – still flying – aircraft that you may not see in other museums, and it is somewhat geographically closer / more accessible than the other options. Plus, there are a number of other activities in the Norfolk / Virginia Beach area that you may wish to take advantage of while you are there (I personally like touring the military bases (<https://www.visitnorfolk.com/things-to-do/tours/tour-norfolk-naval-base/>), but I am a little biased – I grew up in Norfolk and worked on base during several summers while in college. But, even without other attractions, the Military Aviation Museum is a particularly enjoyable destination for aviation enthusiasts. Visit it. You'll be glad you did.

## Screaming Eagle (cont...)

weight, performance management, weight and balance (load management), flight controls feel, and finally engine temperature management.

You might ask, "are the additional flight training requirements really warranted just because the engine has a couple of additional cylinders and a few extra horsepower? It's a Mooney, isn't it?" Make no mistake, while the Mooney M20S Screaming Eagle looks like a Mooney J-model, the Eagle is a much different aircraft inside and out from the J-model and all other aircraft at the club: The Screaming Eagle is truly a high-performance work of engineering art that needs to be appreciated and flown well. In short, the M20S is not an aircraft that we can master without investing in HOBBS time and proper instruction.

### M20S Eagle High Performance Flight Characteristics

The Screaming Eagle, when fully loaded, weighs in at 3,368lbs...the plane is heavy and its in-flight handling tends to feel heavy, particularly when maneuvering at the middle marker and short final phase of an approach. However, with the appropriate amount of hands-on control flight training, we can quickly get the feel for maneuvering the Eagle across the entire flight envelope.

Also, a very important transition is getting our minds right and farther out ahead of the airplane during all phases of the flight. We must transition our 95 KTAS, 110 KTAS, 114 KTAS and even 146 KTAS brains to 186 KTAS brains, and that isn't always easy: At 186 KTAS things tend to happen very fast, but with a little forethought and "time in seat" the transition will come to pass.

Take-off: At rotation (approx. 70 KIAS) we work the AOA to establish a rate of climb that will allow us to quickly reach 140 KIAS in order to begin cooling the engine (evidently flying the engine temps in high performance planes is a big deal! If the temps get out of hand, things melt!). However, if we spend too much time focusing on airspeed and engine temp during T/O, we will find ourselves quickly blowing through maximum gear retract and flaps extended speed! The "Eagle 5-step flow" must become second nature to us and we need to work through the flow quickly during the take-off phase...therefore, once we establish a stable accelerating climb passing through 85KIAS we start the flow...1) Gear Up, 2) roughly set 24" Manifold Pressure ... you are already passing 90 KIAS, 3) roughly set Prop Speed 2550...we are already passing through 95 KIAS, 4) Mixture - leave rich...passing 100 KIAS and 5) Flaps Up...passing through maximum flaps extended speed 110 KIAS...Let's complete a flight instrument 6-pack scan, engine temperature check, and now refine the MP-24" and RPM-2550"...and we are already approaching 140KIAS and hopefully we haven't melted any engine parts...phew...engine temps coming down! Oh, by the way, during that sequence of events we have climbed only 500 feet but have traveled almost 2.5 NM down range. By the time we get to pattern altitude, 1,240 MSL, we are passing over the town of Sanford! If we are flying out of any airport other than KTTA, we need to make sure we read the published Obstacle Departure Procedures, noting the required climb per

NM? Mental note: Departing Asheville at 4:00 p.m. in the summertime probably isn't a good idea (think 4-H: High, Hot, Heavy & Humid...things that can kill you)! Continuing, I note that by the time we reach 8,000 MSL, some 16 minutes later, we are already crossing over Asheboro, NC!

Cruise: The Screaming Eagle likes to fly between 8,000 MSL to 12,000 MSL at 184 KTAS. The bird will comfortably maintain that airspeed while burning only 12.8 GPH. Note, we are moving at 3NM per minute, how far in front of us is our next waypoint? Are you watching the engine temps? Number 5 cylinder is holding at comfortable 360 degrees... Number 1 and 2 cylinders are only 300 degrees. We'll need to watch those cylinder temps during decent, because we don't have a lot of heat in those cylinders and we could be experience shock cooling if we descend too fast. Again, with this bird, we need to be further out in front and thinking about our next waypoint, preparing ourselves to adjust our "turn lead" so that we don't unnecessarily overshoot the waypoints/fixes.

Approach: The "In-Range Decent to Approach" flight envelope begins some 50 NMs in advance of our destination airport. "50 miles in advance of our destination. Are you high!" Well, yes we are...we are at 10,000 MSL descending to approximately 3,000 MSL in coastal areas...that is a 7,000 foot descent and we need to manage engine temps on the way down, ensuring that we don't experience shock cooling: We might find that we are limited to 500 fpm rate of descent...by my math, that will take





## Screaming Eagle (cont...)

us 14 minutes and 42 NM to descend. If the approach fix is 10NM this side of the airport, well then, we need to start talking to Center 52 NM out asking for an enroute descent!

And, we need to start slowing down in the descent too! The Eagle is a slippery bird and we can only roll back the MP at 1 inch per minute. Since this bird is relatively heavy and since we know that  $F=ma$ , we can assume that slowing down and descending can be a challenge! It takes a lot of forethought and time to slow the Eagle down in the descent from 186 KTAS to 120 KIAS before we reach the Initial Approach Fix (or extend 45 degree entry leg to the downwind). But, we do have two sets of speed brakes at our disposal, 1) the speed brakes proper and 2) the landing gear. And, we continue to slow as we reach the downwind or Final Approach Fix: We've slowed to our Eagle to 100 KIAS with Gear Down and Flaps Down.

I find that the Eagle, with its heavier weight and at 100KIAS, is a delight to fly on the approach and in the pattern; it seems to cut through the air quite smoothly...but it is heavier and its butt tends to sag as we round the turn to Final and as we slow from 100 to 85 KIAS on short final and continue to slow to 75 KIAS over the threshold. We must be ever mindful of the need to carefully manage the planes energy state all the way to touchdown.

Finally, we must remember to get the nose up in the flare and keep the plane in ground effect until we hear the first chirp of the stall warning! We only have 10" of prop clearance with weight on wheels.

The question begs, "is it worth the investment for me to work towards a complex and high-performance endorsement and subsequently flying the Club's Mooney M20S Screaming Eagle?" For me the answer is "unequivocally, absolutely yes!" If you

are like me, you love to safely push and extend your skills as a pilot. Let me be clear, I still absolutely enjoy checking out a C-152 every month and flying all the commercial maneuvers to PTS standards in order to maintain and to continue to perfect my "seat of the pants," stick and rudder, basic aviation skills. But I must admit that it is supremely satisfying to fly the Mooney M20S Screaming Eagle to distant places at high speeds with a more complete understanding of complex aircraft systems, performance management challenges, flight controls/aircraft handling differences, and properly performing engine temperature management. Wilbur Wright captured the sentiment best, "More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination."

## Construction projects at TAA

### By Jan Squillace

Did you notice the diagram on the whiteboard in the WCFC Common Room (old classroom)? The taxiway toward Runway 21 is noticeably shorter these days. Trucks and digging equipment are everywhere? Dust in the air?

What's going on? Yes, TTA is growing again.

The grass area between the north and south ramps has been turned into more tie downs. The ramp now extends all the way to the club from the FBO. We have lots of space for visiting aircraft without using club tiedowns.

The north end toward runway 21 is being developed in preparation for more corporate hangars. It has been

designated "North Corporate Campus". Additional sewer capacity is being installed. More ramp area is being paved there, too.

Elite Aircraft is already designing their new hangar to be built on the North Corporate Campus.

The new hangar at Sanford Aircraft makes the self-service fuel too close to a building, so it will be relocated.

The State of North Carolina has allocated money to build a new FBO building. The location is as yet unspecified. A bigger building with larger conference facilities are in the plans.

The taxiway is being upgraded to handle heavier aircraft to match the weight limits on the runway. The exit from the runway at the FBO is going to be moved farther north.

The additional traffic requires additional vigilance to avoid vehicles and other airplanes. Portions of the taxiway will be closed as the project progresses. The north ramp may be too busy to use for a run-up area. Be aware of traffic from Elite as well as helicopter traffic on the pad on the north ramp.

All this activity is both good news and bad news:

Bad news: more opportunities for problems and aircraft damage.

Good news: Raleigh Executive Jetport is healthy, busy and thriving. It will be a good home for the club aircraft for a long time. And the club is very welcome here.

Check the NOTAMS

## My CFI Flight Training Experience

**By Heinz McArthur**

After completing my Commercial training at WCFC in 2016, I was faced with the decision of what to do next. My experience flying with Jay Nabors and Steele Scott for Commercial training was motivating. In my personal flying, I had several occasions to introduce people to their first flight experience in my Aeronca Champ. The Champ is a fun airplane and I really enjoyed sharing it with people. And I also quickly realized that I did not know how to teach people about flying. Eventually I succumbed to the challenge. I had to learn how to teach this stuff!

At the time I was working full time at a demanding job. My greatest challenge was balancing my work schedule with flight training. I discussed the options with Jay, Ronney Moss, and Tonya Lord. Tonya had completed a 30 day course at American Flyers in Florida on her path to CFI and CFII. We both shared the desire to complete this type of training in an environment where you were able to focus on flight training and remain insulated from the distraction of the non-flying parts of your life.

For my Christmas present in 2016, my wife gave me a two week Florida "vacation" to attend the American Flyers 15 day CFI Academy course in Pompano Beach. I registered in November for the course beginning February 21, completing March 11. As recommended by AF, I made arrangements to rent a room through Airbnb. The rates were reasonable and the house was located right at the PMP airport.

As recommended by Tonya, I completed the CFI and FOI written tests prior to starting the AF course. Although AF will provide instruction and test facilities for the written tests, the CFI Academy course schedules are too compressed to be fooling with these tests while you're there.

At the end of February I flew into Fort Lauderdale and took an Uber to Pompano Beach. The house where I stayed was in walking distance of the AF facilities, so I had no need of a car or other transportation other than an occasional Uber. And, of course, the South Florida weather was

nice so walking about was enjoyable.

About the American Flyers experience. The 15 day CFI academy is scheduled for classroom and flight activity 7 days a week, 8+ hours a day for the 2 week period. We had 60 hours of classroom instruction taught by Patrick Connell. To sum up my opinion of Patrick, I enjoyed his classes as much as I have enjoyed John Hunter's classes (which is to say, a lot!) The CFI Practical Test Standards cover a broad range of subjects and I believe these classes were essential for me to absorb this amount of material.



The American Flyers course organizes students in teams. My team consisted of seven people that included twenty-something-year-olds who were working toward an airline career and had been full time flight students for the past year. I called these guys (and gal) my "youngsters." We also had an air traffic controller and a bush pilot who had flown in the Canadian Northwest Territory. In addition to the classroom instruction, we were required to develop and present numerous classes to our fellow students. I found the interaction with this group to be really enjoyable. My "youngsters" reminded me of what it was like to be young and full of enthusiasm about flying. And you know what? Some of them were pretty darn good pilots too!

The flight training at AF consisted of 7 hours of dual instruction in Cessna 172RGs and a Cessna 172R (for spin training). This training emphasized demonstration (from the right seat) of Commercial PTS and Private ACS flight maneuvers. My flight instructor was knowledgeable and professional and I enjoyed the training.

The aircraft were not as well-equipped or as well-maintained as our WCFC Mooneys and 172s. I guess we're spoiled.

The goal and expectation of the AF 15 day course is for you to satisfactorily complete the training and receive the requisite endorsements to take the CFI Initial Practical Test. In the past AF had been able to coordinate with DPEs to complete the practical test within a short time after completing the course. The FAA now requires the CFI Initial Practical Test be conducted by FSDO inspectors. Due to the volume of tests required in Florida, the South Florida FSDO delegates the check rides to DPEs, but the FSDO assigns the DPE to the candidate. In my case, I was assigned a DPE but he was not available for the test until 6 weeks after the end of the course. Given this long delay, I decided to schedule my checkride back in North Carolina.

Once back in North Carolina, I worked with George Scheer, Ronney, Tonya, and Jay to complete a Mooney right seat checkout and practice prior to the checkride. I appreciate the help and insights provided by these outstanding flight instructors which were essential to the final completion of my training process.

To sum up my CFI training experience, my two week American Flyers experience was a flying vacation for me and I thoroughly enjoyed it. The classroom training and student interaction were outstanding and I believe I was well-prepared for the CFI practical test orals when the time came. There are many options available to us in the Raleigh area for this training, but this path worked for me. I'm glad I did it and I'm glad I'm done with it!

## 30,000' interview with Tim Haley

By Jay Nabors

July 12, 2017

Tim Haley is the Greensboro FSDO's new FAAST Team Program Manager replacing Bob Sutherlin. Tim's first week started with him quickly hitting the ground running Monday, July 10, 2017 and found the time to share some of his background and vision for the future with WCFC on Wednesday, July, 2017

Tim has been an A&P for over 35 years and his background includes being with the FAA for over 11 years. His experience spans the range from part 145 maintenance to general aviation and has worked on everything from Piper Cub's to corporate jets prior to coming to the FAA in 2006. At the FAA he was focused on the maintenance side of FAA operations. He has worked off and on in the FAAST areas for the last 10 years and has participated in FAAST seminars with Bob Sutherlin in the central and western parts of NC keeping the Wings program alive and active. He owns a Super Decathlon and competes in aerobatic events.

WCFC – “So Tim, what is your vision of the FAAST team and what do you see different about it from your predecessor?”

Tim – “I'd like to bring more focus to the maintenance side of the FAAST Program to pilots and aviation mechanics. Bob (Sutherlin) did a great job in his FAAST role and I think we can build on that success by bringing more maintenance information to pilots and more pilot information to me-

chanics”

WCFC – “Excellent, we at WCFC share a common vision with this approach. We encourage members to actively participate in our weekly maintenance night as a volunteer to aid the club as well as gain a better understanding and appreciation of the mechanical/maintenance side of aviation”

WCFC – “From a big picture perspective what would you like to see different in the FAAST program?”

Tim – “I'd like to develop a FAAST safety focus around actual causes of accidents. By looking at accidents in NC we can determine common issues that contributed to these accidents and developed focused activities to address specific contributing issues.”

WCFC – “Great idea and a fresh view on FAAST safety that is bound to generate a lot of interest. I know you're busy with your new role. Just one last question. If you had to sum up why a pilot should want to participate in the wings program, what would you say?”

Tim – “

1. Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common

Summer 2017

weak areas that have led others to the accident site, but you end up with a flight review, as well!

2. Can be used for CFI renewal – this is a good reminder for Airline pilots still holding a CFI.
3. The program is most effective when your training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in the different flight conditions you may encounter. This helps maintain your proficiency as well as currency!
4. Pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience
5. Networking with others in the industry.
6. Lower Insurance rates
7. Increase safety
8. Regulatory updates and industry updates.

WCFC – “ Tim, Thanks! We look forward to seeing you at our Wings of Carolina FAAST events in the near future.”



Oshkosh photos from Brian Grant & Brian Tesar







Oshkosh photos from Brian Grant & Brian Tesar

Thanks to all who submitted articles this summer.

Send future news articles for the Wings newsletter to :  
[barry.i.moore@gmail.com](mailto:barry.i.moore@gmail.com)

## Ground Schools

**Private Pilot Ground School**  
 August 30 through December 13  
 (Wednesdays 7-10pm)

**Commercial Pilot Ground School**  
 September 11 through December 4  
 (Mondays 7-10pm)

## Calendar

**New Wings Online Calendar**  
 The club has a new online calendar built in google calendars. You can integrate it into your personal calendar if you use a google account or just save it as a bookmark.

Here is a shortcut link:  
<http://tinyurl.com/wingscalendar>

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

## Certifications

**Solo**  
 3/29 John Hook  
 4/29 Todd Bridges  
 6/24 David Jessick  
 6/1 Ravav Farmah  
 4/3 Liz Doran  
 4/14 Jason Thomas  
 3/12 Swami Ramalingam  
 6/27 Eric Faust

**Private**  
 3/17 Istan Csapo  
 6/12 Swami Ramalingam  
 6/27 Eric Faust  
 5/16 Peter Veit  
 5/19 William Colborn  
 6/4 Vatsloavorlov  
 6/10 Joe Hudson

**Instrument**  
 4/14 Laura Schwartzmier

**Part 135**  
 4/17 Grover McNair

**Commercial ASEL**  
 3/12 Nina Paskareva  
 4/5 Ward Sax  
 4/17 Ren Babcock  
 7/12 Sevrin Schaller  
 7/12 Wayne Hunter

**Commercial AMEL**  
 5/7 Courtney Crim

**CFI**  
 5/17 Heinz McArthur

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