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## Special VFR Clearance ... Outbound?

**By Roger Montgomery**

You're inbound to an airport that was forecasted to be VFR. Suddenly, you discover that conditions aren't what you expected. Pop quiz. What do you do? Easy enough, right? You obtain a SVFR clearance from ATC, so that you can maintain ground (or flight) visibility of one mile and stay clear of clouds. This removes the normal restriction of 3 miles of visibility, 500 ft below clouds, 1000 ft above, or 2000' laterally. A special VFR clearance can be obtained from an ATC facility in control of an airspace that is affected by less than VFR mini-

mums. Sounds simple enough, right? You'd think so.

Recently, I took a VFR flight to KSAV to meet with family in Savannah to celebrate our mother's 70<sup>th</sup> birthday. It was slated to be VFR all weekend long. Awesome! I'm in the process of completing (and hopefully, by the time you read this, will have passed) my instrument rating. And while I KNOW how to fly this type of flight IFR, I also knew I couldn't yet. So, after double and triple checking out my flight plan, weather, and all the details that go with it, I blasted off southbound.

Headed down, the trip was rather uneventful.. aside from an autopilot that

apparently had a mind of it's own. /facepalm. Uggh. Fine, no worries. I got this. After the 3<sup>rd</sup> try at keeping the AP on track, I disconnected it, and hand-flew it the rest of the way. About that time, Charleston Approach had me, and was about to hand me off to Savannah Approach. I knew they were lining me up for a left downwind for RWY 19, so I pulled up the airport diagram on my tablet and followed along with ATC, and landed without further issue.

We all had a great weekend together. It was the first time my brothers and I and our mom and stepdad had all been in the same place at the same

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## Glamour Shots

**By Dwight Frye**

After my plane was finally painted in January of 2016 I quickly made an effort to get some nice pictures taken. In very short order I flew to KFFA to get a shot with the Wright Memorial in the background. I also took more than my fair share of pictures of it parked on the ground, including one of my favorite shots with it pulled up onto the walkway at the club and taken from above as I stood on the deck. I had long thought it would be



nice to have one of my RV in the air. But how to get a shot like that was the question. Then one day a hangar-neighbor wandered over to

chat. I knew that Charles Stites (currently the director of the Able Flight charity) had been an aviation author and photographer in a previous part of his career.

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## Special VFR Clearance ... Outbound?

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time in quite some time, and we had a blast! Stayed at a really nice B&B and took a bunch of little tours, and visited some great restaurants. I love historic Savannah, but I'll save my restaurant and venue review for another time.

Fast-forward to Saturday evening. Like any good pilot, I was taught to pay attention to the weather along my entire route, and give myself room to leave if I thought things were going to get sketchy. I had even warned my family that if things even hinted at going bad, I was heading out early. They understood. At last check before bed, winds were going to be < 10 K from the north-west, and with the exception of some expected scattered clouds at about 2500' at the airport in the morning, things looked fine.

I got up early the next morning, and loaded up the car, said my goodbyes, and headed for the airport. Again, checking the weather, and the TAF and METAR were calling for and reporting ~2300 scattered. Yeah. That wasn't what I was seeing. It looked more like a broken layer at that altitude. Ok.. I'll just hang out at the FBO for a little bit to see if it clears up. I went to the pilot lounge, and took a nap. Woke up around 11, and things hadn't changed much, yet the METAR still said scattered. Huh?? Someone's idea of scattered and mine were very

different. The gaps between the clouds were really narrow and I could see cumulus buildup above and beyond it.



Ok, time to make a decision. So, I called my mentor, instrument instructor, and friend, Jay Nabors, and told him what I saw. He advised that I request a

special VFR clearance OUTBOUND. Oh, yeah! I had forgotten you can use that for OUTBOUND as well as INBOUND!! (In my defense, John Hunter's private ground school was nearly 5 years ago). So, I dug up the number for the tower, explained my plight, and was told, "Yeah, no problem. Let's just do it on the radio, so it's official." No problem, says I.

I headed out to the 172, loaded up, and get ready. I called Clearance Delivery to make my request official, and this is where things got weird. "November 9-7-2-Whiskey-Whiskey requesting special VFR clearance direct Tango-Tango-Alpha" "November 9-7-2-Whiskey-Whiskey, stand by".... Long pause. "November 9-7-2-Whiskey-Whiskey, currently the field is VFR." "Savannah clearance, the cloud deck is too low (At this point, it had

dropped to 2200') for me to maintain proper VFR clearance from the clouds." "November 9-7-2-Whiskey-Whiskey, stand-by" Another, longer pause, this time. I'm starting to sweat a little at this point. "November 9-7-2-Whiskey-Whiskey, if your aircraft is IFR capable, and you are IFR capable, you can open an IFR flight plan..." "Savannah Clearance, my aircraft is IFR capable, however, I am not, which is why I am requesting the SVFR clearance, so that I can remove the cloud clearance restriction." Another much longer pause, this time. Finally, "November 9-7-2-Whiskey-Whiskey, special VFR clearance granted. Climb runway heading to two thousand, maintain VFR until you're out of our airspace." Success!

Once I was vectored on-course, it wasn't until I was well out of their airspace that I was able to climb to 7500' to get about the clouds to get home. I also managed to pick up a 28 knot tailwind, to expedite the last part of the trip! Even though things got a little bumpy below 3500' at around Fayetteville, it was a great trip back, I have a new learning experience, and a story to tell!

At the time of submission of this article, I have *successfully* passed my Instrument Rating, and this issue will be a non-factor in the future!!

## 2018 Board—Election Results

By Barry Moore

What a lovely warm evening in December to have an election. The Wings of Carolina had their annual election last night (Tuesday 19th December) at the club house. The turn out was one of the largest in recent history, with many well known and respected members on the ballot. We had a great turn out and to accommodate the large crowd the election was moved from the John Hunter room to the hanger downstairs. A last minute change to the pizza order was made to ensure no-one was making their vote with an empty belly. Keith Silva from the election committee got pro-

ceedings underway by explaining the ballot and the voting process. The candidates each talked for 3 minutes about themselves and their agenda and why we should vote for them. If you weren't in attendance you should know it really was quite moving to see such passion and commitment for our club from all those who put themselves forward to serve.

After the vote, Mat Waugh gave a quick presentation on the club finances and Kirk Smith wrapped up the meeting with a detailed overview of the state of the club. All great information that members should check out. For those who missed it check

our web site, or reach out to Matt or Kirk. The committee took a few hours to tally the votes and here are the results:

- **President:** William T. (Bill) Sawyer
- **VP:** Tonya Lord
- **Treasurer:** Matthew Waugh
- **Secretary:** Sarina Houston

At-Large Board Members:

- Graham Mainwaring
- George Scheer
- Paul Wilder



## Glamour Shots (Cont)

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As we talked Charles mentioned that he'd like to get back to doing some air-to-air work, and that it might be fun to use my plane as a practice subject. I thought it was a great idea!

The trick? I would need to track down a good photo platform plane and a pilot. I also had to be ready to fly reasonably close to the photo platform to get good results. Good candidates were aircraft like a Bonanza A36, a Cherokee Six, or any other fairly roomy stable plane which had doors that could be removed. Is that all we needed? Gee! I figured that was that, and nothing would come of it. First because I had no idea who I could talk into using their plane as a photo platform. Second because I had literally zero formation flying experience. But I got lucky. The first piece of luck was in realizing that I did know someone who had a suitable plane! I tracked down my friend, Adam Broome, and asked whether he was game to use his A36 as a photo platform. He was! Wow! Now the only missing link was the formation flight requirement. Once again, I got lucky. Due to a completely unrelated request for help Gary Ciampia spent some time coaching me. Gary was previously a member of the Bandit formation team, so I knew he had some experience. We spent some time on the ground talking through the normal procedures and practices (with me having a focus on what to do if I was to screw up!), and then we went and flew. Long story short, this resulted in me getting two different opportunities to practice formation flying in the weeks leading up to the photo flight. So all the pieces were in place. I had a professional photographer ready to go. I had a photo platform acquired, and a pilot to fly it. I also pulled in another friend, Pete Beal, to serve as an extra set of eyes on the Bonanza. Our first planned attempt had to be scrubbed due to weather, but the next attempt worked out just fine (after we waited a bit for fog to lift at

TTA). The plan was for Adam to take off first, and I'd launch about 5 seconds after him and join up on his right wing. We were going to go do orbits over Lake Jordan because Charles felt that the lake and foliage around the lake would make a nice background. The agreed upon speed was 120 knots, and we would make left-hand turns so I'd always be on the outside of the turns. Given my limited experience I felt more comfortable with them turning away from me! We had removed the A36 rear doors the day before (and, I'll note that flight in the A36 with the doors removed is an approved operation in both the A36 type certificate and



in the owners manual). We briefed the flight in detail (frequencies, speeds, locations, communications, and a host of other details), and once the fog lifted loaded up and launched. As planned we had Adam, Charles, and Pete in the Bonanza. My wife, Theresa, was with me in the RV. She had never flown this close to another plane so my (only somewhat joking) request to her was that no matter what, she didn't scream. I shouldn't have been worried. As we closed on the Bonanza she simply thought it was the coolest thing she had ever seen, and was thrilled she decided to come along! Go figure. Charles had admonished us to smile, and while Theresa did a good job of remembering, I was concentrating so hard I just could not keep a smile pasted in place! We did about a half-dozen loops around the lake, with the "money

shots" happening as we were flying east to catch the morning light. This third time flying formation I was finding it easier to hold the desired position, even in turns. I followed all the various directions (up one, down one, bring it in closer, bring it in as close as you are comfortable, etc.). Near the end we did a "roll away" shot where on a count of three I was to roll to the right and bank far enough so that I showed the plane's belly to the camera. When we were done was, frankly, exhausted! Formation flying is fun enough, but tiring if you aren't well practiced at it (and maybe even if you are).

We all returned to TTA, spent some time congratulating each other on a successful flight, and put Adam's rear doors back on! We took a few quick looks at some of the shots Charles got on the LCD of his camera, but we would have to wait for Charles to get home and download the data cards to really see much. And how did the pictures turn out? I couldn't be more pleased! Charles picked out about ten good shots, and I'm happy with the results. Picking the one or two to have printed and framed is the next challenge.

It was a lot of work, and it took a long time to pull all the logistics together, but it was well worth it. I now have some really good shots of my plane in flight, and I think there is no other good way to accomplish that feat than doing exactly what we did. If you want shots of your plane in flight, go talk to Charles. He may be game to do it again!





## Tips from the Ramp

**By Jay Nabors**

Happy New Year and Winter is here!

And with that comes chilly afternoons and chillier mornings. For the new members who are enjoying their first winter here at WCFC and a refresher and for the veterans it's time to do a quick review of the club's ramp best practices in the winter months.

### Ramp Best Practices

#### Pre-heating aircraft.

Pre-heating aircraft engines is a club policy when the outside air temperature is 40°F or below. In the mornings when the overnight lows are below 40°F and you arrive and the temperatures are above 40°F take into account the aircraft itself is still below 40°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? AOPA has a good article on this topic.

<https://www.aopa.org/-/media/files/aopa/home/pilot-resources/asi/safety-advisors/sa22.pdf?la=en>

### Do's and Don'ts

#### DO's

- Position the aircraft so the most aircraft surfaces are exposed to the sun.
- If you use hot water, carry towels with you to wipe off the water before it refreezes
- Remember if you use hot water and the outside air temperature is below freezing the water will simply refreeze so wait until the outside temperature is above freezing.
- Plan additional time on your reservation to complete these tasks and preheating
- Heater priority is first come first serve. Each use will be 20 minutes. Plan accordingly. It's an honor system so get with your



fellow pilots to determine your sequence on who is next.

- Schedule later in the morning to avoid having to defrost (it often takes as long to defrost the plane at 7am as it would be to simply wait until 8-9am and allow the sun to defrost the plane)
- Wait until the oil temperature is at least 75° before running up the engine

#### Don'ts

- Attempt to move the aircraft into the hangar to defrost
- Leave empty buckets or water jugs on the ramp
- Attempt to fly with ice or frost on

the aircraft

- Start the engine without proper preheating.
- 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 us
- Crank the life out of the battery and starter

### Airfield best practices – the taxiway construction project.

With the taxi project underway and the associated back-taxi requirements there has been an uptick in traffic pattern conflicts. Pilots preferring to use RWY 21 when RWY 3 is favored; planes not spacing properly for the extra time it takes to back taxi (and resulting in go-arounds); and multiple aircraft on the runway at the same time. Here are some tips that may help you better manage your pattern work.

- LUAW (Line up and Wait) – is not an approved procedure at an uncontrolled field. The FAA views this as an "incident"
- The FAA considers two aircraft on the runway at the same as an "incident" Allow aircraft on the runway to clear it before taking the runway.
- After making your "departing RWY xxx" call – pause; listen; and look BOTH WAYS before taking the runway. (Yes – traffic may be coming in the opposite direction. Also a 2 radio is not required to operate at KTTA so look as well as listen.)
- The latest Chart Supplements include the notation to use Runway 3 for calm winds. (Thanks to Bob Heuts at the FBO for getting the chart supplements updated)

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 down-wind. 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 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 tear-drop. 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.

## ATC Discussion

The FAAST Team coordinated a pilot discussion seminar with ATC on August 10. If you missed that event and/or want to attend another one you are in luck. The FAAST team has coordinated another ATC Town Hall at RDU on February 10, 2018. Look for notice on the FAAST Website and don't forget to register.

## ICAO Flight Planning – On Hold

As of Oct 4, 2017, the FAA has placed the ICAO domestic flight plan mandate on hold. For those not familiar with the new format get with your instructor to review. Many folks are already using ICAO domestic plans now to become familiar with them. The ICAO Equipment codes for the aircraft have recently been updated and are posted on our website.

## 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.

## Did you know...

(Thanks to [www.flightcentre.com.au](http://www.flightcentre.com.au))

**1919** - KLM is the world's oldest airline, established in 1919

**1920** - Qantas is the world's second oldest airline, established in 1920

**USD\$40,000** - In 1987 American Airlines saved \$40,000 by removing 1 olive from each salad served in first class

**37 seconds** - An aircraft takes off or lands every 37 seconds at Chicago O'Hare's International Airport

**Wingspan** - The wing-span of the A380 is longer than the aircraft itself. Wingspan is 80m, the length is 72.7m

**\$700 million** - Singapore Airlines spends approximately \$700 million on food every year and \$16 million on wine

**1.5 liters** - Travelling by air can shed up to 1.5 liters of water from the body during an average 3 hour flight (.4 gal)

**JFK** - JFK Airport in New York was originally named Idlewild Airport

**10 tons** - Lufthansa is the world's largest purchaser of caviar, buying over 10 tons per year

**120 feet** - The Boeing 747 wingspan (195 feet) is longer than the Wright Brothers first flight of 120ft

**Check-in** - The internet and on-line check-in was first introduced by Alaska Airlines in 1999

**2.4 meters** - The winglets on an Airbus A330-200 are the same height as the world's tallest man (2.4m)

**480,000** - Total electricity capacity of a Boeing 747-8 can power up

to 480,000 32inch flat screen TVs  
**78 Billion** - The world-wide 747 fleet has logged more than 78 billion kilometers, equivalent to 101,500 trips to the moon and back

**80%** - The 747 family has flown more than 5.6 billion people - equivalent of 80% of the world's population

**61,000 people** - At any given hour there are over 61,000 people airborne over the USA

**70% more** - 70% of aircraft today are over 70% more fuel-efficient per seat kilometer than jets in the 1960s

**1979** - Did you know Qantas invented business class in 1979?

**Longest Flight** - Sydney to Dallas on Qantas A380 is the world's longest flight by distance

**iPad** - By American Airlines switching a pilots paper manuals to iPad they will save \$1.2 million in fuel

**240km** - The average 747 has between 240-280 kilometers of wiring (129-151nm)

**30,000** - In the U.S.A., over two million passengers board over 30,000 flights each day

**Meals** - Pilots and co-pilots are required to eat different meals in case of food poisoning

**Taste Buds** - About 1/3 of your taste buds are numbed while flying. Maybe that meal was not bland after all?

**800kmph** - A commercial aircraft flies at an average speed of 800 kilometers per hour (431nm/hr)

Jay Nabors - 1648  
CFI, CFII, AGI, IGI, MEI, Commercial  
ASEL, ATP-AMEL, SIC CE500  
FAA FAAST Team Representative,  
WCFC Board Member at Large



## From the desk of your 2017 Wings of Carolina Vice President

**By Kirk Smith**

I'm writing this end-of-the-year letter to you the day after the annual meeting and election of the 2018 Board of Directors. Thank you to those who attended the meeting or voted by absentee ballot.

I want to thank Graham Mainwaring for his hard work and diligence as Club President the past 22 months. And I want to thank James Garlick for his 4+ years as Director of Maintenance. Their respective departures have created challenges for the Club. Finding a new qualified and capable Director of Maintenance will be especially challenging in the current environment of high demand for aircraft mechanics. The full Board of Directors has been working aggressively to cast a wide net to bring in as many candidates as possible so we can find and hire the most qualified person out there. During the past few weeks, several strong candidates have been identified and will be referred to the new Board to be acted on.

In the meantime, the Club has established a short-term, tactical process to ensure the Club fleet is maintained. The Board named Richard Taylor Interim Director of Maintenance. He and Tom Clephane have been at the Club every weekday since the beginning of December working to keep the fleet airworthy and safe. Other than a 12 hour stand-down on December 1<sup>st</sup>, the fleet has been flying with the exception of N64TZ which is in the avionics shop for planned updates. I also want to thank John Owens, Frank Ricketts, Daryl Baker, and Dave Culbertson who have also gone above and beyond to help with maintenance. As an additional backstop, the Board agreed to hire our friends at Sanford Aircraft who generously agreed to assist the Club on any more complex maintenance work that might be needed.

I am happy to report that the overall health of the Club remains vibrant and strong. Review of any metric will show improvement or positive movement. Some of the key ones worth noting:

- 1) You are flying the planes (a lot!) Flight hours for all of 2017 should come in at nearly 5900 across the fleet. This is the busiest year ever

for the Club and 15% above the Club's historic average.

- 2) Instruction to members working on their certification and/or ratings clearly is the life-blood of the Wings of Carolina. ½ of the flight hours flown in 2017 is directly attributable to a member receiving instruction. Surprisingly, the 10 most active members account for 17% of all of the flight hours flown this year!
- 3) Membership remains strong but relatively unchanged over the past year with the overall number of members fluctuating between a low of 430 and a high of 447 in 2017. New membership remains strong with 85 new people joining the Club from January to December 15th; this number is already above the average for the full year looking back 10 years. Full members (who can rent and fly) currently stands at 231 (a high for 2017) and matches where the Club stood at the end of 2016.
- 4) As you are aware, demand for instructors caused the Club to implement a waiting list for new members in 2016. The Club finished 2016 with 42 people waiting to fly. The numbers of people on this list is now less than ½ of the number at 20. The average waiting time has also been reduced significantly this year.
- 5) The financial health of the Club is strong. The Club continues to pay down debt and we continue to build reserves ahead of schedule. Club Treasurer, Mat Waugh, had continued to keep a close eye on the checkbook and monitor spending to ensure it is both needed and reasonable.
- 6) The Fleet Committee, chaired by John Gaither, is nearing completion of its work and will be reporting a set of recommendations to the Club membership early next year.
- 7) Jan Squallice, Club Safety Officer, has done an outstanding job of finding excellent speakers for the Safety Seminars. The Club is now also hosting VMC meetings in addition to IMC Club meetings. If you wonder why

there are people in the John Hunter Room on many evenings, this is why. I also believe this is a significant contributor to the lack of any incidents with Club aircraft this year.

- 8) The Club has added several new instructors in 2017. All worked with George Scheer to ensure the non-compromising culture of safety that he demands is met. Another reason there have been no incidents this year. With these new instructors, the waiting list continues to get shorter.
- 9) The implementation of ADSB-Out across the Club Fleet continues per plan. Only the 152's and a single Warrior remain to be done. Continued upgrades will be done at a rate of 1 plane every 3 months – the full fleet will be done well in advance of the FAA 2020 deadline.
- 10) Though Maintenance Night activities were suspended earlier this year, "50 hours" continue to be performed and coordinated by John Owens. Look for "Maintenance Night – The Sequel" sometime next year.

As you can see from several of the items above, hard work by the key volunteers and others is absolutely instrumental to the success of the Club. Please also join me in thanking our key volunteers in 2017: Keith Silva, Barbara Eldredge, John Hunter, Richard Kenney, William Sawyer, Swami Ramalingam, Ariel Webb, Dawn Hamel, Timothy Lovdahl, Nate Johnson, Georgia Martin, Terry Gardner, John Owens, Barry Moore, Obdulio Batista, James Staley, Craig Walton, David Greenfield, Nate Massey, Ken Williams, and Jan Squillace.

Lastly, I want to thank Ken Williams, Barbara Eldredge, and Keith Silva for serving on the Election Committee. In the highly contested election the Club had this year, their professionalism and unbiased approach assured the results were above reproach. It has been my pleasure and my honor to serve the members of Wings of Carolina this past year as Vice President.

Happy flying! Kirk Smith



## What were they thinking

By Ronney Moss

As a pilot we are concerned with the effects of weather. The forecasts are occasionally accurate. They can tell us if we need an umbrella but the height of the clouds at exactly 10 o'clock is much more difficult to predict accurately. There are many sources for weather information but I tend to use national weather service products to build my situational picture and use flight service as a sanity check.

When we call flight service and request a weather briefing there are three flavors: standard, abbreviated or outlook. The standard briefing gives us the whole nine yards. The abbreviated briefing is used when we only want certain types of information. An example of this would be when the winds are a concern and that is all I really care about. Generally we have already gotten a standard briefing earlier and just need an update. The outlook briefing is

for periods six hours or more in the future.

The forecasters are in a room with no windows, tossing chicken bones and rolling dice. Not really but the farther into the future they predict the less accurate the forecast. The cynic in me says "Beyond six hours they are just guessing." It is a SWAG, not a WAG. A Wild Ass Guess vs a Scientific Wild Ass Guess. Many times we wonder aloud "What were they thinking?"

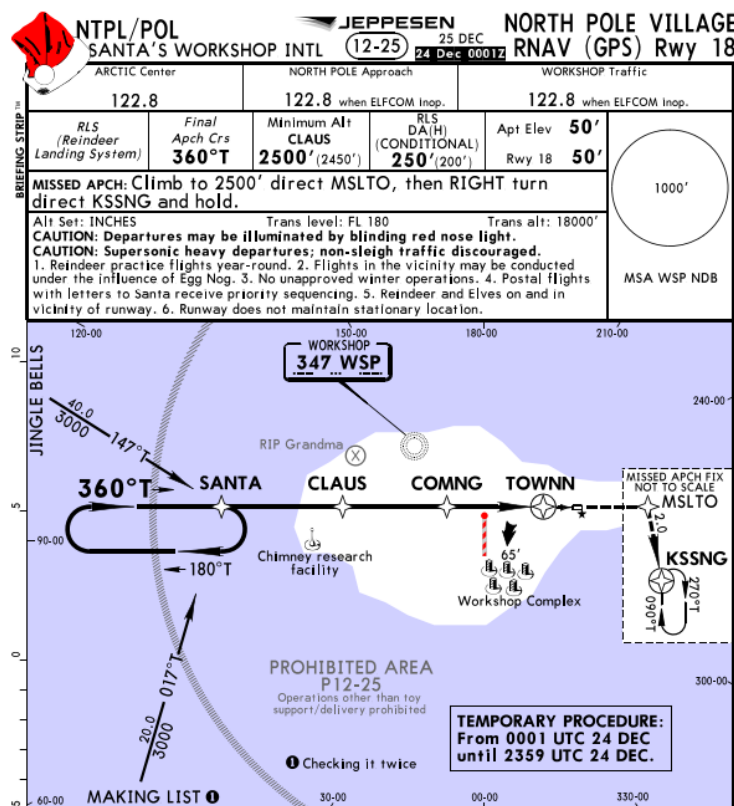
The area forecast discussion is, indeed, what they are thinking. It has several sections: synopsis, near term, short term, long term and aviation. I focus on the synopsis and the aviation portions. This product, as its name implies, is the forecasters discussing the weather and the reasoning behind their forecast. A better understanding of the soup in which I fly may allow me to live longer and

happier. Sometimes the forecaster will say "this is a difficult system to predict, this is what I think will happen but confidence is not high." The hyperlinks located throughout the product elaborate on technical terms and abbreviations. Sometimes the term makes sense to me and other times it merely points out another area of ignorance.

I understand that very intelligent people are throwing the best technology at a very complex problem. I also understand that the cold front did not read the forecast and the weatherman is not in a tiny aluminum tube. When the forecast does not match reality I like to say "What he meant to say was..." I also tend to give a PIREP, which is another subject.

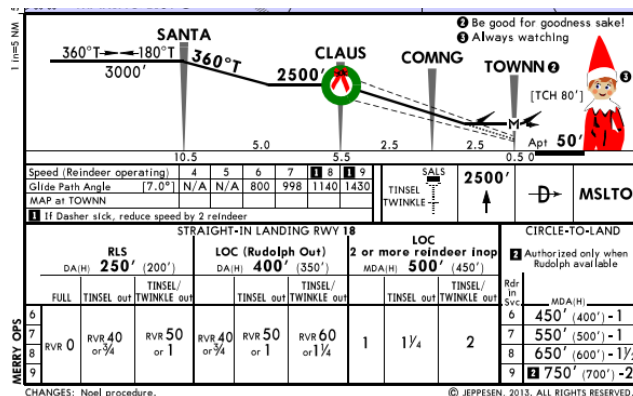
Have fun, be safe.  
Ronney

## Off the charts



In this new section we're gonna show case some interesting charts that we might not always come across. Lets start with something festive.

If you have an idea for a chart, something exotic or interesting, send it in.



## Maybe the dream is right here

**By George Scheer**

As you no doubt know, flight instruction is a common route to a professional flying career. The flying business gauges experience in terms of flight hours, and most pilots acquire those hours either in military service or by teaching others to fly. A smattering of other possibilities exist: traffic patrol, banner towing, sightseeing flights, and such, but they are the exception. The flying business is famously cyclical. Some years the airlines are simply not hiring and 3,000 hours won't get you an interview. In other years – and this is one – 1,500 hours and a note from your mom will get you into the right seat of a jet.

The Wings of Carolina has had a remarkably stable instructor corps over the years. We have always had a group of full-time instructors who are building time for that first grab at the brass ring of professional flying, backed up by several part-time instructors who have other careers but bring experience, a long-term commitment to the club, stability, and wisdom to the training program. This combination has worked wonderfully well over the years. We have enjoyed the enthusiasm and energy of younger instructors striving for that first airline job and the maturity and stability of veteran teachers. In recent years, that line has blurred a bit as many of our instructors have made teaching their career. It has been a few years, but the last time I checked our instructor corps averaged something like five thousand hours of experience, remarkable in an era when large flight schools cannot keep instructors for more than a few months.

Recently, one of our longest-serving instructors, Ronney Moss, threw his hat in the airline ring, which has caused me to remember some of the former club instructors who have passed through the club and my life. Over the years, many have reached back to the club to describe their experience with us and its impact on their lives.

One of the most memorable former members who ascended to a career flying the big iron was Bozkurt Eralp. Boz, as we all knew him, was a singular personality. He wore only sandals. No one ever saw him in long trousers. He was the Pied Piper to every kid at the airport and particularly at our annual club picnic – because he was a kid himself in all the best ways. I once encountered Boz at the airport and asked where he was going. He said, "Flying to Florida for the day to swim with the manatees." As if he had said, "Just around the pattern." True story. We all have our Boz stories. His first full-time flying job was flying medical evacuation flights into the northern reaches of Canada from a base in Toronto. I once had to pick up a club airplane from the Toronto Island Airport (CYTZ – one of the great city airports, by the way, located on a small island in Lake Ontario). It was about 15F, blowing snow, wind howling about 20 knots off the lake. Boz met me there to help me dig out the airplane from the snow and ice. He was wearing shorts and sandals. Socks were his only concession to the cold. For a while he lived in his microbus in a parking lot near the airport. One of a kind. He went on to fly a Learjet and eventually a Boeing for Air Canada.

Here is what he wrote to me some years ago about his memories of the flying club:

*"THE MOST professional and sincerely caring flight school i ever saw. Even though i did most of my own formal training before i found WCFC, i still wish I had done more of it there. Recreational private pilots mix easily with airline pilots all day, every day. On top of the great everyday of flying, plenty of opportunities exist if you're interested: group trips, guest speeches from FSS and ATC, learning more about maintaining your aircraft, and just plain-old hangar-flying. The whole group, from early students to advanced instructors, helped me and each other develop flying skills and*

*just as importantly, the judgement that helps keep us alive and happy in whatever career we choose to make from aviation."*

Sadly, we eventually lost touch. If you are out there, Boz, give me a call.

Five or so years ago, I was parking my airplane on the ramp in Syracuse, N.Y., when I saw a corporate pilot decamp from a jet. From across the ramp I could see only the white shirt, the captain's bars, the sunglasses. But I instantly recognized the hair so red that it was orange. Mike Marrocco instructed with the club for about five years in the early nineties. He came along during one of the slumps in airline hiring, when 5,000 hours of experience wouldn't get your resume in the door. So he hung with the club, taught innumerable people to fly, laughed a lot, and eventually gave up the airline dream. He became a successful captain in the world of corporate jet aviation. We passed a delightful 30 minutes in the FBO revisiting old times.

*I was an instructor at the Flying Club from 1989 to 1995, even though I was an instructor I learned a lot from the people and flying opportunities I had. I now fly private jets all over North America and Europe and have actually run into some of my old students at airports around the country. Even though I have been gone for years I still keep up with the goings on at the club and the many friends I made there.*

Mike Marrocco,  
Former WCFC instructor  
Falcon 50 captain

There are many ways to participate professionally in the world of aviation. Every year at Oshkosh I try, with mixed success, to catch up with Chris Eichman, another former instructor who has carved out a very successful niche. He instructed with the club while obtaining his MBA from Duke. He came to Duke as a





business consultant but, after returning to Oregon he became a sales rep for Cirrus in its formative years. His success paralleled that of Cirrus and today he owns a successful company, Aerista, selling pre-owned Cirrus aircraft. We knew he would be successful. He cleans up nice, with his finance background he can persuade you that you can afford a million-dollar airplane, and his experience as an instructor enables him to put you in the left seat and make you think you can fly it.

Here is what Chris once remembered about the flying club:

*"The flying club has a lot of things going for it, but I think its greatest strength is its membership. From the newest student to the most veteran instructor, everyone shares a tremendous enthusiasm for flying, and everyone contributes to a club culture that is supportive, respectful and fun. Some of my most enduring friendships were forged during my time at the club, and even since I moved back to Oregon, I still feel a part of the flying club community."*

Next year at Oshkosh, Chris.

Back in the days when the Wings of Carolina was the Chapel Hill Flying Club, we had a young instructor in Chapel Hill to attend the UNC business school. Steve Whitmore learned to fly in the high-volume, high-pressure environment of New York's Westchester County Airport (KHPN). He taught me how to teach a chandelle and how to sketch a three-dimensional drawing of a lazy eight and we spent one entire afternoon trying to figure out the math of a holding pattern in a wind. I still use the approach checklist he passed on to me. He was also a superb pilot who went to FlightSafety to build multi time as an instructor, on to a regional airline, and has for the many years since endured the layoffs and mergers and failures of more major airlines than I can remember. Here is a recollection of the club from our correspondence:

*"I haven't had the opportunity to do much general aviation flying for quite some time - the usual reasons, money and life's re-*

*sponsibilities, but in the last year I've attempted to get back into it only to discover what John Hunter used to preach long ago, "this club is unique, you will not find this everywhere." ... Kudos to all of you for keeping the club viable and apparently thriving. My time there still brings a smile to my face.*

*Not only was it a tremendous environment for learning about aviation, the people involved were a diverse, interesting bunch. To this day, I have not learned as much in one place about flying, and life, to a certain extent, as I did in Chapel Hill from everyone there including you, John Hunter, Lee Leewood, Gil Mooring, Marilyn Darling, Stan Munsat, to name a few. I learned more about aeronautical judgment in less time at the flying club than I have in the years since - at a 141 school and at various airlines."*

More recently, Steve Delamar came to the club as a low-time private pilot with not much money and the dream to change careers and be an airline pilot.

*I came to the Wings of Carolina Flying club looking for cheaper aircraft rentals as I was trying to build time and get all my ratings. What I was looking for was cheaper which is often associated with price. What I got was value which is the bigger picture of what a particular price buys you. ....*

*What I received was immersion in general aviation and the Wings of Carolina "culture of safety" as I have heard it called. The club not only offers a selection of airplanes, each designed with slightly different purposes in mind, but also a full selection of extremely professional and knowledgeable flight instructors, none of whom are just a bunch of kids looking to build time and move on to their "real job." In addition to aircraft and instructor selection, the club also offers a wonderful facility for teaching, learning, and flight planning. The ground school*

*goes far beyond teaching for the test or checkride and really breaks down all the topics needed to be a safe pilot into easy to understand concepts.*

*As I said before, what I was looking for was a cheaper price, what I got was a great value. I earned all of my ratings in one year at the club and was offered the opportunity to stay on and teach. In my line of work, I encounter pilots every day that did their training somewhere. Some did it under Part 61 at the local FBO, and many more did it at a Part 141 flight school. Comparing with just about everyone I talk with, I accomplished my goals for far less on a monetary note. The real beauty is the value of all the extra things I got and relationships that formed along the way."*

Steve started out at a regional airline, flew for a while in the Caribbean, and continues to find his way through the airline business pursuing the dream he brought to the Wings of Carolina looking for a deal. I like to say, students come to the club because we are cheap. They stay because we care.

One of our recent instructors reached out to me not long ago as he prepares to make a major move in his professional life. Michael Trevillian trained at the club and taught at the club and is fondly remembered by many current members. I would guess that many current members reading this page were among Michael's pupils. Michael has chosen corporate flying and has advanced rapidly in his company. He will be moving to Colorado early in 2018 as Chief Pilot for MAG Aerospace.

*"The Club not only gave birth to my aviation career, but also fostered and shaped it. I learned to fly in 2006-07 with the Club under Betsy's wing, and the Club will always be considered my home in aviation. I learned the fundamen-*

## Maybe the dream is right here (Cont)

*tals with Betsy and Ronney, went on to fly at Embry-Riddle, only to learn the contrast of corporate, expensive training versus heartfelt personalized, non-profit training that the Club has always made its mission to provide. I was delighted to be given the opportunity to start my career as a Club instructor in 2012 for three years, to share what I had learned with so many students, only to move into a commercial flying job that one of my Club students provided. The Club has taught me almost everything I know and love about flying, and it is here that I learned how to be the best instructor and pilot that I believe I could be. I have been fortunate enough to continue instructing professionally in my career, and I have the Club to thank for so much of what I have learned. The Club has promoted an environment that many of us take for granted--it mixes together people from all walks of life and brings pilots from all experience levels together to learn and interact with one another to make us all better and safer pilots."*

As I was finishing this reminiscence of former club instructors pursuing aviation careers, I received a welcome call from Emmanuel Aponte, who came to the club about ten years ago, learned to fly with us, earned his certificates and ratings and instructed with the club through all of 2010 and most of 2011. He is now a PART 121 airline captain, instructor, and line check airman for his airline. Emmanuel was one of the hardest-working individuals I have

ever seen at the club. I recall one miserable winter day, when the wind was blowing, rain was falling, the ceilings were low, and no one was flying. Well, except me. As I taxied past the club with an instrument student, I noticed Emmanuel hosing off the door mats, sweeping the slab, and tidying up on a day when absolutely no one was there to see. Character is what you do when no one is watching. Most young men would have been texting their girlfriend. Emmanuel was doing what he always seemed to do -- making wherever he was just better for his being there. This is what he wrote to me about the club:

*"Since I was 7 years old I have always dreamed of one day being an airline pilot. At present day, I find myself employed as an PART 121 Airline Captain, Instructor, and Line Check Airman flying on behalf of American Eagle and United Express.*

*The road to where I am today can only be traced back to one place; Wings of Carolina Flying Club. While the club has many members from all walks of life, I feel that very few can speak of not only the importance of the club but also the invaluable benefits that WCFC can provide as much as I can. To put it simply: I am where I am today because of the affordability, quality of instruction,*

*and opportunities that WCFC provided me.*

These are former club instructors and members who now look back from what might be considered the pinnacle of the aviation career mountain and from that elevation see the value of the Wings of Carolina that might be hard for us to see and appreciate from down here in the valley. They have achieved the dream of Bigger, Faster, Higher and can now look back and realize that some of their best flying memories were those years teaching at our club. We who are here now -- we should look around us and treasure these moments because they will someday be our memories. And in the end, friends, that's all you got.



George Scheer  
Chief Flight Instructor  
Wings of Carolina

## Fleet Maintenance Support Model

While the board searches for a new full-time maintenance director, the following procedures have been set in place for aircraft maintenance issues.

- Contact Richard Taylor via phone or text. **910-690-3385**

- Courtesy text  
(primary)/phone (secondary)  
Jay Nabors – **919-740-0299**

- Continue placing squawk entries in Squawk Book

- Use phone tree as usual – no change - the maintenance selection will route to Richard
- Email addresses:
  - [maintenance@wingsofcarolina.org](mailto:maintenance@wingsofcarolina.org)  
(no change in using – will route to Richard now.)
  - [richardtaylor4@yahoo.com](mailto:richardtaylor4@yahoo.com)
  - [jnabors1124@gmail.com](mailto:jnabors1124@gmail.com)

- Emergency contact information sheet in the aircraft binders are being updated at time as of press time.



## 3,000' Interview with Swami Ramalingam

By David Fellerath

If you spend any time at the Club, you have surely encountered Swami Ramalingam. Unfailingly friendly and generous with his time, Swami has advanced quickly in his training, which began with John Hunter's private pilot ground school in the fall of 2016. He then trained for his private pilot certification with Ronney Moss, and continued with Ronney and with Jay Nabors for his instrument rating, which he completed in December 2017. When he's not flying himself, or offering his wisdom to anxious newer pilots, Swami serves the Club in a volunteer capacity ordering pilot supplies for the club. Recently, Swami answered a few questions about his background and training.

Age: 32

Occupation: Supply chain engineer

Residence: Mebane

Flying certifications: ASEL private w/ instrument

**When did you first become interested in flying, and why?**

The first time I ever peered into an airline cockpit I was amazed by the myriad of lights and switches covering the entire cockpit. I always loved flying in an airplane

and felt very comfortable in it, so much that I can comfortably fall asleep in a turbulent flight or sit in a 14-hour transatlantic flight and be still smiling at the end of it.

Then I got hooked on computer flight simulators. Later, I came across lots of YouTube videos about general aviation and commercial flying and was very surprised to find out how accessible and realistic it was for an ordinary person like me to learn to fly.

**How did you learn about WCFC?**

Google search

**What was the most valuable thing you learned in ground school?**

$Lift = Weight = Angle\ of\ attack \times V^2 \times constant$

**When learning to fly with Ronney, what was the most valuable thing you learned?**

Verbalization (of checklists/ procedures) and chair flying

**What's the most valuable thing you learned during your instrument training?**

Winter 2017

Jay (in the C172): Keep talking / verbalizing, stay ahead of the airplane

Ronney -(Simulator) 1 and a 2-instrument scan. Where am I? Where am I going? What are the next two things?

**What is your future flying aspiration?**

I would like a career in flying and spread the joy of flying.

**What do you like most about the Club?**

The people and its culture to promote aviation in a safe, friendly, cost-effective way.



## Flight Training Experience awards

Dear Jay Nabors, Sarina Houston

We are happy to report that you have earned a spot on the AOPA 2017 Flight Training Experience Awards as a Distinguished Flight Instructor for your high score on AOPA's Flight Training Experience Survey. You have reached a high standard of accomplishment and we commend you for your commitment to a positive training experience. Additional information on the 2017 awards will be published in AOPA's Flight School Business newsletter (subscribe here ) and on the Flight Training Experience Survey and Awards webpage.

Attached with this email is a press release template and a media checklist to help you share the good news in your local area, but please don't contact the media

until after the winners are officially announced by AOPA on Wednesday, Oct 18. We hope you add to the template and proudly promote this recognition. Also attached (see link below) is a file of the Distinguished Flight Instructor graphic that you can display digitally on your website, Facebook page, etc. Within the next 4 to 5 weeks, we will also mail out a patch and award for you to commemorate this achievement.

We would like to thank you and your customers for your participating in our survey. The process yielded an evaluation of 1,048 different flight schools and 2,012 individual flight instructors. The Awards have allowed AOPA to identify and recog-

nize the highest levels of achievement in the flight training community, with the goal of encouraging others to adopt similar characteristics of success. AOPA will be sharing individual survey results with schools and instructors later this year via email.

Congratulations! I look forward to your continued success in creating lifelong aviators.

Sincerely,

Chris Moser  
AOPA

Director, Flight Training Initiative  
<https://aopa.org/training-and-safety/flight-schools/flight-training-initiative/flight-training-experience-survey-and-awards>



## Flight Instructors

Sam Evett  
Greg Corona  
Paul Golick  
Sarina Houston  
S. Casey Jones  
Tonya Lord  
Heinz McArthur  
Betsy McCracken  
Jay Nabors  
Steele Scott  
Richard Taylor  
Robert Train  
Gene Weaver

Chief Flight Instructor:  
George Scheer

Thanks to all who submitted articles

Send future news articles for the Wings  
newsletter to :

[barry.i.moore@gmail.com](mailto:barry.i.moore@gmail.com)  
[david.fellerath@gmail.com](mailto:david.fellerath@gmail.com)

## Ground Schools

### 2018 Winter/Spring Private Pilot Ground School

January 3 through April 18  
(Wednesdays 7-10pm)

### 2018 Winter/ Spring Instrument Pilot Ground School

January 15 through April 9  
(Mondays 7-10pm)

### 2018 Summer Private Pilot Ground School

May 14 through July 9 (Mondays  
and Thursdays 7-10pm)

## Calendar

The club has an online calendar  
built in google calendars. You can  
integrate it into your personal cal-  
endar 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

Randall Cleven  
Mike Gee  
David Fellerath  
Yuan Shin – Lee

### Private

Dawn Hamel  
Preston Mokris  
Jason Thomas  
Pedro Bila  
Chris Slate  
Asher Flynt

### Instrument

Roger Montgomery  
John Cunningham  
Swami Ramalingam

### Commercial ASEL

Ken Williams

### CFI

Ross Meyer  
Laura Schwartzmier  
Wayne Hunter



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