



Wings Newsletter

Every day is Christmas for a pilot

By Ronney Moss

Everyday is Christmas for a pilot. People ask "How are you?" "Awesome!" I answer. I woke up. I am blessed with life; I woke up breathing non-toxic air under a roof that does not leak and in a warm bed with no one shooting at me. I went and brushed my teeth and drank some water with no fear of dysentery. What a magical time. How many gifts I have! Every day is Christmas for a pilot. My breakfast was nutritious and delicious. I do not want for food as a matter of fact I have to restrain my gluttonous tendencies. I am blessed more than most; I kiss my wife and my children as I leave for the airport. Should I take my truck, or my car, or my motorcycle? What a magical time. How many gifts I have! Every day is

Christmas for a pilot.

I get a standard weather briefing on the way to the airport. I live in a delightful time where I can speak to another human that is miles away and discuss the intricate knowledge gained from satellites and radar. What a magical time. How many gifts I have! Every day is Christmas for a pilot.

Arriving at the airport I am greeted by my friends as I head out to pre-flight the aircraft. I examine with exacting glee the product designed by geniuses and shaped by hundreds of skilled craftsmen. What a magical time. How many gifts I have! Every day is Christmas for a pilot.

After some time I find myself applying throttle and accelerating down the runway. Before you know it we are in the air and climbing! Some days I get to fly in and out of the clouds. I get to glimpse at sights that only the

birds and the angels see. Last night was a light show. Ribbons of light made of angry motorists stuck in traffic but it's beautiful to me. What a magical time. How many gifts I have! Every day is Christmas for a pilot.

After multiple vectors to and fro we roll out on final and see the approach lights all in a row, flashing white leading to the green and red of the runway with beautiful blue lights of the taxiways trimming the edges with wisps of green taxiway centerlines. What a magical time. How many gifts I have! Every day is Christmas for a pilot.

Sometimes I get to give people their first ride in an airplane. What a magical time. How many gifts I have! Every day is Christmas for a pilot and some days you get to be Santa Claus. Merry Christmas.

GA Aviation v Commercial safety

By John Hunter

The wide divergence between the safety records of General Aviation (GA) and Commercial Aviation has long been well known. GA does not come off looking very good. US commercial aviation (certificated airlines) are orders of magnitude better when it comes to not crashing. Is there anything that can be transferred from the airlines to GA that would help this situation?

The Numbers, Please

First, let's look at the raw NTSB accident numbers. While GA has made incremental improvements over the past several decades, annual accident rates have seemed to stabilize at about 6.5 accidents and 1.2 fatal accidents per 100,000 hours flown. By comparison, over the last ten reported years, the airlines get numbers like 0.17 accidents and 0.075 fatal accidents per 100,000 hours. However, I consider this a somewhat unfair comparison as the average airline flight is about 2 hours

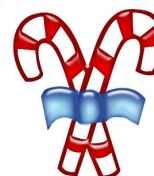
and involves one takeoff and one landing, whereas GA pilots not only take shorter trips but a significant portion of GA flying is in primary training at flight schools where touch and gos are common. Since takeoffs and landings are a large percentage of all accidents, GA is inevitably exposed to much more accident risk by its very nature. As a stab at reducing this disparity, we can use the NTSB US airline data on accidents per departure, which while still not leveling the playing field, will get us a closer comparison. Based on

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GA Aviation v Commercial safety (cont)

these data, the numbers are:

GA	Per 100,000 hours	Accidents: 6.5	Fatal Accidents: 1.2
Airlines	Per 100,000 departures:	Accidents: 0.33	Fatal Accidents: 0.015
Approximate Difference:		X 20	X 80

So there we have it. Even trying to level the field a bit, GA has a 20 times worse accident rate and a fatal accident rate that is 80 times worse than the US commercial airlines. Note: US commercial airline travel is now the safest form of human transportation in the world. From January 2011 to the present date (9/14) there has not been a single fatality for US commercial airlines while flying about 65 million hours.

Risky Business

The airlines have worked to eliminate risk and have been very successful. First, consider that essentially all flight training by the airlines is now accomplished in full motion high fidelity simulators. The possibility for any takeoff and landing training accidents have thereby been essentially eliminated. Such sophisticated simulators have also eliminated other accidents common to GA training which must be done in small airplanes flown by inexperienced pilots such as those resulting from low level maneuvering, getting lost, fuel exhaustion, adverse winds, deteriorating weather, steep turns, and stall/spins. The advancement of simulator technology is rapidly increasing for GA, but the majority of primary training is (and must be by regulation) accomplished in actual airplanes thereby absorbing the risk that the airlines avoid.

There are other safety advantages for the airlines. A separate dispatch function increases safety in that a different professional "pair of eyes" is taking a dispassionate look at the operational and safety factors of the flight and works in concert with the pilot (PIC) to authorize the takeoff for the trip. (Either party can cancel but both have to agree to take off.) A GA pilot could structure his or her flight preparation and "go/no go" decisions to take advantage of an extra "pair of eyes." But would the GA pilot do so if it was less convenient or more time consuming?

The airlines also have the safety advantage of a set of regulations and company rules that simply rule out a lot of potentially risky choices that GA pilots get to consider. For example, the air-

lines are simply not allowed to take off in (defined) low visibility conditions whereas IFR GA pilots "enjoy" the flexibility of being able to depart in "zero-zero" conditions if they so choose. (Legal but stupid!) Another example would be that airlines are restricted through their Ops Specs to specific pre-approved airports that meet prescribed standards regarding safety equipment, runway qualification, and surveyed obstacles, whereas GA pilots may fly anywhere they want. Another example is that "personal minimums" are optional for GA pilots, whereas higher approach minimums are mandatory for airline captains with less than 100 hours PIC in type. GA pilots could always similarly tighten up their procedures ... but do they?

One large advantage for the airlines is that there must always be two qualified pilots on board. How much safer would GA pilots be if there was always another pilot in the cockpit looking over the shoulder of the PIC and perhaps pointing out omissions or questioning key decisions (especially in and around bad weather?) Additionally, when you have two pilots onboard (who often do not know each other) the procedures and communication in the cockpit must be standardized. Standardization of procedures that are known to be correct and applicable is invaluable for safety, and GA pilots are often fairly accused of getting really sloppy about (for instance) thoroughly checking the weather, checklist use, or even aircraft servicing and inspection. Are essentially unsupervised GA pilots psychologically capable of the self discipline of running a tightly standardized ship?

And don't airlines fly equipment that is far more robust than GA airplanes with regard to safety systems and redundancies? Actually, in the modern times, (with the exception of icing equipment and engine out performance) not really. The essentials of redundancy and safety-enhancing devices are now in almost all serious cross country GA airplanes. Key systems (dual ignition, alternate air, alternate static, dual instrument power sources, and even primary controls) have been redundant in small airplanes for years.

Even in singles, one can get dual alternators. Add to these redundant basics a good autopilot, and reasonably good nav, com, and data capability, and the airlines have nothing on GA except deicing and engine out performance, and these should be handled by good planning and in-flight decision making (and presumably, GA pilots should experience less pressure to "make schedule" and therefore turning around or diverting should be an easier decision.)

Safety in the critical takeoff and landing regimes is built in for the airlines. Performance data is known. Obstacles are considered for as much as several miles from the runway end for takeoffs with a engine out condition. Takeoff and landing briefings are mandatory. Such briefings are accomplished by many GA pilots and this practice could easily be scaled up with encouragement and training.

The last serious advantage airlines seem to have over GA is mandatory initial training and scheduled recurrent training –both of which are quite thorough. There is, of course, no reason that GA pilots could not avail themselves of such training, but most do not. It's expensive. This is perhaps the best example of how the economics of flying impinge on safety.

General Aviation can be a lot safer

I have written a companion piece "General Aviation Safety" (handed out to all my ground school students) outlining how GA pilots can easily dramatically improve their safety record. Basically a little judiciously targeted self discipline can have huge results. But such self discipline not to put the GA pilot into harms way starts to limit the flexibility and convenience that GA pilots so cherish to go where and when they wish. And so there is the rub. If you want the reliability and safety of the airlines you can't have it in GA unless you either have mega bucks to spend or have the self discipline to make choices that will curtail the potential convenience and flexibility of GA.

It's the old saw now applied to General Aviation:

- A. Flexibility and Convenience
- B. Extreme Safety and Reliability
- C. Moderate Cost

You can choose only two.

10/2014 JBH



President's Corner

By John Gaither

Thank you for re-electing me President for another year. I think that we have accomplished much but I hope to do more in 2015.

The results of the elections at the annual meeting are elsewhere in this newsletter. I would like to thank retiring member, Sammy Mobley, for his service on the board in the last year and welcome Ian Frid back to the board as secretary for 2015. I encourage anyone interested in the administration of the Club or running for the board of directors to attend the board meetings. We are a Club – but we are also a business with an annual budget of nearly a million dollars, 13 airplanes to manage, a maintenance facility, and an alliance with 16 flight instructors. There is a lot to learn about Club operations, but we also always need help. For a new board member or officer to “hit the ground running” – I started to say, “flying,” but “hitting the ground flying” is a really bad idea – knowledge of operations from attending board meetings and participating in discussions would be most helpful. Regardless of whether a member has the time or interest in running for a position, we always appreciate the input of members at board meetings. Those who attend board meetings know that we always provide the opportunity for members to comment on issues before the board.

I am pleased with what we accomplished in 2014.

The board has debated building-out the Club facilities in accordance with the original plans for as long as I have been a member and certainly longer. This year the board reached a consensus on the appropriate scope of the project, with lots of input from members, and construction will be completed shortly after the first of the year. We will have a better multipurpose room, separate from the briefing and social area. The project is smaller than originally planned and the board voted not to fund the construction of a deck; but thanks to the generous donations of a group of members, we will have a deck overlooking the field and sheltering people on the first level from the elements. We will have a more reasonably sized room for our flight training device (simulator). We will have necessary parts and equipment storage as well as a workshop in the hanger area. We will have more room for members to socialize at the Club. David Greenfield, past president and trips organizer extraordinaire, has acted as chairman of the building committee and we owe him a tremendous debt of gratitude for the time that he has spent supervising this

project.

I want to address one issue regarding the expanded facilities. At the recent annual meeting and periodically, I hear people say that they would rather have seen us purchase another airplane of one sort or another. That was certainly discussed and the members' and board meetings at the time we were making the decision. First, these projects are not interchangeable. It is very different to obtain a real estate mortgage loan than to purchase an airplane. We had an existing loan on the building, as I am sure most everyone is aware, that would have been paid off in September 2018. We rolled this loan into a new one at a more



2015 President: John Gaither

favorable interest rate and will pay it off over 10 years. While the new loan payments are a little higher, mostly the new building loan will be paid off between 2018 and 2024, the period beyond the existing loan. Second, these projects are not mutually exclusive. If demand for a plane type is such that we need an additional plane, we can finance the purchase of the plane or lease the plane on customary terms. If flight rentals will not pay for this, then we shouldn't be purchasing or leasing the plane anyway. The Club tries to use its member deposits for a capital base, pay its flying costs (including maintenance) from its aircraft rentals, and its fixed cost of operations from dues. We are pretty much in balance to do this at the moment, although dues are subsidizing aircraft more than they should.

We have seen substantial membership growth in 2014 with 96 new members, bringing us to 377 members after resignations.

We have recovered from a huge dip in flight hours after the airport closure in 2013. The year started out weak, but now we are on track to have the second most – or maybe

the most – flight hours ever. The weather in December will probably make the difference, but who is counting.

We have tried to expand our social media presence on Facebook and Twitter. The Club members Facebook group is going better than Twitter, and those participating in the Facebook group are having a lot of fun sharing flying experiences. Join our Facebook group at <https://www.facebook.com/groups/22483385979/>. Follow us on Twitter @wingsofcarolina.

Here are some highlights to look forward to in 2015.

Bad news first – Above I mentioned that flying costs needed to be covered by aircraft rentals. We have not had an increase in rental rates in approximately eight years. Maintenance costs have been steadily rising. It is likely that we will need to have a small increase in base rental rates sometime after the first of the year. We will still be the best deal in the area, and with gasoline rates where they are, you will probably not notice any increase in out of pocket costs compared to earlier in 2014 until gas prices go back up. This has not been decided by the board, but I wanted everyone to know what was likely on the horizon.

Return of Second Saturday medicals – probably in February – possibly January. (The delay on this has been approval from the FAA, not a lack of desire; but we now have the necessary approval.)

Monthly, rather than bi-monthly, Safety (Pizza) Nights – thanks to Jan Squillace, Safety Committee Chairman

Fleet review

it has been several years since the fleet committee did a detailed review of the fleet. I intend to ask for such a review this year. The world has not evolved as we expected five years ago. The Sky Catcher is not available to replace C152's. C152's are alive and well at the Club and throughout the industry as an ideal primary trainer. Refurbished C152s are being sold for as much as \$96,000! In 2010, Club C172 hours exceeded Warrior hours. Now it is reversed.

99s

By Jan Squillace

Hi there, fellow women pilots, can we talk?

Flying is as much a social activity as a technical one. I would like to tell you about a group of pilots that are not only accomplished aviators, but may also enjoy some of the other activities you like, such as knitting, antiques and comparing notes on other subjects that your guy pilot friends have no interest in.

Yes, women pilots are well-treated here at Wings of Carolina. We are welcomed, valued and treated with respect. But sometimes, I need to relax with a group of women that don't think I'm nuts because I like to fly.

www.ninety-nines.org is the web site for the International organization. It was founded in 1929 by the total number of licensed women pilots in the United States, 99 women. The first president was Amelia Earhart. The group has grown over the years to support women pilots around the world.

Our local chapter (Kitty Hawk 99s) draws membership from the coast to the mountains of North and South Carolina. Our activities include 'airmarking', fund raising to support our scholarship, safety seminars, flying trips, and the rare shopping trip. We get together with other 99s chapters for summer and fall regional meetings and annual International meeting in July. You can participate as much or as little as your schedule permits.

Airmarking, for those who are unfamiliar with the term, is painting the name of the airport on the taxiway. If you have noticed "SANFORD LEE COUNTY" painted on the taxiway here at TTA, you have seen the results of an airmarking. We also paint compass roses on open ramps. The largest one in North Carolina is at Triangle North Executive (LHZ). Kitty Hawk 99s have worked on airports from Morehead City to Winston-Salem.

Members of the 99s are eligible to apply for scholarships to fund ratings, from private pilot to CFI and beyond to ATP. This can help with gaining the

knowledge and experience you need. Full details are on the International 99s web site.

Sound like a group you would like to be part of? We would love to have you as our sister-of-the-sky. Contact Jan Squillace for more information on our next meeting and chapter activities.



The Ninety-Nines First President: Amelia Earhart

California Odyssey

By Len Felton

A "general aviation vacation" is not for everyone. As a matter of fact I am quite sure most people, my wife included, think a vacation focused on flying rather than on the destination makes little sense. However, that is just what I love to do. And fortunately I have like-minded friends. Grover McNair and I just took a fabulous flying vacation for nearly three weeks.

The trip was loosely planned to fly to San Diego, up the California coast to Northern California and return. We had a few destinations in mind: Santa Fe, Carlsbad Caverns, San Diego, Los Angeles, Catalina Island, Monterey, Big Sur, San Francisco, Sonoma/Napa, Lake Tahoe, the Grand Canyon and the Utah National Parks. We certainly did all this and more. With no firm plans or reservations, each evening, we would map out the next day.

It is hard to imagine a better site-seeing plane than the Diamond DA40. The visibility is spectacular with the big wrap around canopy and the low wings slightly behind the pilot's seat. Flying LOP, I usually experience around 140kts TAS while burning around 8.5gph. Fortunately for us, and quite unusual, we had tail winds for the trip

out and back. Several times we had ground speeds of over 190kts. The entire trip was 54 hours Hobbs. Although the Diamond is awesome, I would do it in a Cessna152.

Here are a few highlights of the trip:

Catalina Island 25 miles off the coast of Los Angeles is spectacular. It has a 3000' runway cut off of the top of an island mountain. Cliffs at each end of the runway with ocean wind causing down-drafts make for a few tense moments

and some thoughtful approach planning. The airport has a friendly operator giving weather reports and conditions, and there is a nice gift shop and restaurant at the airport overlooking the hillside. Circling this 20 mile island was a real treat

The coast of California is particularly impressive when viewed from 1000 feet AGL. While the Big Sur is awesome from the highway, it is even more so from the air. However, we also drove the Big Sur highway and got to see the elephant seals up close...hundreds of them. Morro



Len's route

Pensacola Watch Out!?

By Andrew Doebler

On October 25, 2014 3 aircraft representing 8 members and friends of Wings of Carolina departed from Raleigh Executive Jetport (TTA) and Piedmont TRIAD International (GSO). Our Wings of Carolina flight consisted of a Diamond DA-40 (Jan Squillace-PIC), Eurofox (Nina Piskareva -PIC) and a Technam P06T (David Greenfield-PIC). A Technam what? More on the Technam later. Our mission was to fly to Pensacola, FL, seek out the Blue Angel's home base and Navy Museum, great seafood and a new experience for all. Our trip was all of the above.

The flight to Pensacola (PNS) was a little more than 4 hours of flying time in the Technam. The weather for the trip could not have been better; clear blue skies, little wind, smooth air the entire weekend. The Technam crew was able to see the sites below and a special treat, an Osprey flew across our front nose. Talk about the Osprey's big rotor blades! The remaining flight including a fuel and food stop at Thomas McDuffie-County field (HQU) was uneventful. Of course Andy had to stop to look at an airplane for sale along the way! The remaining flight to Pensacola (PNS) was uneventful until you saw the Gulf Coast line. What a site! We were greeted at Pensacola (PNS) by the line crew of the FBO (Innisfree Jet-center) with the red carpet. Literally, they placed a red carpet outside our door! The rental cars were in the hangar about 500 feet away staying cool for us! Off to Pensacola Beach and food.

We arrived a little early for the Holiday Inn Express and had time to spare. We all had a nice walk and stopped for an

appetizer at the Red and Blue. A nice little restaurant on the beach where we could sit outside for libations and seafood appetizers! Our cool down after a long flight. Now for dinner at "The Blue Marlin!" The Blue Marlin was a very nice somewhat upscale restaurant on the beach. Of course their specialty is seafood. I can tell you the Oysters Rockefeller were amazing. Our WCFC crews were all very pleased with their meal and Captain David, our tour coordinator's choice.

A good night's sleep and off to for our Sunday adventure! First breakfast at the Another Broken Egg Café! Yes, the same one in Morrisville. Hard to believe we had to go to Pensacola to go to Another Broken Egg Café. Oh, boy the grand finale, "The National Naval Aviation Museum". We can't begin to describe the experience of going through this facility and the history it shares. This is more than just looking at beautiful airplanes in a Naval setting but our nation's history ranging from World I, World War II, Korea, Vietnam, Gulf War and Nixon's resignation (Marine One used to transport Nixon when he resigned was on display.) are all captured within the museum walls. Just seeing these aircraft and thinking about their indirect impact to our lives was awe inspiring.

When you are done going through the museum whatever you do take the Trolley Tour to the flight line. There must have been at least 10-12 rows of Naval aircraft. Each has a story. The tour guide was awesome in telling us what type of aircraft, historical significance, what mis-

sion it had in the Navy etc. We did get a quick look at the field and the huts the Blue Angel's aircraft are stored in when on base. Unfortunately for us we didn't see any show as the Blue Angels were performing off base. But go during the weekdays! You may see them practicing!

Well, now for the long good bye. Back to the airport, preflight, take off and first leg back to Athens, GA first fuel and food stop! For Nina, her husband and the Eurofox off to Punta Gorda, FL! Nina we should have followed you! Now for some ATC fun! Does anyone know what a Technam P06T is? For our readers it's a twin engine aircraft with 98 horsepower Rotax engines! Yes, Rotax, just like the Allegros next door! 9.5 gallons per hour and 135 knot cruise. Of course Captain David filed the flight plan properly with P06T as the designation! We would expect nothing less! Well getting our clearance and every hand off we were referred to as "What kind of plane are you!", "Technam what!" and "Experimental! ". When we landed at Athens, GA the controller looked down and said, "What kind of plane are you! I haven't seen one like that before!" After a '5 Guys' burger, a final good bye to our Diamond flyers and fuel, the remaining flight home was as peaceful as the flight down. Greensboro insight!

To all aircraft that went it was an awesome time! One we will remember for a life time! Captain David, I hope your auto pilots functioned well on the trip! Thanks to all for great experience. Another reason our club is next to none!

Wings makes the Honor rolls

By Matt Kessler

Wings of Carolina and three WCFC flight instructors made the [AOPA Flight Training Excellence Honor Roll for 2014](#). The awards program, in its third year, solicits nominations from pilots who have taken flight training within the last 24 months. Individuals were able to recommend one flight instructor and one flight school.

There are many people who have a desire to fly, but very few of them make it all the way into our group of certified pilots. The AOPA Flight Training

Excellence Awards, brought to you by Flight Training magazine, will recognize and celebrate those who provide a customer experience that supports student pilots and facilitates their entry into all aspects of the aviation community.

For 2014, AOPA received more than 3600 responses nominating 1447 flight schools and some 1500 instructors. From that sea of responses, WCFC instructors Ronney Moss, Steele Scott, and Mike Trevillian were among only 75 named to the Flight Instructor Honor Roll and Wings of Carolina was one of only 62 named to the Flight School Honor Roll.

We are truly fortunate to have such a dedicated and inspiring group of instructors at the club. We are

equally blessed to have members who value and embody the spirit of life-long learning, to which Wings of Carolina is committed. Congratulations to Ronney, Steele, and Mike and many thanks to all of our instructors, staff, and volunteers who make our club so successful.



Engaged to a student pilot, married to a private pilot

By Priyanka Rai Goswami

We, Rahul & I, had a prenuptial agreement that I would be his first airplane passenger and his co-pilot - for the rest of our lives. During our courtship period, I heard many stories about his experiences flying Cessna 152s, I saw amazing aerial pictures and videos. There were pretty thick books and charts all around. Finally on January 12th 2014, we had our first flight date to Southern Pines -Pinehurst (KSOP). It was one of the most amazing experiences I ever had, thrilled with my new pilot's well practiced and well executed take-offs and landings. The view was mesmerizing; I realized how green and serene North Carolina is with beautiful landscapes and water bodies around. That very experience was so addictive that I wanted to fly with him time and again, explore new places, land on different airports and see the colors changing as the spring approaches.

We have flown over many places around North Carolina but Wilmington (KILM) and Hickory (KHKY) were the most exciting ones. Both the trips were buoyed by great climatic conditions. Personal private pilot's exceptional planning skills and some great food at these places made the trips very exciting. Hickory airport (KHKY) has a nice restaurant with great staff ready to custom serve your nutriment desires. Wilmington airport (KILM) was exciting for a different reason, It was Rahul's first



international airport landing. I still can't forget his expressions and excitement! The airport facilities were so amusing that we took time to tour around and it was the first sunny day in April after the long winters we had. That day trip to Wilmington beach was refreshing and we welcomed summer in our own flying way. The club trip to Asheboro airport (KHBI) museum was wonderful and informative. It was quite thrilling to see the club planes landing and taking off sequentially. I was glad that the club invites family members as well to all the club trips, cook outs and meetings.

During these months I got the chance to visit the club many times and meet the members, instructors and other student pilots. They all seem to follow one culture - safety and excitement. I can very well see each club member following it and teaching it to new pilots. That gave me a sense of confidence in Rahul, when he got trained for the Cessna 172 and we were ready to invite family and friends for our air-adventures. Our Adrenaline was rushing, as we took off for our first four-seater

ride, saw the rising sun and flew over the pilot mountain and landed at the Mt. Airy airport with two more guests along. Mt. Airy is a nice town with some local southern flavors around. The airport (KMVK) had a courtesy car which was our day ride to a small lake, where we kayaked, hiked to a blissful waterfall and saw some beautiful colored butterflies around the waterfall. It was picture perfect day throughout and later we had a smooth night flight back to TTA.

I want to use this opportunity to extend my sincere gratitude to Wings of Carolina, for providing a great platform to all aspiring pilots, to be able to live their dreams, learn determination and most importantly acquire a pilot's discipline to their day to day life. I am also thankful to the board members for encouraging this article from someone, who is on the doorstep of conceiving a flying dream.

2014

As we close out the year we would like to thank all our members for their time and effort developing the wings of Carolina flying club. We'd like to thank all those who contributed their personal time in working around the club. From all those who help at the many tasks at 2nd Saturday and those who come to maintenance night. We'd like to thank the many key volunteers who handle the day to day running of the club. We would like to acknowledge and thank our outgoing 2014 board for their dedication and hard work this year. 2014 was a great year with the club. There has been much great progress with many of the clubs initiatives.

2014 has set the foundation for much new activity around the club and great flying in 2015 and beyond.



The outgoing 2014 Board of directors
Back Row: Roger Montgomery, Steele Scott, Jim Carlson, Mat Waugh
Front Row : Sammy Mobley, John Gaither, Graham Mainwaring

The 30,000' interview with Mike Trevillian

How did you get started in Aviation?

Aviation is something I have always been interested in pursuing. I started travelling with my family at a very early age and was always fascinated by flying. When I was young, I was intrigued by the view from the window seat. I knew I wanted to learn how to fly, but it wasn't until after I started taking flight lessons that I knew I wanted to do it professionally. When I was 16, after ten years of playing the violin, my parents offered to send me to Spoleto, Italy for five weeks to study violin performance, but I realized at the time I wasn't interested enough in professionally pursuing classical music to justify the cost. I was old enough to fly, so I asked them to put that money toward flight training instead. I was instantly hooked. I earned my pilot's license at the beginning of my senior year in high school and pursued a degree in aviation at Embry-Riddle University.

Where did you learn to fly and in what aircraft?

I began my flight training at the Club with Betsy McCracken in May 2006. I began flying in the C152s. As soon as I got my Private Certificate, I started Instrument training in the Warrior with Ronney Moss. I obtained my Commercial certificates for single and multi-engine airplanes at Embry-Riddle. I completed my CFI and CFII at Burlington Aviation.

What are your total hours?

I've logged a little over 1,850 hours, of which roughly 150 are in helicopters.

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

If I could change one thing about general aviation, I would change the barriers to entry. I envy pilots who brag about the days when you could rent a C152 for \$10/hr and fuel was under a dollar a gallon. I have so many friends who have expressed serious interest into get into aviation but cannot afford to do so.

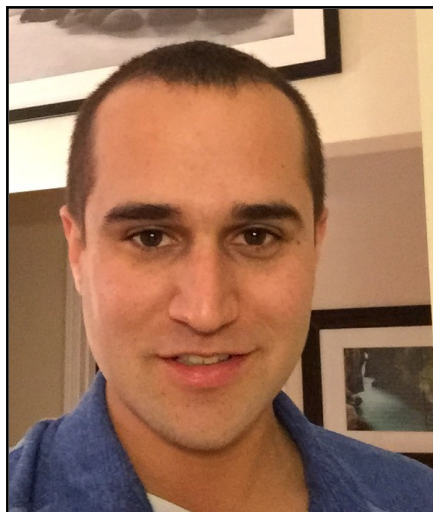
Have you ever had an emergency?

I have been very fortunate to not have any serious emergencies in an airplane. I have had nearly every instrument fail at one time or another, but most of those instances have been in VFR weather. I lost an engine once in a C337 in IMC but

was able to quickly get it restarted without incident. I never had to declare an emergency. Overall, I'm thankful to not have any other dramatic stories regarding emergencies.

What is your favorite airplane in all the world to fly? (if so, why?)

The Cirrus SR-22 is among my favorites. It is fast, high-tech, and has an excellent feel to the controls that is very sporty. I enjoy flying faster planes, but I also appreciate airplanes at the other end of the spectrum such as the C-152 for how simple, reliable, stable, and robust they are.



Mike Trevillian

What makes a great pilot?

That is a very multifaceted question, but these are the major things that come to mind. First and foremost, a great pilot knows their abilities, seeks to avoid overconfidence and is always striving to become a better pilot.

A good pilot is able to competently fly the airplane, is disciplined with their habits and uses good judgment to make a go or no-go decision based on his or her abilities and the limitations of the aircraft, and does not let external pressures impact their risk assessment.

A *great* pilot is a good pilot that is always trying to get better and has the discipline to strive for precision and perfection in every phase of flight. If a great pilot notices he or she is ten feet above their assigned altitude, they will fix it. They are always looking for ways to broaden their knowledge, sharpen their skills, and expand their abilities. A great pilot is always well ahead of the aircraft. He or she has total control over the airplane and flies it with confidence and

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care, ready to handle an unexpected event or emergency. A great pilot always has a "Plan B," which is critical during every phase of flight, including the most important decision, which is whether or not to leave the ground in the first place. Additionally, a great pilot makes their passengers feel at ease.

What makes a bad pilot?

A bad pilot's confidence exceeds their abilities. He or she holds themselves to low standards, succumbs to external pressures that cloud their judgment, and has no fear or appreciation for conditions that are beyond their training, abilities, or currency. I think the most obvious difference between a good pilot and a bad pilot is attitude. Complacency often goes hand in hand with poor decision-making and questionable go or no-go calls when conditions are marginal.

As an instructor, one of the biggest differences I've noticed between good and bad pilots is how quickly they correct an error. Every pilot makes errors but some correct them much more quickly than others. This helps keep the all-too-common "domino affect" of errors that have led to NTSB reports to a minimum.

What is the most fun you have had in an airplane?

The most fun I think I have ever had in an airplane was flying into Oshkosh during the summer of 2013. Harrison Ashworth and I flew there in N5726M. It was my first time arriving by aircraft to Oshkosh and it was a bit overwhelming, even though we were lucky enough to arrive during a time of relatively calm traffic. Another aviation highlight for me was flying to Oshkosh from Raleigh in a helicopter this past summer.

As a Flight Instructor, every day is an adventure. All of the students with whom I have worked at WCFC have enriched my life. I've learned a great deal from their different personalities and talents. I'm grateful to have the opportunity to be a part of a learning process that fulfills their life-long dreams. It is a privilege to instruct at WCFC. I have fun every single day.



Year End Update on Pilot Supplies

By Kirk Smith

With just a few days left to go in 2014, it's a good time to look back on the year and report on some of the key highlights:

1. The club is a dealer for Brightline Bags. You can purchase merchandise at a 30% discount from those shown on the website (<http://www.brightlinebags.com>). The club keeps the B4 and B7 bags in stock.

2. The club became a dealer for Lightspeed Headsets this year. We can offer significant savings to club members and students by selling them at cost. This includes the new Zulu PFX headset. See the bulletin board item in myfbo for details and pricing.

3. Due to the number of textbooks needed for the ground schools, we were able to set up a distributorship directly with Wing Aero (supplier to most other pilot supply operations.) This allowed us to reduce the cost for student texts to the ground school students (and club members.) We receive a significant discount as a dealer on everything they sell. To see what they carry, a copy of the catalog can be found at <http://www.wingaero.com/store/pdf/WingAeroCatalog.pdf>. Download a copy and browse around. Note that the prices shown are retail; contact me to get a quote on what your cost would be.

The club sold (or you, as members, purchased) over \$24,000 in pilot supplies in 2014. With December still to go, we should easily go over \$25,000 for the year. Some highlights of what was sold/purchased:

1. Over 300 books at over \$10,000 in value were sold to students and members. Watch out, Amazon! The biggest seller? The FAR/AIM with 76 copies sold. (Plenty still left if you haven't got yours yet!)

2. Members are also better-dressed. After special sales in the Spring and Fall, over 100 items of clothing were purchased. (The club also keeps a number of nice tee-shirts (long and short sleeve), sweatshirts, and polo shirts in stock. If



you're interested in any, find me at any 2nd Saturday or drop me a note.

3. Over \$1500 in POH's were purchased.

4. You also purchased over \$7000 in other supplies. This includes essentials like logbooks (28 sold), E6B calculators (37 sold), headsets (over 15 sold), and flight bags (over 10 sold).

5. Lastly, the club sold over 400 sectionals, AF/D's, and IFR plates in FAA supplies. These totaled to nearly \$2,400 in sales.

There is a bit of a good-news/bad-news story regarding the FAA supplies due to the impact caused by the usage of Fore-flight and other EFB's. While club members did buy over 400 items and spend over \$2,400, the club also discarded significant quantities of charts and other items that never sold and were out-of-date. IFR Enroute charts and Terminal Procedures were the poorest sellers with over 80% of the stock received by the club being recycled as unsold when out-of-date. The loss to the club amounted to almost \$2000 this year. As a result, stocking levels for the IFR items and others will be adjusted downward in 2015 to better match actual demand as tracked in 2014. But, if you need a chart or other FAA item and don't see one in the Flight Briefing area, contact me and I can order it from the FAA.

Did you know that the club also stocks kneeboards, IFR goggles (in a couple different styles), and a variety of training materials and books? Many items can be found in the cabinet in the front area near where the binders for the planes are located. Help yourself and log the sale in myfbo. Feel free to ask you in-

structor, Tonya, or me if you don't see something.

If there is something else you think the club should stock, please drop me a note or find me at the club to discuss. If there is a strong likelihood that others would be interested, we'll add it to the club inventory. I am currently investigating a handheld radio to stock for member purchase; please feel free to send me any recommendations.

And lastly, a bit of fine print:

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

2. Students at a club ground school and other persons who are not club members may also purchase pilot supplies from the club. Please contact me if you wish to purchase anything. Note #1: All payment must be in cash or money order only! No checks or credit cards, please. (The club has no way to process a credit card transaction for a non-member.) Note #2: A non-club member who wishes to purchase any pilot supplies from the club must come to the club to complete their sale. No mail order is available.

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

Thank you!

Kirk Smith

supplies@wingsofcarolina.org

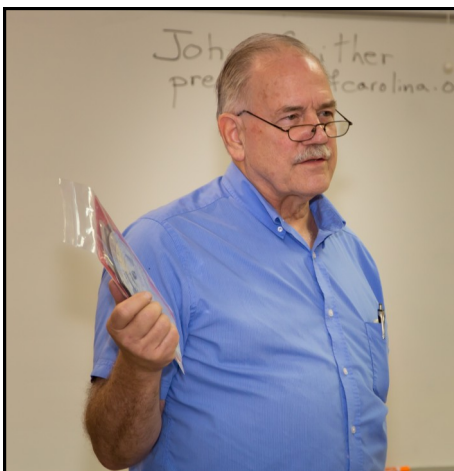
Reflection on aviation teaching

By George Scheer

I have often said that, for some reason, no one can do arithmetic in an airplane. I have watched pilots with PhDs in applied math add two and two and get six while flying an ILS. So what chance do I have? But let's hazard some simple math now. You can check my work. We will deal in round numbers with some assumptions along the way. Here is our first calculation: $37 \times 3 = 111 \times 20 = 2200$. Remember that number. Here is another simple calculation. $111 \times 40 = 4440$. That's another number to which we will return momentarily. Here is why they are important. In 1976 John Hunter joined what was then the Chapel Hill Flying Club (now doing business as the Wings of Carolina). Sometime that winter, either late 1976 or the spring of 1977, John thought it would be a pretty good idea if the flying club offered a ground school for aspiring pilots. Airlines teach ground schools to their pilots. The military conducts ground schools. Flight schools have ground school classes. Flying is about knowledge at least as much as physical skills, knowledge best taught in a classroom. With a few gaps, when another instructor taught, John has taught at least two, in recent years three, private ground school sessions every year since 1977. That's your 37 years. He has also offered at least one instrument ground school every year and often a second instrument class or a commercial class, but let's just say that he has taught at least 3 aviation ground schools every year. Many years he has held five different sessions. So we will make a conservative assumption that in each of those 37 years he has taught at least 3 classes. There is the 3, our second number. Simple math tells us that he has taught, in very round numbers, 111 separate ground school classes. That is our first really important number. Think about it. More than a hundred times over thirty-seven years aspiring pilots have filed into a classroom eager to learn how they could take flight. So let's assume that twenty seats in each of those classes were occupied, again a conservative estimate. That yields our second really important number: 2200. Two thousand two hundred hopeful souls have taken a seat at John's knee to share in his knowledge, his wisdom, and his passion for aviation.

Let's do another quick calculation. These days, John's private pilot course runs 45 classroom hours. It continues to expand as John introduces new technologies and

concepts, but we will again use a conservative estimate of 40 classroom hours for each course. Hence $111 \times 40 = 4440$. John has stood before flight students, pilots, and the ever-curious among us for four thousand, four hundred and forty hours. That's more than four years of eight-hour work days.



John Hunter in the Classroom

But let's go back for a moment to those 2200 people who have learned from John over more than thirty-five years. Think for a moment of the six-degrees of separation thing. Think how many of those people have flown out into the world to become flight instructors, or working pilots, or to own an airplane, or simply to enjoy the pleasure and satisfaction of flying or take a seat around the warm stove of aviation companionship – and have shared with all those they have touched something of John's passion for aviation and something of his concern for the safety of each and every one of us – his conviction that flying an airplane is a great privilege deserving of the best we can give it. Think how that circle has expanded over the years. I know that I and many of my dearest friends have in common an enduring memory of all that we have learned from John. Two by two and four by four and six by six we have walked out of John's classroom and into our own place in aviation, carried with us the wisdom he gave so generously to us, and shared it as generously to the best of our ability.

Yes, it must be said ... John is a throwback. A throwback to an era when pilots were a special breed. An era when pilots followed an unwritten code. When pilots and controllers spoke to each other as gentlemen, in civil tones even in crisis. When pilots logged their time with scrupulous honesty. When pilots listened to

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the sound of their engine and knew its cadence. When pilots studied the weather out of the window and the chart in their hand. When pilots always wanted their hand on the stick. Along with the way in which a constant-speed prop works, these are the eternal verities that John has entrusted to us.

Furthermore, we need not look back to appreciate John's teaching. Just yesterday morning a pilot asked me to explain an aerodynamic issue – two graphs, one a drag curve and one a power curve that seemed the same and yet were not the same. I was not happy with my explanation so that night I tugged at John's sleeve after his class and asked him to explain it. I was not satisfied with my understanding and, apparently, John was not satisfied with his explanation because that night at 0430A in the morning a five-page document from John's hand landed in my inbox, complete with graphs. Why did he, after a long day, spend hours writing to help me understand so I could help others? Because John is still curious about this stuff after all these years, still driven to make sense of it, to explain it better, and to encourage the rest of us to wonder at the marvel of it. And because he is a born teacher.

John could have taught any number of things. Did you realize that he is a recognized authority on Quaker history and theology? Did you know that he has a degree in music? Fortunately for us, he chose to teach us the mysteries of aviation. This is why our new upstairs classroom will be known as the "John Hunter Room" and the plaque you see here will remind those who come after us of his contribution. I am proud to be one of his first students and I intend to walk through that classroom door many more times to sit in the back and marvel at the depth and breadth of his knowledge and his rare ability to share it with us.

George Scheer



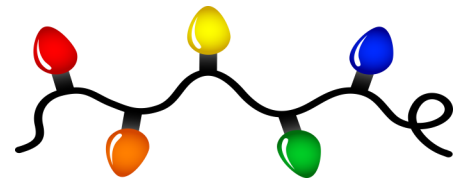
President's corner (Cont)

(Hint: for the immediate future, if you have trouble renting a Warrior, get checked out in a C172 – you may be surprised at how similarly they fly.) We need to take an overall look at the fleet balance. I am sure that many members will want to provide their views and everyone will have the opportunity to do so.

Changes in the high end fleet – John Hunter, from whom we lease Mooney M20J N5726M offered to sell the plane to the Club, but the board decided for various reasons not to accept this offer. He has notified us that he is terminating the lease to the Club so that he can sell the plane, although it is still available for rental at this time. The board decided to purchase Mooney M20J N5760R, which is currently leased to the Club by Lloyd Lyons. Lloyd will purchase a Mooney M20S and install the "Screaming Eagle" STC modifications. The new plane will have greater load capacity than the M20J as well as greater speed. While the

M20S will rent for a higher price than the M20J, the terms of the purchase and the lease are such that the exposure to the Club for non-rental is reduced. A survey of Mooney pilots indicates that they are more than willing to pay the extra costs to have the Screaming Eagle in the fleet, which is a different plane but still part of the Mooney family.

Refurbishment of Warrior N8080A – All Warrior pilots know that while airworthy, this plane has been well loved. We have looked over the last three months for a replacement aircraft in better condition, but have been unsuccessful in finding one that would meet the Club's needs at any reasonable price. Therefore, the board has asked James Garlick, director of maintenance, to carefully inspect N8080A to be sure that there will be no surprises, and then we will proceed with necessary frame repairs, a new engine, which is reaching STC, new paint, and a refurbished interior. This should provide us with a solid respectable plane for years to come.



I am looking forward to a great year where we further our long held objectives of providing safe aeronautical training, low cost aviation education, inexpensive hourly aircraft rates, and flying fun.

Thank you to the 2014 Board for all their work. Thank you to everyone who ran for director.



California Odyssey (cont)

Bay was a worthy stop. Although it is a bit touristy, it is also charming with superb seafood restaurants.

Crossing the Golden Gate Bridge, circling Alcatraz, and viewing the San Francisco wharf area is hard to beat. There were lots of sailboats, ferries, and helicopters. We borrowed a friend's BMW and toured the wine country - an added plus.

If you love the incredibly blue waters in the Bahamas, you will certainly appreciate Lake Tahoe nestled in the high Sierra mountains. Unlike many resorts, the houses along the lake vary from simple cottages to huge mansions. In years past, I have skied Heavenly, but had no idea this area was so nice year round. We took several hikes overlooking the lake

Flying the Grand Canyon required a bit of study. It is Special Use Airways (SUA) and has a number of corridors. You fly northbound at 12,500 and southbound at 10,500. Its immensity is hard to get your head around. We hiked in the canyon for a few hours, something I'd like to allow more time for when I return...maybe hike from the north rim to the south rim with an over-

night at the bottom.

For those of us who mainly fly east of the Mississippi it is quite an experience to fly out west. Our mountains are beautiful, while the western mountains are more spectacular. The high plains take some getting used to; the airports are 7 to 8 thousand MSL with density altitudes of 8 and 9 thousand feet or more and lots of wind.

The Utah national parks are stunning from the air and maybe even more so when you hike them. Arches National Park is one of my favorites with rock formations that are beautifully surreal. The scale of the formations is enormous.

Weather dictated a stop in Memphis, which turned out to be most fortuitous. Beale Street and the delta blues is an experience I intend to repeat. If you go, be sure to try the ribs at the Blues City Café.

We picked many of our stops based on fuel prices along the way. Most of these were non-towered local strips. You definitely meet the nicest folks at these stops. Crew cars are almost always available, and often for overnight. We came in to one FBO after dark when it was closed and they had a sign out that directed us to the key to the courtesy car - how nice is that? I'll have to admit that we

did pick a few non-necessary stops just to add to the number of states landed: 32 out of the 50 so far, and looking forward to picking up the rest.

Although I typically file and fly IFR on trips; on this trip, we mainly flew VFR. It certainly gave us more flexibility, but is a lot harder when flying in congested airspace. IFR makes everything easier. Take a look at the southern California VFR sectionals sometime and you'll see what I mean.

This trip compressed about six vacations into one. I enjoyed every minute on the plane, seeing this part of the country from above. It was an incredible experience and definitely worth doing again. I can't leave before next Tuesday, anyone?

Message from the Editor

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

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

Barry Moore
barry.i.moore@gmail.com

Fun with ATC



Pilot: Tower, give me a rough time-check
 Tower: It's Tuesday, Sir.

 Tower: Have you got enough fuel or not?
 Pilot: Yes.
 Tower: Yes what??
 Pilot: Yes, SIR!

 Pilot: ...Tower, please call me a fuel truck.
 Tower: Roger. You are a fuel truck."

 Tower: Hawk 20, is this the same aircraft declar-
 ing emergency about two hours ago ?
 Pilot: Negative, Sir. It's only the same pilot.

 Tower: You have traffic at 10 o'clock, 6 miles!
 Pilot: Give us another hint, we have digital
 watches!

 Tower: N44YZ, do you have problems?
 Pilot: I think, I have lost my compass.
 Tower: Judging the way you are flying, you lost
 the whole instrument panel!

 Pilot: Good morning, Frankfurt ground, KLM 242
 request start up and push back, please.
 Tower: KLM 242 expect start up in two hours.
 Pilot: Please confirm: two hours delay?
 Tower: Affirmative.
 Pilot: In that case, cancel the good morning!

 Tower : N821CC please report persons aboard.
 Pilot : Pilot and two pax and one dog.
 Tower (after Cessna finally bounced to stop):
 Assume the Pilot in Command was the dog ?

 Tower: "Height and position?"
 Pilot: "I am 1,80 m and I'm sitting."

 On a very quiet night:
 Pilot: "Fark I'm bored"
 Tower: "Would the aircraft reporting boredom
 please identify your self"
 Pilot: "I said I was farking bored, not farking stu-
 pid"

To advertise in the newsletter or to
 submit an item for sale email us at:
barry.i.moore@gmail.com

Pilot: (Virgin Airlines): Every time I come
 to MIA you women controllers give us a
 hard time."

ATC: "For the nine years I have been a
 controller, I have never had a problem
 handling a VIRGIN."

A young and pilot wanted to sound cool
 on the aviation frequencies.
 So, this one time he was approaching a
 field during the night time.
 Instead of making any official requests
 to the tower, he said: "Guess who?"
 The controller switched the field lights
 off and replied: "Guess where!"

Ground: "123DG, bear to the left, dis-
 abled aircraft on the right."
 Pilot: "123DG, Roger, I have the dis-
 abled aircraft in sight, but I don't see the
 bear yet."

ATC: Piper N4444D, traffic at your
 2 o'clock, 500 ft below you.
 Piper N4444D: Well, we see a light
 coming towards us ... ATC: Look again -
 there's probably a plane behind that
 light.

ATC: "N123YZ, say altitude."
 N123YZ: "ALTITUDE!"
 ATC: "N123YZ, say airspeed."
 N123YZ: "AIRSPEED!"
 ATC: "N123YZ, say cancel IFR."
 N123YZ: "Eight thousand feet, one hun-
 dred fifty knots indicated."

Lady Radar Controller: "Can I turn you
 on at 7 miles?"
 Airline Captain: "Madam, you can try."

Tower: "Airline XXX, it looks like one of
 your baggage doors is open."
 Captain (after quickly scanning the FE
 panel): "Ah, thanks tower, but you must
 be looking at our APU door."
 Tower: "Okay, Airline XXX, cleared for
 takeoff."

Captain: "Cleared for takeoff, Airline
 XXX."
 Tower, during the takeoff roll: "Airline
 XXX, ahh ... it appears that your APU is
 leaking luggage..."

O'Hare Approach Control: "United 329
 Heavy, your traffic is a Fokker F-27, one
 o'clock, 3 miles, eastbound."

United 329: "Approach, I've always
 wanted to say this... I've got
 that Fokker in sight."

Winter 2015

New Members

Welcome to all the new
 members to the club since
 the 2nd half of 2014. You are
 all very welcome. We look
 forward to seeing you
 around the club.

Mark	Brooks
Scott	McPhee
Kevin	Solorio
Richard	Kinsey
Erica	Murphy
Jim	Stanford
Sarina	Houston
Christopher	Worrell
Eduardo	Hinz
J. Anthony	Castro
Heinz	McArthur
Ellis	Caiola
Bryan	Stilwell
Frank	Ricketts
Duardy	Parron
Scott	Harmonon
David	Morris
Kurt	Preisler
Jorge	Diaz Schneider
Eric	Frantz
Andrea	Marco
Jeffery	Harrison
Firas	Hajaj
Karl	Wagner
Daniel	Pritchard
Roland	Carey Jr.
Chris	Doss
Mohamed	Barakat
Henry	Paula
Michael	Campbell
Ricky	Stambach
Keith	Tew
Joseph	Mays
L. Chris	Benson
Giri	Sonty
Morgan	Matthews
Jesse	Reffett
Joseph	Rand



2015 Safety Seminar schedule

January 15 Thur	- Aero medical Factors
February 17 Tues	- tentative date
March 19 Thur	- tentative date
April 16 Thur	- tentative date
May13 Wed	- tentative date
July	- no pizza Night
June 17 Wed	- tentative date
August 18 or 19	- tentative dates
Sept 15 or 17	- tentative dates
Oct 15,20 or 22	- tentative dates
Nov	- no pizza night
Dec 10 (Thurs)	- elections

Ground School schedule

2015 Winter/Spring

Private Pilot Ground School

January 7 through April 15
(Wednesdays 7-10pm)

Instrument Rating Ground School

January 26 through April 13
(Mondays 7-10pm)

2015 Summer

Private Pilot Ground School

May 18 through July 13
(Mondays and Thursdays 7-10pm)

Back Page News

Club Trip

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

Board Meeting

The next Board meeting will be Tuesday 13 Jan 2015 at 7pm

Facebook

Have you checked out our Facebook page yet?

New Members

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

Recycle

Don't throw This newsletter in the trash! Leave it in your place of work, your gym, your school, your church—where ever a potential new aviator may find it!

Next edition

The next edition will be the Spring edition to published around 04 April 2015. Start writing your articles now and send them to us.

Editors

Submit any story or article to the editors at:

barry.i.moore@gmail.com



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

<https://www.facebook.com/groups/22483385979/>

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At Large:	Graham Mainwaring
	Roger Montgomery
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