



Inside:

- > Trip Reports
- > Club News
- > DPE Corner
- > Certifications and Solos
- > Upcoming Events

Air adventure: Hudson corridor

The stunning experience of flying past Manhattan at 1,000 feet feels like it should be illegal, but it's not.

By **Ryan Evans**

In October of last year, my family and I flew N2114F to Manchester, NH for my sister-in-law's birthday.

We departed mid-morning and flew the easterly route over Norfolk, Va. Our fuel stop was KACY (Atlantic City), where we arrived in about 3 1/2 hours (the kids – Lincoln, aged 1, and Brooklynn, aged 4, did extremely well). The flight up was awesome, with beautiful weather, and we arrived an hour before sundown.

We stayed for about a week in New Hampshire, and on our way back I wanted to fly down the Hudson Corridor. I had already completed the online training and had the route prepped on my knee board. After departing Manchester, we flew above the scattered layer of clouds until reaching the Hudson River. There is higher elevation around the river prior

to entering the corridor, so we flew down to 1000ft to begin our entry.

Everything was going great and let me tell you this is an amazing flight (it feels illegal). One of the markers was hard to make out when you're in the corridor, I believe, it was the Intrepid. I never saw it. I only called it out because I passed it on Foreflight. It was not overly busy; there were a couple other planes and several helicopters, mostly around the Statue of Liberty.

I really want to do this again and I think it would make an awesome club trip.

To learn how to fly the Hudson Corridor, visit www.faa.gov and search for resources related to the Hudson River, including a downloadable PDF for your knee-board.



Inside the issue

The plexiglass is gone from the clubhouse and the furniture has returned. As we move into the post-pandemic era, Club president Geoff Myers explains what we can expect. Also look inside for George Scheer's article about a very familiar Mooney, and for Jay Nabors' nuggets of hard-earned DPE wisdom. Also, see more photos from Ryan, as well as his maintenance report..

Cross-country

Check gear down The after-life of a beloved club Mooney

By George Scheer

On page 104 of the February issue of AOPA PILOT magazine, in the upper right-hand corner of a back page, is a small photograph of a Mooney against what appears to be a lovely sunset. Close inspection reveals that the prop tips are curled and the Mooney is sitting a little too close to the ground. Mooneys are not tall airplanes, but this one is sitting low. On even closer inspection, the paint scheme is eerily familiar: red tail, that distinctive forward-raked tail fin, and narrow red and blue horizontal stripes running the length of the fuselage, interrupted only by the tail number: N4055H. A proud member of what I sometimes call our ghost fleet.

In the 1990s and the early 2000s, the Chapel Hill Flying Club, our legal name and as we were then known, operated two beautiful M20J Mooneys, N305FW and N4055H. I had the great pleasure of instructing in each and flying each of them many hours, including several trips across the country. In 2004 we sold 4055H to Wayne Lawson, a gentleman in Riverton, Wyoming.

I delivered it to him in Wyoming and spent several days living with him and his wife and checking him out in the airplane. We spent most of our time in the pattern, having learned from the club that landings are where inexperienced Mooney pilots receive their comeuppance.

But one day we flew about forty miles north into the moun-

tains to one of my favorite small towns, Thermopolis, Wyoming, on the Bighorn River. Thermopolis is a town built around a set of hot springs and in those years had one of the more challenging and picturesque airports, built on a bluff northwest of town with a runway so steeply inclined that you always land uphill, regardless of the wind.

I remember it as a pleasant few days of flying and I hope and

I could see the gear-up coming through the entire narrative. As night follows day. A perfect set of circumstances, all of them self-inflicted. But none of them unreasonable or irresponsible.

trust that Mr. Lawson enjoyed 55H in the subsequent years. It appears that in 2016 he sold it to the current owner, a resident of Kalispell, Montana, where 4055H was photographed that day last year on its knees.

Recently, that current owner and pilot, Todd Clark, discussed his failure to deploy the gear with Richard McSpadden on the Air Safety Institute's "There I was..." podcast, which can be found at <https://www.aopa.org/news-and-media/podcasts/podcasts/there-i-was>.

His story is all too typical: A day of recreational flying, sight-seeing with several passengers in sequence, overflying a town celebration at an atypical (low) altitude most likely, a unique and unfamiliar pattern unlike his usual approaches, and inadequate checklist discipline as a likely result of all of the above.

I recommend the podcast. He is forthright about his mistake as he describes this situation known to set up pilots for a gear-up landing. In hindsight, gently prompted by McSpadden, he recognizes all of the elements that contributed to his oversight. He recalls how, as soon as he recognized that he was on the ground without benefit of tires, he distinctly recalled putting the gear down. He was so certain that he had deployed the gear that he puzzled to his passenger how the gear could have collapsed. Only when he looked back in the airplane, after wisely initially exiting for safety, and saw the gear lever in the retracted position, did he begin to understand that he had never deployed the gear – even though he had a distinct memory of accomplishing that motion. Classic.

I listened to his story on the podcast the other night as I was driving home from KTTA and wanted to pull over in the middle of the night and call him in Montana. It was so frustrating. As he described his flight that day and explained his habitual procedures, I could see the gear-up coming through the entire narrative. As night follows day. A perfect set of circumstances, all of them self-inflicted. But none of them unreasonable or irresponsible. A competent pilot using his airplane to share with his friends and community the joy of flying in a beautiful part of the world. And yet, a textbook case. Low recent time, low total time of about 700 hours (yes, folks, in the aviation world that is low time), distraction, and a non-standard approach. Why couldn't he see it coming? And I know that there

Cross-country, cont.

are pilots everywhere setting themselves up for the same disappointment -- and driving up insurance rates for the rest of us. (Fortunately, few people are injured by these expensive mishaps and none were injured in 55H.)

I did not call Mr. Clark on that late-night drive home, but I did call him a few weeks later. We shared a delightful hour-long conversation. Nicest guy in the world. Avid pilot. Loves his airplane. Loves flying and loves sharing it with others. Wants to fly well and safely. Sufficiently humble to confess his mistake widely to the aviation community in the hope that we, his fellow pilots, will learn from his faux pas -- an act of generosity.

We talked about how he came to own 55H. Between Mr. Lawson, to whom we delivered the airplane, and Mr. Clark, there was a failed sale, a bankruptcy, the airplane went missing, the logbooks were lost, and some major restoration was accomplished by Mr. Clark. We talked about the WCFC and our history with 55H. We talked about Wyoming and Montana and flying in the mountain West. And we talked about his errant landing and how it

came to happen.

He exhibited no denial, just the surprise that seems to accompany these events in all who experience them. Even months later, he is still mystified because his memory of deploying the gear remains vivid, but he accepts the clear evidence to the contrary. Apart from the events of that day, some of his flying habits put



A Mooney (not the club's) with gear properly extended.
Photo Adrian Pingstone/Wikipedia

him at greater risk of a gear-up. Because he flies at high altitudes in Montana and has to make a steep descent into Kalispell, his home field, he often uses the gear as a speed brake. The Mooney has a relatively high gear speed, meaning that the gear can be deployed as fast as the low 130 knots indicated. (The retraction speed is much slower, but that's another discussion.) It therefore can be used as a handy speed brake when we need to retard speed in a descent. The Mooney is a slick airplane in which it is difficult to go down and slow

down at the same time, which is why many have had speed brakes installed. But using the gear as a speed brake involves lowering the gear well prior to the airport, at various altitudes and speeds, rather than lowering it at the same place in the profile every time -- typically at the FAF on an approach or downwind abeam

in a VFR pattern. Therein is a discipline, a routine, that makes us less likely to forget the gear.

This was a failure of discipline and of procedure. We misunderstand discipline in two ways. *We believe that it is, while a good thing, principally necessary for people less skilled, less intelligent, and less worthy than us.* An ugly thing to admit, isn't it? But if we are honest, it's

there. *And we do not appreciate how difficult discipline is to maintain.* We believe that we could be more disciplined if we really thought it was necessary. (See #1 above.) We're wrong. It's bloody difficult. When I fly pre-solo standardization fights with student pilots I notice that they use the checklist diligently on the first landing, less so on the second, and after we have flown maneuvers for an hour, I never see the checklist again. As if, having

Cross-country, cont.

demonstrated that we can read a checklist, we have accomplished our demonstration and can be done with the nuisance of it.

Atul Gawande makes these points in his book, **The Checklist Manifesto**. What we see is that we pilots use the checklist all the time – except when we are in a hurry, or when something has gone wrong, or when we are distracted, or when we have to land in a different configuration, or when it is windy, or when we are self-conscious, or when When we really, really need to use the checklist. We use it when it's easy; we let it slide when things get hard. I have learned over decades that very few GA pilots are disciplined in their use of a checklist – and nothing I say will change that. I am convinced that I cannot convince you to use a checklist every time unless I sign your paycheck.

I see it in other pilots. And I am guilty of it myself. I have learned over the years that the answer is seldom to try harder. Human nature is a bitch. In a straight-up contest, human nature will eventually win because it is so relentless. So I urge you to build habits and procedures that will protect you from your own inconsistent discipline.

One day many, many years ago I was flying a club Mooney with a fellow club member, I in the left seat, he in the right seat. We'll call him Captain because it was the role that defined him. He had flown the great piston airliners over

the ocean. He was from the era when captains were gods and first officers were still called co-pilots and considered, at least by captains, a lower form of life. He was a rightful owner of that world and both deserving of its status and a victim of its hubris. On the downwind I read the checklist out loud and lowered the gear at the top of our final descent. I turned base, pointed to the "gear down" announcement and announced, "Gear confirmed down." Well enough. I turned final, stabilized the airplane, touched the annunciator again and announced "Gear confirmed down."

He blew up at me with a stream of profanity that was colorful and charming in its own way. I won't repeat it here, but the bowdlerized version could be boiled down to, "What the heck are you doing? You put the gear down at the same point every time. You read the checklist. And you forget it. You either did it the first time or you didn't. You don't get a second chance. If you didn't do it, well then, you'll find out soon enough." Then came more profanity.

I thought about it later. Exaggerated, of course, but he had a point. We talked about it and he said, "You are just showing me that you are not confident in what you do. You are indecisive and distracted. By God, you do it the same way every time and then you move on and land the airplane."

He was right.

Here are three things that we all can do to prevent our own human nature from wrecking our airplane.

Use the checklist every time. But you won't. So let's disregard that.

Use the 7-step flow invented by Dick Kenney. (Ask an experienced Mooney instructor.)

Always put the gear down at the same place every time. Don't use it as a speed brake. Plan ahead.

Know your profiles. Know what airspeed to expect in a given configuration, at a given power setting, and on a given vertical profile. If you fly the final the same way, at the same power, on the same glide path, at the same speed every time – you will notice on that day when you are too fast and figure out what is different this time.

There is an old saw in aviation about gear-up landings: "*There are those who have and those who will.*" I don't believe that, nor should you. But we both should remember that discipline is harder than we think; most of us are lousy at it; and flying can punish its neglect.

There is another old adage about flying, "*In flying, we get the test first – and the lesson later.*" Very, very few pilots will ever land gear-up twice. Our goal is to pass the first test.

George Scheer is the Club chief flight instructor.

Letter from the Club President

By Geoffrey Myers

What to expect from the club in 2021?

The short answer is don't expect any major changes to the club this year. As with 2020, we're waiting to see how this pandemic, and the resulting uncertainty, unfolds. This year is the club's 60th anniversary, and it's the 20th anniversary of the club moving to Raleigh Executive. My hope for this year is that the pandemic recedes enough that we can have a big celebration this summer. It is too early to predict whether that will happen at this point.

You can expect to see some upgrades to the aircraft. We have been replacing failed attitude indicators or directional gyros with G5s. The upward trend in flight hours and in membership numbers has put a strain on scheduling. Expanding the fleet is not easy to do. It is especially risky right now, with the inflated prices of GA aircraft and the uncertainty of the pandemic.

What's with the G5s appearing in the fleet?

You may have noticed new Garmin G5s appearing in the fleet, especially if you have flown a Warrior recently. At the start of 2020 I wanted to look at upgrading the fleet

with newer instruments. Garmin G5s were the likely candidate, but I was planning a committee to explore the options. That idea was quickly placed on the back burner while we figured out how to navigate the pandemic. Making a large investment in avionics in the midst of so much uncertainty did not seem wise.

Then we had some instruments in the fleet fail, and it made sense to replace them



with G5s instead of the existing vacuum instrument. The cost is nearly the same, with an increase in functionality and reliability. The G5 can replace the attitude indicator or HSI/DG for most of the fleet. The Warriors are a little more complicated, as their autopilots depend on the vacuum-driven attitude indicator. With N64TZ already scheduled for G5s, N8080A's DG starting to fail, and N8116J already down for extended maintenance, it made sense to spend a little more and upgrade N8080A and N8116J with the GFC500 autopilot along with dual G5s.

Will we see G5s start to appear in the Mooneys and C172s? Yes. In fact, the HSI in N5760R has already been replaced with a G5. Similarly, if the attitude indicator or directional gyros in the Skyhawks start to fail they will be replaced with G5s.

Are there plans to expand the fleet?

I would love nothing more than another Skyhawk or two in the fleet. There is no

doubt that we could use them. Unfortunately, the rest of the world seems just as desperate for them and as a result their value has skyrocketed. If a good C172SP

similar to the existing fleet can even be found, the asking price will be about \$250,000. That is a very large amount of money for the club to spend, especially in uncertain times. We will need to carefully consider the club's financial position before making any acquisitions.

The good news is that we can expect N53587 back within the next few months, fully repaired. Repairs are also progressing on N1068X and N8116J. Both should be back flying by the summer. We've had at least one plane down

Letter from the Club President, cont.

for an extended period since February 2020, so the prospect of having the entire fleet operational this summer is exciting.

The GPS was stolen from N2114F?

There have been reports from nearby airports of avionics stolen from several aircraft parked on their ramps. Money was approved at the February board meeting for Ryan to work with the FBO to expand their security cameras to our ramp. Unfortunately, before much progress could be made in that effort, Raleigh Executive was hit. The audio panel and GTN650 GPS were stolen from N2114F. Ryan was able to get replacements very quickly and the plane was back flying a couple of days later. Insurance covered the entire cost of the replacement units. We are still working with the airport to

get security cameras on our ramp.

Should we start locking planes to prevent something like this from happening in the future? Perhaps. But some of the reports from nearby airports say that the thieves crow-barred their way into locked aircraft, adding laborious repairs on top of replacing the stolen avionics. There isn't an obvious answer to this problem.

Where did the hand scanner go?

You may have noticed that the keypad to open the airport gate changed a few months ago, and if you've seen the emails from the airport you know that they have implemented a key fob system for gate access. Their goal is to eliminate the gate codes completely. Our hand scanner has never been a very reliable piece of equipment. It seemed to work about 10 percent of the time for me, and I know others

have had a similar experience.

Since the airport implemented a key fob system, it made sense for the club to invest in a compatible system. Eventually all club members will need a fob to access the airport anyway, so why not use the same fob to access the club building. As we assign fobs to members, the airport also grants them access through the gate nearest to the club. The complete policy regarding key fobs is on the Documents and Forms page of the website, but each member who previously had access via the hand scanner will be given a key fob. Ken Williams and Sue Davis have been doing a great job handing out fobs to members. Please see Sue at the front desk if you have not gotten a key fob yet.

Right now, only the exterior door by the front office has a reader for the key fobs. That reader will open all three doors downstairs. As we use the system and get more comfortable with it, we may expand the system.



A view of the Statue of Liberty from 2114F. Photo by Ryan Evans

1961-2021 (and going strong!)

This year is the club's 60th anniversary.

For our next issue, send us your old photos and memories: david.fellerath@gmail.com

Get involved with the club...

Come to a plane wash.

Come to maintenance night.

Attend a board meeting

Become an ambassador.

Contribute to the newsletter.

Correction: Due to an editing error, there was a misstatement in Gary Mumma's article in the Summer/Fall 2020 newsletter. While Dayton is an important aviation center in southwest Ohio, the MAPS Museum is located in the opposite corner of the state- northeast Ohio. The Akron-Canton airport is about 35 miles south of Cleveland.



DPE Corner

Summer is here. Do you understand pressure and density altitudes? Plus, updates on taxi plans and ratings.

By Jay Nabors

FAA Designated Pilot Examiner, Master & Gold Seal CFI, CFII, AGI, IGI, MEI, Commercial ASEL, ATP-AMEL, SIC CE500, FAA FFAST Team Representative

Pressure Altitude – How do I calculate?

We've all learn the various types of altitudes.

Indicated Altitude - altitude you read directly off your altimeter.

Pressure Altitude - altitude of the aircraft above the standard datum plane. In other words where at 15 degrees Celsius the altimeter setting will equal 29.92 inches of mercury or mean sea level on a standard day. More on how we get that in a minute.

Density Altitude – pressure altitude adjusted for non-standard temperature.

True Altitude – vertical distance above MSL (the ocean). This is the altitude ATC is looking for when they assign altitudes. It is also the reason why we want to make sure we're keeping up with our local altimeter settings in the aircraft so that all aircraft are flying (approximately) True Altitude.

Absolute Altitude – Altitude above ground level. Easy way to remember this one is "Absolute altitude is AGL.

Let's take a closer look at pressure altitude.

Chapter 5 of our POH is used to determine aircraft performance; takeoff and landing roll; take off over obstacles; climb and cruise performance, etc. The performance chart is essentially a weight, density

altitude (and for takeoff and landing wind), performance equation. It starts with your current pressure altitude. How do we calculate that? (You do calculate that right before your flight pursuant to FAR 91.103, don't you? Excerpt "(1) For civil aircraft for which an

approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein;")

It's actually a simple calculation.

Take standard pressure 29.92-current barometric pressure $x*1000$ +Current field elevation=pressure altitude.

Example $29.92 - 30.04 = -.12 \times 1000 = -120 + \text{field elevation (247' at TTA)} = 127'$ pressure altitude. Just that simple.

FAA FAR 91.103 provides us the regulation regarding what pre-flight actions we need to do "For a flight under IFR or a flight not in the vicinity of an airport,".

Many pilots (VFR and IFR) use the memory aid NWKRAFT.

Let's take a look at the "T" in NWKRAFT. We use Chapter 5 of our POH/AFM to do the calculations for takeoff and landing distance calculations. Chapter 5 performance charts are essential density altitude calculations (pressure

altitude and temperature) for the aircraft weight.

Pressure altitude is not an estimate or guess, it should be calculated before you use the performance charts.

To get the pressure altitude there are (at least) 3 ways to calculate it.

Easy way if you're at the airport. Go out to the aircraft and set the altimeter in the Kollsman window to 29.92. Read the altitude. That's your pressure altitude.

You can use a mathematical equation to calculate pressure altitude. Take standard pressure 29.92 - current barometric pressure = X, then take $X*1000$ +Current field elevation = pressure altitude.

Example high pressure altimeter setting - 30.24.

Take standard pressure $29.92 - 30.24 = -.32 \times 1000 = -320 + \text{field elevation at TTA (246)} = -74'$ pressure altitude.

Example – Denver Colorado

29.92-
 $29.62 = .30 \times 1000 = 300' + \text{DEN (5,434')} = 5,734'$ pressure altitude

If you have web access, here's a quick reference web site to calculate Pressure Altitude and Density Altitude.



FLTPLAN.COM - [http://imageserver.fltplan.com/PressureAndDensityAltitudeCalc.htm?](http://imageserver.fltplan.com/PressureAndDensityAltitudeCalc.htm?USER=PILOT)
USER=PILOT

ATC Forum – Operation Rain Check

For those who were unable to attend the ATC Forum in December here are some quick highlights.

- New arrival and approach procedures are being rolled out at RDU. Getting in and out of RDU VFR is essentially unchanged. Same for GA IFR traffic. IFR folks will see new SID/STARs and updated approaches.
- When conducting practice approaches with RDU (ex RNAV 21). Be aware when you ask for a practice approach, you're asking ATC to control and clear you (and remain VFR). If you simply want flight following when you talk to RDU (which they want you to do when you are in the vicinity of OZOPE / RNAV 21 near RDU airspace), just say requesting flight following and/or we'd like to do the approach on our own.
- If you want to practice approaches at RDU (or go in VFR for practice class C airspace work) ATC folks say best option is to call them ahead of time and see if now or sometime in the next couple of hours would be suitable to go into RDU. They typically know what their rush (push) times are and can tell you best times to come on in. Phone # to dial is 919-380-3125 (same # as IFR clearance).
- Picking up IFR in the air – the MVA for TTA is 2500 (in most directions except toward big Scary). In the past, if you cannot

maintain VFR until you reach MVA you haven't been able to get your clearance in the air and would need to land and pick it up on the ground. Many IFR folks may have already heard the ATC question if you are below MVA and wanting to pick up your clearance. The phrase is "Are you able to maintain your own obstruction and terrain clearance until reaching XXXX'?" If you say "yes" ATC will issue you a clearance below MVA. Even though you are below minimum IFR altitude (MIA) and maybe even getting into the soup (not VFR legal), once you tell ATC you can do that you are responsible for not running into anything and ATC will issue the clearance. WCFC board / chief flight instructor might add some restrictions to club members in the future but for now you can do it. I do not advocate this practice, but it is legal.

- ODP –(at uncontrolled field) A bit of a change from 2018 ATC guidance on handing an ODP when you receive a clearance on the ground. Previously, ATC agreed we should fly the ODP and then comply with the clearance. In our last session ATC amended this to if given a clearance you fly the clearance not the ODP. *Clearance takes precedence over the ODP*. If you want to fly the ODP in conjunction with your clearance, tell ATC at the time you pick up your clearance you would like to do that. You can only do that if ATC agrees and issue a clearance including your ODP.

Taxi operations

Refer: 91-73B - Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations
Two months ago, I was #4 holding for departure RWY 3 JNX. There was a King Air holding short at the departure end of the runway. Another aircraft in line inquired if he was ready to go as we had been waiting for several minutes. King Air replied that he was waiting on RDU to give him his clearance. It was a severe VFR day!

So, are you familiar with the AC? Do you regularly use the SOPs in AC 91.73B? Are you doing a passenger briefing?

Note many of the items in AC 91-73B are ACS/PTS checkride tasks, so if for no other reason than you are getting ready for a checkride it would be worth (re) visiting the AC. Taxi plans seem somewhat superfluous at TTA – there's 21, 3 and Taxiway A. But doing a taxi plan even at TTA helps reinforce getting and keeping a good habit that would help keep those pilot skills polished. Some of the key elements in the AC:

- Recognize and avoid expectation bias.
- Develop a consistent taxi route planning routine.
- Do everything before you get to the departure end of the runway (how many folks have you held short waiting on them to do their runup at the departure end of runway?)
- Pick up clearance and program FMS before you get to departure end of runway.

The Grannis interpretation

It sounds a lot like a title of an

DPE Corner

episode from the Big Bang Theory. It isn't.

Rather the Grannis interpretation is a FAA Chief Counsel Interpretation of aeronautical experience eligibility requirement for commercial certificate that has caught more than one commercial applicant by surprise. FAR 61.129 describes the aeronautical experience required to meet the eligibility criteria for their checkride. If you are planning on a commercial certificate in your future, this should be an interesting read.

The Grannis Interpretation clarifies acceptable experience to satisfy 61.129(a)(4) – 10 hours of solo flight time. Within that 10 hours of solo time the pilot needs to conduct a 300nm cross country and 10 takeoffs and landings at night at a controlled field. At first glance it seems straightforward: A pilot can either go solo for the 10 hours or performing the duties of PIC with an authorized instructor on board. The regulation goes on to state "...either of which may be credited towards the flight time requirement...".

Simple enough...or maybe not.

One interpretation would be that you can do a "little bit of both," to borrow a term from Guardians of the Galaxy. Example: You could do your long cross-country solo but take your CFI along and act as PIC with an instructor on board for the 10 take-off and landings at night at a controlled field. Unfortunately, that is not how the FAA chief council interprets the language. The chief counsel clarifies you have to select one or the other.

In other words, you must do the requirements of 61.129(a)(4) 100% solo or 100% acting as PIC with an authorized instructor on board – no "a little bit of both."

If you are working on your commercial, this is a good time to sort out how you want to proceed. Note this is strictly for the solo requirement of 61.129(a)(4). The dual requirements (e.g. dual 2 hr 100nm day and 2 hr dual 100nm night) are totally separate and spelled out in FAR 61.129(a)(3).

The two scenarios that most often occur are:

1. You did your cross country solo but had an instructor on board at night for your night takeoffs and landings. This is the easier (cheaper) problem to solve. Just go do your 10 takeoff and landings at night solo. Most of the commercial students hop down to KFAY for the controlled field work.

You did your cross country with an authorized instructor on board and have your solo night-controlled field takeoffs and landings. This one is a little more expensive. You will have to drag (and pay) your instructor to go do the night work with you.

Other "gotchas":

1. Solo means no passengers. Solo work means you did not have an instructor on board. But what if someone else (passenger) =but not instructor on board? The gotcha on this one is to be sure you are truly solo. Often pilots have had passengers on board and want to count that as solo. I see this most often for folks who go to Oshkosh with someone else (non-CFI) on

board and want to count that as solo long cross-country. That does not satisfy the experience requirement. The flip side is if you went on a long cross country (again example going to Oshkosh) with an instructor the flight cannot be logged as dual; you must be able to perform the duties of PIC (act as PIC and fly the plane as PIC); and you would need to do your night requirements with an instructor logging the same way.

2. Performing the duties of PIC does not mean logging as dual. It means you act as PIC and you are the sole manipulator of the controls. The spirit of the requirement is the instructor is on board only because of some flight school limitation prohibiting solo flight. The instructor should not be helping. If you are acting as PIC with an instructor on board you are not being giving dual. You would log PIC (assuming you are a certificated pilot, not student pilot). Your instructor would not be logging dual in your logbook.

For the instructors – if you ride along on the solo portions of the 61.129 requirements you should not be logging dual in the student's logbook. Similarly, you cannot log PIC and instruction given in your logbook. A more thorough explanation can be found in the Kuhn 2014 interpretation.

For the actual interpretation documents simply google "FAA Grannis interpretation 2016" and "FAA Kuhn interpretation 2014."

That's all for now. Squawk VFR, frequency changed approved.

Maintenance corner

Talking about tires and treads

By Ryan Evans

The Wings newsletter asked Ryan, our maintenance director, to tell us about some current pet peeves. Please take note of his comments and follow his advice to treat the planes as if they are our personal aircraft.

I am seeing a growing number of piper nose tires worn on the outer edge of the tread. This is usually only caused by pilots turning too quickly and a higher rate of speed. This repair cost the club \$350 each occurrence.

To be sure people are watching, I receive several texts throughout the month of people trying to make A2 when landing Runway 3. Please for the sake of my sanity quit locking up tires to make it. Just use A3.

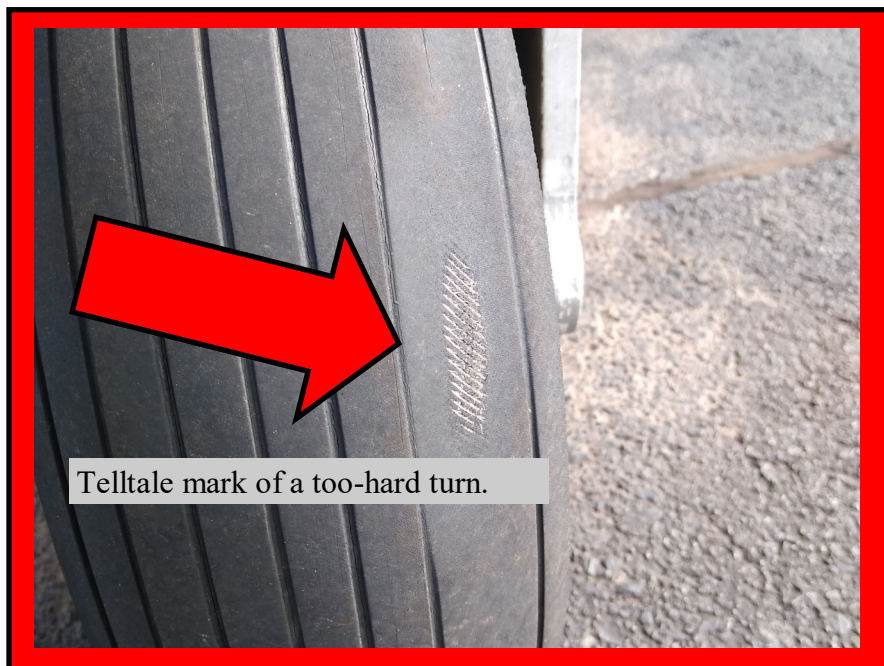
I want to stress I do not change out tires because they have flat spots. I change tires based on total condition. Prime example: I changed 2WW's main

tire on a Thursday and came out on a Saturday to a tire that was flat spotted to the cord. This one was changed but, if we changed out every flat spot every time it happens the club would go bankrupt.

Let's keep in mind that this is Our Club, and these negligent discrepancies hurt all of us. Treat these planes like they are your own, pick up the trash, clean up the loose batteries from headsets, and for goodness's sake, dispose of your own masks and sanitizing wipes.

I see everything on annuals. Let's treat these planes better. The club is putting in a good amount of capital into the Piper fleet so the members can enjoy and fly good, well-maintained equipment. You might only be a member for your next certification/license but let's put the planes back in the tiedowns better than you found them.

Also, if you taxi into the grass on the side of a taxiway, please let me know so I can inspect the aircraft.



Telltale mark of a too-hard turn.

UPCOMING EVENTS

Ground Schools

Private Pilot Ground School

Fall session Aug. 23— Dec. 13 (Wednesdays 7-10pm)

Commercial Pilot Ground School

Sept. 11—Nov 27 (Mondays 7-10pm)

Second Saturdays

Our monthly cookouts have resumed. Open to all, from noon-1 p.m. \$5. The next ones are June 12, July 10, and August 14.

Board Meetings

Want to keep up with decision-making at the club? Join a board meeting, typically held on the second Tuesday of the month—check your email for conference links.

Events Calendar

Keep up with club events by integrating the WCFC Google calendars into your personal calendar if you use a Google account. If you don't have a Google account, you can save it as a bookmark.

Here is a shortcut link:

<http://tinyurl.com/wingscalendar>

Thanks to all who submitted articles and photos

Certifications and Solos (Instructors listed in parentheses)

2020

8/19 Avi Elbaz – solo (Sain)
8/19 Yoav Persky – solo (Sain)
8/22 Steve Bowe – instrument (McArthur)
9/14 Mike Albanese – solo (Schwartzmier)
9/2 Ken Williams – CFII (Nabors/McArthur)
9/3 Dale Wait – private (McArthur)
9/13 Norman Dorsch – solo (Ramalingam)
10/1 Nick Fenton – private (Sain)
10/1 Brian Olive – private (Sain)
9/20 Laura Schwartzmier – ATP Mins
10/14 Gary Tucik – commercial (Train)
10/14 Andrew Pedersen – solo (Train)
10/18 Kevin Speight – solo (Sain)
10/22 Ed Bodette – solo (Thomas)
10/27 Rahul Goswami – instrument (McArthur)
10/27 Bob Alfieri – solo (Thomas)
11/5 Brandon Ramos – solo (Train)
11/16 Sam Stout – private (Schwartzmier)
11/18 Mike Nativi – private (Frye/Schwartzmier)
11/5 Dawn Hamel – commercial
(Schwartzmier/Nabors)
11/16 Jon Toppins – instrument (McArthur)
11/20 Chad Griffin – solo (Piskareva)
11/22 Andy Doolittle – solo (Thomas)
11/25 Bill Hansley – solo (Ramalingam)
11/25 Alan Barber – private (Ramalingam)
11/25 David Bright – solo (Ramalingam)
11/25 Dmitri Moundous – instrument (Sain)
12/3 Pete Kimosh – private (Scheer)
12/4 James McCoy – solo (Thomas)

12/4 Alex Zaterka – instrument (Sain)
12/9 Michael Plomer – solo (Schwartzmier)
12/10 Angela Taylor – solo (Thomas)
12/11 Phillip Beal – private (Schwartzmier)
12/11 Suzanne Martin – solo (Train)
12/15 Jennifer Davis – commercial (Babcock)
12/19 Avi Elbaz – private (Sain)
12/23 Ashwin Den Boef – solo (Schwartzmier)
12/23 Marco Aceves – instrument (Ramalingam)
12/30 Sean Tarlton – CFII (Ramalingam)

2021

1/6 Bill Brooks – solo (Williams)
1/6 Will Warren – CFI (Schwartzmier)
1/6 Kevin Alexander – instrument (Sain)
1/19 Evan Waldron – commercial (Babcock)
2/9 Rajiv Sharma – private (Ramalingam)
2/17 Yoav Persky – private (Sain/McArthur)
3/3 Aidan Kirby – private (Thomas)
3/21 Norman Dorsch – private (Ramalingam)
3/30 Andrew Pedersen – private (Train/McArthur)
3/30 Will Warren – CFII (McArthur)
4/8 AJ Ellsworth – private (Train/McArthur)
4/9 David Fellerath – instrument (McArthur)
4/17 Xijun Fang – private (Thomas)
4/18 Jannis Bartning – solo (Thomas)
4/20 Jason Kim – private (Ramalingam)
4/22 Dwight Frye – A&P (Evans)
4/26 Alex Zaterka – commercial (Schwartzmier)
5/1 Will Warren – MEI
5/6 Bill Culverhouse – private (Babcock)
5/6 James McCoy – private (Thomas)
5/8 Nick Malovich – solo (Williams)
5/11 Michael Plomer – private (Schwartzmier)
5/12 Aman Tandukar – solo (Ramalingam)

MAIL
ADDRESS LABEL
GOES HERE

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