



Wings Newsletter

A Community Forged by Volunteers

A successful flying club relies on its members

By Larry Ausley and Barbara Eldredge

It can be difficult to fathom all of the interrelated activities that have to occur that allow us to walk into the Wings of Carolina Flying Club building, check the squawk book, grab an airplane binder, walk out on the tarmac, hop in a plane, and fly away. There is a lot of obvious and less-than-obvious infrastructure that goes into making this all happen. Consider how you too can get involved; you will meet a lot of interesting people in the process.

Volunteerism in the Club is a mix of organized, ongoing volunteer activities and one-time or infrequent tasks that are sometimes just identified and undertaken by individuals. If we take a moment to sit down and think about all that, it becomes apparent that we are all part of a giving, caring community that binds us into one of the oldest, largest and most well-respected flying clubs anywhere.

Here's an example of how volunteerism happens. During an informal chat on the ramp one day, I (Larry) was discussing the state of repair of the old airplane engine preheater with Ryan. It had a lot of rust. It had a burned hose. It was generally cantankerous to ignite. I pointed out a couple of simple repairs I could probably accomplish, even with my limited mechanical experience. One thing led to another and by the time I had partly disassembled the old



Credit: Matthew Engelmohr

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Inside:

- Club News
- DPE Corner
- Certifications and Solos
- Letter from the President

Thanks so much for picking up the Wings of Carolina Flying Club newsletter. On the front page, Larry Ausley and Barbara Eldredge explain why our club depends on volunteer commitment. Ronney Moss tells us how to become a pilot, while Tom Donaldson shares a hair-raising and timely memory from his military days. Club-based DPE Jay Nabors has tips on navigating MOAs, and mem-

ber Luke Sikorski shares a lovely memory of flying with his father. We also have news updates from club president Geoffrey Myers, and the latest solos and ratings.

Our club has hundreds of members, and everyone has personal journeys and photographs. Thanks to all who shared their stories.

—Christian Furne and David Fellerath



Ratings and Solos

Flight instruction is core to the mission of Wings of Carolina Flying Club. The list that begins on this page shows the ratings and solos that Club members have achieved over the past six months since our last issue, along with the names of the instructors.

Member	Rating/Solo	Date	Instructor
Christian Furne	Solo	5/29/22	Jason
Nikunj Tonthanahal	Private	6/1/22	Ken/Will
Matt Thomas	Private	6/4/22	Train/Thomas
Hackney Tulloss	Solo	6/13/22	Remedios
AJ Ellsworth	Instrument	6/16/22	Norman
Shawn Miller	Commercial	6/17/22	Ken
Peyton McGee	Instrument	6/19/22	Ken
Nick Malovich	Instrument	6/26/22	Ken
Kishor Batara	Private	6/26/22	Jim/Heinz
Evan Waldron	CFI	6/24/22	Jay
Jason Campbell	CFII	7/2/22	Ken & others
Sam Stout	Commercial	7/6/22	Ken
Luke Sikorski	Private	6/30/22	Ryli
Scott Enicke	Private	7/12/22	Ken/Swami
Bill Minton	Solo	7/12/22	Jason
Scout Temple	Solo	8/6/22	Nina
Josh Swain	Solo	8/9/22	Hanna
Dave Cogburn	Solo	8/13/22	Sam
Peter Panburana	Private	8/19/22	Swami/ Nina
Nick Alfano	Solo	8/22/22	Jason
Dyson Hepting	Instrument	8/24/22	Ward
Marty Price	Instrument	8/29/22	Ward
Bill Stern	Solo	9/13/22	Ryli

Solos and ratings continued on page 11

From the Club President

Despite rising engine, fuel, and insurance costs, the Club continues to upgrade fleet avionics

By Geoffrey Myers

This year has been a fairly smooth year. For most of us, the pandemic has reached a point where it's just another unfortunate part of daily life.

Supply chain issues keep arising, but they do generally seem to be getting better. The Club managed to weather the oil filter shortage over the summer without having to down any planes. Our flight hours are down a bit from last year, but are still on track to be the second highest total since we started tracking them. Early in the year, the Board decided to undertake a big avionics upgrade across the fleet. This is probably the biggest upgrade since the installation of the GTN-650s and -750s. This upgrade project is still ongoing, and I'll touch more on it in a moment. Unfortunately, this year has also seen some economic challenges. Inflation is on everyone's mind and the Club hasn't been spared. The cost to operate our fleet has gone up quite a bit.

If you fly any of the Club planes aside from the Mooneys, you've no doubt noticed that they're being upgraded with newer avionics. Among the highlights, every plane will have dual G5s and the KX-155 radios are going away.

The dual G5s make a lot of sense for our planes. For IFR flight they add HSI capabilities where most of our planes had simple directional gyros. Anyone who has ever had to fly an ILS back course on a traditional CDI will appreciate the improved capabilities. The G5s also let us remove the vacuum systems. This not only improves reliability but also makes maintenance much simpler and less expensive. This was the main impetus for putting G5s even in the C152s, where their capabilities are a bit of an overkill.

The KX-155 nav/com is not a bad radio. They tend to work pretty well, especially for their age. The problem is that when they go bad they're hard to repair and very expensive. The display is prone to failure and virtually impossible to find anymore. By switching to the newer Garmin GNC-255 nav/com we get a much more reliable radio which can easily be repaired or replaced. Also, since the GNC-255 supports 14 and 28-volt systems, we can

more easily swap radios between planes if the need arises. When the upgrades are complete, this nav/com will be used across all planes in the fleet, simplifying training and checkouts.

The Mooneys were not overlooked in all these upgrades. As these are the most capable planes in our fleet and the ones more likely to be used for long distance travel, the Board felt like they deserved the best avionics we could put in them. Instead of a pair of small G5 screens, they will be upgraded to the full 10 inch panel of the Garmin G3x Touch. They'll also get a G5 as a backup, and the same GFC-500 autopilot that the Warriors now have. Unfortunately, with supply-chain issues being what they are, the necessary parts are only now arriving despite being ordered in the beginning of the year. Since the Mooneys tend to see a lot of use over the holidays, we've decided to wait until early 2023 to do their upgrades.

The avionics upgrades should be complete some time next year. Aside from the changes mentioned above, the audio panels are all being updated as well. I should also mention here the work led by Heinz McArthur to build a simulator which closely mimics the avionics in our aircraft. This makes training on the new systems much cheaper, since the sim costs only \$15 per hour versus over \$120 per hour for the mid-fleet planes.

Over the last few years, the Club has been fortunate to have an operating surplus, bringing in more money than needed to cover our expenses. With this surplus, we've been able to acquire three planes (N2114F in 2019, N5389M in 2020, and N2893C last year). During this time, we've also seen big increases in insurance costs, in some cases doubling since 2019. We also recently learned that engines will cost 40-50% more than they have previously.

The Club is reaching a point where we lose money with each flight hour. Our recent financial data clearly showed that the surplus was disappear-

ing. Faced with this trend, the Board considered a few options: 1) do nothing, and let our cash reserves absorb the losses, 2) modestly increase our rates by enough to avoid the losses but not enough to re-establish a significant surplus, or 3) raise our rates quite a bit to restore the surplus.

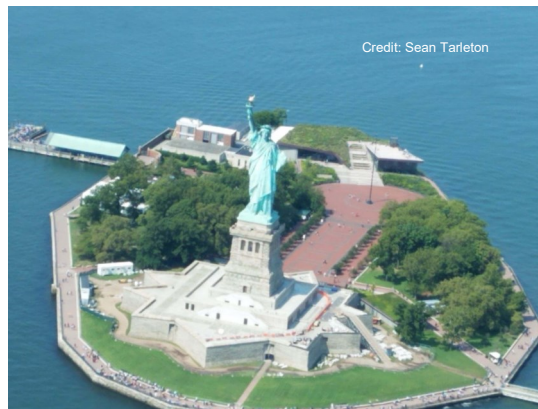
Given these choices, the Board went with the middle path and raised the base rates by 10%. This works out to a per hour increase of about \$5 for the C152s, \$8 for the Warriors and C172s, and \$12 for the Mooneys. This isn't an action the Board took lightly. The financial data painted a very clear picture that something had to be done. This is enough of an increase to cover the expected engine costs, but the other cost increases are absorbed by what was once our surplus income. This is enough to keep us "in the black" but not much more than that. Hopefully, costs will stabilize some in the coming months and another rate increase won't be needed any time soon. However, this does mean that additional funding will have to be secured if we want to expand the fleet or pursue other significant upgrades.

Looking ahead to next year, expect there to be more maintenance

downtime. While we were fortunate not to have to replace many engines this year, in 2023 we may have to replace six or seven engines depending on how much we fly. Along with regular maintenance, this will mean some of the planes will spend a few extra weeks in the hangar.

There is also a recent service bulletin regarding the wing spars of various Piper models, including those we fly. Based on this we'll be going ahead with additional inspections of our Warriors. Hopefully these go well, but we won't know until the inspections are done. If a plane fails the inspection we're looking at a very expensive wing replacement, which will take several weeks or even months to complete.

I'm sure Club members will be patient and understanding with these maintenance challenges. We are fortunate to have such a great maintenance team, and I've never heard anyone express anything but gratitude towards them.



Credit: Sean Tarleton

DPE Corner: Contact approaches, visual approaches, and many MOAs

How much do you know about those military operations areas? There are some surprising and important details for VFR and IFR pilots alike

By Jay Nabors

Military Operations Areas (MOAs) VFR Pilots

VFR pilots are familiar with MOAs as a Special Use Airspace that they could fly through even if it's "hot" (although it isn't advisable to do so). VFR Pilots can find the active MOA times, altitudes and controlling agency on the side of the sectional chart.

What many pilots may not know is that if you are getting ATC radar flight following services ATC will ask you your intentions of entering or navigating around an active MOA. If you elect to continue into the active MOA you might be surprised when ATC announces "Radar services terminated, squawk VFR."

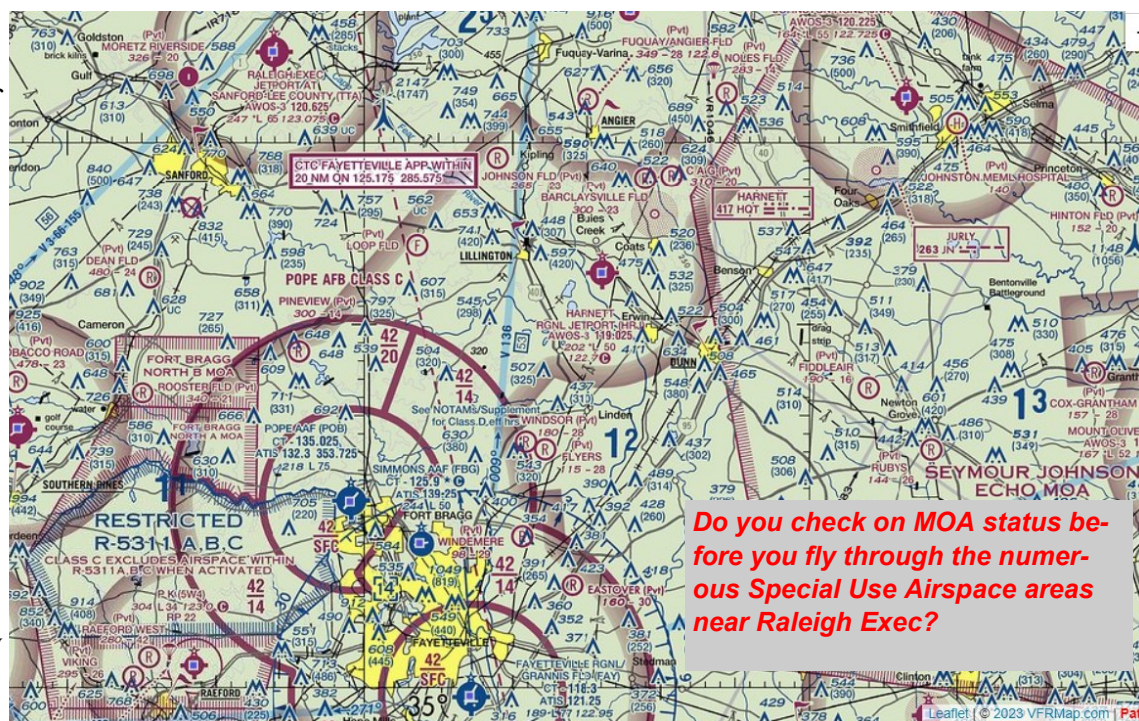
Why would they do that? The answer is that ATC cannot provide separation services for fast movers (and who may not be talking to ATC). So next time you are planning on going in or near a MOA, check on the active times and altitudes. Better yet, talk with your ATC providing flight following to check on the status. (VFR pilots, see below for another nugget for IFR pilots that also applies to VFR.)

IFR Pilots

For IFR pilots, we view MOAs a little differently. We learned in our instrument training that a MOA is "an area designated for the separation of IFR and military traffic." In short, if the MOA is active, plan for a reroute. Note that when you file an IFR

flight plan and get an "expected" route, the automated flight planning system does not account for active MOAs.

Depending on where the active MOA is, expect a reroute. If you pick up your clearance in the air near an active MOA, ATC's first contact to you may be "Fly heading XYZ vectors expect on course in 123 minutes" or something similar. A good example



of that would be routing from KGGE (Georgetown, SC) to KTTA. You file "direct" and get a Foreflight acknowledgement stating "expected route as filed." Once you get airborne and contact Myrtle Beach approach, you may be issued vectors around Gamecock B MOA.

Another nuance to flying near a MOA applicable to VFR and IFR traffic alike is how close ATC will let you get to a MOA. Last year on a trip I was rerouting south of Memphis to skirt a series of thunderstorms. Storms were creeping south and I continued to get deviations further south to work my way

safely around the thunderstorms. I could see my deviations were sending me closer to the Columbus 3 MOA and ATC advised me that the MOA was active.

All I needed to feel comfortable was to get within 1-2 miles of the MOA (while remaining outside the MOA). That's when a little known ATC rule popped into play. When I asked for another 10 degrees left for build-ups, ATC advised me "unable." What? I told ATC it looked to me with the GPS that I was well clear of the MOA by at least 1-2 miles. ATC then let me know they have to steer me no closer than 3nm from active MOAs! I made it around the storm safely with the required MOA separation, but I wasn't as comfortable as I wanted to be.

Local RDU instructor controllers have confirmed to me that due to potential high-speed MOA traffic overruns of the MOA boundaries, they require a 3-mile buffer. (Other controllers have stated 2 miles.) Either way, VFR pilots can expect termination of flight following that far away from a MOA; for IFR pilots, to get no closer than those buffer distances.

The Contact Approach

IPH 4-57, AIM 5-4-25

The contact approach is an approach procedure that may be used by a pilot (with prior authorization from ATC) in lieu of conducting a standard or special IAP to an airport. It is not intended for use by a pilot on an IFR flight clearance to operate to an airport not having a published and functioning IAP. Nor is it intended for an aircraft to conduct an instrument approach to one airport and then, when "in the clear," discontinue that approach and proceed to another airport. In the execution of a contact approach, the pilot assumes the responsibility for obstruction clearance. If radar service is being received, it will automatically terminate when the pilot is instructed to change to advisory frequency.

When and where would I use a contact approach.

For ATC to clear an aircraft for a visual approach, the reported ceilings at the airport need to be at or above 1,000 feet AGL, and visibility needs to be at or above 3 statute miles.

Requesting a contact approach may be advantageous since it requires less time than the published instrument approach procedure (IAP) and provides

separation from IFR and special visual flight rules (SVFR) traffic. A contact or visual approach may be used in lieu of conducting a SIAP, and both allow the flight to continue as an IFR flight to landing while increasing the efficiency of the arrival. ATC cannot initiate a contact approach clearance. IFR pilots must first request it.

For visual approaches, if you don't have either the airport in sight or the aircraft ATC points out in front of you to follow in sight, you can't accept it. But if you can remain clear of clouds, have 1 statute mile of flight visibility, and reasonably expect to continue to the airport in those conditions (i.e. you can continuously see the ground), you can request a contact approach. It's rarely used but next time you are down to FAY ask and see if you can get a contact approach clearance.

IFR Pilot tidbit

Did you notice the low altitude enroute chart discrepancy in our area? Check out the "CLETA" intersection and what FAY VOR frequency it references. IFR training flights to KFAY for the VOR Approaches in the last several months have been met with NOTAM FAY VOR out of service. Did you notice the 108.8 VOR frequency changed to 114.85?

IACRA update for instructors and students:

- Browser Capability - IACRA is now designed to support Chrome version 28 or higher, Firefox 3.0 or higher and Internet Explorer 8.0 or higher (IE 11 users may need to add FAA.GOV to the Compatibility View list). Some features may not work correctly with other browsers. "
- It does NOT support Safari- it might look like it works but there is a bug that will lock up the application once your 8710 is filled out so here's a reminder: Don't even start an IACRA application with Safari.

Club member Jay Nabors is FAA Designated Pilot Examiner; Master & Gold Seal Certified Flight Instructor & ATP, AGI, IGI, CFI, CFII, MEI; SIC Citation CE500; Private Rotocraft-Helicopter; and FAA Safety Team (FAASafetyTeam) Representative – Greensboro NC Region.

So you want to be an airline pilot?

Becoming a pilot requires commitment, but the club can help

By Ronney Moss

I am often asked how to become an airline pilot. Each individual has their own motivations and part of the equation is to determine why and that will guide them. Money, lifestyle, and the love of aviation are common reasons to become a pilot. I caution them that the industry is very volatile and stability is uncertain. One day the job market is great and they are hiring- like crazy with good compensation, and then on the next day furloughs and bankruptcies are common. The effects of COVID are the latest example. I try to steer people away from incurring large debt and encourage them to establish a solid backup plan; that is, learning a skill that does not depend on the airline industry.

With that being said there are several ways to get the ratings and certificates with the adage of “quick, good and cheap; pick two” applying to the journey. The military offers training that is good and cheap to the individual but comes with a time commitment. Explore all the branches, including the guard and reserve. Aviation colleges and universities offer good training but the price is high. There are many options from community colleges to four-year institutions. UND, Liberty, Embry-Riddle. If this is the route one chooses; get a degree, rating or minor that allows non-flying opportunities. Aviation schools are a fast option but tend to have an equally high cost. Some of the big names are ATP, Flight Safety and others.

This is where we start to talk about the difference between part 61 and 141, the FAA regulations that govern pilot training. Part 61 has more flexibility but requires more hours. Part 141 is very structured, requires less hours but has some challenges. The fast routes tend to have relatively new instructors that are

building their experience and may not be seasoned enough to deal with learning plateaus. Part 61 has tremendous variety and can range from a large flying club or school to a single airplane with a single instructor at an airport or grass strip. A recent additional route are ab-intro academies sponsored or run by the airlines. My knowledge of these programs is limited.

European countries have used this model for years.

The path for civilian qualifications is student pilot, private pilot, instrument rating, commercial pilot and airline transport pilot. The instructor rating is generally part of the progression. At some point a multi-engine rating is required. The commercial rating is required before you can get paid for flying and the ATP rating is required to fly for the airlines. The ATP rating requires 1,500 hours with some exceptions. The airlines will assist pilots with 1,500 hours in completing the ATP rating.

I would advise people to sign up with AOPA, it is free for the first

six months. Also explore the FAA website since it provides all the training standards and reference materials. Multiple scholarships are available to the motivated. I learned through a military flying club and took several years before I had the required ratings.

I was blessed to be a member of the Wings of Carolina Flying Club. At the time we had about a dozen airplanes and around 300 members. When I initially had the hours for an airline job the pay was not lucrative enough to pry me away. Over ten years of teaching at the club I was able to help several people on their journey to airline pilot.

It is possible to progress rapidly but it requires a commitment from both the student and instructor(s). Three to five lessons a week with an understanding that weather cancellations mean ground



Ronney, posing with a future pilot, was active at WCFC from 2005 to 2017. He now flies for Air Wisconsin.

school and/or simulator time to keep progressing. When the weather precluded other students from utilizing my time we could fill in the gaps. For example when a private student was scheduled for cross country work and the weather was below VFR we could work in an instrument lesson.

Part of the beauty of the club is that a dedicated individual can learn from multiple sources. The love of aviation runs high at the club and it is easy to talk other instructors into substitute teaching when the primary instructor schedule does not align. Several of our club alumni spent time learning at maintenance night and other club events and now they wear airline uniforms.

One of the coolest things about mixing with the people at the club is that not all of them became airline pilots. Some are NASA researchers, military aviators, air traffic controllers, dispatchers and AMTs. There are others that took other paths and designed websites. The beauty of learning at the club is that there is no pressure to conform to a certain career path. But, if you want it we can work on it.



Ronney with Wings of Carolina chief flight instructor George Scheer in November 2021.



Credit: Ashley Magee



Credit: Gary Wrayno

“Volunteering” continued from page 1

heater and made some repairs, Ryan and I realized that it would be possible and even very helpful to copy this old heater and build a second, new heater so the typical wait time for a heater on cold winter mornings could be halved. Ryan handed the job over to me (under his informal supervision and occasional help) and I went to work at my own pace to accomplish the project. It was a really rewarding experience and I felt like I had given something back to the Club. I even learned a few new things about combustible air/fuel mixtures!

There are many ongoing opportunities to contribute to the Club, such as being a Board Member, being a Club Ambassador, or helping out at maintenance night, plane washes, building maintenance nights, or the Second Saturday cookout. Members also work behind the scenes to keep our internet, Wi-Fi and computers running, our website and social media up to date, and doing a long list of other, less visible tasks. In addition to providing an obvious service to the Club, some of these opportunities allow members to lay hands on aircraft and become familiar with them even before ever flying, opportunities seldom available in commercial schools or plane rental businesses.

The Club benefits from individuals who identify gaps and fill them. If you're interested in opportunities listed above or recognize other needs or activities, mention them to the Board, key volunteer, or staff and take the project to fruition from there. Take a moment sometime to stop and ask Sue at the front desk if there is anything you might do to help her out. See if there is anything that Ryan or Jeff in maintenance might need. It is **ALL** important.

We want to say **THANK YOU!** to each and every one of you who have spent time making our community better through your generosity. Further, we want to highlight the kinds of opportunities available to all of us to contribute and give back to this community that has given us all a lot of happiness and sense of achievement over the years. Get involved! It's fun and you'll meet many new people who share your passion for flight.

“Greeting the Bear”

A retired fighter pilot's recollection of confronting Russian Air Force during Cold War

By Thomas “Snake” Donaldson Jr.,
Colonel, USAF (Retired)

The old expression, “Everything old is new again” carries a degree of validity when evaluating the naked aggression of the Russian military. For decades, the Cold War brought a high degree of tension between United States and NATO forces arrayed against Soviet/Russian military might in defense of Western Europe. Sometimes, this constant threat caused friction that had the potential to erupt into hostile action. Such was the case for me as a fledgling young fighter pilot deployed to Iceland in 1980 as part of NATO's defense force in the North Atlantic.

Our mission was focused on providing credible air defense of the Naval Air Station at Keflavik, Iceland. This air base was strategically located near the Arctic Circle and provided a critical role in the detection of Russian submarines trying to reach the open waters of the Atlantic.

Sometime in the early morning (approximately 4:00 am) on my last “alert” duty day, the lights were switched on abruptly with a voice calling us to get up and expect to get “scrambled.” Just as I was getting my flight boots on, the alert klaxon buzzer went off and the whole world seemed to suddenly be moving very rapidly.

As I made my way to my F-4 Phantom jet and strapped into the ejection seat, a blast of arctic wind hit my face. Engines started, canopy down and locked, flaps set, and the crew chief signaled that the chocks were pulled. I taxied behind my flight lead and in less than 20 seconds saw his afterburners light and watched him disappear into the 200-foot ceiling.

Almost as if time stopped, I found myself accelerating down the runway at 170 knots and then flying on instruments as the weapon system operation (WSO) in the backseat got the radar up and running and indicated the glowing little green dot on the scope, four nautical-miles (nm) ahead was our flight lead. Finally breaking out of the clouds around 15,000 feet, I got a visual on lead and joined about 4000 feet abreast. We received information about the position of our “bogey” adversary some hundreds of miles away and set an intercept course to cut him off.

With adrenaline subsiding, it was a good time to check all the systems of the jet – particularly the external fuel tanks, which had a nasty habit of occasionally refusing to transfer fuel. So far, so good. Weapons checked, armed and ready. Fuel transferring okay.

After our AWACS (E-3 Airborne Warning and Control System aircraft) gave updates on the Russian aircraft’s position, we were expected to call “radar contact” when within our detection range (usually 50 nm with a large radar cross-section). When we were inside 80 nm, our flight lead’s radar failed, so I became the lead.

My WSO got a radar contact at 40nm and I began to scan the horizon. For over five years, I had learned from engaging other fighters (especially from Red Flag exercises, USAF aggressor training, and Navy “Top Gun” engagements) how to visually scan and focus – and having 20-10 vision helped.

Somewhere around 30 nm, I got a tally on our target, the Russian TU-95. Still scanning from

training habits, I found another TU-95 that was in a trailer position and about 5,000 feet below the leader. As we visually completed the intercept to the stern of the pair, we broke the radar lock to avoid tipping our position.

When we arrived below the trailer and inside 1,000 feet, it appeared we startled him as he moved his tail gun up and down – normally interpreted as a hostile act in this chess game. I had my wingman take a position dead astern and about a mile behind – a perfect launch position for an AIM-9 Sidewinder.

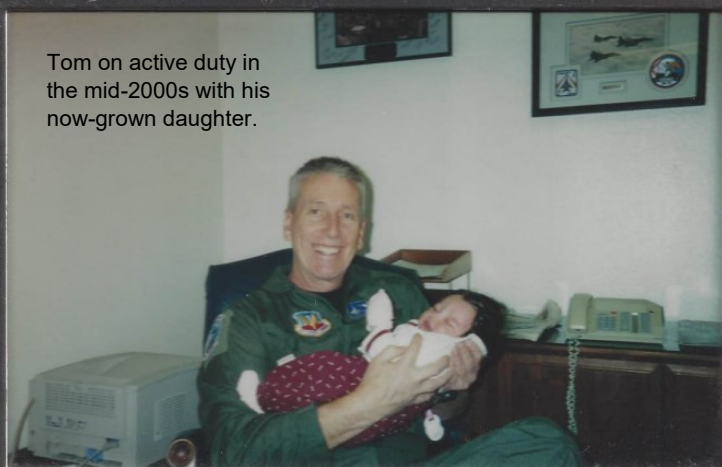
At this point, it was as if a stalemate had occurred and the

tail gun was locked in the up position as no threat. We took pictures of the tail number and escorted the Russians clear of the air defense zone. As we eased away, I watched in wonder as a Russian aircrewman waved

at us from the side “blister” windows. I waved back. A strange thought occurred to me. What is it that compels men from different backgrounds to be willing to destroy each other in certain circumstances, yet exchange human courtesies in others?

That thought has stayed with me over many years when facing adversaries during no-fly zone enforcement and other missions. I’m glad we deterred the Russians in the Cold War, but recognize from the recent aggression in Ukraine that as long as there are those who seek military domination, we must be there to dissuade them.

Tom on active duty in the mid-2000s with his now-grown daughter.



Wingtip views with my Dad

A special day trip to Hickory brings back memories

by Luke Sikorski

My passion for aviation began when I was a kid (like many of us, I'm sure) and it is a love I get directly from my father. My dad got his private pilot license when he was 16 years old, and went on to be a pilot and flight instructor in the Air Force, completing one tour in the Vietnam War. He retired as a lieutenant colonel around the time I was a baby. My memories and love of flying began when he, along with fellow aviation friends, would take me up in Cessna 172s and I'd enjoy the backseat while they practiced instrument approaches or do a day trip to an air show or festival not far from our hometown of St. Louis, MO. So, naturally, when I fulfilled my own dream of passing my private pilot checkride in late June 2022, the one person I could not wait to take up was my dad.

Well before my time, my dad co-owned a Cherokee 140 and after selling it in the 70s, I know he hadn't been up in one ever since. With my private pilot license still shiny, I knew it was time for me to move out of the 152s and into one of our larger club planes to better enjoy taking family and friends. Our Warriors were my first choice not just because I wanted to try flying a low-wing, but also because I wanted to bring back fun memories for my dad when I took him up. He came out to Raleigh for a long-weekend mid-September and the weather could not have been more perfect for a day-trip. Given his interests, I thought a flight out to Hickory, NC (KHKY) would be perfect since the Hickory Aviation Museum is right onsite at the field and we also could do lunch at the famous Cross Winds Café (an aviation favorite). We did the typical route flying out towards Statesville and then a straight shot into HKY.

Flying with my dad is a day I will never forget and a memory I thank God I was able to have with him. My dad is a pretty modest person, but seeing the excitement on his face throughout the day was something I'll always cherish. We had such fun conversations during the hour flight and he told me a number of stories about his time owning the 140. Even at the age of 36, I still find myself

learning fun new things about my dad.

I also can not speak more highly of the aviation museum at Hickory airport and highly recommend it to any club member looking for a nice day trip. They have a number of airplanes onsite to view (mostly Navy) and a lot of memorabilia from the Korean and Vietnam Wars. The staff are extremely welcoming and are not shy about telling stories. Couple that with a good lunch before flying back and you can't ask for a better day.

Every moment from wheels up to wheels down is something I feel lucky to have been able to share (even the short minor diversion to Statesville on the way back). It's a bucket list item ticked for sure and I can't wait to do it again.



Credit: Chris Furne



Cr: Ashley Magee

Wings of Carolina Flying Club Officers for 2023

President: Geoff Myers
 Vice president: Michael Hrivnak
 Treasurer: Jon Brockhoff
 Secretary: Todd Bridges

Members at Large

Dwight Frye
 Graham Mainwaring
 George Scheer

Ratings and solos, continued....

Sunwook Jin	Private	9/14/22	Ryli
Greg Buckner	Instrument	9/17/22	Ken/Jay
Kevin Alexander	CFI	9/19/22	Luke
Jeff Grau	Private	9/21/22	Anthony
Jon Walker	Private	9/21/22	Betsy, Ken
Ellie Cook	Solo	10/6/22	Caitie
Alan Cross	Solo	10/7/22	Jason
Andrew Magee	Solo	10/11/22	Kyli
Kevin Cook	Solo	10/19/22	Kyli
Matt Williams	Solo	10/23/22	Dwight
Daniel Moose	Solo	10/30/22	Dwight
Vivian Bancroft-Wu	Solo	11/3/22	Casey
Michael King	Solo	11/12/22	Dave
Michael Plomer	Instrument	11/21/22	Ken
Joe Andresen	Solo	12/2/22	Kyli
Chris Furne	Private	12/12/22	Jason
Rex Moody	Private	12/17/22	Frye
Heather Helman	Solo	12/29/22	George
Jim Getker	IFR	1/3/23	Heinz
Drew Pedersen	Commercial	1/10/23	Heinz
Nate Guerin	IFR	1/15/23	Jay/Ken
Mack Ochs	IFR	1/21/23	Jay/Ken
Hackney Tulloss	Private	1/27/23	Dave
Andrew Abate	Solo	1/28/23	Jason



Credit: John Franke

2023 Ground Schools

Private Pilot Ground School

Jan. 4—April 19
(Wednesdays 7-10pm)

May 15 —July 13 (Mon/Thurs 7-10pm)

Aug. 23 —Dec. 13 (Wednesdays 7-10pm)

Instrument Pilot Ground School

Jan..23 — April 10
(Mondays 7-10pm)

Commercial Pilot Ground School

Sept. 11 — Nov. 27 (Mondays 7-10pm)*

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.

<http://tinyurl.com/wingscalendar>

Thanks to all who submitted articles and photos. Would you like to see your photos in our next issue? Send 'em on! And if you have a story idea for the next issue, contact us here:

furnechristian@gmail.com

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ADDRESS LABEL
MAIL

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