

*A Western Odyssey*  
By Len Felton

This was an incredible trip and I hope many are able to take a cross-country trip that is really “crossing the country.” It is a wonderful experience and I certainly learned a lot.

It started with an idle conversation about what a pain commercial airline travel has become. My brother-in-law, Dave, travels across the country weekly. After a few beers and more griping, we concluded the best way to cross the country by air would be low and slow enough to enjoy the scenery...a plan was born.

Flying the Club Skyhawk 72675, we would head down the east coast to St. Simons, GA. Then over to Florida’s panhandle, continuing along the entire gulf coast to southwest Texas. Weather and time permitting, we would then explore the Big Bend National Park in far northwest Texas before going on to New Mexico. If we made that far in the available time, we would try to fit in a trip to Boulder, Colorado, and then meander home over interesting parts of the country.

It was a good plan and we did most of it...the storms and tornadoes in Texas grounded us for 2 days, which prevented going any farther west than Carlsbad, NM.

Here are a few highlights and lessons learned from this trip:

→ Dave was an excellent traveling companion. He only had 3 requirements: 1) Don’t kill me, 2) No chain restaurants, and 3) The hotel/motels had to have wireless Internet.

→ Our Eastern and Southern coasts are beautiful. The variety is great: sandy beaches, great marshes, bayous, tree-lined shores, large cities, resort towns, canals, rivers, with more open land than I expected. The Katrina impact was still quite visible in Alabama, Mississippi and Louisiana.



→ ATC was extremely helpful (and friendly when time permitted). I requested and received Flight Following 100% of the time. The Approach Control in west Texas even suggested (unsolicited) a restaurant after determining my destination was Alpine, TX. Another controller recommended a 1000-foot altitude change to gain better winds.

→ The mighty Rio Grande is magnificent from the air as it cuts great swaths through the west Texas Mountains. However, it seems rather docile when you approach by foot...hardly knee deep.



→ After visiting my share of Class B & C airports the last few weeks, it became obvious to me that the primary concern was taxiways...especially at night. The landing and take off is business as usual.

**The Rio Grande River from the air (left) and on the ground (right).**

→ Small airport FBOs were universally friendly and helpful. Courtesy cars were made available during the days and often overnight if we were late arriving. One FBO even left the car keys on his counter for our late arrival. Another had a machine shop and fixed my broken head set. These folks are a wealth of local information and are quite generous.

→ I can't say enough about the value of real-time data links for long trips. The Garmin 496 paid for itself on this trip: NexRad, Satellite, METAR, TAF, Frequencies, winds aloft, runways, taxi layout, phone numbers, restaurants, cars, hotels, etc.

→ I will definitely investigate the ANR headsets. I imagine they would be a great help on long multiple day flights. It is quite clear to me why the commercial pilots all seem to have them.

→ Although I thoroughly enjoy hand flying, the autopilot is a significant asset on long stretches...really helpful when the workload picks up.

→ The Cessna 172 is a great plane; however, I began to see the attraction to the Mooney about half way across Texas...110KTS gets to be kind of slow after 500 miles or so.

→ When all was said and done, we put 33.6 hours on the Hobbs meter, covering 3800 nautical miles in five and half days. The aircraft consumed a gallon of fuel for each 8.41 nm traveled.

A common lament is "I wish I had had more time"...this is certainly true for me. With over 500 pictures, I'll be able to re-visit this trip many times; however, I have already started thinking about my next trip(s)...Bahamas, Yellow Stone, Grand Canyon, Oshkosh, etc. The wish list goes on.



Cessna 72675 being serviced at an FBO.

## *Are You Going to Oshkosh?*

*By Eric Wagner*



Perhaps you have an interest in the club trip to Oshkosh and Airventure 2007, but you would like more details about how the convoy of Club aircraft works. I recommend you check out the Airventure website at <http://www.airventure.org/> for detailed information on this year's line up of events. My intent with this article is to give you an idea of what to expect for the trip.

The typical trip itinerary begins with a positioning flight to Watertown Municipal (RYV) in Wisconsin the Friday morning before the start of Airventure. This year we will plan to leave Friday, July 20<sup>th</sup>. You will find that Watertown is beyond the range of the C172 and Warrior. It will be necessary to make a fuel stop. We have found that the Cincinnati area is a convenient place to stop. The first year I stopped at

Sporty's Pilot Shop at Clermont County Airport (I69) in Batavia, OH. Last year we stopped at Cincinnati Municipal Airport Lunken Field (LUK). Lunken Field has better instrument approaches and a good restaurant in the terminal building a short walk from the general aviation FBO. We'll meet up at Watertown, WI (RYV) and spend the night at a hotel in walking distance from the airport. There are two hotels that are convenient, a Super 8 and a Holiday Inn Express. Staging in Watertown allows for flexible travel plans for each of the planes. The Mooneys tend to get there a little faster than the other planes. Saturday morning we have a good breakfast and depart Watertown (weather permitting) as a multi-plane flight and time our arrival around midday Saturday in Oshkosh. This allows us to get decent parking in what is known as the "North 40" general aviation camping area near the shower building. Trust me, it's a convenient spot for many reasons. We typically stay in Oshkosh through at least Wednesday. The flight home after several days at Airventure will include one fuel stop, probably in the Cincinnati area again, and hopefully without the need for an overnight stay, weather permitting.

While the preceding is the preferred plan, some flexibility is required to accommodate unpredictable mid-summer weather, pilot work schedules, differences in aircraft and pilot capabilities, and comfort and safety considerations. It may not be possible for all planes to make the rally point in Watertown Saturday morning. This only means that we won't be able to park together in the "North 40". Likewise the departure from Oshkosh is dependent on weather conditions and the personal schedules of those traveling together. Once we have the

roster of attendees we will make adjustments as needed and match up pilots and guests.

Now that you have the overview of the trip, let me try to fill in some of the other details you are probably wondering about.

**Where do we stay when we get there?** At Oshkosh, we typically camp in tents pitched next to the airplanes along with thousands of other pilots. There are other options for accommodations in Oshkosh. These can be found at [http://www.airventure.org/2007/planning/where\\_to\\_stay.html](http://www.airventure.org/2007/planning/where_to_stay.html), which is a link found on the Airventure home page. If you think you want to stay in a hotel, make your reservation immediately, as they go fast. We have club members that have found the college dormitories to be a good alternative to camping. There are shuttle buses available to get you back and forth to the airport and show grounds. If you are not the camping type, you should check this out.



Camping beneath the wing of Club Mooney 26M.

**Who can attend and how much does it cost?**

The club trip to Oshkosh is open to any Club members, as well as their spouses, children, relatives and friends. The aircraft and camping costs are spread evenly amongst the trip participants. Each individual is responsible for food and lodging on the trip up and back. It is common for hotel rooms to be shared in order to minimize costs.

Airventure admission fees are \$102 for EAA members and \$190 for non-members. Additional details for spouses, children, etc are available on the website. There will be approximately 15 hours of Hobbs time for each airplane. This will be the majority of the costs. Camping is \$19/day per airplane. You should expect to spend in the vicinity of \$1000 for aircraft and camping in addition to food, admission, and enroute lodging. The cost to you at the end of the day depends on how many people join in and your lodging choices.

**How many people will fly in each plane?**

Ideally, we'd like to get 3 people per plane for the best economy. This however is dependent on the individuals that sign up and of course the useful load of the aircraft used. I'm sure all of you have done weight and balance calculations for the club aircraft and are familiar with their loading limitations. We attempt to put an instrument pilot in each plane to help make the trip more reliable in the event of less than VFR weather. We will balance people and gear across planes for optimal loading. Which brings us to the next question.

**How much stuff can I bring?**

The best answer to this question is as little and as light as possible. As stated previously, the load capabilities of our aircraft are limited. A good rule of thumb to use here is 20lbs of personal gear (sleeping bag, clothing and flight gear). There will be additional allowance for lightweight tents. It is possible to ship some equipment to be picked up at a special airport post office set up just for Airventure if necessary. We'll decide what to do a week or two prior to leaving.

**What do I really need to bring?**

You need to bring your own toiletries, sun screen, a towel, sandals or flip flops for the showers, a sleeping bag and tent, comfortable summer clothing, a lightweight rain jacket, a sweatshirt for the cool evenings, a flashlight, a hat, and sunglasses. There is a Target and grocery store within walking distance of the airport where you can purchase snack foods, water, soda, ice and just about anything else you might need. Just remember less is best. It always rains at least one day during the week, so be prepared for some rain. A few large trash bags can come in handy if you have a leaky tent!

**What do we do while we're there?**

Generally, the only planned Club member events are dinners together at the end of each day. There are a few different restaurants within walking distance of the airport. These are all casual sit down or fast food type places. No need to dress up. People generally self organize into small groups of similar interests and roam around to the various events and displays together. I could write a whole article on all the stuff to do and see including watching thousands of planes of all types takeoff and land, attend interesting aviation related seminars (including some for none-aviators), an outdoor movie every evening, visiting the aviation museum, seaplane base and aviation vendor displays (if you wanted to look at it before buying it, this is the place to do it!). Take in the static aircraft displays, including just about every war bird you can imagine, or explore ultra-lights and jets parked all around airport. Want to see those new Very Light Jets, or the new SR22/G3, or

maybe the AOPA “Catch-a-Cardinal” Sweepstakes airplane? This is the place to go see it. For one week, Oshkosh will become the busiest airport in the world!

If you have the time to make this trip with the Club, take advantage. You will not regret it. Hope to see you there.

### ***The Oshkosh Experience:***

#### ***Why Club Members Go Back Year After Year***

*By Denis DuBay, Dick Kenney, Javier Perez, and Keith Silva.*

*Edited by Kareem Omar*

Many of you have been to an airshow before, and you may be thinking that Oshkosh is just one more in a busy national airshow season. You are about to find out, however, that AirVenture in Oshkosh, Wisconsin is not an airshow, or a convention, or a fly-in. It is all of these things on steroids: an experience that is not soon forgotten. Recently, Club members were asked to describe their own experiences at the Experimental Aircraft Association's annual event.

Several members have been to Oshkosh multiple times, including Chief Safety Officer, Dick Kenney.

*“I think I have been to Oshkosh virtually every year for the past 25 years. I have gone with wives, children and grandchildren; people as young as 12 and as old as 70. That in itself is testimony to what a great show Oshkosh really is. There is something for everyone, regardless of age or aviation background.”*

Another Club Member, Javier Perez, was a student pilot when he went for the first time with one of the Club's more experienced pilots, Paul Keller, in a Club Mooney. Student pilots are always welcome to go in Club aircraft, and the trip provides them with an interesting perspective on cross-country flying. Javier said this was a great experience because *“I already knew [Paul] from Maintenance Night, and he was very helpful in answering the myriad of questions I had about flight planning, IFR navigation, etc.”*

Student and veteran pilots alike get to hone their flying skills on such an extended trip. As Keith Silva explains, *“Pretty much everybody gets lots of cross-country time because you alternate flying.”* Even if you are not flying, you have the opportunity to be involved in successfully completing the trip. Keith continues, *“[when one pilot is flying] the other person can help out with navigation, radios, GPS, or whatever you agree upon.”*

Just getting to Oshkosh can be an experience in itself. As Club member Denis DuBay relates, it can be quite an adventure when the weather does not cooperate:

*“We had to turn back as we reached the mountains due to low clouds. We landed at Blue Ridge and spent the night in a hotel on the east*

*side of the mountains in Martinsville. We managed to get up above the scattered clouds the next morning, crossed the mountains, and flew on to Ohio. There, we landed at Cincinnati's Clermont County Airport, had lunch at Sporty's Pilot Shop headquarters on the field, and then took off for Illinois. We took the low altitude VFR corridor along the eastern shore of Lake Michigan alongside Chicago. What a view of the windy city we had! An approaching storm forced us to land at Waukegan. The storm left a lingering haze, and the airport essentially shut down for the night for VFR flying. A fellow pilot befriended us and invited us to spend the night at his girlfriend's house in Chicago! What an example of the kindness and generosity of fellow pilots, and what great stories we heard. The next day we took off for our final leg into Oshkosh.”*

Landing at Oshkosh is an experience not to be missed from the air or on the ground. Again, Keith Silva:

*“Arriving at Oshkosh is a real thrill because you've been imagining it for about a month while reading over the NOTAM. One year we had to fly a lap around Rush Lake, and the other time we went straight in. When we were on short final to runway 9, the tower called a B-25 on base... wow! We never saw it because it was behind us. Tower asked us to clear the runway as soon as safely possible, and yes we did.”*

Javier Perez had similar thoughts about his Oshkosh arrival experience:

*“Landing at Oshkosh was beautifully chaotic. Paul had no trouble landing there, but I was a little nervous about maneuvering so close to other airplanes, much less landing behind them. Another big plus was listening to the air traffic controllers, who were very friendly and most professional. They gave everyone a hearty ‘welcome to Oshkosh!’. Once on the ground, we tied the plane down and sat in the grass to watch the other planes land.”*

Denis DuBay's description of his approach to Oshkosh illustrates the unique airspace environment pilots can expect upon arrival:

*“I was flying left seat, preparing to join the incoming pack [of aircraft] and listening to the ground controllers talk one-way to identify and then give instructions to the different aircraft. As we approached the field, the final landing instructions indicated that aircraft were landing on both the runway and the taxiway, aiming for one of three targets spaced out along each strip. You had the sense that you were part of this orchestrated dance of small planes all heading*

*for the same place. It's the most exciting flying I have ever done, but not too scary. More like exhilarating. I am sure I had a giant grin plastered across my face the whole time, or at least once we touched down!"*

Once on the ground, the challenge is to take in as much of the daily activities as possible. Dick Kenney describes what it is like for first time visitors to Oshkosh:

*"It is like watching someone trying to drink from a fire hose. An awful lot comes at you very fast." The things you can see at Oshkosh are unlike anything you will see at your run-of-the-mill airshow. Again, Dick Kenney: "I still remember standing on the taxiway watching the Concord on final approach: thinking it was coming in just a tad 'hot'; watching it touch down a tad long; wondering how they stopped that beast and then seeing it scream off into the sky, go around and do it three more times until the crowd was exhausted."*

Another story Dick relates reminds us that even during the height of international tensions, the bonds between fellow aviators transcend politics:

*"There was the year that the largest aircraft in the world, the [Antonov 225] Russian transport, landed. This was during the depth of the cold war, no less, when Reagan was yelling for them to 'tear down that wall'. And here is this huge airplane, enormous, taxiing by with the pilot leaning out his window waving an American flag and 100,000 people waving and applauding. It was later explained to me that not only were we looking at the biggest airplane in the world, but the Russian crew was equally amazed as they looked at more aircraft on the ground at Oshkosh than were registered in all of Europe and Russia combined. Only at Oshkosh."*

In the air and on the ground, visitors are inundated with all kinds of flying machines. Denis DuBay described some of his favorite attractions:

*"Spaceship One was the highlight of 2005, and watching its arrival was spectacular. The airshows are spellbinding, but then I am a pilot. For a pilot, Oshkosh is like dying and going to heaven. Planes taking off all the time, planes landing all the time, planes everywhere you turn, old, new, weird, shiny, beautiful, large, and tiny. I enjoyed watching the ultralights take off and land. I took the bus to the seaplane base, but did not see any takeoffs or landings there. I am a WWII buff, so walking among P-51 Mustangs and seeing them take off and land, and seeing a B-17 take off and land, kept me awake to say the least!"*

If you want a break from walking, take in the many seminars and exhibits available throughout the day. Javier Perez said:

*"I tried visiting all of the major manufacturers, but I also love kit aircraft, so I hung around the Van's and Rotorway tents a good bit. I also tried to attend a builder's workshop but they were full when I got there (those interested should get out there earlier than I did!). Also, I went to a few of the talks, mainly all of those related to SpaceshipOne, Burt Rutan, etc. I also attended the talk given by the guy who designed the HondaJet, and though it was interesting, it got a bit technical at times."*

Both Javier and Keith Silva recommended utilizing online and printed schedules of events to help you organize your time so that you can see the things that most interest you.

Of course, at some point you will need a place to collapse and rest up for the next days festivities. Your choices are to camp at the airport or find lodging in the nearby cities. Keith Silva has camped out under the wing of a trusty Club aircraft, finding the experience quite pleasant:

*"It is a short walk to the display area; so very convenient. You feel good when you look over at the line of cars after the daily airshow, realizing you don't have to fight traffic. There is a bathhouse nearby with mirrors and electrical outlets around the outside so you can shave. There are always cell phones plugged into the outlets, left unattended while the owner cleans up for the day. This example of trust among the aviation community really says something." Javier concurs, "Being in the aircraft parking is definitely the place to be--lots of nice people, many of which are willing to invite you over to have a drink, talk airplanes and listen to ATC. What is not fun is having to get in line to shower, but the secret is to go at night and not early in the morning."*

Dick Kenny prefers not to camp, adding *"You can get a good room in GRB at a fair price or Oshkosh or Fon du Lac at an exorbitant rate. The Holiday Inn in Fon du Lac requires a full weeks reservation. Their local fire code prohibits extra cots in rooms. But if you do not like sleeping in the rain with the mosquitoes, then that is the way to go."*

The Club members that have been to Oshkosh offer this advice: 1) Make reservations as early as possible; 2) Bring really comfortable footwear since you will be walking many miles every day; 3) Drink lots of water; 4) Take a camera; 5) Buy food, water, and alcohol at a local grocery store, as it will be much cheaper than

that sold at the airport; 6) Become an EAA member, as it provides a discount on admission and comes with a subscription to a good magazine; 7) Look for merchandise and souvenirs that are not available anywhere else; 8) Bring a flashlight, sunscreen, and rain jacket – you will need it all; and 9) Dick Kenny has this final piece of advice, “*If you can possibly spare the time, go. Get a home equity loan. Rob a bank. Do something, but go. You will never forget it.*”

## *Volunteerism*

*By Kareem Omar*

The Wings of Carolina Flying Club is a special organization. It provides a variety of well-maintained aircraft at very competitive rates for lengths of time unheard of at most FBO. What makes all of this so impressive is that it is almost entirely volunteer run. Volunteers help maintain the aircraft and the facilities by participating on Maintenance Night and helping out with washing planes. Volunteers make events like 2nd Saturday Cookouts and Pizza Night possible by lining up speakers and arranging for food. Many times I have seen our flight instructors pitch in their time to help keep up the club. Over the past year (I joined the Club in May of 2006), I have been impressed by the amount of time that Board Members have put in to manage the Club’s affairs and work towards ensuring that the Club will continue to be around for another 50 years. Volunteers are the key to making the flying club concept work.

It is this combination of effort by a diverse set of people that makes Wings of Carolina more than just a place to rent an airplane. Together, we are all continuing to build something that is greater than ourselves. It is this connection to the organization that touches people and influences them in ways they could never have predicted long after they leave the Club.

We, as an organization, have been blessed in recent times with members who have made managing the different aspects of the Club’s operation look easy. Perhaps this has lulled us into thinking that we need not volunteer as much time as we probably should. The result has been too much responsibility resting on the shoulders of too few. This will surely lead to Club members that we all rely on becoming burned out. When this happens, one of two things will happen: 1) important details will slip through the cracks and decrease the quality of the services the Club provides; or 2) it will become more expensive to maintain the same level of service we have now. Either way, I do not think that this is the outcome we want to see for the Club.

To prevent this, we must all look for ways to support our flying community. Try to look for tasks and

projects that compliment your own skills and strengths. If you see things that need to be addressed, come up with a plan and carry it out. If you’re not sure what needs to be done, ask those around the Club if there are any projects that you can lend a hand with.

“I am too busy to volunteer hours and hours of my time!” you say. For most flying and the Club are a hobby fit in between a job, spouse, youth sporting events, yard work, the playoffs...the list is endless. You would be amazed, however, how little effort it takes to make a big impact on the Club. I came to this realization after one 2nd Saturday Cookouts. All I did was help out with a few chores. It took me all of thirty minutes. It was nothing. I didn’t even break a sweat. My effort was greatly appreciated, however, because it freed up time for another Club member to give a tour to some prospective members. And the best part was that I had the opportunity to chat with someone whom I would probably not have met otherwise if I had not been helping out. There are hundreds of these little tasks that need to be done on a regular basis. If every member put in 30 minutes a month, it would go a long way toward keeping the Club strong. That is not to say that you are not welcome to take on larger, more involved projects if you have the desire. The point is simply that all the details that need to be managed day to day, month to month, are much easier to keep up with when spread across 200 members then when piled up on the shoulders of a dedicated 20 or so members.

Recently, it was argued that asking Club members to contribute more to the upkeep of the Club was unreasonable. They haven’t done it in the past and they won’t do it in the future. I hope that this statement is not true. I hope that this pattern was the result of a not knowing how to contribute rather than a lack of community spirit and caring. I would like to believe that if Wings of Carolina members were called upon to give a little time (just one half hour a month), they would be willing to make that contribution to an organization as special as our flying club.

## **Editors Note:**

I would like to thank all those who have contributed to the newsletter. Without your contributions, it would not have been possible to publish the last three newsletters. While I have been somewhat remiss in communicating in timely manner with those who have had suggestions for articles, please do not take this for disinterest or disrespect for your ideas. I promise to do better in the future. Please keep the ideas, suggestions, and discussion coming. After all, this is *your* newsletter.

# Newly Earned Certificates & Ratings

April 2007 - May 2007

## SOLO

Uday Godbole (Steve Delamar)  
 Ed Green (Ronney Moss)  
 Steven Joseph (Ronney Moss)  
 John McNeill (Gene Weaver)  
 Matt Nardi (Steve Delamar)  
 Gary O'Neil (Steve Delamar)  
 Mike Zaluski (Ronney Moss)

## PRIVATE

Uday Godbole (Steve Delamar)  
 Sledd Thomas (Steve Delamar)

## INSTRUMENT

William Runge (Ronney Moss)

## CERTIFIED FLIGHT INSTRUCTOR

Steve Delamar CFII, MEI

# New Members Since April 2007

PLEASE WELCOME THESE NEW  
 ADDITIONS TO OUR COMMUNITY!

EMMANUEL APONTE  
 AIMEE BROSANAN  
 TAMMY CLARK  
 CAROL DERRY  
 ANDREW DOEBLER  
 BRIAN GILLESPIE  
 DAVID GREENFIELD  
 PAUL JAQUES  
 JACQUELINE KRIM  
 SHANA LOWTHER  
 NICHOLAS MUNOZ  
 NATE MASSEY  
 ALAN NASH  
 JEFFREY PARKER  
 HANNA-MARI SALO  
 CHUCK SIPE  
 JORGE SUAREZ

## WCFC NOTAMS

- Don't miss another interesting Pizza Night. This month's topic is "Mitigating Flight Risk". Please join us June 19<sup>th</sup>. Pizza will be served at 6:30 PM and the talk will start at 7:00 PM. Bon Appetite!
- Spark Chasers (an avionics facility located on Johnston County [JNX]) will have Garmin demonstration equipment setup in our meeting room and be giving demonstrations of the various technologies during our 2nd Saturday event on July 14.
- With all the changes going on with Flight Service, many Club members have mentioned difficulty getting through to a weather briefer in a reasonable amount of time. Please do not be tempted to fly without getting a thorough weather briefing. If you do not want to call Flight Service, utilize the weather computer available at the Club. If you are not familiar with all of its features, take a few minutes with a flight instructor to learn what the computer has to offer. Either way, make sure you make an informed go/nogo decision.
- Having as much trouble as other Club members matching faces with names. Help solve this challenge by submitting a digital photo of yourself to [photos@wingsofcarolina.org](mailto:photos@wingsofcarolina.org). The photos will be posted next to your member profile in MyFBO<sup>®</sup>.
- You can now reserve an appointment for a medical with Dr. Parish using MyFBO<sup>®</sup>.
- Jan Squillace has taken over the Supplies Key Volunteer position. Next time you need a new chart, airport directory, or just have a snack attack, it will be available due to her hard work. Thanks for pitching in Jan!
- We are still looking for members to take on some very important key volunteer positions around the Club: Marketing, Plane Wash Coordinator, and Maintenance. For more information about what each of these positions entail, please contact Club President Paul Wilder at [pres@wingsofcarolina.org](mailto:pres@wingsofcarolina.org) or Club Vice President Barbara Eldredge at [vp@wingsofcarolina.org](mailto:vp@wingsofcarolina.org).
- Current Rental Rates (as of 6/1/07):  
 Cessna 152 – \$63.03  
 Piper Warrior – \$87.79  
 Cessna 172 – \$113.60  
 Mooney – \$133.17  
*Note: Rates are subject to change due to fluctuations in fuel prices.*

### → WCFC Club Meeting Schedule

	Board Meetings	Pizza Night	Second Saturday
June '07	June 12 6:30 PM	June 19 6:30 PM	June 9 11:30 AM
July '07	July 10 6:30 PM	Off Month	July 14 11:30 AM
August '07	August 14 6:30 PM	August 22 6:30 PM	August 11 11:30 AM

## Wings of Carolina Flying Club

Sanford Lee County Regional Airport  
702 Rod Sullivan Road  
Sanford, NC 27330  
919-776-2003  
<http://www.wingsofcarolina.org>

Chief Flight Instructor	George Scheer	919-967-1088	cfi@wingsofcarolina.org
Dir of Maintenance	John Hunter	919-818-7203	airplanehunter@hotmail.com
Chief Safety Officer	Dick Kenney	919-542-6010	rkenney1@nc.rr.com

### Board of Directors

President	Paul Wilder	919-672-5458	pres@wingsofcarolina.org
Vice President	Barbara Eldredge	919-403-6183	vp@wingsofcarolina.org
Secretary	Keith Silva	919-618-3468	secretary@wingsofcarolina.org
Treasurer	Dave Derry	919-649-7834	dave.wcfc@stratusbiz.com
At Large	Jim Carlson	919-815-2250	carlson.jim@verizon.net
At Large	Ken Williams	919-810-8063	Ken_Williams@nc.rr.com
At Large	Eric Wagner	919-345-4940	ewagner@nc.rr.com

### Key Volunteers

Asst. Treasurer	Ken Williams	919-810-8063	Ken_Williams@nc.rr.com
Facilities Coordinator	David Hughey	919-412-4475	dhughey@nc.rr.com
IT	Eric Wagner	919-362-5004	ewagner@nc.rr.com
Maintenance	Vacant		
Marketing Committee	Vacant		
Newsletter	Kareem Omar	919-696-4160	kaomar@ncsu.edu
Pilot Records	Kay Maltbie	919-523-6544	kays.key1@verizon.net
Plane Wash	Vacant		
Second Saturday Events	Vacant		
Supplies	Ian Squillace	919-733-8508	isquillace@nc.rr.com

## Member Meetings

**Membership meetings** (Pizza Nights) begin at 6:30 PM and include free pizza, a business meeting, and a program of interest to pilots. In addition to club members, these meetings are open to local and prospective pilots who may have interest in the club – the more the merrier!

**Board meetings** routinely occur on the second Tuesday of each month from 6:30-9 PM. Board meetings are held in the Wings of Carolina Flight Center. All members are welcome and are encouraged to attend. Occasionally there will be a change in meeting date. Please keep an eye on your e-mail for any additional meetings.

**2nd Saturday Cookouts** occur at the hangar on the 2nd Saturday of each month, 11:30 am-2:00 pm. Members and guests can buy lunch for \$5 for adults (>12) and \$3.00 for children (6 - 11).

If you know someone who may be interested in joining the club, please bring them along with you! It's a great opportunity for them to meet some of the members & learn more about the club.