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History of WCFC

By George Scheer

Airplanes wear and they break. I am always amused when a pilot tells me that “I am buying my own airplane so I can fly it any time. Don’t worry, I have budgeted for unexpected maintenance.” There is no such thing as unexpected maintenance. There is only unscheduled maintenance.

The Wings of Carolina fleet flies approximately five thousand hours a year. We have operated out of two airports and six different buildings. We have endured recessions, a forced relocation, the trauma of 9/11, and a constantly-changing membership. We have operated high wing airplanes, low wing airplanes, fast airplanes and slow airplanes. We have maintained our own fleet of airplanes through all of these challenges and tribulations. The one constant through all of this change? A dedication to safety. The club has, in all of these years, never had an accident attributable to flawed or inexperienced or inadequate maintenance. Never.

For more than thirty years, we were blessed to have the maintenance of our fleet managed and con-

ducted by two extraordinarily skilled mechanics who understood the ethos of the club, the challenge of maintaining a fleet of training airplanes in a cost-effective and safe manner, who were dedicated to the long-term interests of the club, and who saw their role as part of the educational mission of the club.

For twenty-seven years, John Hunter maintained our fleet virtually alone, for many of those years working out in the wind and the rain and the heat and the cold, without even a maintenance hangar. (Our classroom is named the John Hunter Classroom for John’s other major contribution to the club – his many years of teaching incomparable ground school classes.) For many of those years in Chapel Hill, we had an open tin shed into which one could pull half of an airplane. Half of the airplane remained out in the rain. Pick one: head or tail. We had a small enclosed shed for the storage of parts. No heat. No fan. Just the heat of the summer and the freezing cold of the winter. No floor. Drop a screw and it landed in the dirt. And if the airplane was out on the grass, where some of the maintenance was of necessity accomplished, that screw – or tiny but critical part -- went into the tall grass, possibly never to be found. No other

maintenance was available on the field. Avionics work went to Aero Services at RDU. Inspections went to Ted Wagner at Burlington. We ferried a lot of airplanes in those days. Many of us learned the wisdom of a careful, post-maintenance preflight. Ask me how I know.

In the mid-nineties, we renovated and moved into a concrete block building still standing on the grounds of the former Horace Williams Airport. (You cannot know how it saddens me to say “former.”) It was nothing more than two small rooms wrapped around an open shed T-hangar and John was still performing maintenance on a dirt floor with half of the airplane out in the weather.

You may have heard a joke said of car aficionados: “His dream home is a six-car garage with a bed and bath attached.” When we moved to Sanford, what is now the Raleigh Executive Airport at Sanford Lee County, in 2001, our dream was to build a maintenance hangar with a club attached. It took a few years, during which we sheltered the club in a single-wide trailer on the north end of the ramp. Most of the large, corporate hangars you see there now had yet to be built. John, often with the assistance of Dan Van-

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dermeer, conducted maintenance out of a rented hangar across the taxiway. Now at least we were out of the rain, and, for the first time, we had a professional maintenance shop on the field to help with heavy maintenance.

When we were able to raise the funds to build our dream home, we were told that the north end of the ramp would be reserved for corporate hangars and we would have to move elsewhere on the field if we wanted direct access to the ramp. In a stroke of what I now regard as either great good fortune or genius, we staked our claim to the south end of the ramp, where we built the hangar we now enjoy. We built the largest hangar we could afford and attached a club to it. The upstairs remained unfinished for many years. The hangar was the lifeblood of the club. The floor was our pride and joy. We finished it ourselves, painting and buffing it, only to discover that the builder had finished the concrete and our finish would not adhere. We had to strip it, have the concrete resurfaced, and finish it again, but it has held up for more than fifteen years. Every scratch in it, of which there are now quite a few, pains me.

For the first time, we had a legitimate maintenance facility, where airplanes could be disassembled while protected from the elements, where we could install compressors, store parts, hoist engines, jack up airplanes, install decent lighting – and eventually heat and the famous Big Ass Fan. (Yes, that's the name of the brand.) In this hangar, luxurious by any standard we had known, John maintained our fleet with skillful and inspiring volunteers who conducted regular maintenance night sessions, Ron Bickers, Hunter Moore, Roger Reilly, Steven Joseph, John Owens, and others notable among them. When Ron and Hunter were ramrodding those maintenance nights, they often stretched late into the evening, concluding with a large serving of John's rice and beans set afire by the impressive assortment of hot

sauces that we collected in our kitchen in those days. (Then Hunter got married, had a child, and the late nights came to an end)

For John's last few years, James Garlick, who came to the club to learn to fly with Betsy McCracken, trained under John and ultimately took over as our Director of Maintenance when John retired, continuing John's safety record and bringing his own extraordinary skill and personality to the role. It was a smooth transition because James understood the club and had a gift for teaching. He spent two hours one evening speaking to our group of aspiring instructors about the regulatory concept of airworthiness and, as John had before him, always welcomed my questions.

With James's departure a year ago, the club has had to look outside its own ranks for the first time in decades. We knew that we would find it challenging to find a new maintenance director with the experience and the desire to work in general aviation and in the club environment. Industry groups project that the current shortage of AMTs (Aviation Maintenance Technicians) is fast becoming critical, with a shortfall of tens of thousands in the next few years. As many retire, fewer are choosing to work in general aviation. Concern for the future of aviation prompted Congress to introduce bills this spring to encourage grants for the education and training of aviation mechanics.

For almost exactly a year, we have used every means to find the right person to become part of the club and carry on the tradition that John and James established. We advertised widely, received and scrutinized dozens of resumes, talked to many candidates, and interviewed a number both via Skype and in person. Jan Squillace and Sammy Mobley continued to track resumes and help with initial screening of applicants. We saw some colorful resumes that read like a reality television show – repossessing aircraft from Central America, flying for airlines that were in fact drug smuggling operations – and we saw a wide variety of



experience in the various candidates – but no one who we believed might be right for the club. This summer Graham Mainwaring, Tonya Lord, and Michael Hrivnack screened several search firms and we contracted with one to assist our search. We interviewed one of their candidates but it was not a match.

In the meantime, we utilized every asset to keep our airplanes flying safely. Terry Gardner was kind enough to take time away from his own maintenance business to work on our airplanes for several months early in the year. A number of volunteers stepped up to perform routine maintenance and fifty-hour inspections, notably John Owens, Will Colborn, Will Warren, Richard Taylor, and others. Dan Rembach and his crew at Sanford Aircraft Services made time to do major, minor and scheduled maintenance on our fleet. Through it all, working with Aero Services, and with the advice of Will Warren, we continued with our plan to install ADS-B in and out in our complete fleet. Zack Bowen, who came to the club to participate in our private pilot ground school, has been working part time as an A&P to help us maintain the fleet. And, perhaps best of all, John Hunter has taken time from his non-aviation pursuits to work with Zack and will be available to orient our new Director of Maintenance.

Through all of this, we have searched for the right person to step into our hangar and continue our

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tradition of safe maintenance and education. We believe we have found that individual. Ryan Evans will be joining the Wings of Carolina as our new Director of Maintenance. Ryan has a military background, general aviation maintenance and management experience, and understands the challenge and opportunity that the club presents. He wants to find at the club a home

for himself and his young family and to work with us to continue the club's tradition as a place where we all work together, exchange ideas, and commit to safety and continuing education. To that end he hopes to re-establish our longstanding tradition of a maintenance night. His former colleagues and customers speak highly of his skill, his ability to work collaboratively, and his passion for general aviation. He

spent a recent 2nd Saturday with us at the club and in extended conversations demonstrated an intuitive understanding of the club's history and philosophy. We believe that he is the colleague for whom we have been searching. Please make him welcome when he joins us in mid-November.

Congratulations— Distinguished Flight Instructor Award Winner

From Chris Moser @ AOPA
Date: October 5, 2018

Congratulations to Jay Nabors!



We are happy to report that you have earned a spot in the AOPA 2018 Flight Training Experience Survey and Awards as a Distinguished Flight Instructor for your high score on AOPA's Flight Training Experience Survey. You have reached a high standard of accomplishment and we commend you for your commitment to a positive training experience. Additional information on the 2018 awards will be published on the Flight Training Experience Survey and Awards webpage.

Included with this email is a press release template and a media checklist to help you share the good news in your local area, but please don't contact the media until after the winners are officially announced by AOPA on Thursday, Oct 11. We hope you add to the template and proudly promote this recognition. Click here (or see the link below) to get your promotional materials and directions for the Awards Ceremony. Within the next four to five weeks, we will also mail out a patch and award for you to commemorate this achievement.

We would like to thank you and your customers for your participating in our survey. The process yielded an evaluation of 954 different flight schools and 1,849 individual flight instructors. The Awards have allowed AOPA to identify and recognize the highest levels of achievement in the flight training community, with the goal of encouraging others to adopt similar characteristics of success. AOPA will be sharing individual survey results with schools and instructors later this year via email.



DPE Corner

By Jay Nabors

“Fall is upon us”.

That is how I started previous TIPR corner columns. Older members will remember this (w)as the TIPR corner of the newsletter. Historically, I used this section to (re)emphasize club and FAA best practices. Usually they were seasonal weather related reminders along with considerations on the ramp, aircraft, and the like.

Why the Change?

May 2018 I received a call from the FAA informing me that I had been appointed a FAA designated pilot examiner. Since that time I've gone through numerous FAA required training regiments and tests and am now a FAA DPE. Need a checkride? You club members now have a resident DPE (and wait times are very short). The whole appointment process is a story in itself. One perhaps I will write up for a future newsletter article. As for this newsletter corner today, I am changing focus from the TIPR topics and bringing more FAA insights into the newsletter. There is no “new information” from a FAA perspective. No “FAA man behind the curtain” that holds the many regulatory secrets of aviation to share with you. This is just a good platform to pull together (freely available) current FAA emphasis areas, current events, and review of tried and true best practice and the regulations and/or AIM that supports them. For those who liked the WCFC TIPR best practices and reminders just send comments asking for them and if there is enough interest I can sprinkle them back in. I hope you enjoy the new focus area. Send feedback and comments.

ACS, CFI, DPE, and Regulations Updates:

CFI Checkrides

The FAA has changed how applicants are assigned examiners for CFI initial checkrides. Previously CFI applicants

would have to contact the FSO to schedule a checkride. The FSO would select from the list of FIEs (Flight Instructor Examiners (DPEs with special designations to do CFI rides)) on a round-robin rotation basis. Recently the rules have changed and CFI applicants can now select their FIE of choice. Need a CFI initial ride? Contact the FIE authorized DPE of your choice.

DPE

DPEs are no longer limited to 2 checkrides per day (except for CFI rides). DPEs can now do up to 3 checkrides per day (and an unlimited number of retests). DPE Geographic boundaries have also been removed.



ACS

Below are some highlights of the latest ACS changes:

CFI

• Complex aircraft for checkride no longer required (see below reference with commercial)

Commercial

• Complex aircraft for checkride is no longer required

• (reference https://www.faa.gov/documentLibrary/media/Notice/N_8900.463.pdf)

• 10 hours of TAA aircraft can be substituted for complex aircraft “training” (61.129(3)(ii)). Key things to keep in mind:

-The 10 hours has to be dual (training)

-f you substituted TAA time for com-

plex (or portion of it) note the new regulation allowing TAA is not retro-active. You can only count TAA training time toward 61.129(3)(ii) as of August 27, 2018 and later.

(reference: <https://www.federalregister.gov/documents/2018/06/27/2018-12800/regulatory-relief-aviation-training-devices-pilot-certification-training-and-pilot-schools-and-other>)

VFR Nuggets

Ever wonder who ATC is talking to when you hear them call “Brickyard 1234, Skylab 1234”? Here’s a select list you’ll like hear around our area.

Brickyard	Republic	Airlines
OutBack	Frontier	Commuter
Skylab	(LabCorp	(out of
(KBUY))		
Lindburg	GoJets	
Jet Card	Delta	Private Jets

Military call signs we hear around Fayetteville, Cherry Point and down east:

C-17A Tin Can

C-130- Bold, Abrum, Hitman, Nitro, Rogue

F-15 -Hoser, Black, Butler, Candor, Cheetahs, Chief, Grumpy

V-22 Osprey – Crossbow, Storm, Hitech

VFR Flight Following and VFR instrument practice Approaches

When you are VFR flight following (and you should always do that) and ATC asks you to do something (e.g. change altitude, heading change, etc.) you should always comply. There was a pilot who got into an argument with RDU ATC last year over the ability of the pilot to cancel flight following anytime (not in Class B or C) airspace. His perspective was that he was not in ATC (RDU Class C) controlled airspace as he was flying over RDU at 5500 feet. He did not want to comply with ATC (vectors) so he simply chose to can-

cel flight following. In one respect that might sound (sort of) logical. You're not in RDU Class C. Flight Following is strictly optional. So why not just tell ATC you're cancelling flight following and be done with it instead of taking that long vector around RDU airspace? Short Answer is that he made the WRONG

CHOICE. Even though you are not on an IFR flight plan if you have VFR flight following and ATC asks you to do something you must comply. The real life pilot in the real life scenario above in fact had to meet with the FAA about his misdeeds.

The regulations that govern this can be found in FAR 91.123 Compliance with ATC clearances and instructions.

Below are comments and reference links from our friendly neighborhood RDU ATC team for further explanation:

*"...Remember that Class E airspace is controlled airspace and unless otherwise depicted on the sectional begins at 1,200 AGL. This is denoted on all the sectional chart legends now. If you want to expand on 91.123 for examples, a clearance to a VFR pilot would typically be anything involving a controller specifically saying "cleared..." and everything else issued is typically a control instruction. If you want to further expand on the controllers' job, FAA order JO 7110.65 paragraph 2-1-1 defines our primary purpose as "The primary purpose of the ATC system is to prevent a collision involving aircraft operating in the system." That being said, if aircraft are talking to ATC or not, we are still responsible for preventing a collision between aircraft receiving ATC services and those that are not. (There's where our job becomes difficult as those that are not, we have no idea what a pilot may be doing).

Now to add to the pilot that doesn't wish to turn, well once they enter into the "system" receiving flight following or traffic advisories they still fall under 91.123(b). If a controller issues a pilot a control instruction for traffic or

in our case to vector clear of high density arrival/departure areas, they must follow it unless an amended clearance/instruction is received. Keep in mind, that the amended instruction from the controller could very well be squawk VFR. The point we like to hit home is just because you squawk VFR doesn't mean you magically disappear from being a potential conflict. We don't wish to arbitrarily delay aircraft, but remember we are looking at the bigger picture and trying to keep aircraft out of harm's way.

I would also add that communication between VFR aircraft receiving Flight following and ATC is paramount. Keeping the controller advised of altitude changes, route changes, etc.

Now the VFR practice approach. This topic could be different at different facilities based on letters to airman. For us at RDU, yes a VFR pilot shooting an ILS for example would have to comply with the procedure up to the missed approach point. Reference 7110.65 para 4-8-1 b Missed Approaches. Here is our letter, some spell things out more than others.

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=1663832412662010979>

If a pilot needed to deviate from an instrument clearance flying VFR, I'd refer back to above. That pilot, one, probably shouldn't be in that situation, but two, advise the controller of what they need to maintain VFR."

*excerpts from, acknowledgement and thanks to CZ and RR at RDU ATC for their insights into the regulations and procedures

To Summarize:

- 1 If you are getting flight following
 - a You are being controlled. Do what they tell you.
 - b. Don't try to cancel FF if you don't like what they tell you.
 - c. If you can't comply tell them why

- and ask for an amended clearance
- d. If you are not sure what they meant...ASK for clarification
- e. If you are VMC (regardless of IFR or VFR) you are responsible for see and avoid.
- f. If you are assigned an altitude – remember +/- 300' is the absolute maximum altitude tolerance before a potential pilot deviation could occur. (Bet you thought that was just for IFR pilots on IFR flight plans didn't you?)

2. If you are conducting VFR practice approaches

a. You are still on the hook to comply with the clearance including all aspects of the IFR instrument approach procedure (as cleared by ATC) even though you are not on an IFR flight plan.

b. If you are an IFR student doing approaches with a safety pilot (or just by yourself with no foggles) then exercise caution and good judgement in going into controlled airspace for practice approaches without a CFII. If you fowl up, regardless of whether you knew what you were doing or not, you can get in trouble if you do something in violation of your clearance. (I do not advise my IFR students to do this without CFII onboard.)

3. If you are operating in our designated WCFC practice area around the southwest side of RDU (in and around OZOPE IAF for TTA RNAV 21) ATC has requested you contact them for flight following. TTA and especially up with 15 miles SW RDU vicinity are in the arrival/departure corridors for RDU.

- a. For the VFR primary students and pilots – that would be roughly 15-16 miles from RDU SW, SE and over Lake Jordan on your sectional charts.
- b. If you are sight-seeing up and down (or crisscrossing) Lake Jordan then definitely contact RDU ATC. Not only are you in the RDU arrival/departure corridors but you are also in the middle of the final

DPE Corner (Cont..)

approach course of the TTA RNAV 21 approach.

IFR Nuggets

The Visual Approach: (AIM 5-4-23)

Ever wonder exactly what you have on your hands when you are IFR and cleared for the “visual”? What happens if you go missed? What requirements do you need to accept such clearance? What requirements does ATC need to issue the clearance?

Many times ATC may have asked you to advise when you have the airport (or preceding identified aircraft) in sight and issued you a visual approach clearance. When should you reject a visual clearance? When you don't have the runway in sight.

A few years ago I was flying back from Georgia in N1068X. This was when we had the TTA runway resurface project underway and 68X was based at RDU. We had a strong low pressure system hanging just off Wilmington NC and RDU had spiraling bands of clouds and rain showers. As I came into the RDU arrival corridor I was sequenced in for the visual 5R. The preceding jet was cleared for the visual and I had just joined the localizer (for alignment per ATC). ATC cleared me for the visual 5R at the exact time a cloud bank came swirling in. Oops. Now what? I no longer had the runway in sight. I had to decline the clearance and provided ATC with the reason why. I had lost sight of the runway. This was a non-event and

ATC simply cleared me for the ILS.

Lessons learned:

Even if the ATIS is telling you to expect the visual have the appropriate approach loaded for several reasons. As in the scenario above

1. I was vectored to join the localizer. I needed to have all that set up so I can ID the ground navaid and acquire the localizer with the Nav radio. If it's stark VFR (CAVU) there may not be a need (but still a good practice). MVFR might be a different story.

2. You might have to convert your visual approach to an instrument approach

The visual approach is in fact in instrument approach from the perspective that it can only be assigned on an IFR flight plan (and you are still responsible for cancelling IFR (at the appropriate time)). On the other hand it can be considered not an IFR instrument approach as there are no missed approach instructions. In fact it's considered to be an IFR “authorization”. FAR 91.155 VFR cloud clearances do not apply (just remain clear of clouds). This only applies to part 91 IFR operations. 135 and 121 have different regulations.

One other question I received in recent months on visual approaches is “what happens if I have to go missed approach on a visual approach?”.

AIM 5-4-23 states: “...If a go

around is necessary for any reason, aircraft operating at controlled airports will be issued an appropriate advisory/clearance/instruction by the tower. At uncontrolled airports, aircraft are expected to remain clear of clouds and complete a landing as soon as possible. If a landing cannot be accomplished, the aircraft is expected to remain clear of clouds and contact ATC as soon as possible for further clearance. Separation from other IFR aircraft will be maintained under these circumstances....”. The lesson here is complying with the requirements to accept the visual and make sure you have the runway in sight. Anything less could start a chain of events you might not be prepared to handle.

That's it for this first edition of the DPE Corner. I hope you found the information interesting.

Next edition –
Special VFRs
SUAs and SFRA
VFR Flight following into Class B airspace
Emergencies
Cruise Clearance
what to do if you get full scale deflection on an instrument approach. and
Going “off frequency” while on an IFR (or flight following for the VFR folks)

Until then – Squawk VFR, Frequency change approved.

You Tube videos worth watching

By Barry Moore

Watching TV on youtube isn't just for the millennials anymore. I'm finding I sit down and switch on youtube (on my dumb TV) more than I'm inclined to switch on my cable box. 10 Zillion channels though doesn't necessarily mean there's actually anything good on, but when you know what your looking for then occasionally you can come across some real gems. I want to share a few of these with you now. So lets start small and move our way up....

Crossing the Atlantic in a Cessna

It's a Tuesday night, its too late to start a movie and you just finished season 14 of downtown abbey and you aren't really ready to commit to season 15 just yet. Try out this short movie at about 27mins. Its about a bunch of guys that take a few weeks to fly their Cessna 210 to Austria.

<https://youtu.be/W9Uf-ynoDUE>

For the Love of flight

All of us in the club will be able to relate to this short documentary. The next time you go to the club and you end up coming home early because the weather closed in, put this youtube movie on and you'll be straight onto myFBO booking your next flight. I guarantee it.

<https://youtu.be/hEC5oGxhbt4>

A day at Southport, NC (KSUT)

By Michael Hamlett

For us clear day, sightseeing pilots, who do not positively have to be somewhere, this is what flying is all about. Being a member of a flying club certainly has its advantages. I have people that are great to talk to and planes that are a pleasure to fly, with the peace of mind to enjoy the feeling of blue skies above and farmland below. With that membership comes multiple advantages. One of those advantages is being able to take quick trips to the coast to enjoy family. While others spend 6 hours in a car, my travel time there and back is two hours. My son has recently taken up sky diving and spends his weekends nestled, I mean compacted into a C182 with 3 other divers and a pilot. Did I mention the only seat in the plane is used by the pilot? Because of this new hobby of his, I have a great reason to head to KSUT a few weekends a month. Just a few weekends ago, I planned a trip there. I was lucky enough to get the plane parked and headed over to the sky-diving area to look for him. One of the instructors pointed to the sky diving plane on the runway, "there he is". I watched as his plane lifted off for its climb to 11,000 ft. I checked my phone and found a text, "Look for the Orange and Black Canopy" enough said. I watched the plane go out of sight and finally saw the specks of canopies swaying and saw the orange. Camera out, Record



On, click, click, and he is on the ground. He comes over, checks back in for the next ride, but there are too many people waiting to go up. He is grounded for a while. No problem. "let's head up to Ocean Isle for Lunch". Now you're talking! Its only 10 minutes down the coast. So my son and I climb into 8080A and fly the 10 minutes at 1000' to 60J. We walk across the street to a diner and then back to the airport and up to KSUT to get him back to his car. Now this is the privilege of a pilot's license. The freedom to enjoy a day with family and have a ton of

fun airport hopping at the same time. My son was quick to point out to others that his dad flies to Cape Fear to watch and then proceeds to say "yea, we just went down to ocean isle for lunch". He has a big grin and the others around just let their jaw drop. You would be surprised what we as pilots take for granted sometimes that is so highly impressive to many people. So not only am I the proud dad, but I also love being the "cool" dad.

Battle Stations P51 Mustang

For a different perspective on flying and to watch some amazing footage of one of the most beautiful and best sounding airplanes ever made check this out. Its a wonderful perspective of what Airforce pilots went through during WWII.

<https://youtu.be/HNHiwRk5Gzw>

How to build a Jumbo Jet Engine

If your Lycoming 0-235 engine just isn't getting your juices flowing any more and you have a hankering for more power, then this is the movie for you. Watch the development and building of the Rolls Royce Trent 1000 engine.

<https://youtu.be/VfomloUg2Gw>

Aerobatics in a Cirrus

Here is a funny little video about a guy in a Cirrus battling with TFRs. Don't try this at home, its much safer on youtube.

<https://youtu.be/2YgwMsmLkPM>

30,000' Interview with Steele Scott

What got you started in Aviation?

I fell in love with flying as a young boy watching my Dad take lessons. He would take me out to Stormville Airport (N69), New York to hang out and sit on the bench while he climbed in a Piper Cub. It was all beautiful green grass and all that separated me from the magic was a post and rail fence. This was circa 1967 and Dad was flying a yellow Piper Cub at Pete O'Brian's Flight School.

What sealed the desire was sometime later without really understanding the imprint in my mind and heart. I distinctly remember flying in the back of a Cessna 175, Dad piloting, Mom in the right front seat, out of Poughkeepsie's Dutchess County Airport (KPOU). An hour later, we landed at Montauk Airport (MTP) at the very tip of Long Island. To describe to you that feeling of looking outside on takeoff from Poughkeepsie and watching the landing gear and tire lift away from the runway, watching the runway get smaller and smaller was thrilling. I have never recovered.

And then to land at Montauk Point, final approach over the pristine dunes, clear blue waters of the Atlantic Ocean meeting the Long Island Sound, at such a young age, was intoxicating. You climb out, sand and shells on the edges of the runway, no taxiway, 2,400' long and it just was a fantasy.

We walked back on the runway and climbed over the dunes and a whole new world of beach and ocean lay before you. The fresh, clean smell of the ozone laden air, the rolling sound of the surf and waves breaking on the sand, seagull caws, bright warm sunshine on my face is nearly beyond description even now. It is as vivid and exciting now in my mind as it was fifty years ago.

Where did you learn to fly and in what aircraft?

You might imagine I took my first lesson at Stormville Airport in a Piper Colt (PA22-108), N5946Z (single-seat tricycle gear version of the popular four-seat Piper Tri-pacer). At age 15, April 7, 1968, a 45-minute flight in my logbook. Logbook Remarks: Orientation, effect of controls, S&L, 90-degree medium bank turns.

Stormville Airport has been owned by the O'Brian family since the beginning, is nes-

ted close to the hills, mountains dividing the eastern border of New York State and Connecticut. Runway 6-24, and the unforgettable left pattern for Runway 24, downwind past the Green Haven Prison located ½ mile East North East of the Airport, turn base on the northeast side and turn final along the northwest wall.

Be careful to not fly over the Prison or a call would be waiting for you in the O'Brian's home front foyer that was enlarged into a flight school sitting area and office. My instructor, Mac, a WWII transport pilot used to hum a very odd and inconsistent sound and I swear was asleep a lot of the time. The net effect was to boost my confidence as the appearance was it was all me.

How I got to fly was when riding the Yellow school bus to Van Wyck Junior High School, my best friend, Ray Mayron, told me he took a flying lesson. Damn, you did! Take me with you the next time and his father brought us out to the airport.

What are your total hours?

Nearly 3,500 hours over 48 years with so many beautiful stories to tell. My first solo, nearly a year after my first lesson, 14 dual training hours under my belt, March 23, 1969, 2 months into my 16th birthday in Piper Colt N5932Z, 15-minute flight, 2 takeoffs and landings. That night I kept having vivid dreams of the base to final turn around Green Haven Prison. Barely slept. The sight picture was riveted in my mind.

Guess how much it cost: \$11 per hour for the Piper Colt and \$4 per hour for the instructor. And my parents wouldn't pay a dime. I earned every flight hour planting bushes for \$0.50 a bush, mowing lawns and anything else I could get to accrue enough money for my next lesson. It generally took a month for me to accumulate the cash before I was rich enough to schedule.

And to top it off, my parents wouldn't take me to the airport so either I car pooled with Ray Mayron and his Dad or on my bike I went. It's a 17-mile bicycle ride on back roads to avoid the Taconic Parkway stretch. I earned my wings like we all do. I would do it again.

Oh, and guess the price of my first log-

book, I am looking at it now, handwritten in the upper left corner of the inside front cover, \$1.25 plus \$.02 Tax. Damn cool.

The Piper Colt was an all fabric aircraft body and wing with no flaps and the trim wheel on the ceiling. Go figure. Therefore, slips to landings were standard fare to the 3,000 foot paved runway.

Fast forward to Summer 1970, July 22, five months into my 17th birthday, Private Pilots PASSED at Stormville with W.L.M. 1.05 hours in the venerable Cessna 150, N50146, 40-degree flaps. Big price increase to \$15 per hour. Took my parents, two brothers and sister up one at a time in a Piper Colt that summer afternoon. My life was made that day. Then it was girls, one after another and another and another...later in August 8 checked out in the Cessna 172, N4103L, carburetor heat a must.

In December 2, 1971, I flew my Dad down to Montgomery County Airport, Gaithersburg, Maryland for his IBM Conference. The next morning, at 5 AM, still very dark and very cold, I was to fly solo back in this Lazy Eight Flying Club, Cessna 150, N7910F. Us clumsy pilots starting cold engines, sound familiar.

In the pre-dawn dark, a strange flickering, curious light on the ground was noticed. I climbed out to find my nose wheel was on fire, too much avgas priming dripped down and a spark from the exhaust. Why is it so hard by yourself at 18, freezing cold, very dark airport?

And my first trip to Florida a few days later in the Civil Air Patrol's 1957 Cessna 172, N8567B with three of my high school buddies on December 17. Lycoming 150 hsp carburetor engine, Poughkeepsie to guess where of all places, five hours and 35 minutes landed RDU total flight time, stop for gas not sure where.

Visited Duke University and my friend, Ray Mayron in his first year. The next day off to St Augustine, FL, again a fuel stop not recorded in my logbook. Then, the next day Pompano Beach. A few days later, Tamiami Airport to pick up life raft, off to Nassau Island, Bahamas. Ended up turning back 50 minutes out when vacuum system failed. Christmas Day, De-

ember 25 from New Smyrna Beach, FL to Wilmington, DL to Poughkeepsie, NY flying home under a full moon at Midnight.

What do you think is the hardest part of learning to fly for new student pilots?

Taxiing is the funniest part of learning. There are stories of taxiway traverses that are fun to tell. I think the other challenging area is the landing often taking lots of time, aiming point, cross wind adjustments, round out, flair is the hardest to learn and most rewarding.

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

Complex airspace and rules within which we must comply. But really what bothers me the most is the lack of frequency of flying today. Flying was destined to become an everyone's sport in many ways got truncated by fuel costs and products liability losses from accidents. Innovation in small planes just is cost prohibitive.

Where has been your favorite place to fly for personal pleasure?

Oh man, are you kidding. Everywhere, especially when you are working three years to get your medical back. I am a very healthy 65-year old (bragging) in part true and stuck in the FAA bureaucracy seemingly forever. Sorry, went off the airway here.

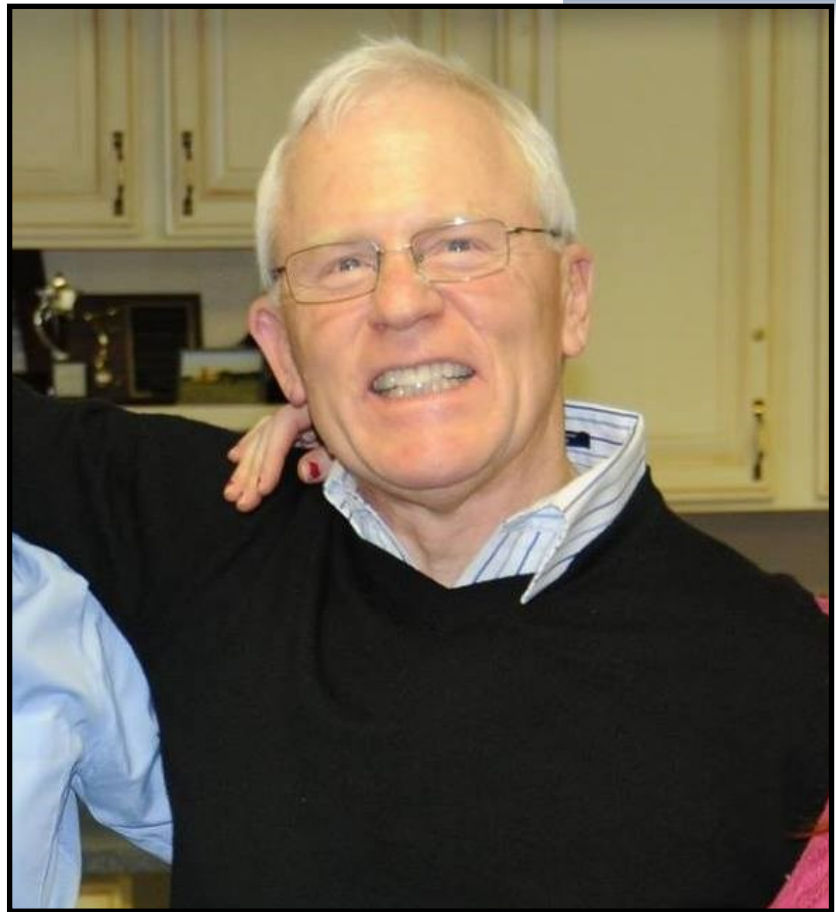
Favorite place: Block Island, NY, Montauk Pt, NY, Mt. Snow, VT, Ocracoke, NC, Martha's Vineyard, MA, Nantucket Island, MA, Bahamas (I've got a story for you at another time), Grenada, Turks and Caicos, the list is endless...

What is your favorite airplane in all the world to fly? (and why)

I love them all for different reasons. I have flown thirty different aircraft, maybe more. Piper Colt, Tomahawk, Warrior, Lance, T Tail Lance, Turbo Lance, Saratoga's fixed and retractable, Apaches, Aztecs, Seneca's, Beech Sport, all sorts of Bonanza's V-tails, straight tails, A36's, Baron 55 (owned one) and 58's, Duke, Grumman Cheetah, Tigers, Cessna 150, 152, 172, 182, T210 (owned this one), 310, Fairchild Swearingen Metroliner, Mooney 201, 231, M20J and S model.

What has been your scariest moment while teaching in the cockpit?

My scariest moment came about three years



ago with one of our private pilots in one of our Cessna 172's taking off from Carthage on a hot summer day. My goal with students and pilots in training to give them as much latitude that is safely possible. This time I let my guard down because this was a well experienced private pilot with lots of hours. He was getting older though and you could notice small mistakes and confusion in some of his flying. In any event, after lunch at Pik'nPig we ventured back to the plane with a young married couple that my pilot offered a ride.

That day the back seat was broken in somewhat of a reclining position, uncomfortable for passengers, they didn't care, but moved our CG back a few more inches. On a hot day my antenna is always up, except I allowed this experienced pilot to perform a short field takeoff and what shocked me was totally not aware of how perilously slow he was going. I grabbed the controls which I rarely do and took over because we very mushy and altitude gain was uncomfortably low.

Still with Vx achieved and slightly more

for my comfort, we just climbed like a Volkswagen bus without wings. Carthage taking off on Runway 31 has significant obstacles with trees and large antennas on the hills of the town. Obviously, we didn't become a statistic that day, but I chastised myself severely for not reading the tea leaves of both the pilot and environment. Believe me when you start sweating and starting to read your own accident report on departure, you never forget.

This scared the stuff out of me and forever reminded me of being more alert with an experienced pilot.

What advice do you have for newly minted private pilots?

Go have fun in increments. Budget money and time and schedule yourself for solo flights and work on some of your margins. Plan trips with increasingly challenging lengths and kinds of airports. Go with an instructor to more challenging airports, turbulence, weather and especially cross winds.

Adding the CFII rating

By Heinz McArthur

I recently completed the instrument rating for the flight instructor certificate. I'll share a few thoughts on that experience.

I've been a Wings of Carolina club member since 2014 and a flight instructor with the club since May of 2017. When I completed my CFI initial training, I planned to add an instrument rating "real soon." Several of my friends who were experienced CFIs recommended I teach for a while before taking on the instrument work, so my plan was to give it 6 months or so. This plan got derailed by a leg injury and a 4 month recovery period.

I returned to flying in August of this year and considered my options for CFII training. George Scheer assured me I could get it done at WCFC. Then I contacted Jay Nabors. Jay's response was "No problem! Easiest check ride you'll ever do!" I've learned to be leery of such things ... easy for Jay is not necessarily easy for me. I did appreciate his enthusiasm.

The Flight Instructor Instrument rating requirements are simple. Complete a written and a practical test. If you already have a CFI certificate, there is no need to repeat Fundamentals of Instruction (FOI) requirements for the written or practical tests. The minimum additional flight experience requirements are the usual 3 hours of check ride prep.

While convalescing with my leg injury, I had plenty of time to study for the written test. I used Sheppard Air software to prepare. It's my understanding the CFII written, a 50 question test, uses a test question bank similar to that of the Instrument Rating. There is also a shorter version of the test – 20 questions – for an instrument instructor added rating. The conventional wisdom is skip the 20 question test, which requires some custom interaction with the FAA, and stick with the 50 question FII test. The 50 question test was easy enough and took me about 30 minutes to complete.



As I was plowing through this material, I also studied for and completed the Ground Instructor Instrument written test. After the test was passed, I submitted an IACRA application and scheduled a visit with an Inspector at the Greensboro FSDO to receive the Instrument rating update to my Ground Instructor certificate. No additional tests, no orals, just show up and they issue the certificate. Sweet!

Then came the prep for the Practical Test. Like the others I've done, the check ride consisted of an oral and a flight test portion.

The prep for the flight test consisted of instrument training flights with Jay, with me under the hood and in IMC. After a year or so without instrument flying I was rusty and needed lots of practice. Jay also used these flights to share with me his techniques, tips, and tricks on how to teach instrument flying.

To prep for the orals, Jay and I had several hours of ground training reviewing IFR regs, procedures, and techniques. Jay has some condensed material (such as his "IFR Know It All") that really focused on what I needed to know.

In addition to working with Jay, George Scheer and I had a few ses-

sions in the air and in the classroom/flight simulator. We used these primarily to discuss "Here's how you teach this ..." George provided me a wealth of material on instrument flying that I hope to incorporate in future lessons with at least some of George's wisdom appropriately portrayed.

My Practical Test was with Zenda Liess at Burlington in October. I flew with Zenda on my Commercial check ride and I knew what to expect. As usual, Zenda was thorough and fair. The orals took an hour or so, and the flight test about the same. Jay had me prepped for the orals, and I found the questions and the discussion enjoyable. The flight test tasks were straight forward – with an ILS and GPS approach. Zenda's emphasis was for me to perform "Instructor tells, instructor does" through the tasks. So yeah, it was "easy" in the way things go when you know what to expect and have a chance to prepare.

Though all this I was constantly reminded how much I enjoy instrument flying and how much there is to learn about it. Thanks to Jay and George for teaching me new things, helping me dive a little deeper, and giving me some additional insights. I look forward to sharing this with WCFC club members and continuing to learn.

Certifications

Name	Certificate	Instructor
Matt Anderson	1st Solo	Houston
Richard Eilers	1st Solo	Schwartzmier
Haylcon Sleinner	1st Solo	Schwartzmier
Kaja Coraor	1st Solo	Schwartzmier
Nate Cash	1st Solo	McArthur
Dimitry Baranin	1st Solo	McArthur
David Fellerath	Private	McArthur
Kyle Genther	1st Solo	McArthur
Steve Morelen	Instrument	Nabors
Sean Tarlton	Instrument	Nabors
Gary Wrayno	Instrument	Nabors
Ken Chu	Solo	Lord
Ren Babcock	CFI	Scheer
Brad Ellington	Instrument	Nabors
marc Anna	Private	Lord
Larry Ausley	1st Solo	Schwartzmier
Travis Edwards	Instrument	Scheer
Zlatko Sitar	1st Solo	Hunter
Will Aryner	1st Solo	Lord
Rob Hedge	Instrument	Scheer
Jennifer Davis	1st Solo	Schwartzmier
Scott Goulet	Private	Weaver
John Hook	Private	Weaver
Swami Ramalingam	Commercial	Nabors
Stephen Cumwell	Instrument	Nabors
Richard Eilers	Private	Schwartzmier
Dwight Frye	Instructor	Scheer
Kyle Genther	Private	Ken Babcock
Will Warren	A&P	
Anthony Castro	Instrument	Lord
Bihan Zhang	1st Solo	
Shawn Miller	Instrument	Train
Michael Sterling	1st Solo	McArthur
Kaja Coraor	Private	Schwartzmier
Anthony Castro	Commercial	Train
Anthony Castro	Multi	
Zlatko Sitar	Private	Train

Congratulations to all those who got a new certification this year. Apologies if any one was left off. Let me know and we will include you for next time. Also apologies if I have mis-spelled your name—the new certificates sheet in the club is very difficult to read (some of our instructors have similar hand writing to that of how my doctor write his prescriptions.)

Operation Airdrop I

By Mike Fox

Hurricane Florence blew through NC on Thursday-Friday Sept 13-14th. As the storm moved out, a volunteer effort called Operation Airdrop started forming at RDU. Operation Airdrop had originally started in Houston for Hurricane Harvey and a similar model quickly popped up in North Carolina. The key aspects of Operation Airdrop were that it was ad-hoc and short-lived.

With most roads in eastern NC flooded there were huge parts of the state that were cut off from the road system and the only way to get relief supplies in would be by air. There were many local conditions that came together for Operation Airdrop to spin up quickly here. There was a major airport, RDU, within easy flying distance of most of the affected areas. The Triangle area had missed the worst of Florence so lots of preparation had happened here that hadn't been needed. There were lots of people who were grateful to have missed the worst of the storm who wanted to help those who weren't so lucky.

A major Amazon distribution center in RTP also turned out to be a plus, as it was easy for the public to order relief supplies for quick delivery to the RDU airport to be flown to the coast. In fact that Amazon distribution center was stripped clean within 2-3 days by the generosity of Triangle locals ordering supplies for Operation Airdrop.

The RDU GA terminal has been closed for months as it is being refit to be leased by TAC Air. Construction was at a point where this terminal building easily served as a warehouse and sorting center, with the additional plus of being easy to reach by car by the public (unlike, say, a large hangar on a field behind a secured fence). Volunteers and relief supplies poured in and many club pilots also participated. I'm aware of the participation of Jan Squillace, Roger Montgomery, James Schultz, and Grover McNair. Eric Wagner attempted to participate but had to turn back for mechanical issues. If I missed any club pilots I apologize as the effort was huge, pilots were always coming and going, and we seldom saw each other.

On Friday the 21st of September, one week after the worst of the hurricane, I took a day of vacation from work and rented club Warrior 8116J, which was available all day, and participated. The whole effort was very ad-hoc yet well-run. I simply flew to RDU in the morning and presented myself

to their coordination desk, and within a few minutes was given an assignment to fly a load of supplies to KOAJ in Jacksonville.

The Warrior was not the most effective cargo plane simply because the right front seat could not be safely used for cargo without blocking the pilot's access to the door. I had done careful W&B beforehand and knew exactly how much weight I could carry in the cargo compartment and the back seat. All the supplies had been weighed and assembled into 150lb pallets in the GA terminal by an army of ground volunteers that included local soccer moms, boy and girl scout troops, college students, retirees, pilots without planes, etc.. Plus each individual box or bag was labelled with its weight so we were able to load carefully.

I needn't have worried about weight however, as I "cubed out" before "weighing out." Supplies like toilet paper and cleaning supplies used more space than weight. Because my right front seat was unusable for cargo and I still had weight capacity left I took on a passenger, a volunteer who had been doing ground coordination all week and was being rewarded with a flight.

The flight to KOAJ at 5000 feet included about 45 minutes of IMC but pilots who were VFR-only could fly lower and stay VFR. There wasn't much damage or flooding apparent at KOAJ but we were met by local church volunteers who told us there were several isolated and forgotten communities that our supplies would be taken to. The local volunteers loaded our cargo onto trailers and we returned to RDU.

Once back I was given another assignment, to fly another load to Southport, KSUT. I did this one solo and on this flight, I flew mostly in VMC and saw several areas that were flooded out with roads obviously blocked. After returning from KSUT it was near the end of the day so I flew back to KTTA and ended my day. Most pilots I talked to were able to do two missions a day, so that seemed typical.

One big advantage of the ad-hoc way Operation Airdrop was organized was that areas that had been forgotten or not yet reached by the government or major organizations could call in for help, and within minutes a flight could be dispatched to them, which I saw happen a

couple of times. I also heard of STOL and bush plane owners landing on roads and racetracks to deliver supplies but didn't personally witness this. Overall, the nimbleness and flexibility of the operation was impressive.

In all I flew 6.4 hours on the two missions, including the flights to and from RDU at the beginning and end of the day. The experience was very rewarding especially seeing the recipients of the aid at coastal airports. Each flight was given a call-sign of "compassion flight" plus the last three digits of the tail number, so I was CMF16J, which you can still look up on Flightaware. If you do, you'll see that I forgot to use the special call sign on my first leg to KOAJ.

RDU controllers were excellent at handling the unexpected flight load, as they had not been prepared for all the compassion flights that showed up and literally quadrupled their daily operations. We also unbalanced them because we were all going to and returning from the southeast, causing a lot of head to head descent vs. climbout issues on the south side of the field. Plus because of runway construction they were only taking off 23R and landing on 23L. RDU control was complimentary of the courtesy and professionalism of all the pilots, but the day after I flew they created a special VFR arrival procedure for compassion flights to keep things more orderly.

By the end of that weekend, Operation Airdrop wrapped up. As soon as the roads had re-opened, trucks became the most effective way to move relief supplies and the planes were no longer needed. But we had delivered over 250,000 pounds of relief supplies in the week that Operation Airdrop flew in North Carolina. It was one of my most rewarding flying experiences.

As a postscript, Operation Airdrop tried to repeat the success they had in Raleigh in Gainesville, FL after Hurricane Michael, but they just didn't get going. They had significantly fewer planes, flights, and donations, and in fact warned pilots not to come from far away because there weren't enough supplies to fly. There were several reasons for that including that Gainesville was a smaller town with fewer resources (volunteers and donations), a presidential TFR shut them down during the middle of their week, and by the time there was widespread local interest and fundraising, they were at the end of their run. It just shows that Raleigh had perfect conditions that may be hard to replicate elsewhere.

Operation Airdrop II

By Jerry Myers

Southeastern NC was drenched by Hurricane Florence in late September. Many areas were inaccessible by road because of flooding. Operation Airdrop has dealt with problems like this before. After Hurricane Harvey soaked the Houston area, a group of private pilots formed Operation Airdrop to coordinate delivery of supplies to areas in Texas that were inaccessible by road because of flooding. When they saw what Florence did to North Carolina, they brought their airplanes and their expertise to Raleigh. Using the General Aviation terminal at RDU as their headquarters, Operation Airdrop coordinated the receipt of donated goods and the delivery of those goods by volunteer private pilots to those in need. Volunteers carted the donated supplies into the terminal, weighed them, and put together stacks of supplies in groupings of roughly 100 pounds each. Then they helped volunteer pilots load their planes. Virtually every load included bottled water, toilet paper, paper towels, diapers, food, and cleaning supplies. Imagine being forced out of your flooded home and into a shelter where these daily necessities were in short supply or not available at all.

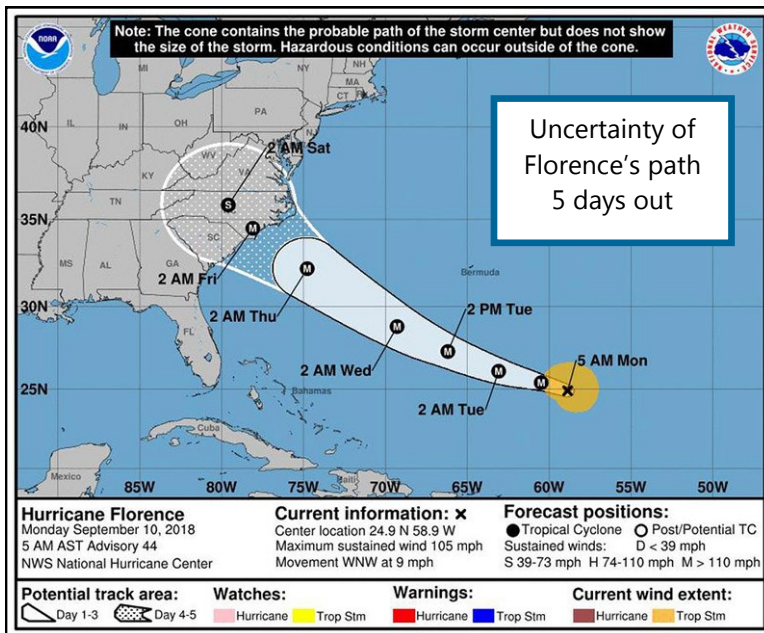
Operation Airdrop recruited pilots from around the country to deliver the supplies. Over the course of a week, Operation Airdrop coordinated the efforts of 468 volunteer pilots who delivered over 288,000 pounds of supplies to flooded areas in southeastern NC. Sure, there were a few big airplanes, including some corporate jets, that were able to carry large loads. The bulk of the supplies, though, were delivered by small, single engine piston planes carrying 500-1,000 pounds at a time. Several club members participated in the effort. I know that Jan Squillace and Grover McNair flew supplies that week. I used my Diamond DA-40 on 4 trips over the course of 3 days, making deliveries to Elizabethtown, Laurinburg, Lumberton and Jacksonville.. Seeing the smiles of gratitude from the people who were there to help unload my plane made it all worthwhile. I have attached photos showing my loaded plane at RDU and the church group who took delivery of the

supplies in Elizabethtown.

I feel blessed for having the opportunity to fly with Operation Airdrop. I am confident that other club members who participated feel the same way. The unsung heroes in this effort are the air traffic controllers at RDU and at airports along our paths of flight, such as Seymour Johnson, who coordinated our flights and helped keep us all safe. Airport operations at RDU quadrupled that week, yet the controllers patiently coordinated the arrivals and departures without a hitch. Pilots were

encouraged to use a modified call sign beginning with "Compassion flight" so ATC could give them priority handling.

I hope Operation Airdrop never has another reason to be in NC. If they do, though, I know that members of our club will join in the effort.



Introducing ... Dwight Frye

Please welcome Dwight Frye as a WCFC full-time instructor

Long-time WCFC member Dwight Frye will now be sharing his aviation knowledge with us as a full-time instructor. Dwight is familiar to many of us for his frequent presence at the airport, his congenitally helpful attitude, his mechanical skills, his beautiful RV7, and his majestic beard.

Dwight is retiring from a 40-year career as a software engineer, running the gamut from work on small single-board computers to large distributed container-based applications. Along the way he picked up a few patents, was a senior engineer and technical lead at Cisco, and was, in his words, "Fortunate enough to have successfully avoided management." Flying and computers have been his main hobbies, but he has dabbled in metal working and HAM radio, among other things. Rumor has it that he is developing a mobile app that shows promise.

Dwight learned to fly at the Johnson County airport in 1989. He describes his first instructor as "old school," a former Air Force primary instructor who was of the sink or swim persuasion. "Either you figured it out or you washed out." (Dwight assures me that he will take a more cooperative, humane approach to instructing.) After earning his private certificate, Dwight bought his first airplane -- a 1967 Cherokee 180, in which his wife then learned to fly. They are regulars at Oshkosh. Eventually Dwight took a decade-long financial hiatus from flying -- a familiar story to many of us -- but eventually came to the club and earned his instrument rating, his commercial certificate, and most recently his CFI certificate.



he is still in love with the RV. "I'm biased enough to say that of all the planes I've flown (and I just counted up recently, and have flown 23 different types) the RV continues to be my hands-down favorite. I have close to 400 hours in it, and continue to find it an absolute delight to fly. Next on my hit parade is probably a humble little Citabria 7ECA I co-owned for a few years with some friends. I still think it is the best all-around tailwheel trainer

and initial aerobatics trainer."

Dwight is determined to keep learning, earning advanced ratings, improving his skills and broadening his experience. He has flown with some of the famous airshow performers and aerobatic instructors, including Greg Koontz. (Ask him about the time he and Greg water-skied in Greg's airplane. And don't try it in ours.)

"Along the way I also sought out additional advanced tailwheel training, advanced spin training, and multiple rounds of aerobatics training. I think it is this desire to keep learning that has compelled me to earn my CFI and begin instructing." Dwight, as a long-time WCFC member, understands the mission of the club and appreciates the privilege of instructing. "My sense is that students teach the instructor as much as the instructor teaches the students. I've been a member at the club for many years now and literally can't imagine instructing anywhere else."

Nor could we imagine him instructing anywhere else.

Dwight has begun doing primary training and will expand his role as his schedule permits. Look for him in MyFbo. Please welcome Dwight to his new role with the WCFC.

Introducing ... Nina Piskareva

Nina Piskareva has joined our Wings of Carolina instructor corps as a part-time instructor. We are particularly proud of the fact that she learned to fly at the club and has chosen to teach here with us.

Nina decided to learn to fly after she and her husband Andrey purchased their first airplane, a Light Sport Eurofox, in 2010. She joined the Wings of Carolina, finished ground school and had just begun her flying lessons when she and Andrew flew their first real cross-country, an ambitious adventure to Yellowstone in Wyoming.

This flight was filled with all kinds of new experiences, such as engine troubles, high winds, stormy weather, turbulence, and difficulty locating airports, but it reinforced her determination to fly. She soloed in Nov 2011 and received her private certificate in March 2012. Since that time Nina has been flying her Eurofox and later PiperSport, while also flying at WCFC. She has flown the Cessna 152, Piper Warrior, Piper Arrow, Mooney, and Schweizer glider. Her favorite one-day destination

is Myrtle Beach. Most multi-day flying journeys have been to the warm places, the shores of Florida, Key West, the Bahamas, Sun and Fun or Triple Tree Aerodrome. Nina believes that flying and learning new flying skills are fun and she has enjoyed progressing through instrument and glider ratings, and commercial and instructor certificates. Nina says that she really appreciates WCFC and its instructors. The

Introducing ... Martin Thomas

Fall 2018

We welcome Martin Thomas to the Wings of Carolina instructing staff. Martin interviewed with the club this summer and impressed us with his professionalism, good humor, and work ethic. He is a North Carolina native who has been flying since 2014, progressing quickly through his certificates and ratings, training mostly at RDU. He hopes soon to add an instrument rating (CFII) and multi rating (MEI) to his instructor certificate

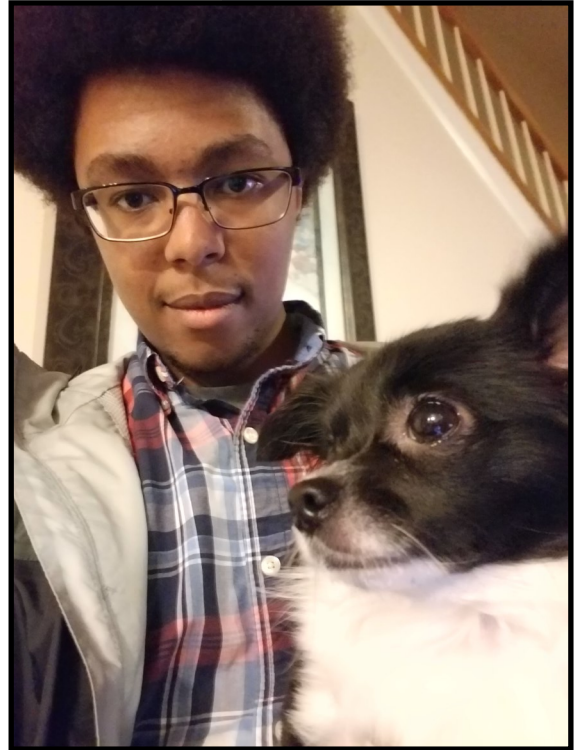
An airline career is his ultimate goal, he says, "Ever since I was a kid I have always wanted to be an airline pilot, but I wanted to get into flight instruction as a means of giving back to the flying community. I chose the club because it is a great place with people who have the ultimate goal of flying, but not all for the same purpose."

"The feeling of controlling an aircraft and admiring the beauty of the world from above never gets old and are my favorite parts about it. I consider myself to be a very safe and professional (in nature) pilot, when it comes to flying and value the safety

of my occupants, myself and the aircraft above all else before, during, and after a flight."

Martin is now instructing new flight students in the Cessna 152 but he will soon check out in our other aircraft and expand his portfolio.

He will be available most days of the week, integrating his flying with his role as a full-time student at NC State. His schedule will change from semester to semester with his class schedule, so look for him in MyFbo.



club matches her approach to flying: she believes flying should be taken very seriously and requires organization and careful preparation. Nina works full time at her day job in a medical field, so she knows that there are people like her who need to work but also dream of flying. From her own experience, Nina knows that it is possible to learn to fly in the evenings and on weekends and she hopes to instruct students who need to balance their work life with their flying. She continues flying her PiperSport, but now from the passenger seat, while Andrey is in the PIC seat. Nina says that she and Andrey make a good team, especially since he is an excellent glider pilot and Light Sport repairman and as she says "can fix anything." Andrey laughs and says that now he is destined to always fly with an instructor aboard.



2nd Saturday Cookout

The Wings of Carolina Flying Club hosts cookouts on the second Saturday of each month at the WCFC Flight Center (rain or shine). Food is served from noon-1pm. (\$5). Hangar flying continues for much of the afternoon. We occasionally have special programs or speakers. This is a great opportunity to meet club members, other local pilots, and people interested in the club and aviation. Anyone is welcome to attend. Click [here](#) for directions. Contact vp@wingsofcarolina.org for more information.

Thanks to all who submitted articles

Send future news articles for the Wings newsletter to :

FAA Medicals

We are pleased to be offering on-site FAA medicals on selected days of each month by Dr. James Fogartie of Carolina Vascular. See the calendar above for dates for Class II or III medical right at the club!

Email medicals@wingsofcarolina.org for more information or to sign up for your exam!!The club has an online calendar built in google calendars. You can integrate it into your personal calendar if you use a google account or just save it as a bookmark.

Calendar

Here is a shortcut link:
<http://tinyurl.com/wingscalendar>

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

IMC Club

If you have your instrument rating, or are even thinking about getting it, IMC Club is for you! We touch on most all topics related to Instrument Flight, especially where Instrument Meteorological Conditions are concerned. Join us the first Tuesday of every month at 7 PM!

[IMC Club Information](#)

VMC Club

For any pilot that flies in visual conditions. We discuss topics related to Visual Flight Rules (VFR), including weather and specific regulations for VFR flying. Join us on the 4th Tuesday of each month at 7PM.

[VMC Club Information](#)

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NC 27330