WINGS OF CAROLINA FLYING CLUB

Wings Newsletter

Expanding the Envelope

Wings of Carolina offers ways for pilot to move beyond the private and instrument ratings

By Dwight Frye and George Scheer

You've gotten your private license, have flown the family, and have gone for that $100 hamburger. You have been to Ocracoke and landed at First Flight to see the Wright Memorial. You've had a taste of the mountains. You have bored holes in the sky. Maybe you aren't quite ready to earn that next certificate or rating, but you yearn for *something* new.

The WCFC has been successful for 60 years in part because it focuses on its core strengths: a standardized fleet of utilitarian airplanes, well-equipped and well-maintained, useful for both training and travel. Commonality of parts facilitates maintenance, familiarity contributes to safety and dispatch; insurance is obtainable and affordable. One-off airplanes are not what the club does best.

So, let's look at some of the various training opportunities that are available "adjacent" to the Wings of Carolina.

Continued on page 8

Inside:

License to Learn

This spring, Wings of Carolina Flying Club Maintenance Director Ryan Evans kicked off a new series of evening seminars for club members. After Ryan's initial sessions on engine systems, Club instructors Ken Williams and Heinz McArthur delivered seminars on avionics. In response to popular demand, look for encore presentations in the future.

By the way, pizza is included.

Notes from the Club President

Ratings and Solos

Flight instruction is core to the mission of Wings of Carolina Flying Club. The list that begins on this page shows the ratings and solos *that Club members have achieved over the past year, along with the names of the instructors, when recorded.*

Congratulations to all for your well-earned achievements!

Chad Griffin	Private	5/19/21	Nina Piskareva
Parker Whitley	1st solo	5/21/21	
Devin Little	1st solo	5/21/21	Heinz McArthur
Daniel Wall	1st solo	5/24/21	Heinz
Jason Campbell	Commercial	5/26/21	Laura Schwartzmeier
Hailemichael Abraha	Private	6/18/21	Swami Ramalingam
Matt Thomas	1st solo	6/30/21	Martin Thomas
Sam Stout	Instrument	6/28/21	Ken Williams
Nick Damiano	1st solo	7/5/21	Swami
Ari Patrick	1st solo	7/9/21	Ren Babcock
Geoff Myers	Instrument	7/7/21	Swami
Sidney Vinson	1st solo	7/20/21	Laura
Kaja Coraor	Instrument	7/15/21	Will Warren
Jake Orr	1st solo	7/16/21	Dwight Frye
Ed Bodette	Private	7/20/21	Martin
Ashwin den Boef	Private	7/21/21	Laura

Continued on page 7

By Geoffrey Myers

Construction at the airport

If you've been flying recently, you may have noticed a lot of construction happening at the airport lately. Last year the airport was awarded $4.7 million to construct a new taxiway that goes around the back of the T-hangars. This will allow the airport to eventually build more hangars along the fence behind the existing T-hangars.

Part of this work will relocate the self-serve fuel pump to the south edge of the ramp. The work to build a concrete pad for the fuel pump should be completed in May or June. The pump itself will move some time after that. The airport plans to eventually build a U-shaped taxiway around the self-serve pump to keep fueling planes out of the flow of traffic to the runway. In the meantime, two of our parking spots have been relocated and the taxiway leading up to runway 3 has been modified to allow room for fueling aircraft.

With the self-serve fuel located on the south edge of the ramp, this is no longer a good place to do run ups. Members should taxi near to the compass rose to do their runups. If your plane is parked on the back row closest to taxiway A, that can be an acceptable place as well. Just make sure you're aware of what's behind you so you're not blowing dust and debris at a plane on taxiway A.

If you would like to see the plans for the work at the airport, you can find them on the airport's website listed under the South Terminal Construction Plan: www.raleighexec.com/Development.

New avionics and simulator

In January the Board approved roughly $200,000 to upgrade the avionics in our aircraft. The goal of this is to make the planes as c onsistent within each type as possible and to modernize our avionics.

All the KX-155 radios will go away, in favor of newer Garmin GNC-255 radios. N2114F will get a new autopilot to match the rest of the Warriors. The C152s will get G5s, mainly to reduce the maintenance time and expense of the vacuum system. The biggest upgrades are going into the Mooneys, which will get Garmin G3X touch PFDs and GFC 500 autopilots. The work has already started and will take roughly two years to complete.

With new avionics comes new challenges in learning to use them in flight. A cockpit makes for a terrible classroom, so we need a way to train on these new avionics on the ground. This is especially true for the G3X/G5s, GTN-650s, and GFC-500s, which work together in a highly integrated fashion.

Fortunately, the world of flight simulation can help us here. Heinz McArthur is leading the committee to purchase and build a flight sim which will emulate most of the new avionics. This will not be a certified BATD, so you won't be able to log time on it. You will, however, be able to simulate the G5s, GTN-650, and GFC-500 or KAP-140 autopilot.

The simulated products aren't perfect replicas of the real things, but they are close enough to understand their operation. Unfortunately, there isn't a good simulated offering for the Garmin G3X, so Mooney pilots will have to learn it the old fashioned way.

The new sim will share the existing sim room and cost the same per hour as the Elite BATD. Since the room is fairly small, only one sim can be reserved at a time.

As a reminder, Wings of Carolina Flying Club board meetings are on the second Tuesdays of each month, beginning at 7 p.m. All members are welcome.

Among the coming avionics upgrades to look forward to, the club Mooneys will be equipped with the Garmin G3X Touch flight displays.

DPE Corner: To PT or not to PT

It's not always easy to tell if a procedure turn is required. By Jay Nabors

Recently I and other DPEs) have been seeing an uptick with instrument applicants, and surprisingly CFII applicants, having trouble understanding when to do a PT and not do a PT. This gives me a timely opportunity to review the PT or no-PT question as a newsletter article.

First let's review the procedure turn basics as spelled out in the FARs and the Aeronautical Information Manual (AIM).

Procedure turn (AIM 5-4-9)

"A procedure turn is the maneuver prescribed when it is necessary to reverse direction to establish the aircraft inbound on an intermediate or final approach course. The procedure turn or hold-in-lieu-of-PT is a required maneuver when it is depicted on the approach chart, unless cleared by ATC for a straight-in approach. Additionally, the procedure turn or hold -in-lieu-of-PT is not permitted when the symbol "No PT" is depicted on the initial segment being used, when a RADAR VECTOR to the final approach course is provided, or when conducting a timed approach from a holding fix

When a holding pattern replaces a procedure turn, the holding pattern must be followed"

FAR 91.175 sets the following limitation on PTs.

"Limitation on procedure turns. In the case of a radar vector to a final approach course or fix, a timed approach from a holding fix, or an approach for which the procedure specifies "No PT," no pilot may make a procedure turn unless cleared to do so by ATC"

When <u>not</u> to do a PT.

You can use the acronyms suggested by Pilot Café and other sources:

"SHARPTT"

- **S**traight in approach clearance
- **H**olding in lieu of procedure turn
- DME **A**rc
- **R**adar Vectors to Final
- N**o P**T depicted on Chart
- **T**imed Approach from a Hold
- **T**ear Drop Course Reversal

Or you can use: **"STANV":**

- Cleared **S**traight in
- **T**imed Approach from a holding fix 91.175. AIM 5-4-10
- from a DME **A**RC (note most but not all ARCs chart NoPT on the ARC) FAA order 8260.3D section 2-4-3(a) and 2-4-3(a) and 2-4-5(e)
- **N**oPT is depicted on the chart
- when a RADAR **V**ECTOR to the final approach course is provided (not necessarily vectors to final – a vector to final approach course could be outside the IAF. If so and a PT is depicted ATC expects you do NOT execute a PT).

The absence of the procedure turn barb in the plan view indicates that a procedure turn is not authorized for that procedure. A Teardrop Course Reversal – essentially is a PT and should be flown as charted – as such it is not on the list of items to NOT do a PT (since it is a PT).

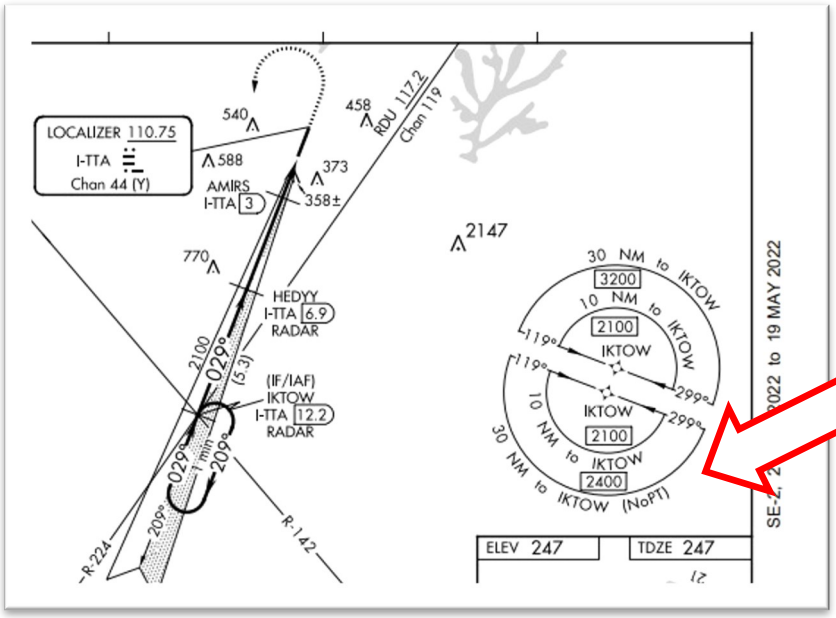
With an understanding of the basics and our handy acronyms, let's move forward and apply our understanding toward two scenarios close to home. TTA ILS Y 3 and TTA RNAV (GPS) 3.

For both the RNAV (GPS) 3 and ILS Y 3 scenarios, you are 20 miles southwest of IKTOW, 3,000 ft MSL on a 029 track to IKTOW.

Scenario 1: TTA ILS Y 3

ATC issues the following clearance "N12345, you are 20 miles from IKTOW, cross IKTOW at (or at or above) 2100', cleared ILS Y 3 TTA"

We look at the approach plate and note there is no published segment of the approach that has a "NoPT" on it. We evaluate the other STANV/SHARPTT criteria to determine if there are any criteria that allows us to not do a PT, We do not see any no-PT depicted on the plan view of the approach itself. So, do we have to do a PT? If you looked at the whole plan view then you already know the answer. The NoPT is not charted on the approach segments



At left: Detail of KTTA's ILS 3 Y used for Scenario 1. The arrow shows the location of the "NoPT" guidance.

but it is on the TAA. Thus, we meet the criteria to not have to do a PT.

Note: *I and other examiners often see applicants not looking at the TAA when looking for a NoPT.*

Scenario 2: TTA RNAV (GPS) 3

ATC issues you the following clearance "N12345, you are 20 miles from IKTOW, cross IKTOW at (or at or above) 2100', cleared RNAV (GPS) 3 TTA"

We look at the GPS 3 approach plate and note there are NoPT's listed for EWOLO and OCHOC to IKTOW segments. There is no TAA published, only the MSA and there is no NoPT listed there. We note we are going direct to IKTOW and correctly interpret that neither of those two NoPT segments apply since we are not flying either of those transitions. PT or not to PT? We are on a straight line (track) to IKTOW and ask ourselves isn't that sufficient to go straight in? We are on a straight line (same track) to an IAF or IF as the final approach course.
Regardless of any other considerations, isn't that sufficient to go straight in? Answer is "no".

This is a big misunderstanding I (other DPEs and RDU controllers) often see. It is not a valid reason to go straight in. We would ***have*** to do the PT.

If you run into this situation, I recommend asking ATC if you can be cleared straight in. If they can they will issue you an amended clearance to do so.

Note that not all approaches can be cleared straight in. An example of one is Morganton's Foothills Regional Airport (KMRN) at the GONGE IF/IAF, where Atlanta Center is unable to clear you straight in. At the time of this writing RDU controllers are investigating why Atlanta ATC can't clear straight in. Although they have not gotten an answer back they suspect it is due to "Center guys have higher vectoring altitudes in a lot of areas due to radio/radar coverage as the approach is below their minimum vectoring altitude (MVA)."

From KFAY controllers, who control our south

Continued on page 6

Continued from page 5

arrivals and approaches, you can get a straight-in clearance to Rwy 3. A couple of years ago I talked with the KFAY instructor controllers and supervisors about PT or not to PT and straight-in clearances. Since then, KFAY controllers will routinely clear you straight-in on the RNAV (GPS) 3 without asking. If you run into the RNAV (GPS) 3 clearance and were not cleared straight-in then simply ask. You should get it. If you don't, you need to do the PT.

I hope this clarifies when and when not to PT!

Finally, the FAA recently updated its guidance on long IFR cross-country requirements. A memo dated Feb. 28, 2022 rescinds previous interpretations that state the Long IFR cross country must include three different kinds of approaches using three ifferent kind of navigation aids.

The key parts of the new interpretation state "… Therefore, "approach" in§ 61.65(d)(2)(ii)(C) reasonably refers to an instrument approach, which is separate from a navigation system.."
And "…Therefore, "three different" should be read as solely modifying "kinds of approaches" in § 61.65 (d)(2)(ii)(C)."

This translates as follows:

- ILS and LOC are considered two different nds of approaches.
- LNAV and LPV RNAV are two considered different kinds of approaches.
- PAR is now considered eligible for the long IFR cross country.
- ASR has been deferred to AFS-800 for a decision. AFS-800 has not published a decision yet.

This update does not apply to the Instrument Practical Test (ACS) approaches requirements.

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

Where are they now?

The next adventure of club instructor Swami Ramalingam

By David Fellerath

Over the last few years, one of the most familiar faces around the south ramp was that of Swami Ramalingam. In 2016, he began his training in John Hunter's ground school. He went on to get his ASEL private, instrument, commercial, CFI, and CFII ratings at the club, and got his AMEL commercial add-on outside the club.

After working as a CFI at the club, Swami found the next leg of his career by joining the U.S. Army. He's currently in training at Fort Rucker, Ala., where he is a Warrant Officer assigned to the 1st Battalion, 145th Aviation Regiment at Fort Rucker. Swami recently took time to answer a few questions. At the time of this interview, he had 2,065 hours.

WCFC: What made you choose the military?

Swami: I'm always seeking new challenges and adventures. Interest in the military was on my back burner until we got hit with COVID pandemic. I saw a viable opportunity to take on a new challenge and enjoy the adventure along the way. This is also a great opportunity to learn rotorcraft and warfighting skills and give something back to the country.

Tell us about the training you're doing.

The training here is super structured and is split up into multiple phases for a good reason. In the Army, we are not just aviators but also soldiers and officers at the same time. At the time of this writing, I'm about to start Part A of Warrant Officer Basic Training (WOBC) in a few days. [Here's the training curriculum:]

a. basic training - Introduction to the army and becoming a soldier

b. Candidate school - Here you learn to be an Army Officer and your responsibilities.

c. WOBC - Part A - Here you learn how army Aviation works and how you fit in.

d. SERE - Survival, Evasion, Resistance and Escape training

e. Common Core - Flight school

f. Airframe Selection (or assignment)

g. WOBC Part B

h. Advanced Airframe Training

What will you be flying?

Army aviation is predominantly rotorcraft. During common core training we will train on the UH-72 helicopter. The advanced airframe choices are AH-64 (Apaches), UH-60 (Black Hawks), CH-47 (Chinooks), and C12 (Hurons).

Have you done anything particularly extreme so far?

Most extreme thing? It is very subjective and relative and changes with experience. When I threw a couple of live hand grenades that left a decent-sized crater in the ground. It felt extreme, I had nothing in my prior experience to compare against.

Do you have any advice for other club members considering an aviation career?

Do your research, talk to people, go after your dreams. There is no better time to be in aviation, the demand for pilots is high. Have backup plans.

Ratings and Solos continued…

Martin Thomas 7/20/21	Multi	
Trey Brown 7/12/21	Private-rotor	
Willie Johnson 8/12/21	Instrument	
Kevin Speight Ren	Private	8/8/21
Richard Shores 8/23/21	1st solo Sean Tarlton	
Aman Tandukar 8/24/21	Private Swami	
Andy Doolittle 8/26/21	Private Martin	
Jeff Willis 8/30/21	Instrument	
Nikunj Tonthanahal 9/12/21	1st solo Will	
Mike Coghlan 9/13/21	Instrument	
Bill Hansley 9/15/21	Private Swami	
Kishor Batara 9/17/21	1st solo Jim Hotelling	
Peyton McGee 9/19/21	1st solo Nina	
Jason Campbell 9/19/21	CFI Laura	

Continued on page 9

"Once you master crosswinds in a tailwheel aircraft those skills will serve you in all aircraft and all types of flying."

Continued from page 1

The Club focuses on the basics, the certs and ratings, and does it well, but there are challenges to be found in the outer ring of the club orbit -- tailwheel training and endorsements, spin training, multi-engine training and ratings, sailplanes, and aerobatics. These opportunities are not within the club's structure, but you will find them offered by familiar Club instructors on their own initiative.

Flying tailwheel airplanes has a certain mystique or aura of difficulty that is, honestly, unwarranted. Yes, the much-feared ground-loop is there to bite the unwary. Yes, the demands are such that you can't let your guard down on landing, or even on takeoff, but a good instructor will help you understand the physics and tame the tailwheel.

Once you master crosswinds in a tailwheel aircraft those skills will serve you in all aircraft and all types of flying and will open the door to a world of additional airplanes, many of them iconic classics and all of them just plain fun. You will understand what "stick and rudder" really means.

Another "adjacent" opportunity is multi-engine training available on our own ramp for 25 years from a long-time club instructor. For those who want to follow the bigger- faster-higher route, or even onward to the airlines, mastering multi-engine flight is an essential rite of passage. Here, while the systems are more complex, it's really about the aerodynamics as we grapple with additional concepts such as Vmc.

Until surprisingly recently, these mysteries were not well understood. Not so long ago we did these demonstrations at low altitude to obtain max power on the operating engine. Then we began doing them at high altitudes for safety. Turns out neither is a good idea. Think it's always important to keep the ball centered? Definitely not. Think we lose half of our performance when one engine quits? Nope. Sorry. Multi-engine flying is all about what happens when things go wrong. It will teach you to always be prepared and have a plan – in any airplane.

Spin training, also available at TTA, is another one of those areas surrounded by a degree of mystery (and often misinformation). Since the FAA removed spins from the private pilot curriculum in 1949, only CFI candidates are required to have spin training and there are fewer instructors fully versed and competent in teaching spins. There is more to it than tossing the airplane around. However, getting comfortable with spins will make a pilot much less afraid of slow flight and stalls. And, again, gaining that additional level of mastery over the aircraft is just plain fun.

If you really want to understand wind, weather, and aerodynamics, fly a sailplane or glider. Eliminate the engine factor and it is just you, your knowledge, and the mystery of lift. This is a sport, rather than a means of transportation or just a stepping stone to a career in aviation. It appeals to sharp folks with good skills and "air sense," but also an appreciation of nature and the workings of the atmosphere. Soaring competitions appeal to some and allow pushing personal limits. Flying gliders is normally less expensive than power flying, and the minimum age to solo is only 14, which fits in well with the contemporary interest in STEM education. The primary reference in the U.S. for information about flying gliders is the Soaring Society of America and we have in the Club two experienced glider pilots and instructors who can help you find this path.

Finally, aerobatics seems for many the ultimate extreme flying regime. Most pilots spend their hours constrained within 20 degrees of bank and 15 degrees of pitch and seldom exceeding 1.5Gs. To point the nose at the sky and hold it there seems extreme. To roll through inverted, borderline insane. To pull 3+ Gs seems more than the body can handle. But all of this is safe and possible with appropriate training -- training that will soon be available to Club members at TTA as well.

These advanced training opportunities require specialized airplanes, very experienced instructors, and incur high insurance costs that would be an unfair burden on the Club and its members. Fortunately, there are a few of us who have acquired the airplanes and the experience to provide these opportunities to Club members outside of the Club's financial structure, but inspired by and adhering to the same focus on safety and proficiency that has always distinguished the Wings of Carolina.

For those curious about exploring the envelope, reach out to either George Scheer or Dwight Frye. Or Jim Hotelling or Heinz McArthur for sailplanes. We'll be more than happy to explain how to access these "adjacent" training opportunities.

Ratings and Solos continued...

Peter Panburana	1st solo	9/19/21	Swami
Julius Goth	Commercial	9/26/21	Laura
Scott Enicke	1st solo	9/26/21	Swami
Bob Alfieri	Private	9/28/21	Martin
Garrett Drapala	1st solo	9/29/21	Swami
Justin Fetzer	1st solo	9/30/21	Ryli Waisanen
Nick Malovich	Private	10/1/21	Ken
Travis Edwards Scheer	Commercial	10/4/21	Laura/George
Nate Guerin	Private	10/14/21	Laura
Aidan Kirby	Instrument	10/20/21	Ken
Duke Hext	Private	10/21/21	Swami
Dawn Hamel	CFI	10/22/21	Laura
Scott Goulet Sean	Instrument	10/29/21	Swami/
Gary Wrayno	Commercial	11/2/21	
Jon Brockhoff	Commercial	11/7/21	Dwight
Mike Vepraskas ick	1st solo	11/10/21	Paul Gol-
Adam Coonrod	1st *solo*	11/14/21	Ken
Dale Wait	Instrument	11/24/21	Heinz
Garrett Drapala	Private	11/27/21	Swami
Zach Cheramie	Private	12/7/21	Martin

Continued on page 11

WCFC member makes skies safer

Rajan Farmah receives Alaska Airlines Safe Operations Award & Recognition (SOAR)

By Heinz McArthur

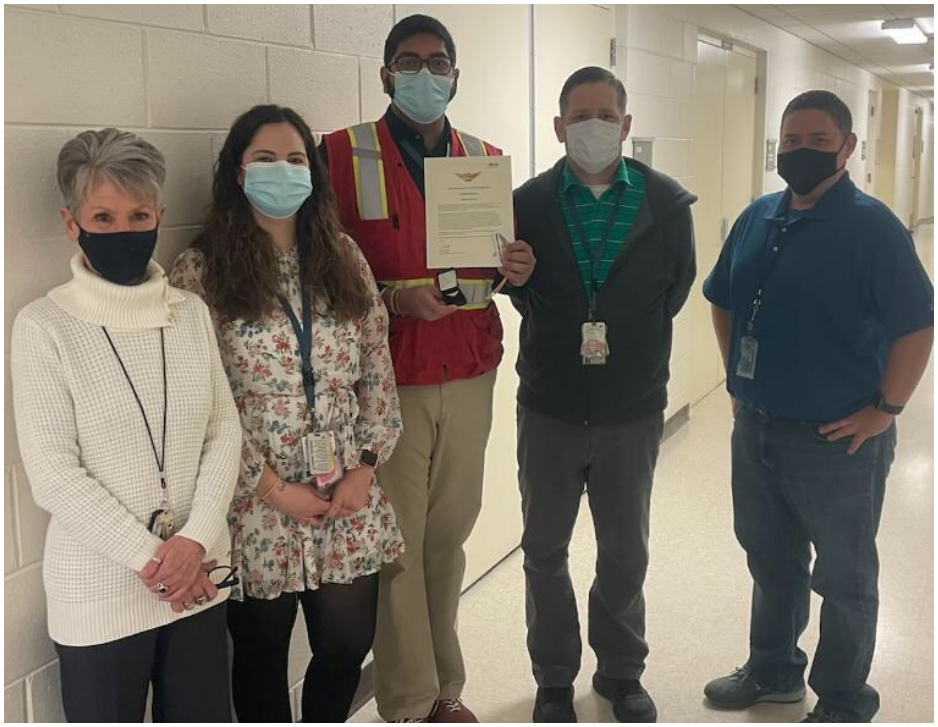
Rajan Farmah has been a member of the WCFC since he was a high school student in 2014. Rajan just graduated from NC State University with a double major in Aerospace Engineering and Mechanical Engineering. He is the East Coast Support Manager at Alaska Airlines.

In March 2022, Rajan was recognized by Alaska Airlines with the Safe Operations Award & Recognition (SOAR).

Rajan was selected for this award because during the loading of a flight, he was looking over the engines, flight surfaces, panels, and doors. He noticed oil streaks along the Number 2 Engine cowling and investigated further. There was a slight oil leak pooling within the cowling. He advised the crew, and the First Officer (FO) came down to inspect it. The FO cleared it as normal and went back into the flight deck.

Rajan knew it was not normal, and instead of accepting the FO's call, he spoke with the Captain, and the Captain ended up looking at it himself. He came to the same conclusion that Rajan had, that it was not correct. It ended up being a no-go item which needed correction before the aircraft could depart. The flight was delayed, and the equipment was swapped out. The leak was cleaned, and maintenance performed a run-up of the engine.

During the run-up, the engine did not perform as normal and resulted in a compressor stall. Had Rajan not put his foot down and accepted the FO's answer, the aircraft could have experienced performance problems during the take-off roll, or in the air. Although the flight was delayed, Rajan stopped the operation and put "Safety First."



In aviation, it's one thing to have the skill and knowledge to recognize problems, another thing to have the courage to do something about it. Congrats Rajan!

Instructor recognition: Jay Nabors

This spring, club member Jay Nabors was recognized for his teaching excellence by the AOPA. From the organization's announcement: "We are happy to report that your high score on the 2021-22 Flight Training Experience Survey has earned you a spot as a Distinguished Flight Instructor. You have reached a high standard of accomplishment and we commend you for your commitment to a positive training experience."

Also, last winter, the National Association of Flight Instructors announced that Jay had earned accreditation as a NAFI Master Flight Instructor. This is Jay's second NAFI Master Accreditation.

Congratulations to Jay, who continues to be a strong Club asset and aviation advocate, as well as an invaluable newsletter contributor!

Get involved with the Club!

Our success depends on volunteers. Here's how to help:

- Join a plane wash! Barbara Eldredge coordinates plane washes at our Second Saturday cookouts.
- Attend Maintenance Night. Look out for email updates from key volunteer Jon Brockhoff. Contact him at jon@brockhoff.us.
- Become a Club Ambassador! We often have visitors on weekends, and we need representatives to give tours and answer questions. Contact key volunteer Jon Toppins at jon.toppins@gmail.com.
- Take over the Club newsletter! Editor David Fellerath would like to find someone to take over this role. Contact david.fellerath@gmail.com for information.
- Become engaged with Club decision-making by attending Board meetings, which take place on the second Tuesdays of the month, at 7 p.m.
- To keep up with day-to-day developments, join the club Slack channel: wcfc.slack.com.
- To see where your fellow aviators go, check out their pictures on the Club Facebook page: www.facebook.com/groups/wingsofcarolina.
- Subscribe to the Club Google Calendar: **http://tinyurl.com/wingscalendar**

Ratings and Solos continued...

Kevin Alexander	Commercial	12/9/21	Luke Sain
Scott Thompson	1st solo	12/17/21	Martin
Peyton McGee	Private	12/26/21	Nina
Adam Coonrod	Private	1/5/22	Ken
Jim Turner	1st solo	1/6/22	Martin
Joshua Moore	Private	1/11/22	Ken
Tom Borner	1st solo	1/18/22	Jason Campbell
Angela Taylor	Private	1/23/22	Sam/Martin
Greg Biggs	1st solo	1/23/22	Casey Jones
Sunwook Jin	1st solo	1/27/22	Ryli
Chris Wheeler	1st solo	1/27/22	Martin
Shawn Shoptaw	Instrument	1/27/22	Ward Sax
Justin Fetzer	Private	1/27/22	Kyli
Divya Farmah	1st solo	2/23/22	Heinz
Connor Scharff	1st solo	2/28/22	Kyli
Bob Christenson	1st solo	3/4/22	Dwight
Devin Little	Private	3/15/22	Heinz
Jake Orr	Private	3/22/22	Dwight
Hao Zhang	1st solo	4/15/22	Dwight
Mike Coghlan	Commercial	4/15/22	Ken
Jeff Grau	1st solo	4/20/22	Anthony Norman
Daniel Wall	Private	4/20/22	Heinz
Suzanne Martin	Private	4/21/22	Robert Train/ Anthony
Willie Johnson	Commercial	4/27/22	Anthony
Jason Kelly	Instrument	4/28/22	Heinz
Tom Borner	Private	4/29/22	Jason
Scott Thompson	Private	5/16/22	Jason
Andy Curliss	Instrument	5/19/22	Sean
Erik Nodelman	1st solo	5/20/22	

Upcoming Ground Schools

Private Pilot Ground School

Aug. 24—Dec. 14
(Wednesdays 7-10pm)

Commercial Pilot Ground School

Sept. 12 — Nov. 28
(Mondays 7-10pm)

Events Calendar

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

http://tinyurl.com/wingscalendar

Thanks to all who submitted articles and photos. Send your story ideas for the next issue to: david.fellerath@gmail.com

Above: A 2019 plane wash. Below: On the ramp in Ashe County (KGEV)

MAIL
ADDRESS LABEL
GOES HERE

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