

PIEDMONT AERO CLUB

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- FAA Safety Briefing



Message from the President

Over the month of May we had another successful Breakfast Club run with five aircraft and ten member/guests going to the Virginia Diner at Wakefield. I believe I can speak for everyone that it was a worthwhile trip and lots of fun. I am really hoping more members with aircraft will fly and open up their machines to take other members, or introduce

new people to aviation. Yes, you have to get up a little earlier on a Saturday, however, that is what Clubs are all about.

We also had the chance to see seven members and family attend the AOPA Fly-In at Beaufort, NC (MRH). The original weather forecast was not the best, however, the weather gods were good to us for Friday arrivals and those that got out Saturday, or even Sunday morning. Those in tents did experience some “monsoonal” weather that Friday evening and then we had a short burst on Saturday, however, I believe we can all say it was worth it. Many members volunteered, in some fashion, to support the event, with Chris Malone parking aircraft for the AOPA, or manning booths, like the Pilots n Paws booth with Ashley Hayes and myself, and some “second shift” workers with the likes of Bud Marshburn and Wes Parker. Our own Ned Rapp volunteered his day at the Angel Flight Soars booth. Again, I had hoped more members would take advantage of the AOPA Fly-In, considering this year it was in our own backyard. I had so much fun, I may do the one in Battle Creek, MI in the Fall.

Our bi-monthly meeting on the 19 th seemed to also go very well, although attendance was down. We had one of our newest members show up, who just started taking lessons at the recommendation of Joe Joplin. Ashley also had some great comments about a recent Angel Flight and the “gift” we all have of flight and to “give back”.

Moving into June, I ask for increased participation by members, to include the Breakfast Club on the 11 th down to Hickory, for breakfast and a fun visit of the aviation museum. The other big event is the U.S.S. Yorktown Trip on June 25 th . The ground transportation, tickets to the museum and lunch will be provided by the Club for members. This is going to be a huge “barometer” check of the Club, to make sure we are seeing participation by the membership. We are putting a lot of work into this event, and based on earlier in the year, we were told that the Club would support and participate, so I ask that you mark your calendars now for this trip. It will be an early morning departure to avoid turbulence, etc and give time for all aircraft to arrive. Shows us your Club spirit and hope you all participate.

The great flying weather is upon us, and fuel prices remain relatively low. Let’s go somewhere and use our aircraft. Get a new rating, do some training, but don’t squander this great weather.

Blue side up!!!

Breakfast Club!



Look for our new “Logo” for the PAC Breakfast Club. This logo annotates our newest informal gatherings, as we will fly every month to a new venue/restaurant for some Club Member fun.

Here is our current calendar of “Breakfast Club” Meetings.

Date:	Airport:	Location:
June 11	HKY – Hickory Regional Airport ; Hickory, NC	Crosswind Cafe
July 9	LWB – Greenbrier Valley Airport ; Lewisburg, WV	Dutch Haus Restaurant
August 13	RCZ – Richmond County Airport ; Rockingham, NC	Pat's Kitchen
September 10	TBD	We're looking ...
October 8	TBD	For new places ...
November 12	TBD	To have breakfast!
December 10	TBD	Give us some ideas!

Email us at PiedmontAeroClub@gmail.com with your Breakfast Club ideas!



Pensacola Beach Air Show Pensacola
Beach, FL
July 4 – July 16th



Flying Proms
June 1, 2016



Geneseo, NY
Saturday & Sunday July 9th & 10th.



Smyrna Airport; June 4 & 5

JUNE



2016

	Second Saturday -- June 11 th																				
TIME	Depart KGSO 8:00 AM																				
DESTINATION AIRPORT	Hickory Regional Airport KHKY http://www.airnav.com/airport/KHKY <table border="1"><tr><td>Runway</td><td>6/24</td></tr><tr><td>Dimensions:</td><td>6400 x 150 ft</td></tr><tr><td>Runway</td><td>1/19</td></tr><tr><td>Dimensions:</td><td>4400 x 150</td></tr><tr><td>Elevation:</td><td>1150 ft</td></tr><tr><td>TOWER/CTAF:</td><td>128.15</td></tr><tr><td>WX ASDS:</td><td>118.325 (828-322-2996)</td></tr><tr><td>GROUND/DEP:</td><td>121.7</td></tr><tr><td>FROM KGSO:</td><td>151.3 nm Initial true course: 088</td></tr><tr><td>FUEL</td><td>100LL Self-serve: \$3.96!!</td></tr></table>	Runway	6/24	Dimensions:	6400 x 150 ft	Runway	1/19	Dimensions:	4400 x 150	Elevation:	1150 ft	TOWER/CTAF:	128.15	WX ASDS:	118.325 (828-322-2996)	GROUND/DEP:	121.7	FROM KGSO:	151.3 nm Initial true course: 088	FUEL	100LL Self-serve: \$3.96!!
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DESTINATION DINING	Crosswind Cafe http://www.crosswindcafe.com 828-324-7800 Teresa opened Crosswind Café at the Hickory Regional Airport in September 2010. She and her team serve delicious breakfasts and satisfying lunches six days a week.																				
DETAILS	After we arrive at the airport we will walk over to the cafe. This is NOT a club sponsored event so bring Cash or Credit Card.																				
RSVP & Questions	Joe Joplin, jjoplin@jsidata.com , Cell 336-202-0601 (text or call) Let me know if you have room for passengers!!																				



The Second Saturday Every Month

This is another one of those things that I learned along the way... Wes Parker

Back in the early 1980s, I was working as an Avionics Technician, for a Mom and Pop avionics shop in San Antonio TX. I was a 20 something, Multi-Engine Instrument rated pilot, with maybe 300hrs, and looking for any chance to log hours, especially in a twin.

On this dreary day, we had a pressurized Navajo for some avionics maintenance. This airplane had come up from Mexico, and had been at our facility for several days. As I was working, the boss came over, and asked if I would fly with the Mexican Pilot to check out some RADAR repairs that we done. My boss assured me that the Mexican Pilot had many hours as an Airline Pilot, but spoke limited English. I figured that we would fit in fine as I spoke only limited Spanish. Basically I was just going along to handle the radios. (Of course, I would try to weasel any flight time that I could, while operating the radios). The weather was a heavy drizzle, with genuine 200ft overcast, with tops at 6-7000ft. and no thunderstorms. Really great weather to practice instrument flight.

I filed a local area IFR flight plan and even taxied the aircraft to the runway. Since the pilot had been so accommodating, I decided to push my luck a little and ask if he minded if I made the takeoff. He nodded and said OK...Wow! I couldn't believe my luck! I called the tower and was cleared for takeoff. I rolled out to centerline of Runway 12R and advanced the throttles. This was easily the biggest, most powerful aircraft, anybody had let me fly. I rotated at the correct speed, and established a climb. I retracted the wheels just as we went solid IMC. I have to admit, I was on my game that day, and could do no wrong. I hand flew the entire flight. Climbs, Descents, maneuvering, all while checking out the operation of the WX RADAR, tilt, gains, and stabilization. Each time we made a course change, I would advise the Pilot who would always nod and say OK.

About an hour later, we were done, and I was on the radio, letting approach control know that we were ready to come back in for a landing. Weather was unchanged, 200ft overcast, drizzle, and some fog. Although I had the local approaches memorized, I still had my Jepps charts on my leg, just in case they threw something weird at us...Not a chance, it was the normal ILS approach for runway 12R.

I dialed in the NDB for the Outer Marker, and tracked it inbound. I anticipated the Localizer and turned in like we were on rails. At 3000ft we intercepted the Glideslope. I selected wheels down with no power change and we started our descent. As we flew down the ILS, I added some flaps, and reduced power. Since I didn't think I had the experience to make the landing in these conditions, I figured I'd go ahead and defer that to the more experienced pilot, so when we got to the Middle marker, I looked over at the Pilot and told him "You have the controls" He said OK, and reached for the control wheel.

Earlier in the flight, my approach plates had slipped off of my lap, and had fallen to the center aisle, so I leaned over and started picking them up. I had only leaned over for a second, when I had a hair-raising sense of something very, very wrong. I whipped back upright in the right seat, and I realized what had alarmed me...The wind noise was gone!

I very quickly assessed the instrument panel, and realized we were in a sharp climb, approaching 90 degrees of bank and bleeding airspeed fast. The engines were droning along right where I had left them. I grabbed the controls back without asking, and executed an unusual attitude recovery, and immediately initiated a missed approach. We were low and slow. I called a missed approach to San Antonio Approach control and they gave me missed approach instructions that I already knew by heart. They gave me instructions to bring me around for another approach to 12R. I flew the approach silently, and this time I flew all the way to touch down and taxied to the hanger.



(continued)

I was shaking as I disembarked from the airplane. My boss was there, and yukking it up with the pilot. I shook the pilot's hand and thanked him for the opportunity. I couldn't look him in the eye, and I really just wanted to get out of there.

To this day, I have no clue what was going through his mind....was he simply saying "OK" and nodding his head to everything I said? Was this guy even a pilot? I never did find out, and the only thing it says in my log book for that flight is:

"NEVER AGAIN"

Did you know?

Where did the term "Squawk" come from on your transponder??



We all hear ATC telling us to "squawk" a certain code in our transponders, allowing them to interrogate our current position, altitude, heading and speed. We just naturally return their request with a "Wilco".

However, you ever wonder where that requirement to "squawk" came from?

During World War II, the British RAF was having issues with German fighters finding their way back into the UK by shadowing the bombers as they returned from missions. The Allied military developed an enhanced radar system and a "Friend or Foe" type of equipment that allowed them to see friendly aircraft returning, and those not providing a signal were deemed enemy aircraft. The name of this system was the "PARROT" system. The military radar operators would tell the bombers, or other friendly allied aircraft to "Squawk the Parrot".



After the war and into the 1950s and 1960s, this technology continued on and into civilian aircraft, which is now the crux of our transponders. As with many things in aviation, we do it because it's always been done that way....but the reason for it.....Now you know!!!

June



2016

U.S.S. Yorktown

Explore Aviation history with the **Piedmont Aero Club** as we fly to the USS Yorktown Aircraft Carrier (CV-10) in Charleston, SC. (No deck landings please!)

This Carrier saw action in many major battles. What a great opportunity to visit an awesome piece of floating history.



When: Saturday, June 25^h

Where: GSO to LRO (Mt. Pleasant Rgl)

Depart: GSO at 7:00am

Entry Fees: Paid for by PAC for Members

RSVP: Ashley Hayes: ashley_hayes@haci.honda.com
(additional details to follow)

IT'S THAT TIME AGAIN ...

RENEWAL TIME!

It's that time again – the January – June club season is almost over, and the July – December season is looking great. Don't forget to renew your membership during the month of June. You will receive 3 automatic reminder e-mails during the month of June with instructions to renew your membership. Renewing requires just a few minutes to login and complete a PayPal transaction, or you can mail in a check.

Where do I renew my membership online?

Go to <http://piedmontaeroclub.com> and click on **Renew** in the top menu bar.

I haven't logged in to the PAC web site since December. How do I reset my password if I can't remember it?

You can go to <https://piedmontaeroclub.wildapricot.org/Sys/Login> and click "Forgot Password".

Who sees my credit card information?

PAC completes all transactions through PayPal, so no one from Piedmont Aero Club ever sees your credit card information; we just see that your membership has been renewed.

PayPal gives me an error when I try to complete my transaction. Can you help?

We can try, but only as much as we could help you with a transaction between you and your bank. Many of the PayPal errors must be resolved between you and PayPal, and are not related to Piedmont Aero Club specifically. Our advice – if PayPal gives you trouble, feel free to mail a check instead, or reach out to Brandon (brandon@x9tech.com) or Chris (chris_werling@haci.honda.com) for assistance.

Where can I mail in a check?

Piedmont Aero Club
PO Box 18134
Greensboro, NC 27419

Who can I ask for help with renewal?

Chris Werling (chris_werling@haci.honda.com) and Brandon Potter (brandon@x9tech.com) are both happy to help you out!

Upcoming Activities

June Activities

Saturday, June 3rd – [West NC Air Fair, Fly-In, & Museum Open House](#)
Sunday, June 4th
Hendersonville, NC

Saturday, June 11th – Breakfast Club

Monday, June 13th – PAC Board Meeting

Saturday, June 25th – USS Yorktown, LRO

July Activities

Monday, July 11th – PAC Board Meeting

Sunday, July 17th – Homestead Fly-In

Thursday July 21st – Club Meeting

Monday July 25th – Oshkosh EAA Airventure
Sunday, July 31st



FAA Safety Briefing!

Check out the [2016 May/June issue](#) for great information on new technologies for pilots, planes, and 'ports. Topics include:

- Airports of the Future
- ADS-B 2020 Equipment Requirements
- The Basics of Commercial Space Operations
- Pilots and the Selfie Generation
- The Happiest Place in Aviation Tech
- And More!

Safety Briefings are available as PDFs and EPUB or MOBI files – perfect for your mobile devices! While you're reading up, make sure to catch all the latest [GA Safety Enhancement Topic Fact Sheets!](#)



307 Days
Until 2017
Sun N' Fun!



53 Days
Until 2016 EAA
Airventure
Oshkosh!

