



## *From the President .....*

Dear PAC members,

Well, summer is almost over and it's been a hot and eventful one for me. I have been doing a lot of instructing, started back doing some volunteer flying for PilotsNPaws and represented a new aircraft manufacturing company, Texas Aircraft out of Hondo, TX. I had a most interesting trip with them to Oshkosh. I flew commercially out to San Antonio and spent several days getting to know the company, checking out in this new little airplane and then departed from there to Oshkosh. We were blessed with good weather and a modest tailwind for 90% of the trip. We made the trip of just over 1000 nm in one day after 8.3 hours of flying but with only one fuel stop.

I will be representing them again in a few days for one day at the Triple Tree Fly-in. I will be flying down early Tuesday morning and will probably have a couple of seats open for anyone who may want to spend the day there. I will be back that evening so let me know. I will also be representing them at the AOPA Fly-in in Tullahoma, TN. I will be flying there on September 13 and returning the evening of September 14. If anyone would like to come you are welcome to but you will have to find a place to overnight that Friday night.

Fall is my absolute most favorite season especially for flying. There are a lot of opportunities for some interesting flights. Let's do it. Let's all be safe and fly that way too.

God Bless,

Robert Vinroot

### *Inside this issue:*

|                             |   |   |   |
|-----------------------------|---|---|---|
| <i>Events Calendar</i>      | 2 | <i>PAC August Meeting</i>               | 7 |
| <i>From the Editor</i>      | 4 | <i>AirVenture Cup Race : Wes Parker</i> | 8 |
| <i>Sugar Valley Airport</i> | 4 | <i>Pilot's Tip of the Week</i>          | 9 |
| <i>The Air Up There</i>     | 5 |   |   |



## Piedmont Aero Club 2019 Current Event Calendar

**Boldface events are sponsored by PAC**  
**(if applicable, free or subsidized ground transport & food)**  
Underlined dates are firm

| <u>DATE</u>      | <u>EVENT</u>   |
|------------------|--|
| <b>Jan 31</b>    | <b>PAC Monthly meeting — GTCC</b>  |
| <b>Feb 21</b>    | <b>PAC Monthly Meeting - GTCC</b>  |
| <b>March 14</b>  | <b>PAC Monthly meeting, Ed Regensburg &amp; Dan Tucker; Cirrus Crash</b> |
| <b>April 18</b>  | <b>PAC Monthly meeting, BRIX Wood Fired Pizza</b>                        |
| <u>May 9 /11</u> | AOPA Fly- in, Frederick Md.  |
| <b>May 16</b>    | <b>PAC Monthly meeting — GTCC</b>  |
| <u>May 17/19</u> | Pungo; VA Beach Airport – Warbirds Over the B                            |
| <b>June 20</b>   | <b>PAC Monthly meeting — World of Beer, 1310 Westover Terrace</b>        |
| <b>June</b>      | <b>Tangier Island Fly-Out</b>  |
| <b>July</b>      | <b>Kentucky Bourbon Run (Joshua)</b>                                     |
| <b>July 18</b>   | <b>PAC Monthly meeting — Cancelled</b>                                   |
| <b>August</b>    | <b>Wes Parker: Oshkosh AirVenture Cup Race</b>                           |
| <b>Sept 19</b>   | <b>PAC Monthly Meeting — Casa Vallarta; 3915 Battleground</b>            |
| <u>Sept 2-9</u>  | Triple Tree Fly In Week  |
| <b>OCT 17</b>    | <b>PAC Monthly Meeting</b>   |

**If you have suggestions for fun events, please contact Robert Vinroot**  
**([rpvinroot@gmail.com](mailto:rpvinroot@gmail.com))**



## Current Event Calendar (cont)

**Boldface events are sponsored by PAC  
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The following events are proposed, but have no potential dates and only one has a sponsor.

Tail dragger on

Piedmont Soaring club

Hickory airport & museum

Tandem Hang gliding/First Flight (Hunter)

Day at Air Harbor – W88

First Flight / Ocracoke

Warrington, VA – bi-plane rides

Sugar Valley

The Wright Stuff

The Flying Circus Airshow, Warrenton/Fauquier Airport (KHWY)

If anyone would like to take a leadership role for any of the above events, please contact Robert Vinroot: [rpvinroot@gmail.com](mailto:rpvinroot@gmail.com)

**If you have suggestions for fun events, please contact Robert Vinroot  
([rpvinroot@gmail.com](mailto:rpvinroot@gmail.com))**

### **From the Editor ...**

So I've been involved with aviation for about 37 years, and I didn't start until I was 40 years old. And I think my sojourn thru all things aviation may have been a little different than the typical pilot. I say that because during my years of learning, I have had a myriad of instructors, some very good, others good, and one bad apple. Only two were professional teachers. The others were part time instructors, or working their way to the airlines.

Since I moved to NC in 1994, I have had eight instructors, most of whom were working their way toward the majors, and only one wanted to teach full time. But alas, because of circumstances, he too has made his way to the majors. Because he originally saw a different path thru the world of aviation, I asked him to document his story for this newsletter. Part I is in this newsletter and Part II will be in the next. Enjoy "The Air Up There"!

### **Sugar Valley Airport**

..... **LeRoy Walker**

Thru a contact by Tom Freeman – who works at NCDOT Aviation – I had an opportunity to visit the private field, Sugar Valley Airport. It's just outside the city of Mocksville. I thought it might be a small, well-kept airport, set comfortably in an ideal country scene. Man was I mistaken!

If you have been to, or know of, Triple Tree, I call Sugar Valley a miniature Triple Tree. It was a wonderful place, managed and operated as a 501.C.3, with 4 large, well maintained hangers, a large meeting room, and a room with 4—6 Microsoft sims. Google the airport name and check out the website. They do a lunch on Tuesday, Thursday, and Saturday. If you wanted to join them, I think you'd just contact them to let them know you wanted to attend. An interesting bunch of folk.

Anyway, they have an interest in doing something that would attract the nearby minority population. Tom is always getting me involved in something. This may be a lot of fun.

## The Air Up There: My Journey From 3,500 to 35,000 Feet Part I

By Kevin Cox

Today is Wednesday, the 17<sup>th</sup> of April 2019. Just moments ago, I completed my final Line Check. For the first time in my career, and after a decade of flying, I am a Captain of an Airbus! The funny thing is, the Line Check Airmen responsible for making me a Captain gave me the same speech I received almost 10 years ago when I earned my Private Pilot Certificate; “well, now you have a license to learn!” I laughed, smiled, and shook his hand. “Thank you, sir,” I said, as we parted ways.

The scary thing is, he’s right. Until now, and as a First Officer, I could generally rely on the experience of “the guy in the left seat.” Now, that “guy” is me! I don’t get the luxury of asking questions to someone one with more experience. Now *I* am the guy people look to for answers, and I gotta admit, it’s a little disconcerting, but, boy is it exciting! Once more, I find myself at the mercy of aviation. I am a life-long student. I still have a lot to learn, but for us pilots, that’s what makes flying so fun!

I am writing this article because a dear friend of mine (you probably know him) asked me to put some thoughts on paper regarding my experiences in general aviation and my transition to flying heavy metal for the airlines, and I plan to do just that. Before we get started, however, I want you to get to know me a little. I don’t like to talk about myself because I feel arrogant while doing so, but those that know me know I do love to talk, and I do love flying. So, if you would please, humor me for a few moments. Allow me to provide a brief summary of my journey to aviation.

My undergraduate degree is in Music Education. I taught middle and high school band for a few years, and was offered a job as a trumpet player in the U.S. Marine Band in Hawaii, of all places. Totally random, I know. But, it made sense for my wife and I, who were living in the basement of my parent’s house trying to save money for our first home. We didn’t have any children at the time, so packing up and moving to Hawaii, although random, was possible. It was a lot of fun living in Hawaii!

One of the most amazing things that I did in Hawaii was to learn to fly. I earned my Private Pilot Certificate at a small flight school. My first solo flight was at Barbers Point (Kalaeloa Airport, AKA John Rogers Field), a Coast Guard station due west of Pearl Harbor. I remember watching a F-35 Joint Strike Fighter and a F-22 Raptor fly right by while doing solo pattern work. I felt privileged to share the sky with those guys. (They were in the Class B airspace above Kalaeloa’s Class D airspace.)

My solo cross-country flight was to Maui, at 9,500 feet, across the 40-mile channel between the islands of Oahu and Maui, and included a third stop on the island of Molokai. Upon landing in Molokai, I remember hearing the controller telling me that the previous aircraft, a King Air, had reported a gain or loss of 20 knots on final. “Challenge accepted,”

## The Air Up There: (cont)

I thought to myself as I watched the airspeed indicator of my mighty 172 sway violently while my groundspeed dropped to just over 20 knots. (In hindsight, I should have been singing the *Go-Around Song*, which, if you haven't seen the video, stop what you are doing and go check it out on YouTube. You won't be disappointed.)

One of the best parts of flying is sharing experiences with others. I was fortunate enough to have my wife Crystal join me on several training flights, and we flew all over the islands, both while I was learning to fly and after getting my certification. Crystal had taken up photography, and her photos of our travel were epic! We created many lasting memories in the first 100 hours of my aviation career. My introduction to general aviation was exceptional, to say the least.

Shortly after earning my Private Pilot Certificate, I was honorably discharged from the Marines after my enlistment, and moved back home to North Carolina. Although I didn't have a job, (or any idea about my future, for that matter) I decided to try the career pilot program at ATP flight school. I figured that I would rely on the "guaranteed" flight instructor job as a fail-safe and a way to pay back my student loans while I figured out what I was going to do with the rest of my life. If you aren't laughing right now, you should be. I really didn't put a lot of thought into my future at this phase of my life. I wanted to simply enjoy flight training and learn all that I could about aviation. At this point, a career as an airline pilot *wasn't even a thought*.

I could bore you with the details of earning 8 more ratings in roughly 90 days, including CFI, CFII, and MEI, while simultaneously having children, buying our first house and starting a Master's Degree Program at Embry-Riddle, and accruing a ton of student-loan debt with no real plan to pay it back, but we will skip over that insane period of my life. (Honestly, I am not sure how we survived! It was a chaotic time in our lives. Severe turbulence would be an understatement. If you Googled "insanity," a picture of me would probably come up, looking like Jack Nicholson in *the Shining* with his frazzled hair and crooked smile.) So, if we fast-forward a little, we can all pretend that I magically became employed as a young CFI, with a whopping 300 hours total time. Like so many other times in my life, it was another "license to learn," so to speak.

We will revisit a few stories and lessons I learned from my CFI days later, but for now, I want to briefly discuss how I ended up at the airlines. If you can recall, the crash of Colgan Air Flight 3407 in Buffalo, NY catalyzed the Federal Government and the FAA to implement the "1500 hour rule." This was a particularly tough pill for me to swallow. Although I had no plans to pursue a career at the airlines, I had at least thought of the airlines as being a potential source of income while I figured things out. When I first starting teaching as a CFI, a pilot could go to the airlines with as few as 400 hours total time. The 1500 Rule essentially removed a financial buffer that I relied upon, and although I really loved teaching flying, I wanted the flexibility of career options. Over the next several years, the airlines gradually raised their hiring minimums to work up to the newly mandated 1500-hour requirement. It was painful, and every time I totaled my logbook, I was less than 100 hours off of their minimums—just barely out of reach. Thankfully, the housing subsidy from the Post 9/11 GI Bill paid for my mortgage while I was in graduate school. It was the only way that Crystal and I could make ends meet.

(Part II next month)

### PAC August Meeting...

So we didn't have a July meeting because many of our regular meeting attendees were at Oshkosh or other places. The August meeting was another doozie. The meeting was held in the GTCC classroom and we had 13 attendees, and 2 of them were guests. And yes, we had our usual delicious pizza and ice tea and soda. Yummy for the tummy.

Wes talked about his participation in the Oshkosh air race called The AirVenture Cup Race. This was Wes's 3rd participation and he finished 2nd. As most of you know, Wes is meticulous and exacting in everything he does concerning aviation. And, his participation in the air race was no different. It was interesting and attention getting to hear how he planned for and executed the race.

This was another informative session provided by the membership of PAC.





## Pilot's Tip of the Week

from Pilotworkshop.com)

### Traffic Pattern Ground Track

Featuring Bob Martens

#### Subscriber question:

"For a standard single-engine piston airplane, how far from the runway centerline should you be on downwind? I see all kinds of patterns at my home airport and it drives me crazy." - Steve B.

#### Bob:



"Think about the goal of this process...to get the aircraft safely on the ground without interfering with other traffic. To me, that means staying as close to the runway as possible in the traffic pattern. Usually, a **half-mile offset** will accomplish this goal. How can we determine what a half-mile looks like? How long is the runway? Use it as a guide to determine distance.

To me, **discipline** is the key in the traffic pattern. There is an altitude to maintain—maintain it. There is a correct speed for your aircraft—maintain it. And there is a ground track that will allow an efficient flow of traffic for landing. Fly the ground track precisely so as to not confuse other aircraft. Wide or extended downwind legs only frustrate other pilots and can be dangerous. If we have engine problems in the pattern, we certainly want to land on the runway.

**Standardization** is another important quality to integrate into our traffic patterns. Establishing a flow in the traffic pattern will free us up to keep track of what's going on around us. Configure at the same point each time (gear, flaps, power) and you will develop a picture and feel for the pattern. There's a lot going on and the more we free ourselves up for changes, other traffic, and other distractions, the better our traffic patterns will become."

## Pilot's Tip of the Week

from [Pilotworkshop.com](http://Pilotworkshop.com))

### Takeoff Abort Point?

Featuring [Wally Moran](#)

#### Subscriber question:

*"Observation: Pilots takeoff from many types of airstrips every day, yet few set a decision point where if they are not airborne by that point, they should abort the takeoff and still leave enough room to stop." - Fred R.*

#### Wally:

"Some general aviation pilots will tell you that you should have at least two-thirds of your liftoff speed when you reach the midpoint of the runway and if you don't then you should abort the takeoff. This formula works if your only problem is simply getting off the ground, but that may not be your biggest problem. What about obstructions and rising terrain?"



Here is how some other operators address this issue:

The airlines and many jet operators do not compute a point on the runway. Instead, they compute a speed at which the airplane can lose an engine and continue the takeoff or can abort the takeoff and stop on the remaining runway. This speed is called V1 or takeoff decision speed.

Military transport pilots also compute a V1 speed but in addition on some of the transports, they also measure acceleration versus time. For example, they start a clock at the beginning of the takeoff roll and expect to be at a certain airspeed by a certain period of time. If they have not achieved the speed by the allotted time, they abort the takeoff.

So it's clear professional pilots consider takeoff abort options on every takeoff. But interestingly, they do not do it in relation to a point on the runway.

Most (Pilot's) Operating Handbooks give us some guidance in this area, but they give distance for liftoff and perhaps distance to clear a fifty-foot obstacle. They say nothing about rising terrain. Then don't forget the other thing we know about those numbers—they were made with a new airplane, a test pilot and a hard surface runway.

So how can they be of help to us? They can at least give us something to start with. If there are obstacles or rising terrain in your path, be very conservative in your judgment and leave plenty of margin. Some good advice I've heard from other pilots is to double those handbook numbers. If you don't have that much margin, offload weight, wait for cooler weather or better winds."