



WILLIAMSON
FLYING CLUB

WILLIAMSON-SODUS
AIRPORT
3G7
DETROIT
SECTIONAL
CTAF 122.8
AWOS 124.2
(NOT YET COMMISSIONED)

315-483-6171

WWW.WFCPILOTS.ORG

Important Dates:

General Meeting

July 13, 2006
7:30 PM at the Club-
house

Board Meeting

August 3, 2006
7:00 PM at the Club-
house

**If you have non-
aviation things
stored in your
hangar....**

...you're probably normal. But if you have between 100 and 130 pounds of frozen sausage in there...it means that you have leftovers from the pancake breakfast.

Of course, we've kept the sausage in the freezer, but it's time to sell it off.

Anyone interested in purchasing a 10-lb box of leftover sausage, bring your cash or checkbook to the next general meeting.



"The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? - it is the same the angels breathe." - Mark Twain, Roughing It

July, 2006

Angels Needed in the Northeast

A critical illness can exhaust a family's financial resources almost immediately. Angel Flight New England is a volunteer corps of over 1200 pilots and "Earth Angels" who provide transportation in private aircraft so that children and adults may access life saving medical care free of charge. Steven Williams, Director of Operations for Angel Flight NE, is interested in finding more pilots in our area to help support the Angel Flight mission. "We are a vital mode of transportation for organs, blood and for patients awaiting organ transplants," Williams explains,

"We also make compassion flights and provide air care wherever there is a compelling human need." A recent example of this was Angel Flight pilots providing support in the aftermath of Hurricane Katrina in 2005. Angel Flight patients primarily live in the northeast United States, though flights are provided for people as far north as Maine and as far south as Florida and Louisiana. Approximately 50% of the patients are children generally suffering from severe burns or cancer. Patients also have a multitude of illnesses and conditions including birth defects, epilepsy, and heart disease, all

requiring treatment that is often geographically inaccessible. To fly with AFNE, patients must be medically stable and ambulatory.



AFNE pilots (IFR rated, with 250 hours minimum) provide

flights as often as needed until the services are no longer required. Emergency flights are reserved for persons who need to visit



critically ill or injured family members, for patients needing organ transplants, or for organ donations. Pilots donate time and services. As a 501 (c) (3) non-profit, tax exempt organization,

this donation is deductible. To volunteer as a pilot, go to www.angelflightne.org or call 1-978-794-6868.

A Special "Thank You" from a Super Town Supervisor

May 26, 2006

Dear Members,
I can not begin to describe the emotions I felt when you presented to me an Honorary Membership in your Flying Club. It was truly and unexpected honor. To be given the same recognition as Congressman Horton and Senator Nozzolio is very overwhelming to me. I know you will continue to make the Williamson Sodus Airport the best in can be. It has been a pleasure getting to know some of you and bringing your resolutions to the Town Board. Your Airport has been one of the best projects in our Town. Again, thank you very much for the recognition you have given me. I am very proud to have been a small part of your development.
Sincerely,
Donna Chittenden

“NOTAMS-I”

Summer’s heat is making the air heavy with moisture. Hot, humid days are good for some flying misery*, but there are ways to avoid it.

Avoid thunderstorms and bumpy air by flying early in the morning or in the evening.

Flying above white puffy clouds can be much smoother, because the clouds are where the updrafts stop.

Hot, humid air makes for higher density altitudes...so the plane performs on the ground like it might at higher altitudes, sometimes as much as 2000 or 3000 feet higher!

* and kidney stones, apparently!

“Page 3”

Again this month, you can find a “Page 3”, but only on the electronic newsletter! This month’s “Destinations” feature which appears there, was provided by Archie Woodworth who tells a detailed tale of bringing home “Long Legs Louise”.

You can submit a travel story to share with the club. Include pictures with your story and send to:

joebert@verizon.net

View the online version at www.wfcpilots.org and click on “Newsletter”.

Flight R_x by Dr. Pam Tarkington

Kidney Stones

Kidney stones affect between 250,000 and 730,000 Americans each year. Males have a predominance of 4:1—however, in the 60-70 age group the ratio almost equalizes. Most of those affected are in the 3rd and 4th decade of life.

Most stones, which are calcium, can be seen on a simple x-ray. In the U.S., if you live in an area of high humidity and elevated temperature, you are at an increased risk—especially during the summer months. The reason for this is unclear. A diet high in sodium and protein may be a contributing fac-

tor as can a diet high in calcium, oxalate and purines in individuals so disposed. Those who are sedentary are also at high risk.

The FAA is concerned about this as the presenting symptom is generally renal colic that may be so severe as to render the pilot incapacitated. Nausea and vomiting may also be prominent symptoms. The pain may radiate over the abdomen or be referred to the genitalia. Interestingly, stone size does not influence the severity of the pain. Those with stones may notice blood in the urine. There are various types of x-rays your doctor may do to diagnose this condition.

In almost half the cases there will be only one stone, however there is a 50% recurrence rate at 5 years. If you do pass a stone, take it to



your physician as analysis of the stone will guide any further treatments. If you've had a kidney stone, you will have to prove to the FAA that the stone has passed or, if there are any retained stones, that they are part of your kidney where there is no risk of problems. If such is the case, your AME can issue you your medical. If you've had more than one episode of kidney stone, you will need not only x-rays, but a letter from your physician or urologist regarding your present treatment, and also his/her opinion about the possibility of recurrence.

Aircraft Reservations and Pilot Responsibility

While aircraft reservations have been made more convenient by using aircraftclubs.com, there seems to be quite a few “no shows” for reserved

club airplanes. According to the Section 5 of the Standing Rules of the Williamson Flying Club, **“If a member has a club aircraft reserved for a specific time and does not show up one half hour into that reserved time, any member may use that aircraft for the balance of that reserved time.”**

In days of WFC’s paper reservation book, pilots had to

come out to the airport to make a reservation, and could also see if a plane that had been reserved was still in the hangar,

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday

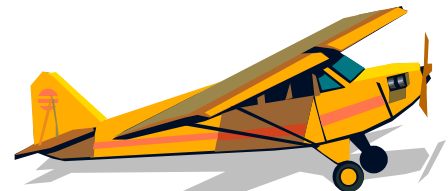
used. They could then take advantage of Standing Rule Section 5 and use the aircraft. With the online reservation system

there’s no way to tell if a reserved plane is actually being used without driving out to the airport to see, or calling the

clubhouse and asking...if someone is there to answer the phone. If you’ve booked a plane and you’re going to be late or have to cancel, change the reservation on aircraftclubs.com so others can see the changed or deleted reservation. Also, by making a backup reservation for an aircraft you’d like to use in case the primary reservation is cancelled, you will receive an email if and when the primary reservation is edited or deleted. The Board of Directors is considering assessing a fee to a pilots who reserve aircraft, but do not use it and do not edit or delete their reservations.

Instructor’s Report by Mike Bjerga

Jim Markovitz, under the instruction of Mike Bjerga, earned his Private Pilot certificate on July 6.



Destinations: Bringing Home “Long Legs Louise”

KLDM to 3G7



By Archie Woodworth

The Trip Home

After selling my Cherokee to a local flight school, I rented planes from a club in the area. After an engine “issue” on short final with a rental, I decided right then and there it was time to buy another plane. I looked in the local area, but was not able to find one that had not been trashed or crashed. So...I went on a “fishing trip”... by that I mean I did a search on the 150’s registered in New York, Ohio, Michigan, Pennsylvania, Vermont, New Hampshire area. After buying a calling card for about \$34.00 dollars I started calling...New York, Vermont, Pennsylvania, and Ohio, putting 1000 minutes on it with no luck ...

I got close a couple of times but never found anyone interested in

selling ... Over the course of about two weeks I talked with a real cross section of the flying community. You know ... there really are some *different* folks flying out there!!! So on to the list of Michigan Aerobats. N9981G was in Ludington, Michigan owned by a retired United Captain. This guy retired as the “top dog”... the number one captain from United ... really a great guy. I think that he had flown just about everything since the Wright brother’s started hanging engines on wings.

N9981G was purchased in July of 2002 and flown home the very same day. Stan Wochner “volunteered” to fly me over and back with me. We piled into an Arrow and off to Ludington we went. After a quick heart-attack-in-a-sack lunch, inspection of the plane and flight around the patch, I handed over the check.

From Ludington, we proceeded southeasterly to St Clair County

airport, on the eastern edge of Michigan. My plan was to file a flight plan and cross Canada direct to William-Sodus Airport (3G7). Not knowing the exact fuel burn, I was somewhat anxious to get N9981G in the air and pointed home on the last leg. The procedure to over fly Canada, at the time, was to file a flight plan and then initiate it prior to take off. With the FP filed and the tanks topped off, we tried to open the FP. This had to be accomplished through a series of radio transmissions and automated phone dialing systems. It was intuitively obvious right a way, that the lowest bidder won the government contract for that “fricking” system. Exasperating doesn’t even come close to describing the experience. Finally, we were cleared to proceed into Canada. To increase the tension just a little more...being unfamiliar with the particular transponder in this plane, I entered in the code given to me and was not sure the transponder was working.... no flashing green light...



Turns out the dimmer was turned down...(hate to admit that I didn’t figure that out until the next day). Anyway, there was no way I was going over the river (Canadian/US border) without knowing the TX was functioning. We confirmed, with a really helpful Canadian controller, that the TX was in fact “alive and well” so homeward bound we went.

Needless to say at well under a hundred miles per hour ground speed, it took more than a little time to cross Canada. As we proceeded past Toronto, we were “handed-off” several

Next Month: The difference between “personal minimums” and “VFR Not Recommended”

Destinations: Bringing Home "Long Legs Louise"

KLDM to 3G7

times to different controllers. Great fun trying to catch your new call sign amongst all the Toronto-Pearson "chatter".



Then it was back in the "good old US of A". It's now getting on to twilight as we passed Niagara Falls...what a beautiful sight ... looking down ... the water, the spray and sun setting in the west. N998IG was getting closer to her new home...just about an hour away. Now, to dial up the "fun factor" another notch...with it getting dark, we decided it was time to switch on some lights. As I switched on the nav/beacon lights the over-voltage light flashes... then the amp meter goes to full scale. I know immediately what the problem is - the Delco-Remy voltage regulator points are stuck and now the alternator is trying to boil the battery dry. By switching on the landing light and adding a little more load to the system life is good again...at least for a while.

We asked for and were granted a lower altitude and started our descent.

main clear of Rochester's class "Charlie" airspace. Now, 20 miles out of 3G7, the electrical system decides its has had enough. Radio and cabin lights started doing that disco light-flashing thing. In the interest of not frying the "appliances" and with flashlights out and ready, we made the decision to shut everything down with the exception of the nav lights.

While powering down the electrical load, I reach for the handheld and notify Rochester of the problem and my intentions to continue on to 3G7. Then it occurs to me ... it's nighttime, no transponder and we have to fly within 3 statute miles of a nuke plant. It felt way too soon after 9/11 to be doing a nighttime "flyby" with no TX.

So, needless to say the "pucker factor" was kinda high as we passed Ginna hoping the whole time



that no one had a finger near a launch button. At this point we are on a really long "final" for runway 10 at 3G7. Oh one other thing, did I men-

Well, I knew what the POH says about fuel burn, and had planned my flight accordingly. However there should have been a disclaimer in the POH that the fuel burn was calculated by the Marketing Department. By now, we had been watching for some time, the fuel gauge needles moving ever closer to the "Economy" marks on the gauges. We had been sucking fuel out of the tanks for what seemed like a very long time. Needless to say, we were real interested in getting N998IG on the ground and tied down. The next morning I sumped the tanks and found plenty of fuel remaining. I guess I was putting too much faith in what the gauges showed and not enough in my wristwatch.

The section of the trip from St Clair County to 3G7 was one long leg (just ask Stan). I thought it fitting my new "ride" be named after my "Bride" Louise who has been supportive of my flying habit for

some 25 years. Thank-you Sweet-heart!!! So that's how N998IG, (the other "Hot Chick" in my life) came to be known as "Long Legs Louise".

...and a "diversion" that just perfectly fits the rest of the space on this page!

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| EGGS | VFR |
| SAUSAGE | IFR |
| FLY IN | SLIP |
| CHEROKEE | SOLO |
| WARRIOR | AWOS |
| PATHFINDER | WACO |
| PIPER | CENTENARY |
| TEMPORARY TOWER | REDMAN |
| TIE DOWN | GRANTS |
| PRE BUY | POISON IVY |
| DEANS AERO | SODUS POINT |
| WILLIAMSON AERO | CHT |
| TEN/TWO EIGHT | APPLE |
| LAUSTER | BLOSSOM |
| BJERGA | ANNUAL |
| CREATURA | EASY |
| DAVISON | MOON |
| CUB | CAP |

- FLAPS
- AIM
- PLANE
- UAV
- LYCOMING
- FARS

Drop your completed word search in the Secretary's Box on the front of the counter in the Clubhouse. A random drawing will be held at the July General Meeting. The winner will get a valuable door prize! Must be a club member in good standing to win. Make sure to put your name on it!