



**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

August 10
7:30 PM at the Club-
house

Board Meeting

September 7, 2006
7:00 PM at the Club-
house

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

...you're probably normal. But if you have between 45 and 60 pounds of frozen sausage in there...it means that you *still* have leftovers from the pancake breakfast.

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

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



"To most people, the sky is the limit. To those who love aviation, the sky is home."
- Anonymous

August, 2006

AWOS Frequency is Official!

The weekend of August 5 brought WFC's FCC license to operate a transmitter on the 124.2 frequency. After several months of construction and waiting that saw the passage of Christmas, New Year's Day, Valentine's Day, and The Ides of March, we thought for sure that the letter we opened on April 1st would be our FCC document...but Fool's Day came and went with no document...then Mother's Day, Father's Day, Fourth of July and finally, on August 5th, we received our

approval from the FCC for the use of 124.2 for our AWOS.

The next step is that a team from Pittsburgh will visit and "commission" the AWOS system. Soon, we'll be able to eliminate the need to over-fly the airport to verify the wind conditions. This is a major step forward in 3G7's maturity, as we become a more integral part of the National Airspace System.

What's next? WAAS?

The water line project grant is still being considered by officials in Albany. The goal of installing a waterline, aside from bringing water to the clubhouse from a public source rather than a well, is to enable the Williamson Flying Club to stick to the Master Plan laid out some time ago. It's crucial to our survival that we find more ways to fund the operation of the airport. The existence of a water line will enable us to consider constructing outbuildings that we can lease to businesses and industry. The revenues from those leases may well support us for the next 50 years.

Treasurer's Report by Bob Herloski

1. I have just finished signing a check for over \$30,000 for aviation fuel! Our aviation fuel supply is now replenished; as most of you have probably already seen, I have increased our pump price to \$4.899. This price increase does not fully cover the fuel cost increase in this latest load - the club is absorbing some of the increase, both in pump prices and in not raising aircraft rental rates.



2. I will be presenting financial results for the first half of the year at this Thursday's general membership meeting (August 10). The standard financial summary will be presented - P&L to date, and status against budget and our latest 5 year plan.

3. The financial aspects of the club are overseen by four people - besides myself, Bob DePuyt provides invaluable help as assistant treasurer, and Wes Somerville and Jack Fuller handle

all the financial tasks related to FAA and NYS projects on behalf of the club. As Bob moves on to a new employment opportunity, the club will soon be in need of a new assistant treasurer. If anyone in the club has any interest in becoming the assistant treasurer, please contact me or any member of the board.



“NOTAMS-I”

The sign out front has been connected to the power supply. Now, when you come and go (or just drive by) at night, you are welcomed by the gold and blue, all lit up!

Crack sealing has been completed in the taxiways and runways.

Thanks to the efforts of Dr. Pam Tarkington, a defibrillator will be placed in the lobby of the clubhouse. If you're interested in learning how to use the defibrillator, please drop a note indicating so in the box on the front of the counter.

There are First Aid kits in the clubhouse, maintenance hangar, grounds hangar and open hangar.

Aviation History**“60 Years Ago”**

Aug. 7 through 10, 1947.

William P. Odom in Douglas A-26 flies solo around the world, 19,645 miles, in 3 days, 1 hour, 5 minutes, 11 seconds.

In 1949, Mr. Odom was presented with the Louis Bleriot Medal for his achievement.

Flight R_x by Dr. Pam Tarkington**“Contaminated” Air in Commercial Planes**

There has been a lot written about getting ill after flying on a commercial flight. As you might suspect,



the media has vastly overblown this. Just as an example, there have been reports of passengers contracting cancer because they flew on a commercial flight with someone who had cancer: we all know this is ridiculous.

On the very new commercial airplanes, your chances of getting an illness from another passenger are really minimal. These new airliners are equipped with HEPA filters, the same type that are installed in operating rooms as well as isolation rooms in all up to date hospitals.

The FAA, through its research, has something called the 2x2x2 rule as far as passing any sort of disease from one passenger to another. Basically, this means you are susceptible to getting sick if you are sitting near an ill fellow passenger if he or she is two seats in front, back or to your side. This mostly applies to airborne (respiratory) illnesses. Otherwise, you are basically home free.

If you've been hospitalized or have experienced any new illness before you have your next flight physical, contact your AME prior to your exam. It may be necessary to bring certain records or statements from your physician to your next AME examination. Right now, there is a significant backlog of pilots who do not bring to their AME the required documents. This can



result in a delay in the issuance of your medical certificate of several months.

As many of you may have read, the FAA is about 3500 applications for Special Issuance behind—this is a potentially long wait

that may be avoided by a simple phone call.

As an example, in the last week alone, I have had to defer two applications. These could have been cleared if the pilot applicant had come to the physical with the proper documents. Now, both of these pilots are facing at least a three to four month delay in obtaining their medical certificates.

You are, of course, free to see any AME that you choose. As your club medical officer (and thanks for letting me have that honor), I will not charge you for your call; just make that call!

Just a word of advice. If the FAA sends you a letter stating that they need certain documents for the renewal of your medical, they DO mean it. You will not be issued a medical unless you have these documents.

Keeping Club Aircraft Clean by Your Cosmetic Committee

Though the cosmetic committee meets weekly to keep the club aircraft clean, there are things pilots can do so the planes stay clean for the rest of the week.

- 1) Clean the windscreen after your flight. Use Plexo or some other cleaner designed for plexiglass, and be SURE to use a soft cloth or wipe made especially for plexiglass. NEVER use Windex!
- 2) Clean the bugs off the leading edges. If removed promptly, they come off easy. A few days later, they are harder to remove.
- 3) There are cleaning supplies provided in the maintenance hangar should anyone desire to wash a club aircraft. There is also a hose and a pressure washer provided as well.

Instructor's Report by Mike Bjerga

Erin Cournoyer, under the instruction of Mike Bjerga, earned her Private Pilot certificate on July 14, 2006.

David Lindsay, First Solo on July 30, 2006.

Congratulations!

