



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

September 14
7:30 PM at the Club-
house

Board Meeting

October 5, 2006
7:00 PM at the Club-
house

Pig Roast



Denny and Carol Ankrom, Tom Litterer and Tom Walbourn are hosting their 4th

Annual Pig Roast. WFC members, family and guests are all invited. The Roast is on September 16th at Denny & Carol Ankrom's place at Miniskirt Lane, off Ridge Road behind the airport.

If you're interested in attending the Roast from 12:30 till "the Pigs Fly Home", RSVP to the Ankroms at:

315-483-4784

WFC Flyer



*Celebrating 50 Years
1956-2006*

The engine is the heart of an aeroplane, but the pilot is its soul. - Sir Walter Raleigh

September, 2006

Spot Landing Contest Won by Newly Minted Pilot by Mike Bjerga

Twelve people signed up for the Spot Landing Contest held Saturday August 12th. Dean Popoli started things off with a solid performance followed by Marvin Stewart, who put his plane within 25 feet of the line and held for 2nd Place.

The competition continued with most everyone landing within 150 feet of the mark. Kathy Sanger gave an excellent performance, landing

within 30 feet of the line, earning her 3rd Place. In the end, it came down to the last landing of the last contestant. Jim Markovitz planted 9855W within 5 feet of the line, bringing home 1st Place. Congratulations to Jim, Marv and Kathy and thank you to everyone who came out, had fun and enjoyed hamburgs and hot



Kathy Sanger, Jim Markovitz & Marv Stewart, Most Accurate of the Day

dogs; I really appreciate all that supported the event.

Getting Your Ticker to TBO by Dr. Pam Tarkington



As you read in the last newsletter, thru the generosity of Xerox Corporation and the help of Archie Woodworth and Bob Breese, an AED (automatic external defibrillator) has been donated to our club. In addition, the Rochester branch of the American Heart Association has donated mannequins as well as a DVD for anyone interested in learning CPR.



While I sincerely hope that we will never need to use these, I strongly feel that it behooves all of us to know how should the need arise. I fully understand that there will be some of you who are not interested. Archie has also volunteered to help with a brief orientation class in the application of these two procedures. No EMS card will be issued - and I sincerely believe that none is necessary. All together, it will take about an hour of your time. During the hour, you will watch a DVD, practice on a mannequin and have a brief demonstration of the use of the AED.

I would hope to have an initial demonstration in September. If there is enough interest, there will be as many other demonstrations as are of interest to club members. As stated in the last newsletter, please indicate your interest by putting your names in the box on the front of the counter in the clubhouse.

Airport Watch

On September 1st, The Department of Homeland Security issued a Security Alert Advisory indicating that there have been some suspicious activities around flight schools. We are reminded to be vigilant and keep an eye out for suspicious activity. A few things we can do:

- Secure our aircraft
- Verify ID's
- Verify bags, cargo
- Challenge strangers
- Be alert for unknown pilots or others trying to gain access to the airport or aircraft
- Be alert for unusual aircraft or aircraft with unusual modifications
- Be alert for loiterers or persons loading unusual things into aircraft
- Be alert and report persons who may be under stress or under control of others
- Be alert/aware of persons who may have altered or inconsistent ID.

866-GA SECURE

Instructor's Report by Mike Bjerga

Jeff Hamman earned his Private Certificate on 8/31

Sean Flaherty Soloed on 8/17

Flight Rx by Dr. Pam Tarkington

Latest and Hottest

In early August, I re-certified with the FAA. The meeting was worthwhile and I thought you might be interested in some that are in the works - nothing is definite:

1. The 1st class medical certificate is currently valid for six months; they are considering extending this to one year. A third class certificate may be extended to five years. Also, some pilots have the idea that the FAA is going to do away with the 3rd class medical certificate. Federal Air Surgeon Dr. Fred Tilton is very much opposed to this idea

as he believes that it will keep certain unfit pilots out of the cockpit.

2. The age 60 rule (it pertains to commercial airline pilots) said that you could not be PIC of a commercial airline after this age. For a number of years this has been under consideration. Originally, it was believed that a pilot's skills deteriorated after age 60. New studies have proved this not to be true. Many foreign countries do not have such a ruling. In fact, when their airplanes fly into US airspace the over 60 captain becomes the copilot to comply with US regulations. The current

thought is to extend this to age 65.

The average life expectancy for a pilot in World War I was 2 weeks. At that time, the leading cause of death (60%) was due to medical factors. At the present time it is 2%.

Why the difference?

Well, during the Great War, those who became pilots were those brave men who felt an obligation to serve our country but were rejected by the infantry, cavalry, etc for medical deficiencies! One of the speakers, Dr. Allen Parmet, made an interesting observation: "There is no new way to crash an airplane. We already know all of them".

Next Month: Sport Pilot Certification.

Treasurer's Report by Bob Herloski

Last month I mentioned that the club is looking for a new assistant treasurer. A few people have asked me what the duties of the assistant treasurer are. The key duty for the assistant treasurer is to collect the members' aircraft usage data and gas card usage data at the end of each month. The aircraft usage data is taken from the information written in the data sheets in the aircraft log notebooks and converted to a simple Excel spreadsheet. The gas card usage data is taken from a sorted printout generated by the GASBOY software and also converted to a simple Excel spreadsheet. The other duties including ordering avgas and oil are needed,



and collecting some additional information 4 times a year for sales tax reports to the state. Again, if anyone is interested in being considered for the position of assistant treasurer, please let me know.

The Board will review all candidates within the next few months.

If anyone has questions about club finances, please don't hesitate to ask me. One question that comes up regularly is - with all this extra money from hangars, why do we still have to borrow money? The short answer is - we had to do an engine a year and a half earlier than expected. In addition, even though hangar rent is spread out evenly throughout the year, many of

the key club expenses are heavily loaded in the beginning portion of the year. For example, most of the airport insurance comes due in the first half of the year. Also, taxes are due in Jan. and Sept. Also, with the rising fuel costs, we have to have about \$30K in free cash when we buy a

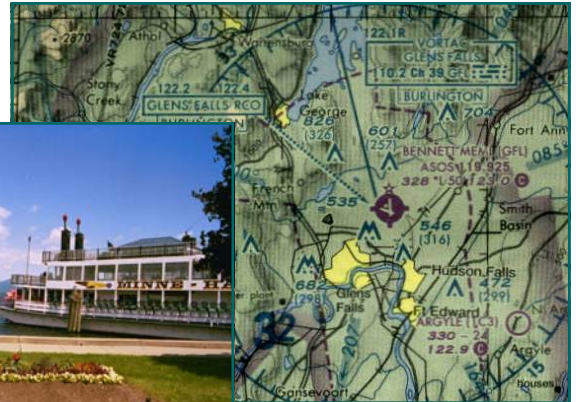


truckload of fuel. So, it becomes a cash flow issue - we are not borrowing money for the long term, but only drawing on our line of credit to even out cash flow requirements.

As I showed in the 5 year plan that I presented last month, we will quickly be accumulating cash in 2007 and 2008, and should be able to repay the line of credit in late 2006 or early 2007.

Destinations: Lake George, NY

New York Sectional N43° 20.47' W73° 36.62'



Photos by Eric Mehserle

Lake George Cruise Boat

Lake George By Air

By Eric Mehserle

So much of the beauty of our great state is within a couple hours flying time in our club airplanes. One good example of a great overnight or weekend air excursion is to Lake George. Settled between the hills North of Albany and South of Lake Champlain, Lake George is one of the most picturesque lakes in the area. Situated between Pilot Knob on the East and the Warren/North Creek highlands on the West the natural bowl that forms the lake is a great area for touring by air. Glens Falls Airport (Floyd Bennett Memorial) is a full service airport with all the amenities and a courtesy van. It is located 9 miles South of Lake George. Overnight or weekend tie down fees are waived with fuel purchase. In addition to the use of the van, most hotels/motels in Lake George can pick you up at the airport.



Cottage Accomodations

Being somewhat bored with hotel rooms we were looking for something different and close to town.

We found everything we were looking for at "The Balsam", 430 Canada Street (518) 668-3865. A tiny cottage style motel (and economical - \$79 for the night). Also, it was right next door to what was described to us as "the best breakfast in Lake George", the Tamarack Inn. We found out the next morning that it did live up to it's reputation. The menu, amongst all the great foods available, tells a tall, tall Lumberjack's tale that will entertain you till your breakfast is put in front of you. The main street in Lake George is Canada Street. The lower the ad-



Tamarack Inn

dress number, the closer to town you are. We walked the full length of town in 15 minutes the night before, looking for a place for dinner. There are more Restaurants and Shops than you can count. A full day or two could be spent on Canada Street alone. Fort William Henry and Museum is right downtown at the end of the lake. The lake steamer excursion boats and Million Dollar Beach are just across the street so just about everything is within easy walking distance. There is even Parasailing and a Wax Museum. Anything you would ever want to know about Lake George seems to be on the towns great website. For all the details, check out www.lakegeorge.com. The soon-to-be fall colors will make for a great flight!



Canada Street

Next Month: Submit your stories to joebert@verizon.net and include photos!