



WILLIAMSON  
FLYING CLUB

WILLIAMSON-SODUS  
AIRPORT  
3G7  
DETROIT  
SECTIONAL  
CTAF 122.8  
AWOS 124.2

315-483-6171

WWW.WFCPILOTS.ORG

### Important Dates:

#### General Meeting

October 12  
7:30 PM at the Club-  
house

#### Board Meeting

November 2, 2006  
7:00 PM at the Club-  
house

### WFC Holiday Party



Mark Saturday  
December 16th for  
this year's Holiday  
Party!

It will be held at  
Waypoints  
(formerly "Cutters")

More information to  
come!

# WFC Flyer



*Celebrating 50 Years  
1956-2006*

*"You haven't seen a tree until you've seen its shadow from the sky." — Amelia Earhart*

October, 2006

## Background Check Law Takes Effect, Compliance is Unclear

Starting October 15, anyone wishing to take "flight instruction" in New York must first submit to a **state** background check by complying with the rules and procedures as outlined by the NY State Division of Criminal Justice Services.

As an aeronautical facility, we must comply. WFC's Board has requested the forms, processes, policies, and procedures regarding these background checks from the NYS Division of Criminal Justice Services, but they are not yet available. It's possible the process by which we must comply won't be known by the date we are required to comply, which could leave us, as a flight training facility, in limbo.

The FAA already does background checks on every pilot and the WFC does a background check on anyone who wants to become a member. In lieu of a State process, we'll continue our own.

A quick read of the law re-

veals that it invites more questions about who must comply than closes perceived gaps in security.

For example, the new law will "require any aeronautical facility, flight school or institution of higher learning to require an applicant for flight instruction to provide criminal history information to the Division of Criminal Justice Services (DCJS)"

Does this mean only primary flight instruction? Or is advanced training, like IFR, included as well? What about ground instruction? What about a BFR? Wings Program?

On the "loophole" side of things, one could argue that the law doesn't require compliance by a student of a lone CFI, or the CFI, since a lone CFI isn't a "facility", "flight school" or "institution of higher learning".

As far as a final decision, the law will "require the Commissioner of DCJS to determine whether clearance for flight in-

struction shall be granted or denied to a new or prospective applicant." The text of the law says this shall be completed within fifteen days. Those experienced with state background checks, as required for pistol permits or to work in our schools, say 4 to 6 months is a more likely time frame.

Since flight instruction cannot begin until the Commissioner says so, will this send prospective student pilots packing to border states like Vermont, Massachusetts, Connecticut, Pennsylvania and New Jersey?

It's not that pilots shouldn't have their backgrounds checked, it's that the states do not have jurisdiction. All 49 other states defer background check authority to the FAA. Certification of pilots is a Federal matter, Constitutionally.

It is for these reasons, among others, that AOPA is preparing for litigation. Until a suit is filed and a legal stay or injunction is issued, those desiring flight instruction and those providing it must comply with the requirements of the new law, whatever those methods of compliance turn out to be.



## IFR Ground Class

Begins October 17th

\$150 + Books  
(\$75 if already IFR Certified)

Covering topics related to Instrument Flight and preparation for the FAA Knowledge test. For those already Instrument Rated, join in for a review.

## Commercial Ground Class

If you're interested in attaining the Commercial Rating or would like to learn more about such topics as aerodynamics, performance, and aircraft systems, this class is for you: Preparation for the FAA Written and a better understanding of flight.

Those interested should contact Mike at (315)483-4761 or wfcflight@msn.com

## Instructor's Report by Mike Bjerga

Chris Dickens soloed on September 26th.

Josef Kasprzycki soloed on October 1st.

## Flight Rx by Dr. Pam Tarkington

### Sport Pilot Certification

Many future and former pilots are excited about this new rule - instead of getting a medical, you may be able to fly a plane with a current and valid US drivers' license. It certainly is a way for certain potential airmen to get into the sky or for others to get back there. But, let's look at this.

There are certain aircraft limitations:

1. maximum gross weight 1320 lbs.;
2. maximum stall speed 45 knots;
3. maximum speed 120 knots;
4. Maximum occupancy: 2 persons;
5. day VFR only;
6. single non-turbine engine;
7. fixed landing gear.

Also, there are certain medical requirements. You must have at least a valid 3rd class medical certificate or a valid US drivers' license. You may **not** use a drivers' license if:

1. a medical certificate was not issued with the person's most recent application for a medical certificate;
2. the person's most re-

cent application for a medical certificate was denied, suspended or revoked;

3. the person's most recent authorization for a special issuance medical certificate was revoked.

A person using a current and valid US driver's license must comply with each restriction/limitation imposed on the driver's license and comply with any judicial or administration order applied to the operation of a motor vehicle.

"A person using a valid medical certification or US driver's license must not know or have reason to know of any medical condition that would make you unable to operate a light sport aircraft in a safe manner".

In addition the person must :

1. meet language requirements (speak, read, write and understand English);
2. be at least 17 years old (16 for a student);
3. if the driver's license is revoked for any offense, the airman cannot exercise sport pilot



PIC.

privileges until the license is reinstated;

4. if the pilot has any medical condition that would affect his/her ability to operate a light sport aircraft, the pilot may not act as

Under FAA regulations 61.53 and 61.23, pilots are prohibited from exercising airman privileges during a period of medical deficiency.

For more information please look at the WEB sites:

1. [www.faa.gov/avr/afs/sportpilot/index.cmf](http://www.faa.gov/avr/afs/sportpilot/index.cmf)
2. [www.sportpilot.org](http://www.sportpilot.org)
3. [www.aopa.org/whatsnew/regulatory/sport\\_linds.html](http://www.aopa.org/whatsnew/regulatory/sport_linds.html)

Also, the FAA has created a new branch to deal with sport pilot regulations and you can address any questions to them and I strongly suggest that you do so before considering a sport pilot certificate. Obviously, this is just a short overview. Any questions or requests for further information should be addressed to:

Light Sport Pilot Branch AFS-160  
P O Box 25082  
Oklahoma City, OK 73125

## Oil Glut

Recently, during the cleaning of the club's maintenance hangar, it was determined that several 5-gallon containers contained used automobile oil. As a reminder, it is club policy that all oil removed from privately-owned aircraft (and motor vehicles) be removed from the club property and disposed of properly. Oil-change retailers are required to accept used motor oil from anyone who brings it, and they have procedures in place to dispose of it properly.