



WILLIAMSON
FLYING CLUB

WILLIAMSON-SODUS
AIRPORT
3G7
CTAF 122.8
AWOS 124.2

WWW.WFCPILOTS.ORG

Important Dates:

General Meeting

November 9
7:30 PM at the Club-
house

Board Meeting

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

55 Foxtrot

Surveys Needed!

If you haven't filled out and returned the 55F survey that was sent out by our VP, Dr. Pam Tarkington, please do so!

Whether you fly this bird or not, we'd like to know why.

Or, do you think we should sell or trade it for another aircraft?

Fill out your survey because everyone's opinion counts!

Return the surveys to Dr. Tarkington at the address provided or put them in the drop box in the clubhouse.

WFC Flyer



*Celebrating 50 Years
1956-2006*

My airplane is quiet, and for a moment still an alien, still a stranger to the ground, I am home. —

Richard Bach, Stranger to the Ground, 1963

November, 2006

Club Holiday Party is December 16th at Way Point Restaurant

Come on down Saturday December 16th at 6 pm, and be a part of WFC's Holiday get-together. Our flying club has been bringing us together for flying and comraderie for over a half century. This year's Holiday Party will provide a special opportunity to reflect upon and enjoy the past year's 50-year anniversary celebrations.

We have reserved the beautiful party room at Waypoint, formerly Cutters. Located on the east end of Sodus Bay at the Oak Park Marina in North Rose. This continues our tradition of a bay setting for the WFC celebratory events. The room will be beautifully decorated to reflect the Holiday Season. We will also augment

the holiday décor with the extensive club history photos and other memorabilia assembled for the club's 50-year anniversary.

The menu looks great with roast sirloin of beef, baked stuffed sole, boneless chicken breasts, penne pasta, roasted red potatoes, seasonal vegetables, Caesar salad, fruit salad, baked loaf baguettes, coffee

and tea. There will be sign up sheets at the next meeting as well as on the club's bulletin board. Alternative, contact Erin or Bob Cournoyer at rcourno999@aol.com or call 585-671-8074 with your reservations. Cost will be \$24 per person and payment will be via your club account. The Way-

point will feature a full service bar.

Take Rt. 414 north from Rt. 104 to Waypoints, on the left.

Holiday Party Features

- Voluntary gift giving for use as Door Prizes!
- Golden Cylinder Award Competition!
- 50/50 Raffle!
- 50th Anniversary Memorabilia!
- Cookie & Goodie Exchange!
- Have a Favorite Holiday Recipe? Bring it along and a few copies of the recipe!
- Dessert Exchange!

Preflight reveal a problem with a club plane?

Have you ever found something wrong with one a club plane that required attention by a mechanic? Anything not specifically listed in FAR 43.17 as "Preventive Maintenance" **must** be done by an A&P. If you find something wrong with a club aircraft, put a note in the squawk book for that air-

craft, then let someone know. There are only 4 people authorized to take planes "down" for maintenance at the Club. These folks are Mike Bjerga, Gary Crawford, Jake DeGroote and Stan Wochner. Their phone numbers can be found under the "My Club" tab on www.aircraftclubs.com.

The club's Maintenance and Cosmetic committees perform all maintenance, including that defined in FAR 43.17. If you're interested in learning more about aircraft maintenance, contact members of those committees to see what opportunities there are to learn.

Flight **R_x** by Dr. Pam Tarkington

Refractive Eye Surgery Laser/Lasik Surgery

For starters, lasik surgery is a type of laser surgery. Without getting too technical, this article will attempt to explain surgery to correct your vision. With good vision, the incoming light rays converge on one spot of the retina. Obviously, there are a multitude of eye conditions/diseases that can make your vision imperfect. Basically, there are four types of visual conditions for which either glasses or contacts are needed:

- 1) Astigmatism: generally caused by the fact that the cornea has an irregular shape. This can cause a problem with either near or distant vision. This affects about 65% of us.
- 2) Hyperopia: you have good distant vision but up close objects are blurred. In this condition, the light rays are focused in the back of the retina.
- 3) Myopia: near objects are seen well but not those at a distance. If you have this, the light rays converge in front of the retina.
- 4) Presbyopia: essentially older eyes. This is the condition that, at about age 40, you'll need reading glasses (or long arms) - or, if you

also have #3, the dreaded bifocals.

5) Laser surgery began about 11 years ago with a type of surgery called PKA (rarely done today) and has been replaced by a laser operation called LASIK (fancy name "laser in situ KERATOMILESUSIS). Simply, what happens is a slice is taken off the top of the cornea, reshaped, and then reconnected.

There are certain criteria and contraindications to refractive correction but this is best left to a discussion between those considering this and their ophthalmologist—and, please, be sure to have this discussion. Before we go any further, some have the idea that going to Canada or Mexico is a good idea as it is much cheaper. A word to the wise: you get what you pay for and if you have a complication, it might be a painful trip back.

Also, keep in mind successful surgery is considered vision corrected to 20/40, not 20/20. If you need a third class medical, 20/40 is acceptable. You'll need vision corrected to 20/20 for a second or first class medical. If you still need glasses or another surgery to obtain this, you are no further



ahead than you were before surgery.

Certain complications can occur with this type of surgery. Infection, corneal scarring, inadequate correction (possibly requiring more surgery or glasses), night glare, corneal haze and corneal flap displacement, which can occur for over 3 years.

Also, there are certain restrictions that you will have to follow in the post-op period. Again, if you are considering this type of surgery, thoroughly discuss this with your eye doctor.

Now let's look at what the FAA says about this type of surgery and flying. There are certain types of eye surgery that require a 6 month recuperation period before you can fly (those types of surgery are rarely performed today).

After any type of eye surgery, you may not fly until the surgeon has determined that your vision is stable and that there are no complications. You will need to submit to the FAA form 8500-7. In addition, you may not be using any sort of eye drops (as ordered post surgery).

When visual surgical correction works well, as it usually does, it is wonderful. However if it goes wrong, your aviation career maybe over, especially if you are, or plan to be, a professional pilot.

NOTAMS

Wintery weather means "plug in the engine heaters" in all club aircraft, as well as make sure the aircraft are put away with propellers in the VERTICAL position and cowl plugs in place! The strap connecting the cowl plugs goes IN FRONT of the propeller.

Treasurer's Report by Robert Herloski

For those who did not attend last month's general membership meeting—I have paid off the money we borrowed earlier this year from our line of credit. I anticipate that, even so, we'll still have sufficient funds to replace 55W's engine this winter.

I still receive occasional inquiries regarding "what balance do I pay?" at the end of the month. If you are on email distribution, you will receive two email .pdf files—one is a monthly invoice and one is a monthly statement. The monthly statement summarizes the previous balance, any payments or credits made during the month, and the charges for that month. Members who receive hardcopies via US Mail only receive the monthly invoice. However, for both US Mail and email members, the monthly invoice has two totals. The first is the monthly invoice amount and the second total, at the very bottom, is the customer balance due, which includes all payments, credits, etc. So, when in doubt, "pay the statement", or "pay the very bottom/last total on the invoice."