



WILLIAMSON  
FLYING CLUB

WILLIAMSON-SODUS  
AIRPORT  
3G7  
CTAF 122.8  
AWOS 124.2

WWW.WFCPILOTS.ORG

**Important Dates:**

**General Meeting**

December 14  
7:30 PM at the Club-  
house

**Board Meeting**

January 4, 2006  
7:00 PM at the Club-  
house

**WFC Elections**

Elections will be in February, and the Offices that are up for Election are: President, Vice President, Treasurer, Secretary and at least one Director.

The following members have attended 6 or more General Meetings since February (a requirement to be a club Officer or Director)

- Denny Ankrom
- Bill Bach
- Phil Bailey
- Glen Barlis
- Michael Bebernitz
- Doug Brean
- Gary Crawford
- JakeDeGroote
- Joe Ebert
- Ron Foti
- Jack Fuller
- Jim Guild
- Fred Haas
- Bob Herloski
- Floyd Johnson
- John Lauster
- Tom Litteer

(cont'd on P2)

# WFC Flyer



*Celebrating 50 Years  
1956-2006*

**"People who fly into a rage always make a bad landing" . — Will Rogers**

**December, 2006**

**Santa Claus Delivers One Gift, Awaits Another...**

Many of you have participated in a survey regarding N4355F that was sent out by our Vice President, Dr. Pam Tarkington. Detailed results of that survey will be shared by Dr. Tarkington at a future General Meeting. One concern that was voiced repeatedly is the "hangar queen" status of the 235. Should we sell it? Should we keep it? Should we trade it for another aircraft? Why aren't people flying it? A fre-



quent mention was "cost". Well, for the short term, your Board of Directors has decided to drop the hourly rate on N4355F from \$98 per hour to \$80 per hour...just a couple bucks higher than the 180. Why? Simply put, a cheaper-to-fly bird will be in the air more, and a plane that flies is a plane that's happy and healthy. So, for the vast majority of club members who suggested that



the plane would fly more if it were cheaper...here's your chance to take advantage of a lower hourly rate. And, if the hourly rates of aircraft are what's keeping you from flying, here's another bit of good news. The next shipment of fuel is likely going to be cheaper than the last due to the decline in fuel prices. If that turns out to be the case, the Board of Directors has agreed to lower the hourly cost of aircraft rental to reflect the lower fuel prices accordingly.

**WFC Holiday Party This Saturday at The Way Point**

Be a part of WFC's Holiday get-together this Saturday, December 16th! This year's Holiday Party will provide a special opportunity to reflect upon and enjoy the past year's 50-year anniversary celebrations. Continuing our tradition of a bay setting for WFC events, we have reserved the beautiful party room at The Way Point, (formerly Cutters). The room

will be beautifully decorated to reflect the Holiday Season, including club history photos and other memorabilia assembled for the club's 50-year anniversary. The mouth-watering menu includes 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. 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 Waypoint will feature a full service bar. Take Lake Bluff Road (Rt. 414) north from Rt. 104 to The Way Point, on the left.

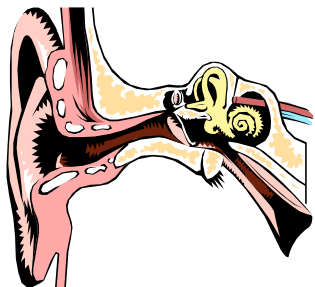
## Flight Rx by Dr. Pam Tarkington

### Winter Flying

Each season has some different concerns about flying. My favorite season is “hazy, hot and humid” (and for more reasons than just flying). However, we are now into “ice, cold and dreary”. Let’s look at this season. On a lighter note, this article could start out by saying: “Don’t fall on your ARSE on the ice during winter pre-flight.”

During the winter, we are all more susceptible to upper respiratory tract infections, including colds, sinusitis and allergies, and lower respiratory tract infections. All of these can affect our ability to fly safely.

The sinuses: Actually, these are holes in our heads. Normally, these structures are open when we experience changes in barometric pressure. However, the middle ear pressure can be so great as to block the opening into the Eustachian tube. Ear block can be extremely painful—even disabling the pilot. Actually, the



problem occurs in the middle ear, but the real culprit is the Eustachian tube (a tube that connects the middle ear to the throat). This tube allows gas to escape from the middle ear into the throat, but reverse flow can be blocked. During ascent, the high pressure in the middle ear flows into the Eustachian tube. At times, this can be overcome by the Valsalva maneuver (essentially bearing down as to have a bowel movement) causes pressure to be equalized. This does not occur during descent and therefore the pilot will have a big problem as there is a negative pressure. The tympanic membrane will move inward and its vibration will decrease. This will cause your hearing to decrease and pain will ensue. The pressure can become so great that the Valsalva maneuver cannot overcome this. If the pilot is able to ascend, this might be reversed and therefore relief may be obtained. If it cannot be reversed, bleeding into the ear may occur and once this happens, it is irreversible. Allergies and upper respiratory infections can cause enough swelling to block and therefore prevent the Eustachian tube from opening. What



happens, on descent, is that the pressure in the middle ear decreases and the tympanic membrane (ear drum) moves inward causing severe pain. Fluid will then accumulate in the ear causing even more pain as well as decreased hearing.

The sinus cavities can become obstructed by inflammation, polyps, infection, tumors and allergies. If you descent in a plane, pressure will increase and marked ear pain will occur. This pain can be so sever that the pilot may become incapacitated. Barosinusitis normally occurs during descent but can, rarely, occur during ascent.

Lower respiratory infections are mainly bronchitis and pneumonia. Coughing can be so sever that the pilot may actually pass out. Also, musculoskeletal pain from the cough can also incapacitate the pilot. In addition, if you have a fever, your mental capacity can be diminished. The take-home message: If you are ill, do not fly.

As a last word, Larry Davison recently sent me a bunch of aviation quotes. A good one is “mankind has a perfect record in aviation; we never left anyone up there”. Let’s not go up there, if we can’t get down safely. Happy Holidays to all of yours! May all of your flights be safe and healthy!

More winter flying next issue: We’ll visit “Carbon Monoxide”.

## NOTAMS

**During the winter months, please park your cars INSIDE the hangar or in the Club parking lot. This will allow the grounds crews to remove snow from all the areas in front of the hangars and all taxi areas.**

## Treasurer’s Report by Robert Herloski

At the December General Meeting, I will review some preliminary information on the 2007 budget and provide an update for the 5-year plan. In particular, I will review some ideas on revenue generation and respond to inquiries regarding our long-term debt.

We have just ordered another 8,000 gallons of fuel. It looks like the price is significantly lower than what we paid last time. When the fuel is delivered, I will make a change to the pricing at the pump, as appropriate.

### Elections (cont’d from P1)

Doc Malchoff, Jim Markovitz, Rick McCutcheon, Lance Merritt, Kathy Sanger, Corky Schoeneman, Mike Shippers, Duane Sims, Wes Somerville, Glenn Steed, Gary Stevens, Jim Swan, Pam Tarkington, Jim Wilkins, Brit Wood. Attended 4 or 5 meetings, and have 6 by coming to Dec and Jan meetings: Mike Bjerga, Erin Cournoyer, John Creatura, Dan Cregan, Steve Fielding,, Bill Hunter, Eric Mehserle, Bob Robideau, Marv Stewart, Tom Walbourne, Ed Wilkonski, Stan Wochner, Archie Woodworth, Louise Woodworth, Jason Zbick.