



WILLIAMSON
FLYING CLUB

WILLIAMSON-SODUS
AIRPORT
3G7
CTAF 122.8
AWOS 124.2

Important Dates:

General Meeting

January 11, 2007
7:30 PM at the Club-house

Board Meeting

February 1, 2007
7:00 PM at the Club-house

WFC Elections

The following club members have attended 6 or more General Meetings since February, 2006

- Denny Ankrom
 - Bill Bach
 - Phil Bailey
 - Glen Barlis
 - Michael Bebernitz
 - Mike Bjerga
 - Doug Brean
 - Gary Crawford
 - JakeDeGroot
 - Joe Ebert
 - Ron Foti
 - Jack Fuller
 - Jim Guild
 - Fred Haas
 - Bob Herloski
 - Floyd Johnson
 - John Lauster
 - Tom Litter
 - Doc Malchoff
 - Jim Markovitz
 - Rick McCutcheon
 - Lance Merritt
 - Kathy Sanger
 - Corky Schoeneman
 - Mike Shippers
 - Duane Sims
 - Wes Somerville
 - Glen Steed
- (cont'd on P2)



Chinook Helicopter from the Rochester ANG Visits W-S

- Photo courtesy Don Baker

"None of the 9/11 Hijackers had criminal records." — FBI, 9/11 Commission, & CIA

January, 2007

Procedure for Elections Spelled out In Bylaws

The Bylaws require that, at the January regular meeting, one month prior to the annual meeting, the nominating committee shall make a report on the nominations for officers and directors. Following the recommendation of the nominating committee, additional nominations from the floor must be made at this time. A majority of the votes cast at the annual meeting shall be

necessary for election. In addition, anyone defeated for one office at the annual meeting may be re-nominated at the annual meeting for another office. Every active member of this club for the past calendar year who has attended at least fifty percent of the previous twelve meetings shall be eligible to hold office. No member shall hold

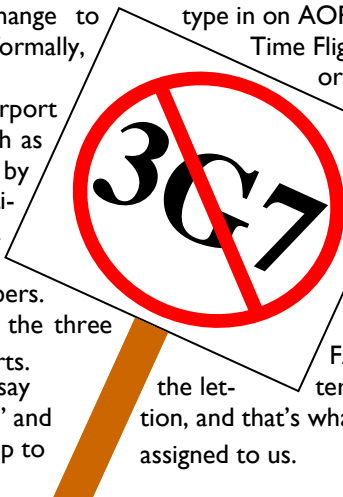


In the office of president for more than two consecutive terms. All other officers are eligible for re-election. A list of eligible members shall be provided to each member in January. (See the list in this issue of the newsletter). The nominating committee will submit its report this week at the January general meeting.

FAA Says March 14, 2007 Is 3G7's Final Day!!

On March 15, 2007, the identifier for Williamson-Sodus Airport, 3G7, will change to "KSDC". Why? Because an airport with an AWOS such as ours is represented by a three-letter identifier, rather than a combination of letters and numbers. The "K" precedes the three letters for US airports. So, on March 14th, say "goodbye" to "3G7" and on the 15th, wake up to

a whole new world of logbook entries, and the letters you type in on AOPA's Real-Time Flight Planner or DUATS Golden-Eagle flight planning software. Why "SDC"? The FAA picks the letter combination, and that's what they've assigned to us.



As our facility grows, we become a more important part of the Federal aviation infrastructure. So, what's next for "KSDC"? Possibly a WAAS Approach? Probably. Soon, we'll be getting municipal water and RG&E supplied gas for the buildings on the airport, including the club-house, maintenance and grounds hangar. If you haven't been to a General Meeting in some time, make it a point to come out and see for yourself where 3G7...rather, KSDC, is headed.

Dues Increase Vote

Many members have expressed a desire to pay off the \$110,000 debt of the club quicker than we've originally planned, by the end of 2022. After lengthy discussions and many suggestions, the Board of Directors feels that paying down the debt sooner than planned is in the best interest of the Williamson Flying Club.

As a result, the Board of Directors has carefully considered several options for increasing revenues to be able to pay down this debt more quickly. To accomplish this goal, the Board of Directors agreed that the fairest way to do this is to increase dues by a nominal amount. The increase proposed is \$5 for Active Members and \$2 for Associate members. This will result in our ability to pay off the debt by 2013, rather than 2022.

The January General meeting will include, as required by the Bylaws of the Williamson Flying Club, a vote by the Membership on a motion made by the Board of Directors to increase membership dues on all members of the Club.

A simple majority vote of "YES" will increase dues by the above amounts, which will allow us the ability to pay off the debt earlier than planned, saving thousands in interest. A simple majority vote of "NO" will require us to consider carrying the debt to 2022, or using other methods to eliminate the debt.

Flight by Dr. Pam Tarkington

Carbon Monoxide

We have all learned that carbon monoxide (CO) is a "tasteless, colorless, odorless" gas. True as this may be, it is also very deadly because of the same properties. At the end of this article, you'll see just how deadly it has been and how it was used in such a horrible fashion. This is the very same gas that can cause you very serious problems in flight.

What is CO? It is produced by the combination of carbon containing substances. Poisoning can result from the exposure to car exhaust or smoke inhalation from such things as a poorly ventilated gas heater or in a plane.

The problem is that, in the normal activity of our bodies, oxygen will combine with hemoglobin (that is the part of our blood that carries oxygen to our body). If CO disrupts this, CO will bind with hemoglobin at a rate of 250 times that of oxygen: hemoglobin just loves that CO so much! Hence, our blood cannot carry oxygen to our body as it was meant to do. When this happens, the pilot will have a headache, dizziness, abdominal pain

and nausea. If the level of CO gets higher, there will be confusion, shortness of breath and then unconsciousness. If the level rises even higher, the pilot will experience seizures, low blood pressure and coma. Even if the victim can be revived, at these levels, there will be permanent damage to the nervous

system.

CO poisoning generally occurs during cold weather with improper/damaged heating systems.

Your physician can diagnose this by measuring the arterial or venous levels of carboxyhemoglobin in your blood - but this is such a rare condition, that the physician may

not think of it. Hence, carry your pilot's license in your wallet beside your insurance card.

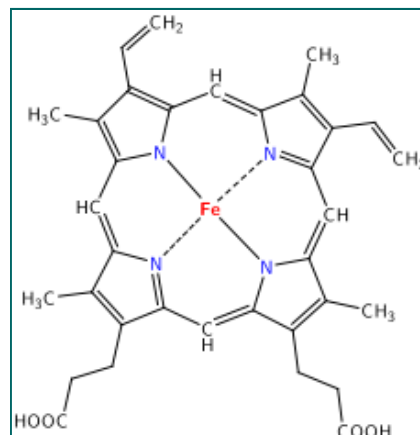
The most common cause of CO poisoning in flight is a cracked heat exchange that allows this gas to get into the cockpit. As an aside, CO poisoning is responsible for 0.5% of GA accidents in the United States.



A CO detector in the cockpit can cost as little as \$5.00 - a very good investment. Just how dangerous is CO poisoning? I truly believe that the Holocaust happened; there are, however, some misguided people who dispute this idea. The gas that was most often used at Auschwitz, Terezin, Buchenwald and other Nazi death camps was CO. Those

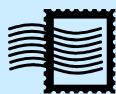
poor unfortunate people did not know that they were going to die - (this may have been a blessing) until they saw their family and friends become ill, suffer and then die. A word to the wise - keep your eye on the CO monitor.

Commercially Available CO Monitors cost as little as \$5. The ones above are \$10 and \$180 and are available from your favorite pilot supplies catalog.



The hemoglobin molecule.

How much does Electronic delivery of Invoices and Newsletters save the Williamson Flying Club in a year?



While some members still like paper invoices, we're mailing about 150 fewer invoices/newsletters per month...at \$0.39 per envelope x 12 months, that comes out to \$702.00 in annual savings.

If everyone got an electronic newsletter, we'd save about \$1,000 a year over what it cost to mail them all.

Treasurer's Report by Bob Herloski

Ron Foti has graciously donated a membership to the National Air and Space Museum, including a year's subscription to "Air and Space Smithsonian", to the Williamson Flying Club. Thanks, Ron!

If you have not already heard, the WFC pump price for 100LL is now \$4.359, with the member price being \$4.159.

Many of you are aware of the AOPA credit card and the 5% rebate program. You probably already know that the 5% rebate program ended as of December 31, 2006. It is being replaced by a double points program. This new double points program does NOT require any submissions of rebate forms, etc. I have confirmed with AOPA that the Williamson Flying Club is a participating vendor in the new program, and that all purchases using the credit card are eligible for double points, not just fuel purchases. So, if you pay your monthly invoice using your new AOPA double points credit card (using the credit card reader in the clubhouse) you should receive double points for the entire amount. If anyone has such a card, please try it out and let me know if this works as expected.

Thank you all for a lively discussion on 55F. All opinions and thoughts are welcomed, and I am sure we will be continuing the discussion throughout the coming months.

Elections (cont'd from P1)

Gary Stevens, Jim Swan, Pam Tarkington, Jim Wilkins, Ed Wilkonski, Brit Wood. The following members have attended 5 meetings, and will have 6 by attending the January General Meeting: Erin Cournoyer, John Creatura, Dan Cregan, Steve Fielding, Bill Hunter, Eric Mehserle, Bob Robideau, Marv Stewart, Tom Walbourne, Jason Zbick.