



WILLIAMSON  
FLYING CLUB

WILLIAMSON-SODUS  
AIRPORT  
3G7 (KSDC)  
CTAF 122.8  
AWOS 124.2

WWW.WFCPILOTS.ORG

**Important Dates:**

**General Meeting**

March 8, 2007  
7:30 PM at the Club-  
house

**Board Meeting**

April 5, 2007  
7:00 PM at the Club-  
house

**Williamson-  
Sodus  
Airport  
Identifier**

The ICAO Identifier for Williamson-Sodus Airport will change this month from 3G7 to KSDC. The FAA has indicated the change will be on March 15th. A NOTAM will be issued to this effect.

The change comes because of the existence of the AWOS weather station on the field.

So, in addition to moving your clocks ahead on March 11, beginning March 15th remember to put "KSDC" in the airport name when flight planning, contacting FSS or using on-line flight planning software.



# WFC Flyer

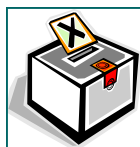
*A reminder of what the airport looks like without snow.*

*"The most useless thing to a pilot is runway that's behind her."*

— Various

March, 2007

## Flying Club News & Events



The Election results from the February Annual meeting are as follows:

**President**  
Pam Tarkington

**Vice President**  
Gary Crawford

**Treasurer**  
Bob Herloski

**Secretary**  
Joe Ebert

**Directors**  
Phil Bailey  
Tom Litteer  
Gary Stevens

This Board is committed to the continued development of

the airport facilities while keeping our heritage as a club.

WFC members are encouraged to bring ideas, suggestions and concerns to the attention of the board. All club members have the right to come to the Board Meetings to discuss ideas, concerns and suggestions. Contact any Board Member if you have anything you'd like to discuss with the board.



Pancake Breakfast Chair Bill Bach requests that all Breakfast Committee

Co-Chairs attend the Breakfast

Meeting on Thursday, March 8 at 6:00 P.M. at the clubhouse.



This winter has seen more snow dumped

on the airport at one time than any winter in recent memory. Lance Merritt, Chair of the Buildings and Grounds committee would like to thank the folks who put in hours and hours around the clock to keep the airport open and the taxiways and parking areas clear: **Tom Litteer, Rick McCutcheon, Glen Steed, Jack Fuller and Mike Bjerga**

## From the President by Pam Tarkington

On February 10, 2007, as your president, I signed the agreement with Jake regarding the **LSA Aircraft Rebuild Project**. This is a great way to start off this year.

There was a great turn-out of members at the initial LSA rebuild meeting. This will be a fantastic project to bring the club together. Both Phil Bailey

and Jake DeGroot have done a lot to get this off the ground and deserve a lot of credit.

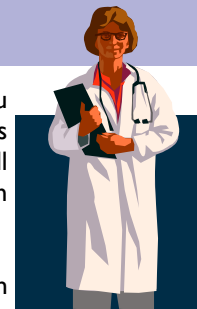
There will be monthly updates on the progress of this project at both the monthly meeting and in this newsletter.

**The Williamson Flying Club Aviation Day** is Saturday, March 10th.

Topics include **Meds and the Feds, Flying the Tailwheel** and more! We hope that many of you can participate. There is a sign up sheet in the clubhouse so that we can plan for hand-outs and food. As always, suggestions for anything are welcomed.

**Pam**

## Flight **R<sub>x</sub>** by Dr. Pam Tarkington



### SOUND

Our sense of hearing detects sound waves that are transmitted via our ear to our brain - hence we hear (sometimes more than we want to). Basically there are three parts of these sound waves that permit this to happen:

1. Frequency (pitch): the human being is capable of hearing from 20-20000HZ (truly remarkable). Within this wide scope, we hear best between 500-4000HZ ( the range of normal speech).
2. Intensity (the force of sound): we generally hear at a frequency of 10-25 dB.
3. Length (duration): this may include chronic exposure to sound (a rock musician).

Many may consider noise as unwanted sound. In aviation this might include the sounds of the engine, propeller, jet wash, etc. If you don't have an intercom and have to shout at your passengers: this is noise.

On terra firma, noise may be such things as the dishwasher, leaf blower, or in certain circumstances, the radio.

What kind of damage can sound cause? You may experience ear discomfort with sounds above 120dB; if louder than 130dB you will have ear pain and above 140dB the ear drum may be punctured.

What does this mean for pilots? Noise can mask sounds that you should be hearing in the cockpit: ATC, the radio, your co-pilot's advice, etc. Due to this unwanted noise, you may experience temporary hearing loss, loss of certain frequencies and even irritability. You, the pilot, may not be as effective as you normally would. Unfortunately, chronic exposure to noise can lead to permanent hearing loss.

There is a lesson here: protect your hearing both in and out of the cockpit. If you are not able to avoid loud sounds, use ear protective devices (ear plugs, etc). A good aviation headset will provide protection against noises as high as 115dB.

Remember, what we all learned in grade school: if a tree falls in the forest and there is no one there to hear it, there is no sound/noise. Hey, might not be such a bad idea.

## Treasurer's Report by Robert Herloski

### OUR CLUB'S MISSION

The official certificate of incorporation of the Williamson Flying Club Inc., issued in 1956, lists the official purposes of the club. Here they are:

***2. The purposes for which the corporation is to be formed are to promote and encourage interest in aviation and all allied sciences for the benefit of the members of the corporation.***

***To teach the members of the corporation to fly and improve their flying ability.***

***To purchase, lease or otherwise acquire and hold, own, use, operate and sell or otherwise dispose of real and personal property including, but not limited to, airplanes, gliders, sail planes, airports, hangars and such other and further equipment of aircraft and appurtenances thereto and services therefore as may be incidental to the use and operation thereof, and such other real or personal property or other facilities as may be required for the use of its members.***

***To do any other act or thing incidental to or connected with the foregoing objects or in advancement thereof, but not for profit.***

***The enumeration of the specific purposes and powers herein shall not be deemed to limit or restrict the general powers of the corporation and the enjoyment or exercise thereof, as conferred by the laws of the State of New York upon Corporations organized under the provisions of the Membership Corporations Law.***

