



WILLIAMSON  
FLYING CLUB

WILLIAMSON-SODUS  
AIRPORT  
KSDC  
CTAF 122.8  
AWOS 124.2

WWW.WFCPILOTS.ORG

**Important Dates:**

**General Meeting**

April 12, 2007  
7:30 PM at the Club-  
house

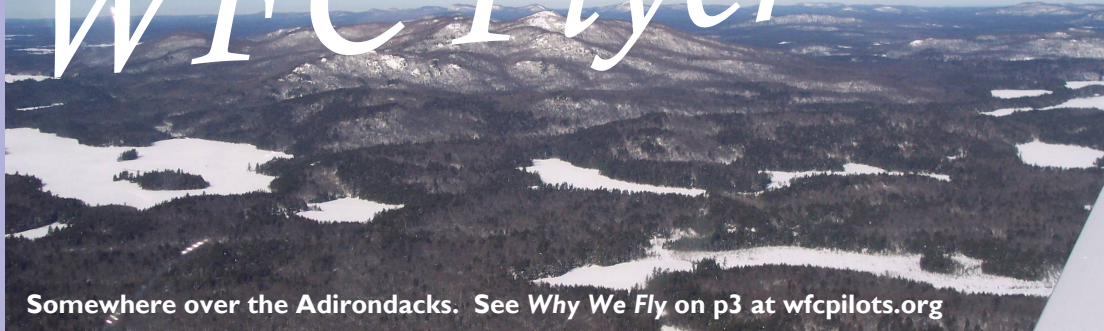
**Board Meeting**

May 3, 2007  
7:00 PM at the Club-  
house

**As building and grounds chairman, I would like to say thank you for all the hard work Dave and Joanne Cansdale have done through the years. When the new club house was built, Dave stepped up and said he would like to take care of the upkeep of the building. I couldn't have a better team doing the job, week after week. The time Dave and Joanne take to make sure everything is clean and organized is greatly appreciated. Once again, thank you.**

**- Lance Merritt**

# WFC Flyer



Somewhere over the Adirondacks. See *Why We Fly* on p3 at wfcpiLOTS.org

*The most beautiful dream that has haunted the heart of man since Icarus is today reality.*

- Louis Bleriot

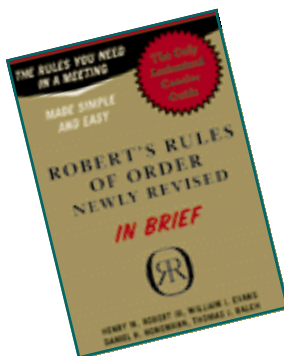
April, 2007

## From the President by Pam Tarkington

### Robert's Rules of Order

This is just to let you know that there will be a change in format of our monthly general meeting. We have generally asked for a vote to accept the treasurer's report as well as that of the Board's minutes. As we state in our by-laws that we conform to Robert's Rules of Order, we will no longer be asking for a vote to approve either of those reports.

Robert's Rules states on page 459 (10th revised edition) as to the treasurer's report: "Such report requires no action by the assembly". Additionally, on page 461: "No action of acceptance by the



assembly is required - or proper - on the financial report of the treasurer unless it is of significant importance, as an annual report, to be referred to the auditor".

In addition, the report of the minutes of the Board of Directors does not require approval. Only those present at the actual Board

Meeting can attest that such action took place.

Both reports will continue to be issued - the only difference is, that according to our by-laws and Robert's Rules, we will no longer ask for a vote of approval.

Of course, we will still share the same information.

### Fiscal Integrity



According to the WFC by-laws, Article 3, section 7 an annual audit is required by an "independent entity". This has not been done for

several years but we shall do so this year to conform to the by-laws.

### Aviation Day

Thanks to all who took part in Aviation Day. It was a very successful event and was well attended.

At the suggestion of many members, Aviation Day will become a yearly event.

## Waypoints

### Honor of Permanent Membership extended to two WFC Members

By unanimous vote, the WFC Board of Directors conveyed the status of Permanent Membership on Jack Fuller and Wes

Somerville for their dedication over the years to the success of the Williamson Flying Club. Jack and Wes, among other things, have been instrumental in obtaining and managing grant funds from the FAA, Congress and New York to accomplish projects that have improved our airport. Projects like the

runway extension, land acquisition, new hangars, AWOS and the upcoming gas and water line installation are just a few examples of the dramatic improvements that Wes and Jack's efforts have brought to the Williamson Flying Club, and to the Williamson-Sodus Airport.

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

### ULCERS

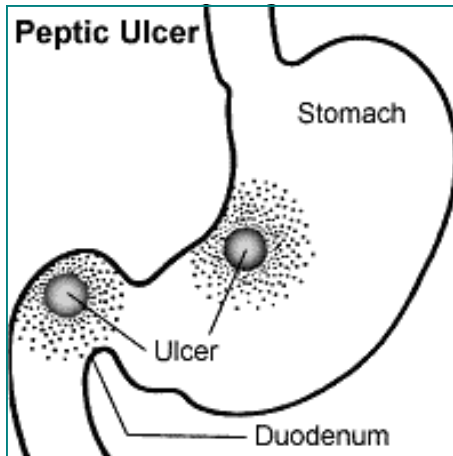
An ulcer is a hole in the lining of the stomach (gastric ulcer) or duodenum (sort of the second part of the stomach). In this country, there are approximately 500,000 new ulcer cases and 4 million recurrences a year.

Duodenal ulcers are more common. More males are affected than females. These are more frequent in smokers and those who use NSAIDS (Motrin, Advil, Aleve, etc).

The major causes of ulcers are NSAIDS, H pylori and over secretion of acids.

The patient may experience epigastric pain ( the part of the abdomen inferior to the breast bone). The pain can awaken the patient at night. However, at times, there is no pain at all.

If your physician suspects an ulcer, you will be sent for a test called endoscopy where, under sedation, a tube is inserted via your mouth into your stomach. With this the doctor can actually look at your stomach



and take biopsies.

There are a variety of treatments for ulcer disease: H2 blockers (Tagamet, Pepcid, Zantac, etc) and proton pump inhibitors (Protonix, Nexium, etc).

Antacids can also be used as can Carafate. If the patient is found to have H pylori, a combination of Pepto-Bismol and 2 antibiotics is generally used.

Complications of ulcer disease include perforation (5%), penetration, bleeding and gastric outlet obstruction.

If you have had an active ulcer you must wait 3 months for the FAA to consider you for a medical; it is 6 months if you have had a bleeding ulcer. You must submit a report from your physician that:

1. you are free of symptoms
2. x-ray or endoscopic reports that the ulcer has healed
3. names and dose of the medication used and a statement as to the presence or absence of side effects

If your physician recommends prophylactic use of antacids, H-2 blockers, Carafate or proton pump inhibitors, this is OK with the FAA as long as you have no side effects.



## Pancake Breakfast Notes by Bill Bach

### Fellow Club Members:

This year's Fly-In Breakfast is Sunday, May 20th. The hours have been extended and will be 7 A.M. to 2 P.M. In order not to place an undue burden on anyone, we have set up a "relief pool" of workers. The relief workers will allow folks, particularly the folks doing the cooking, to take a rest break. The relief pool folks are asked to report for work by 10 A.M. and work the remainder of the event. If you would like to volunteer for the relief crew please let me know as soon as possible. The details are still being worked out and as soon as they are finalized I will communicate them via email.



As in the past, Active and Student members will each be given ten tickets and be invoiced on your May billing. I will have the tickets at the club meeting on the April 12. If you are unable to be there they will be mailed to you after the meeting. If you have any questions or concerns please don't hesitate to contact me.

Bill Bach

**Note: Breakfast Committee Chairpersons are asked to attend the meeting at 6:30 Thursday, April 12th in the clubhouse, prior to the General Meeting.**

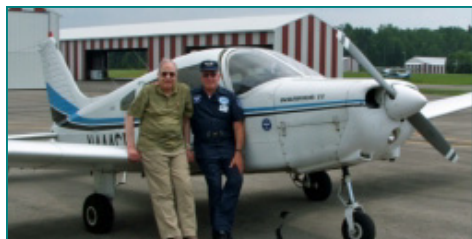
## Why We Fly—Contributions from WFC Members

### Memories, Freedom & The Journey

The reasons we fly are as varied as the types of aircraft in which we take to the skies. Whether it's in high wing, low wing, tricycle-gear, tail dragger, single or multi-engine, General Aviation offers a means of transportation that is largely misunderstood by non-fliers. Most non-fliers think you must be rich if you fly an aircraft.

The words uttered by CFI Mike Bjerga during the IFR ground school, "Money equals altitude", ring true but to a large degree the pilot community is made up of middle-income folks who choose to fly to a destination rather than drive; whether that destination is a Sunday afternoon \$100 hamburger or a business meeting in New Jersey. In this issue, our members share the more pleasurable reasons for flying.

Jim Guild had the fortune to meet Charlie Phelps at St. Johns Senior Community in Rochester, where Jim was volunteering



**Charlie Phelps (left) with WFC Member Jim Guild**

and assisting in the therapeutic recreation department. Formerly a chemical engineer with Kodak, Charlie had taken flying lessons as a young man, but did not earn a license. In later years, medical reasons caused him to be unable to pursue his dream of flying.

After learning this, Jim received permission from Charlie's family to let him be "pilot" for an afternoon. Charlie's flight took them over Letchworth Gorge, to Dansville for the \$100 burger at McDonalds by KDSV, and then back to KSDC. Jim also gave Charlie a club shirt, a copy of the photograph above, a DVD of the afternoon and a

certificate. The joy of flight made this a day Charlie Phelps "will always remember." Not only does Jim love to fly (and he's flown an number of aircraft types), he enjoys sharing his love of flying with as many people as he can.

Flying is the ultimate freedom, according to Mike Bebernitz. Pilots get to visit places that would be impossible to visit by land transportation in a tight time frame.

For Mike and his family, flying to travel destinations removes worry about traffic hang ups or slow downs. Of course, they do have concerns about the weather sometimes but that just adds some excitement to the trip, making it more memorable.

Mike and his family don't fly as far away as they would like but have been as far south as Long Island (21N).

They love flying in the Adirondack Mountains (SLK,LKP,K09) and mostly have stayed in New York State.

Mike's been flying since attending college in Florida starting in 1986. He received his Multiengine, Commercial, and Instrument ratings. Mike finds flying a great way to relax, especially a calm night flight. Objects below don't even look real.

He would like to fly for work but he just flies for fun right now and makes a trip or two a year with his family, weather permitting.

Floyd Johnson flies for a simpler reason: Joy. In response to the request for contributions to the "Why We Fly" stories, Floyd submitted his reason for flying as follows:

"I fly to enjoy the land below me. Green fields in early summer, apple

trees in the winter, looking like spiders in rows on the snow. To me flying is about the world around me, not going from point A to B. It's about the journey, not the destination.



**Mike Bebernitz with son Marcus and wife Tammy at Mattituck (21N)**

"In the fall, you can see blazes of color from the air which can't be reached from the surface, because no road goes there. Landing and taking off from a remote lake provides thrills of its own.

"To me, flying is about flying. Cruising around aimlessly, just for the sure joy of it. I'd rather spend hours doing take-offs and landings just for the thrill of the experience of leaving Terra Firma and gliding back than droning along seeing nothing in the clouds.

"Speaking of clouds, picture flying along the sheer wall of a towering cumulus and peering into the canyons of steam. It's almost un-imaginable!

"THIS IS WHY I FLY!"

### Next Time:

Some travel for business, some earn a living and some combine the two. While this month's stories are reflective of more personally satisfying reasons for flying, next time we'll show how General Aviation contributes to the quality of life locally and even at the state level.

Would you like to share why you fly in the Flyer? Submit your story to Joe Ebert at [joebert@verizon.net](mailto:joebert@verizon.net).