



WILLIAMSON  
FLYING CLUB

WILLIAMSON-SODUS  
AIRPORT  
KSDC  
CTAF 122.8  
AWOS 124.2

WWW.WFCPILOTS.ORG

**Important Dates:**

**General Meeting**

August 9, 2007  
7:30 PM at the Club-  
house

**Board Meeting**

September 6, 2007  
7:00 PM at the Club-  
house

**RC Fly In**

Saturday, August 11,  
2007  
Airport will be closed  
from 11 am to 3 pm.

**Reserve  
the Date!**

**A night of food,  
music and  
dancing! Reserve  
October 20th  
from 6-11 for the  
premier of  
Williamson Flying  
Club's "Wings  
and Stars Harvest  
Dance"!**

**Details to come!**



**With regards to piloting: "What is chiefly needed is skill rather than machinery."**

— Wilbur Wright, 1902.

August, 2007

**From the President, by Pam Tarkington**

**Summer seems to be flying by! (excuse the pun)**

Just a reminder that this weekend, Aug. 11th (rain date Aug. 12th), the airport will be closed from 11-3 for a demonstration (and perhaps some hands on flying by club members) - of radio controlled planes.

This should be exciting. I'm sure that it will also give us a different view of aviation. In any case, it should be a lot of fun.

There is a rumor going around that there's going to be a han-

gar dance...a "Harvest Dance" - but more about this at this week's meeting!  
(See sidebar)

**New Standing Rules**

Your Board of Directors voted, by 2/3 majority of the entire board of directors as per the bylaws, in favor of two new Standing Rules that deal with issues of Conflict of Interest. Details will be presented at the August General Meeting.

**Aircraft Reserved, Unused**  
Members have expressed con-

cern that reserved club aircraft are left unused, with no cancellation posted on [www.aircraftclubs.com](http://www.aircraftclubs.com). Standing Rule, Section 5 states that a club aircraft that is not used by one-half hour into a reserved time may be used by any club member "for the balance of the reserved time." Because of the high rate of non-cancelled aircraft reservations, the Board is considering charging for un-cancelled reservations when it can be verified that the plane was not used. If you don't (or can't) use an aircraft you have reserved, get online and cancel!

**Federal Judge Nixes New York's Background Check Law**

Seven New York flight schools joined AOPA in filing suit in Federal Court against the New York State law enacted last year that required student pilots to be subjected to New York State background checks prior to beginning flight lessons. Ruling in favor of the plaintiffs, U.S. District Judge for the state of New York Gary L. Sharpe made it clear that pilot certification is a Federal matter, in which states are prevented by the U.S. Constitution from regulating.

The lawsuit stated that Congress has enacted legislation to create "a single, uniform system of regulation for the safety and security of aviation, to be maintained by the federal government." And if states were permitted to enact their own aviation security laws, it would create a patchwork of dissimilar and conflicting laws across the nation, "frustrating the purpose of a uniform and consistent system of safety regulation," the suit said. Flight schools across the state, especially those near bordering states, reported a downturn in business as many student pilots simply started taking lessons outside of New York rather than be subjected to a state background check that may have delayed their training by several weeks. (Continued on Page 2)

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



### CANCER AND YOUR MEDICAL

Cancer - a very scary/frightening word and a horrible diagnosis. Many pilots are under the impression that this will end their time in the sky - not always the case.

We all know that there are many types of cancer and each may require a different ruling by the FAA. In general, if you have such a diagnosis (hopefully, none of you will), there are, at times, a way to get back your medical. The FAA's concern is that you will not be a danger to yourself or others.

The rest of this article will speak about "generalities" - as said before, there are many types and the specific condition should be addressed with your AME.

Also before going any further, this does not include skin cancer except for melanoma ( and even this has various subtypes).

As a general rule, the FAA wants you to be free of cancer for a least a year after your last treatment. They will require a letter from your treating physician stating that such is the case. If this is the first time that you are applying for a medical with this diagnosis, they will require copies of your hospital records. If you are currently receiving chemotherapy, generally, you will be denied until you are off all medications for a year; however, there are some exceptions.

More than anything else, after you have finished therapy, be it chemo or radiation, you will likely need tests ( x-rays, CT scans, MRI's) to prove that there is no metastatic disease. Your AME can help you to know exactly what you need depending on what type of cancer you had.

Again, this horrible diagnosis does not necessarily mean the end to your flying enjoyment.

## Treasurer's Report by Robert Herloski

I still receive questions now and then regarding the two pieces of financial information each member receives each month. One of the documents is a monthly *invoice*, which details the charges incurred by each member during the past month. The other document is a monthly *statement*, which summarizes any invoices, credits, and payments made during the past month. Often, the question is: how much exactly do I owe (or how much credit do I have)? The total balance owed is shown at the bottom of the statement. So, when in doubt, "pay the statement balance". Unfortunately, Quickbooks, the financial software the club uses for billing, does not allow us to combine both an invoice and a statement into one document. However, in recognition of the fact that one often wants to see a statement balance, Quickbooks, several years ago, was updated to include the statement balance on an invoice. So, by looking at the invoice, one can see the charges in a month, the total of the invoice charges for the month, and, below that, the account (or statement) balance. For details of payments and credits, one has to look at the statement. Please let me know if you have any other questions.

At the August general membership meeting, I will be presenting a detailed set of financial statements, summarizing the P&L performance of the club for the first half of the year. As this is sensitive club information, I won't be making copies to hand out to all members; but, I will have a small number of copies if someone really wants to have a printed copy of financial statements to review. In addition, this information should not be shared with non club members, except with the permission of the Board of Directors.

## Background Check Law Nixed *(continued from page one)*

The issue was not about security, but rather what part of government has the authority and responsibility for pilot certification. The Federal government already has aggressive and comprehensive security programs that include identity verification for all pilots as well as background checks for non-U.S. citizens. Flight schools and flight instructors are required to receive annual training on reporting suspicious activities to the TSA or local law enforcement.