



# The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

JUNE, 2008



(breakfast photos: Rick McCutchan)



**General Meeting**  
June 12, 2008  
7:30 PM, Clubhouse

**Board Meeting**  
July 3, 2008  
7:00 PM, Clubhouse

**Radio Control Day**  
June 14  
9:00 - 4:00



**Scout Day**  
June 21

## From The President by Pam Tarkington

Thanks to each of you who helped at our annual Breakfast.

Our grand visitor total is 1658. Bob will give you our final figures. We had a few dignitaries: New York State Senator Nozollio, Assemblyman Bob Oakes as well as the supervisors of Sodus and Williamson: Mr. Steve Le Roy and Mr. Jim Hoffman.

Of course, the most important people at the Breakfast were you, our members.

Bill Bach deserves a special vote of thanks. This year - and I hope in subsequent years - we will at

the next general meeting - present a Breakfast poster signed by us to the Breakfast chairperson. It is available in the clubhouse - please put your John Hancock on it as a thanks to Bill.

As you all know, we have two activities scheduled for June:

1. June 14th: radio controlled aircraft show. The airport will be closed for regular flight from 9 - 4. Thanks to those who have volunteered - we could use a few more of you. You will be able to fly one of these via a buddy box for a \$1.00 donation that will go to charity.

Lunch will be available for a nominal price. June 21st. Scout Day. A repeat of last year. Those who were there last year were very pleased. This is a great way to introduce aviation to young people. This cannot happen without your support and help. July will bring another form of aviation that I think that you will enjoy. In both August and September, there will be safety seminars. I sincerely believe that we have only the best speakers/most knowledgeable people here at our club, but I've invited some outside speakers just to give us a different prospective.

## Flight Rx by Dr. Pam Tarkington

### DIABETES REQUIRING INSULIN

Diabetics who take insulin may not fly unless they have a Special Issuance granted by the FAA. Insulin treated patients are only eligible for a third class medical certificate. If these diabetics meet the requirements they will be granted a medical certificate.

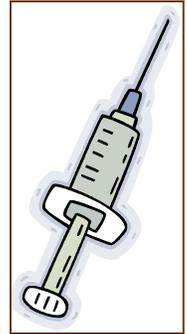
These folks will have to "jump through many hoops"; but, if they really are motivated, they can overcome their situation. They will be required to provide the FAA with a lot of documentation to prove that they are stable on their current medical regimen.

Let's look at what the FAA requires:

1. No more than 2 episodes of hypoglycemia in the last 5 years and none in the past year that resulted in "loss of consciousness, seizure, impaired cognitive as requiring intervention by another party or without warning".
2. copies of all medical records relating to diabetes
3. a report of a complete medical examination that must include
  - A. two measurements of AIC (an average of sugar over the last 90 days). These must be at least 90 days apart.
  - B. a report of the insulin dose and diet
  - C. a report by the doctor about the presence/absence of cardiovascular disease, cerebrovascular disease, peripheral vascular disease and neuropathy.
  - D. a letter from an eye doctor stating that there is no significant eye disease
  - E. the treating doctor must state that the patient understands his disease and can properly monitor with a glucometer and manage it.
  - F. if over 40, a stress test
4. the patient must have and use a glucometer with memory (standard now)
5. the patient must see his physician at least every 3 months ( this is also standard)
6. an eye exam each year ( also standard)
7. stress test very 5 years

The diabetic must carry, during flight, a glucometer (machine to measure sugar). Now, when he checks this glucose if it is between 100-300, he's ok to go. If less than 100, he has to give himself sugar and recheck in 1/2 hour. If over 300, he can't fly. After he has flown for 1/2 hour, he must recheck and every hour after that as well as 1/2 hour before landing. There are certain guidelines to be followed if his sugar is not 100-300. The FAA does state that it is more important to fly the plane than to recheck sugar. There are some other requirements but none are insurmountable.

The bottom line is that any diabetic on insulin, can probably get a medical but that it will require some effort.



## Treasurer's Report by Bob Herloski

At this month's membership meeting, I will be giving a report on the net income from the breakfast, and an update to the projected 2008 club net income and 5 year plan, given all the changes that have occurred this year already.

The Board is planning a special insurance "workshop" for everyone soon. I know club members owning their own

aircraft are particularly concerned about insurance requirements, and the Board is working hard to figure out how best to balance everyone's concerns. Everyone agrees with the concept of "hold harmless"; the Board needs to implement the concept properly. The key insurance phrases: "WFC as an additional insured, but only with respect to the acts and omissions of the named insured", and "waiver of

subrogation for losses to the aircraft in excess of \$50,000" communicate the intent; the Board is working on the exact phraseology. Please contact me directly with any questions / comments / concerns. Many already have!