



# The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

AUG 2009

## Important Dates:

### General Meeting

August 13, 2009  
7:00 PM, Clubhouse

### Board Meeting

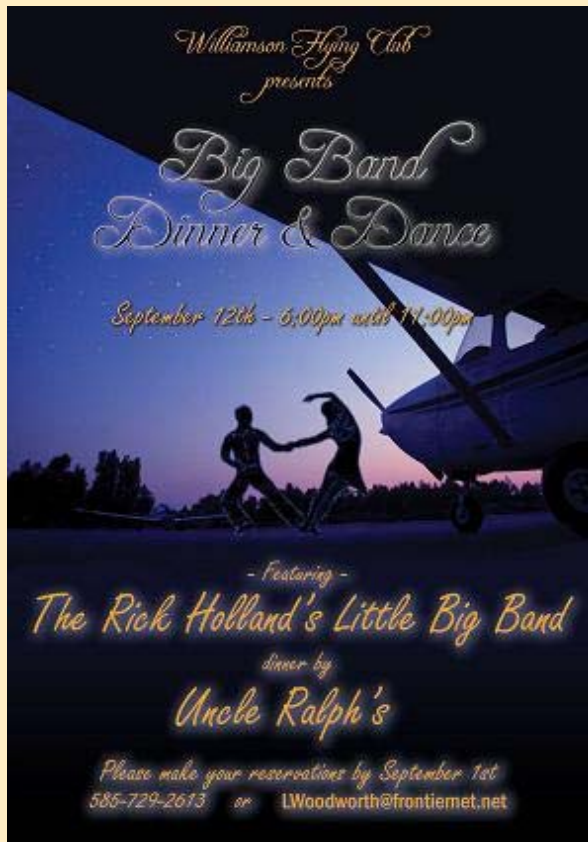
September 3, 2009  
7:00 PM, Clubhouse

### Club Picnic

August 29, 2009  
10:00 - till  
12:00 lunch

### Dinner & Dance

Sep 12, 2009  
6:00-11:00 PM



## Big Band Dinner & Dance

Set aside the evening of September 12th for a special night at the Williamson Flying Club!

Our Big Band Hangar Dance & Dinner promises to be a fun time for Williamson Flying Club members and their guests! Tickets are \$35 each, and are priced to cover the cost of the event. Louise and Archie Woodworth, Ellen Cournoyer and Katy Allen have been coordinating the efforts for a wonderful 40's-era big-band event, with some special moments.

The event starts at 6 pm and the band starts playing around 9, and it will go until 11:00.

Guests are asked to bring an appetizer or dessert.

**Please RSVP by September 1st to:**

[LWoodworth@frontiernet.net](mailto:LWoodworth@frontiernet.net)

## From The President by Joe Ebert

In a previous newsletter, I described in some detail the wind turbine project that Sustainable Energy Development, Inc. has proposed for construction on the hill behind the Sodus High School. The wind turbine, intended to provide a major source of renewable energy for the Sodus school district, would sit just over two miles from the approach end of runway 28 and less than a half mile off the GPS approach/departure centerline east of the airport.

The structure, as proposed, would rise 335 feet above ground level, with the top height at 871' MSL. The FAA has issued a Notice of Presumed Hazard because the wind turbine exceeds obstruction standards based on the airspace use above and around it. Simply put, the Notice of Presumed Hazard states that the structure would be a hazard to air navigation because it is too close to the airport and too high. The FAA's

role in this process is to protect its' own airspace. The Notice of Presumed Hazard provides a height limit beneath which there would be no effect on the airspace or approach/departure minima. It invites an alternative proposal that meets the FAA's specifications.

Sustainable Energy Development, Inc. has re-submitted its original plan to the FAA and requested that the FAA allow for a public comment period to gather information from the Williamson-Sodus airport and any pilots who use the airport or the airspace around the airport as to how the proposed construction may affect aviation, airport use and airspace.

The FAA recently sent out a Circular inviting public comment. It states:

\_\_\_\_\_  
**PRESIDENT PAGE 2**

## Club Picnic - Saturday August 29

On Saturday, August 29, the flying club will host a picnic for club members, family and friends. We will try to organize a

friendly softball game, so bring your bats and gloves. The club will provide hot dogs, hamburgers, rolls and drinks. Please RSVP to: Frances Englund at [fenglund@yahoo.com](mailto:fenglund@yahoo.com) with the number attending and what dish you'll bring to pass.

## Flight Rx by Dr. Pam Tarkington

### SKIN CANCER

A couple of articles ago we discussed sunscreen protection. Obviously, what we are protecting ourselves against is skin cancer. Basically, there are three types of cancers. The FAA takes a strong interest in only one of these, melanoma.

The three types are:

1. Basal Cell Carcinoma: the most common type of skin cancer. The culprit is the sun as well as tanning booths. It generally arises on fair-skinned individuals on sun exposed areas. These grow very slowly - it generally takes years to encompass an area of 1cm. Treatment is surgery and very rarely radiation. Once one of these tumors is discovered, about 50% will develop a second tumor so see your doctor.

2. Squamous Cell Cancer: these also appear mostly on fair-skinned individuals on sun exposed areas. Usually these people burn easily and tan poorly. Treatment is as above. It is interesting that multiple squamous cell carcinomas are quite common in organ transplant recipients (due to immunosuppressive agents that are used: this usually happens about 5 years after said transplant). May spread.

3. Melanoma: this is the big one - the most serious form of skin cancer. It is the leading cause of death due to skin cancer. In 2006, 62,000 cases were diagnosed in the United States

and there were almost 8000 deaths. About 25% of cases occur in people less than 40. About 50 years ago the survival rate was 40%; now it is over 85%. The most important prognostic consideration is the tumor thickness - relative to this the 10 year survival rates are:

< 1mm 95%  
1-2mm 80%  
2-4mm 55%  
>4mm 30%

With lymph node involvement the 5 year survival rate is 30% and with distant metastasis (spread) it is < 10%. Treatment is surgical excision.

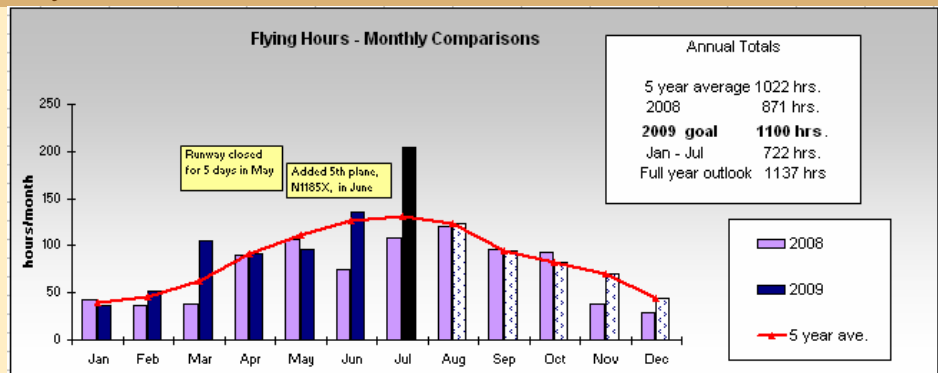
The FAA has very stringent requirements for melanoma. All cases must be referred to the FAA for a final determination. You will have to submit all medical records concerning this diagnosis as well as surgical and pathology reports. You will need a current brain MRI. If there is not a known primary site, you will need a PET scan. If the FAA issues you a medical it will be under their AASI protocol - which means that it will generally be time specified and class limited.

By time specific, the FAA will probably require another report in one year from issuance - which means that about 2 months before this, you will need to get all your medical reports to the FAA.

## Treasurer's Report by Bob Herloski

As you can see, July was a great month for flying. In fact it was the second best month in the past 10 years.

So far, the decision to lower aircraft rates is having the desired effect; flying hours are up which should enable us to break even at the lower rates.



### PRESIDENT

FROM PAGE 1

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

#### **Aeronautical Study No. (ASN) 2009-WTE-4528-OE**

**Structure:** Wind Turbine Sodus Central School  
**District** Wind Turbine  
**Location:** Sodus, NY  
**Latitude:** 43-13-38-25N  
**Longitude:** 77-03-37-80W

**Heights:** 335 feet above ground level (AGL)  
871 feet above mean sea level (AMSL)

The structure described above exceeds obstruction standards. To be eligible for consideration, comments must be received on or before 09/04/2009

To access complete details regarding this determination, use View Circularized Cases on the Internet at <http://oeaaa.faa.gov> and search by state and ASN, or contact our office at (404) 305- 7081.

Now is the time to submit comments to the FAA about this project.