



The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

DEC 2009

Important Dates:

General Meeting

Dec, 10, 2009
7:00 PM, Clubhouse

Board Meeting

Jan. 7, 2010
7:00 PM, Clubhouse

Holiday Party

Dec 19 6:00PM,
Waypoint

It's not too late to sign up. Details on page 3



'85X on the ramp at KTEB (photo Dara Brown)

Remembering Jim Guild

Williamson Flying Club member Jim Guild, 72, passed away on December 5th after a long battle with cancer. An active member, Jim often shared his experiences with the Club, and enjoyed gathering Club history to share with

members and the community. Mr. Guild spent 22 years in the Air Force and served in Vietnam. He attained the rank of Senior Master Sergeant.

From the President by Joe Ebert

In March, I wrote that we had a year of challenges. The Club faced a projected budget deficit that was mostly a result of lower flying hours and dropping membership. The budget problems continued to be a concern through 2010 and into 2013, when the Nicoletta loan will be paid off. I also wrote that solving the problem needed to be done on both sides of the balance sheet. Actions had to be taken to reduce costs, increase flying and increase membership.

The first step was examining our operation from a fiscal standpoint. To that end, the Finance Committee worked very hard to drill down into the history and details of our operation, see where our cash comes from and how it gets spent. I asked the committee to make recommendations that will help lower costs. The Board of Directors has already implemented some rec-

ommendations, and will be implementing more in 2010.

The Finance Committee also took on the task of examining the club aircraft expenses and rental rates. It was recommended that we lower the rental costs in order to increase flying hours, thereby spreading fixed costs over more hours. I won't go into the details here, but invite your attendance at the December meeting to see details on what we did in 2009 and our goals for 2010. The results for 2009 were good for the club. Flying hours for each aircraft were substantially higher in 2009 than 2008. In 2008, the club aircraft flew 871 hours. Through November this year, the club aircraft have flown 1228 hours, which is an increase of 41%.

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Interested In Plowing?

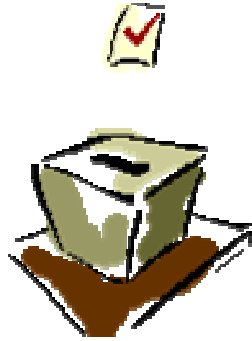
In the next couple of weeks, Lance Merritt will be interviewing for a couple of plowing positions. If you are interested in plowing please drop Lance a line.

Elections at the February General Meeting

Elections, held at our February General Meeting, require candidates for office. The Nominating Committee will provide a collection of candidates for the offices that are open for election.

This year's nominating committee members are Dr. Pam Tarkington and Bob Robideau. If you are interested in running for a club office, contact either Pam or Bob.

Club members are allowed to nominate qualified Active or Permanent Members for any office. Additional qualifications require that a person nominated must have attended at least 6 General Meetings in the previous Year (February through January). Nominations for office will come from the floor at the January Meeting. The following Active and Permanent Mem-



bers qualify as of the printing of this newsletter: Dennis Ankrom, Bill Bach, Michael Bebernitz, Doug Brean, Randy Christian, Jake DeGroote, Joe Ebert, Ron Foti, Jack Fuller, Robert Herloski, Chris Karpenko, Joseph Kasprzycki, Doc Malchoff, Michael Malec, Rick McCutchan, Eric Mehserle, Lance Merritt, Steve Murray, Jim O'Donnell, Bob Robideau, Mark Rynearson, Corky Schoeneman, Dennis Shaw, Michael Shippers, Duane Sims, Gary Stevens, James Swan, Pam Tarkington, Jim Wilkins, Archie Woodworth and Jesse Zeck.

The following members have attended at least 4 meetings: Buck Allen, Glenn Baris, Bob Cournoyer, Rich Doyle, Frances England, Dave Guild, Thomas Henderson, Floyd Johnson, Jim Markovitz, Houston Penny, Mike Pierce and Marv Stewart

Flight Rx by Dr. Pam Tarkington

TRIGLYCERIDES

These are a type of lipid (fat) found in the blood. Until recently, in some cases, it was considered more important to focus on another lipid, namely cholesterol, as being important. When we talk about cholesterol, we also take into consideration HDL cholesterol (the good guy) and LDL cholesterol (the bad guy).

Recent guidelines for triglycerides are:

1. below 150: good
2. 150-199: borderline
3. 200-499: bad
4. over 500: very bad

It has long been known that high levels of triglycerides can lead to pancreatitis. The mechanism of action is unknown as there are some people with very high levels who do not experience pancreatitis.

In addition, high triglycerides can lead to heart disease. About 10% of Americans have this problem.

Where do they come from? Obesity, sugar, alcohol, red meat and certain dairy products as well as trans fats. Our bodies use them for energy. They are carried in our blood on chylomicrons, very low density lipoproteins and intermediate density lipoprotein. Carbohydrates and protein that we eat travel to the liver



where they form triglycerides, which is the "storage bundle" for fat.

High levels produce no symptoms. A problem is normally found when your lipids (cholesterol) are checked by a blood test. Normally these levels will be high after a meal so it is important to have this blood test done in a fasting state; they can stay elevated for up to 10 hours after a meal.

Causes of Triglycerides:

- obesity
- sedentary lifestyle
- high carbohydrate diet
- genetic cause

certain drugs (birth control pills, beta blocker, thiazide diuretics, steroids) certain diseases: diabetes, hypothyroidism, Cushing disease, liver disease, kidney disease, etc.

How to lower your level:

1. exercise: a minimum of 3 hours a week
2. avoid alcohol
3. decrease red meat and dairy products and trans fat
4. avoid, if possible, the drugs listed above

If all else fails, there are medications: statins, niacin, lipid and fish oil (lovaza).



Come on down **Saturday, December 19th at 6 P.M.** and be part of WFC's annual holiday get together. We have re-

served Way Point's, formerly Cutters, beautiful party room for this year's celebration. The holiday party is a great way to renew old friendships and meet some of the new members. Those with a favorite recipe are asked to bring a desert to share. As in the past, we will be exchanging cookies / deserts and recipes at the conclusion of the meal. We will continue the tradition of voluntary gift bringing for use as door prizes. There will be sign up sheets at the next meeting as well as on the club bulletin board. Alternatively contact Joe Ebert at

joe_ebert@rochester.rr.com or Bob Robideau at robideau@rochester.rr.com with your reservations and questions. Cost will be \$25 per person and payment will be via your club account. The Way Point will feature a full service bar.

DIRECTIONS

The Way Point, 6592 Lake Bluff Road, is located on the east end of Sodus Bay at the Oak Park Marina in North Rose. **Coming from Route 104** in either direction, turn north on Lake Bluff Road (at Rte 414), The Way Point (formerly Cutters) is a few miles on Lake Bluff Road on the left hand side. Approximately 25 minutes from our airport

PRESIDENT

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The increase in flying hours resulted in an *increase* in flying and flight instruction revenues of nearly \$19,000 compared to what was forecast in February, 2009. This increase has more than eliminated the deficit that I mentioned in my March column. Together with some reduced and/or eliminated expenses, the Board has approved a balanced budget for 2010, without resorting to raising club dues or hangar rents.

Purchasing 85X provided members a much-needed cross-country IFR platform and members have not been shy about using it. In just the six months we've owned the aircraft, members have put nearly 160 hours on it, which is about the same usage as for IDT and 62U, two of our primary trainers. Additionally, a few new members have joined the club simply because we have a nicely equipped IFR aircraft.

Membership has climbed slightly from March, 2009, reversing the losses. Many of the new members are student pilots and pilots who are looking to use club aircraft, rather than aircraft owners. In 2010, we will continue our focus on keeping membership levels up. Another challenge for 2010 is to find ways to get new and different members to volunteer for some of the tasks of maintaining and managing our aircraft and airport.

In 2010, we will be updating our Airport Master Plan to reflect the changes since the last master plan was created and set goals for the next ten or so years. We will face some important choices as we move into the next decade.

As I mentioned above, we'll be presenting the 2010 budget at the December general meeting. I look forward to seeing you there, and I wish you all Happy Holidays.