

# The WFC Flyer

NOVEMBER 2010  
2010



## Important Dates

### General Meeting

November 11, 2010  
7:00 PM Clubhouse

### Board Meeting

December 2, 2010  
7:00 PM Clubhouse



How much quieter than a 747-400 is the A 380?

Who made the engine that failed on the QANTAS A 380?

True or false—is this the first failure in flight of a an A 380 engine?

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Last Month's Quiz

In what country is the busiest float-plane aerodrome in the world?

Answer: Canada

What city is it located in?

Answer: Vancouver B.C.

## From the President

The FAA has stated that no *privately-owned airports* in the US will receive AIP funding in 2011. That means us. AIP Funding is derived in part from fuel taxes which pilots pay whether the airport at which they purchase fuel is public or privately-owned, so our members can count on us taking this issue up with our Federal Representatives. Until things change, some may look at this as gloom and doom. As President, I look at this as an opportunity to recognize the assets that are in place that fund our operation, use them to the greatest benefit to the club and its members, and find other opportunities to generate revenue to further our organizational mission, whether or not we get another dime from the FAA or the NYS DOT.

I ran for President of the Williamson Flying Club because I saw a need for a "CEO" to view the entire organization from '30,000 feet'. One thing I saw was a need to coordinate activities and resources. For many years the Club has been operating the airport on a year-to-year basis very successfully. Over those same years, also with great success, a Projects Committee has been managing projects funded by FAA and New York State DOT Grants that benefit the airport and contribute to long-term viability.

Our Treasurer's article in this newsletter describes the Finance Committee's work at developing a detailed plan for examining the expenses and revenues of the Club. The detail provided in the four areas broken down by the Finance Committee will help the Board examine our revenues and expenses and make decisions on how we spend (or don't spend!) money. How we spend our members' money will be guided by our mission, which future Boards of Directors must heed.

There is no more important time than now for the Club to have these financial tools at hand to guide it. We can't simply "raise dues" or "raise rents" to make ends meet. We mostly likely cannot rely on FAA project funding. We need to see the 30,000 foot view, and what I see from there...it's impressive!

## Club Officers

### President

Joe Ebert

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### Vice President

Lance Merritt

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### Treasurer

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### Secretary

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### Directors

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### SPECIAL ISSUANCE MEDICAL FOR 3RD CLASS MEDICAL

Not too long ago, the FAA denied medical certificates to pilots for conditions that they now allow through something called special issuances. This will allow you to obtain a 3rd class medical.

Each year the FAA receives about 430,000 applications for a medical certificate. Approximately 95% of these will get their medical certificates then or in a few days. Some cases are deferred to Oklahoma City or the Regional Flight Office by the AME. Of those who are denied (0.1%), a significant number will ultimately get their medical certificate if they persevere and submit the documentation that the FAA requires.

The FAA has 2 types of waivers for a medical certificate: SODA and special issuance. A SODA is granted for a static medical condition - i.e.: one that doesn't change. Examples would be the loss of sight in one eye, amputations, etc. These will almost always require a special medical flight test - you must demonstrate that you can fly the plane in spite of your physical limitation.

The second type of waiver is called Special Issuance. This is for a medical condition that may change - examples would be heart disease, diabetes, emphysema, etc.

If you are asking for a special issuance the FAA will provide you with an exact list of the medical documentation that they require. You MUST provide exactly what they want. Neither you nor your doctor may substitute anything else. If you do, this will only result in delays.

The whole point of special issuance is to determine the risk for sudden incapacitation. In most cases, the pilot with a disqualifying condition may still be able to sit in the left seat. However the pilot must provide the FAA with required follow up testing to prove that they can safely fly. The purpose of special issuance is that the FAA is able to monitor those pilots with disqualifying conditions on a regular basis to make sure that the pilot and the public are safe.

If you have any questions, your AME will be able to help. As you know, I'm also available.

**2011 Budget:** The Finance Committee has been working since this summer to get a full understanding of all the expenses and revenues associated with the operation of WFC, Inc. As part of their work the committee is developing a reporting and budgeting structure that assigns all revenues and expenses to 4 different major categories of WFC operations: (1) airport, (2) aircraft (segregated by N#), (3) flight instruction, and (4) membership. With this new reporting and budgeting structure, it will be much easier to see how each major category performs on an individual P&L basis. Using these tools the committee and the Board will be able to see areas where expenses are not balanced with revenues, and to identify opportunities for balancing the budget properly.

Much progress has been made, but more still needs to be done. The committee has asked the Board for additional time to get the tools properly developed, and the Board has agreed. The target for the committee and the Board is to develop a balanced 2011 WFC budget by early 2011.

### Delta Tango Bob Robideau

The wings and fuselage are completely painted and they look great. Jake is waiting for the cylinders to arrive. All of the control surfaces, fiberglass parts and miscellaneous small pieces removed from the airplane are in Dan Dorchel's shop awaiting prep and painting.

## Hangar Leases area changing for 2011, signed copies due Dec 31

The end of the year is approaching which means Hangar Leases will be renewing. We are working off of the Waiting List (posted on bulletin board and on WFC Website). Members have been contacted who may have an opportunity to lease a hangar for 2011. If you don't intend to renew your lease please contact Bob at [RCourno9999@aol.com](mailto:RCourno9999@aol.com).

At the November Board meeting the Board of Directors approved the wording for the hangar leases for 2011. The Board has taken some recent actions with respect to the hangar waiting list and policies to more closely align the list and policies to the primary function of the hangars, which is to house operating aircraft owned by the primary tenants of the hangars. The 2011 hangar leases continue that alignment process. Tenants will be required to carry insurance on motorized vehicles stored in hangars, such as automobiles, RV's, motorcycles, boats, etc. as part of a personal umbrella policy. In addition, tenants will be asked to supplement the additional insured notation on aircraft policies for WFC, Inc with a waiver of subrogation. If a tenant chooses not to provide the waiver, the tenant will be charged an additional \$5 per month rent to help cover the additional insurance WFC needs to purchase to cover liability in those cases. 2011 leases will be available/distributed by mid November. Note that signed 2011 leases, with the corresponding proof of insurance paperwork, must be provided to the Secretary by Dec. 31, 2010.