

The WFC Flyer



Seminars in our area:

[Lessons From A Legend](#) on 8/11 at 7PM [Batavia, NY](#)

[Say Again? Radio Communication Done Right](#) on 10/13 at 7PM Brockport, NY

Important Dates

General Meeting

August 11, 2011

7:00 PM Clubhouse

Board Meeting

September 1, 2011

7:00 PM Clubhouse

Club Officers

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From the President

Summer is rolling along, there is a lot of great summer flying left. Get out and take advantage of the rest of the summer season!

"The Rogue Aviator"- Coming to WFC!

Mr. Allen Morris also known as his pen name "Ace Abbott" has agreed to speak at WFC on **Saturday, September 17th at 0900 hours (same day as the picnic)**. Ace is the author of the book "The Rogue Aviator, In the Back Alleys of Aviation". His book is a tell-tale memoir of his 36 year flying career. I had mentioned to you last month that I asked Mr. Morris if he would be interested in coming to our airport some Saturday morning and speaking. He replied to me this week and informed me that he is looking forward to and excited about coming to our airport on September 17th, speaking, and sharing the day with us.

Replacement for the Cessna 150: N7662U

Last month it was mentioned to the General Membership of the decision to seek a replacement for the Cessna 150 62U due to this individual aircraft's maintenance issues.

The thoughts behind the purchase of this aircraft continue to be spot on. The purchase reflect what was desired as suggested by the General Membership; to have an aircraft in our inventory that is of a design other than a low wing, or more simply put "something different" to fly. Another aspect of 62U was its operating cost per hour made it an attractive aircraft for some of our student pilots and licensed members as well.

Once maintenance issues arose with 62U it was not only a problem with just that aircraft, scheduling problems arose due to 62U being out of service. When 62U is out of service, it leads to an increased demand for the other aircraft within our inventory. This is especially true during peak flying periods. The result of 62U being out of service is even greater in a situation where a student pilot has only been flying 62U. The loss to that student pilot is a loss of flight time, and the student's learning progression may suffer due to the instructor(s) possibly having to transition the student's training to another aircraft when it may not be the best time to do so.

Part of the solution in this situation has been taken care of by the purchase of the Cessna 172 Hawk XP II: N736ES. The addition of ES to our inventory does provide the membership still with an aircraft of a design of other than a low wing aircraft, and "something different" to fly. In the case of ES you can also handle a greater load capacity for flight.

The solution we need to come up with in our search for a replacement aircraft is one that allows for both continued flight operations for membership, while continuing to provide a flight training platform with minimal changes for transition when that aircraft is not available.

Secretary's Note

Unfortunately non members have need seen entering the airport using the confidential key pad security code. The security code is not to be shared with non members. Exceptions require prior Board of Director approval.

DEHYDRATION

I'm sure that I wrote about this before but in light of hot and humid weather that we have had - and that will surely reappear in August -it is an important topic to re-visit.

A big problem with dehydration is that most people who are in this state don't even realize it - this is the real danger.

Dehydration is the loss of fluids and electrolytes This can happen with excessive perspiration, profound diarrhea or excessive urination.

Let's concentrate on excessive loss due to heat.

There are several forms of this:

1. heart syncope (loss of consciousness): there is rapid loss of consciousness due to cutaneous vasodilatation with resulting hypotension: (blood pressure less than 100). The skin feels cool and generally there was excessive physical activity in the last 2 hours. Treatment consists of having the individual lie down and give fluids.

2. heat cramp: the cramps are due to salt loss and lasts 1-3 minutes. The muscles are tender and may twitch. Muscles will feel hard. Usually there is a history of strenuous exercise before symptoms appear. The victim should rest and be given salt in water.

3. heat exhaustion: usually the patient's temperature is over 100 degrees. The patient may have tingling in the extremities, feel weak and be very thirsty. The patient may not be rational.

4. heat stroke: life threatening. The temperature can be 106 degrees. Death is possible. There is no sweating and the mental status is impaired. Those most susceptible are the elderly and those that decide to participate in strenuous activity that they have not been adequately trained.

They need treatment in the Emergency Department.

In extreme cases the patient may develop a cardiac arrhythmia (abnormal heartbeats), low potassium, hepatic failure, etc.

What should you do to prevent this: hydrate, hydrate, hydrate. Drink plenty of fluids: water, Gatorade. Do not use alcohol, caffeine or soda.

The FAA has now designated me as a Senior Medical Examiner. This means that I am now able to do class one FAA physicals: (Class one as well as second and third). I will be happy to continue to help any of you in any way possible. The same 1/3 discount still applies to all members.

I invite you to take a tour of the local area trying to find and photograph 5 points of interest. I give you general locations using VOR-Radial-Distance references and a clue to help you identify the point of interest.

Enter as a single pilot or team. Take a friend flying (someone to take the pictures). Have fun.

Let me know via email when you intend to make the flight and I will place the Aerial Scavenger Hunt Worksheet in an envelope for you to pick up at the airport. DUAT estimates a "no wind" etc of about an hour.

<http://www.williamsonflyingclub.com/documents/AerialScavengerHunt2011.pdf>