

# The WFC Flyer – May 2012



**Annual Fly-In Breakfast** – Sunday May 20<sup>th</sup>, setup begins at 6:30am. All members are asked to participate in order to assure another successful [Apple Blossom](#) fly-in breakfast.

## Important Dates

### General Meeting

May 10, 2012  
7:00 PM Clubhouse

### Board Meeting

June 3, 2012  
7:00 PM Clubhouse

## Club Officers

### President

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### Secretary

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## Directors

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## From the President

Over the last few decades, we have benefited from funding for projects by grants from New York State's Department of Transportation and by two grant programs of the Federal Aviation Administration, the Airport Improvement Program (AIP) and the Airport Capital Improvement Program (ACIP).

Where do the grant monies come from? Every time we purchase fuel, a portion of that fuel price goes to NYS DOT and to the FAA. Other revenues come from commercial airline ticket taxes, cargo shipments and other taxes or fees on aviation activities. The state and federal agencies then use those funds to develop the aviation infrastructure of the airports that are part of the National Plan of Integrated Airport Systems. So we are in fact paying into a system that is set up to fund development and maintenance of our airports.

We have been a recipient of FAA funding and a contributor to the funds for a long time, but the news lately is that possibly only airports with scheduled airlines *or at least 100 based aircraft* will qualify for federal funding from the federal programs. We can debate about whether this is fair, as we'll still be paying federal taxes on fuel into the program, or arbitrary in that with 65 based aircraft, we rank around the tenth largest airport by aircraft count in the state, ahead of Buffalo International, Binghamton Regional, and even Niagara International, all of whom may still receive FAA funding. But let's not debate. Let's just meet the threshold.

The challenge is to get 35 more aircraft based at Williamson-Sodus. We have the room. A tactic the Board has implemented to achieve our strategy to get to 100 based aircraft here is that we've lowered the open hangar rates to \$120/month (\$115 for members) and tie-downs to \$25/month.

I invite all of our members to "sell the airport" and invite fellow pilots to base their aircraft at KSDC.

## From the Secretary's Desk

The Board of Directors has approved a reduction in the monthly fee for an open hanger from \$150 to \$120 and tie-downs at \$25.. The historical bird issues are being addressed with the installation of netting. If you have friends or acquaintances who may be interested please let them know of this opportunity to station their aircraft at KSDC.

### THE SENSE OF HEARING

We hear with our ears but these structures also control our balance. The tympanic membrane (ear drum) and a group of 3 bones transmit sound thru the middle ear. Attached to the middle ear is the handle of the malleus, which is attached to the incus; both of these bones move together. The other end of the incus is attached to a bone called the stapes; the end of this is attached to the oval window. From here sound waves are sent to the inner ear (cochlea). All of this interaction allows us to hear and to keep our balance.

Transmission of sound from the air to the cochlea is very good between 800-1600 cycles/min but diminishes above and below this level.

The ear is divided into 3 parts: outer, middle and inner ear (this last part is responsible for balance). The outer ear is called the penna. This structure transmits sound waves to the eardrum causing it to retract.

The middle ear is filled with a fluid and is housed in the temporal bone. The 3 bones referred to above are located next to the tympanic membrane and cause it to vibrate.

The inner ear takes care of hearing and balance. In the temporal bones is a fluid called endolymph. Within the inner ear are the VIII cranial pairs and the cochlear nerve. The VIII nerve takes care of balance and the cochlear nerve takes care of hearing.

So, how do we hear? Sound is sent to the outer ear. This causes the tympanic membrane to vibrate which causes those 3 bones to move and this makes the oval window move. Something call the perilymph will be set in motion and this, in turn, causes the hairy cells of Corti to stimulate the cochlear nerve that sends signals to the brain.

In the inner ear are 3 structures called the semi-circular canals. When our bodies move, these canals tell us where our bodies are in relation to space. When we move, the fluid called the endolymph moves and this causes the hair cells to

Our annual Fly-In Breakfast is just around the corner. The date this year is Sunday, May 20th, 7 AM to 1 PM. There are two other important dates. The first is grill setup on Wednesday, May 16th, around 5 PM. The second setup is on Saturday, May 19<sup>th</sup>, starting around 8 AM. It will be followed by a barbeque, provided by Corky Schoeneman, at noon. We ask that all members participate on one of these dates so please mark your calendars now. If you have any questions please send me an [email](#). Bob Bach

### BoD Approved two New Standing Rules

Before flying WFC aircraft IFR, an Instrument Proficiency Check (IPC) with an approved club instructor must be satisfactorily completed in the model of aircraft to be used for IFR flight. Subsequent IPCs must be successfully completed annually.

Before flying WFC aircraft beyond 1 hour after sunset and before 1 hour prior to sunrise, a Night Proficiency Check (NPC) must be successfully completed with a club approved instructor. Subsequent NPCs must be done annually between the months of October and March.

### Spring Special

We are now offering Cessna 150 for \$15,000. For members the price is \$14,000; it's a great buy for a club member! We will be replacing it with a Cherokee 140, expect to see the new aircraft 'in the schedule' within the next few weeks.

### New Tie Down Rental Rates

Tie down lease costs have been reduced to \$25 per month for both members and non members. Premium features such as electric will remain at the current rates. Tell your friends - this is a super deal and follows the recent reduction in open hangar lease rates to \$120 per month (\$115 for members).

move and by this we know our position.

Our sense of balance can be unfavorably affected by an inner ear infection, Meniere's disease, benign positional vertigo, tumors, medication, head injuries or circulatory disorders that affect the brain, ear or labyrinth.

## Our New York to Florida Cross Country flight Part 1 - THE FLIGHT DOWN

My wife Kim and our daughter Meagan and I go to Florida at least once a year to visit family. During those visits, we inevitably end up dining on the St. Petersburg Pier. While dining, we'll hear that ever-so-familiar sound of a small airplane flying around. They have either taken off or are in the pattern to land at the airport right next to the pier (Albert-Whitted). For years, we have looked up and wished that it was us up there flying around.

A year ago we decided we were going to make the trip down. We signed the plane out and made plans. However, due to some major engine work on the plane right before our trip-we decided that we would not attempt such a flight so soon after the work was done.

The opportunity presented itself again this year, so we jumped right on it, signed the plane out and started our planning. As the date grew closer, it actually appeared it was going to happen this time!!

We mapped out our route, planned on flying with full fuel and stops approximately every 3 hours for fuel and stretching our legs. We felt good with our plans, however we chose to sit down with club instructor John Lauster to review and make sure there wasn't something that we were missing. He gave us a couple good tips and said it looked like we had done all of our homework and told us to have a great trip.

The day finally arrived!!! We were so excited to get going and the weather was perfect. We filed our flight plan and wheels were up at about 8:30am. We were on our way!!! The air was super smooth, visibility was awesome and we had a tailwind pushing us right along.

We arrived at our first fuel stop in Sutton, WV earlier than expected (thanks to that great tailwind). They didn't have much to offer, just a small building with restrooms and a computer that didn't work ... but they did have fuel!!! We were so excited and still full of energy and were ready to take right back off. A phone call for some weather briefing indicated that our next planned stop was currently in IFR conditions. Actually, they told us all of North Carolina, South Carolina and Georgia were currently in IFR conditions, but the system was moving slowly east and conditions would improve over the next several hours.



We weighed our options. We could sit and wait a few hours hoping our path would open up, or we could divert our route to the southwest in order to still be moving in a southern direction (Weather briefing had indicated that it was clear in Tennessee). We looked over our maps and picked out a new location for our next fuel stop

and off we went. We could see the weather off to the east (mountaintops disappearing into the clouds) and were glad we had re-routed to the south-west.

With our ever so generous tailwind, we again arrived at our second fuel stop in Lafayette, GA earlier than expected. We thought the stop in West Virginia was lacking, but when we landed here, we were in the middle of nowhere and all we could see were a couple of fuel pumps and I'm sure a tumble weed or two rolled by. We kind of looked at each other, laughed and said we hoped there was actually fuel in the tanks or we had some scrambling to do. Then, from up the road, came this frail looking older gentleman to pump the fuel. Oh wow!!!. I called for our next weather briefing to our final destination and all was ok except noted that winds were pretty high. We knew it would be later when we landed and winds should calm a bit, so off we went.



Our new path took us directly over Atlanta, Ga. Air traffic control was amazing and we got to see many of the big guys flying right in front of us. Once south of Atlanta, the flight was actually pretty relaxing. We were able to just enjoy the views and some in-flight entertainment provided by our daughter singing 'I want candy' as she took her turn 'flying' the plane. It was gorgeous, lots of puffy clouds around and the Gulf of Mexico off to our west.



One concern did come up - our estimated time of arrival was right at sunset, or just after. We knew the estimated time meant we needed to add on about 15-20 minutes for familiarizing ourselves with the area and pattern work to land. We decided to stop about 30 minutes prior to our final destination and finish up first thing in the morning. We landed in Crystal River, FL, secured the plane and called a taxi to take us to our hotel.

We put some food in our bellies, had a great night sleep and couldn't wait to get back to the airport and finish up our trip. Off we went!!! We opted for flight following as we'd heard the stories about Florida's airspace. Wow they are not kidding!! There were planes everywhere and of course we didn't see most of them before ATC pointed them out. Soon enough we were right over St Petersburg, FL with the Pier in sight. Our family was waiting for our arrival at the Albert-Witted Airport (KSPG). They were on the balcony at The Hangar restaurant and got some amazing shots of us coming in for a landing.



It truly was one of the best feelings ever to finally be one of those pilots landing at the airport that we'd watched and dreamed about for so many years!!!. We secured the plane and off we went to visit our family.