

# The WFC Flyer – September 2012



## **Williamson Flying Club Fall Picnic**

Saturday September 15<sup>th</sup> at noon

### **Flying for a Lifetime**

Thursday October 18<sup>th</sup> 7PM

[Brockport, NY](#) (1 Credit)

## **Important Dates**

**General Meeting**  
September 13, 2012  
7:00 PM Clubhouse

**Board Meeting**  
October 4, 2012  
7:00 PM Clubhouse

## **Club Officers**

**President**  
Joe Ebert  
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**Vice President**  
Randy Christian  
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**Treasurer**  
Bob Herloski  
[herloski@rochester.rr.com](mailto:herloski@rochester.rr.com)

**Secretary**  
Bob Cournoyer  
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## **Directors**

Tom Henderson  
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## **From the Presidents Desk**

It's no secret that the number of pilots, nationally, is declining. The cost of avgas is always cited as a contributing factor, but the cost of avgas has always been about 1.5 times the cost of motor fuel. Today's prices are no different. I suspect that the real reason that pilot starts are down is simply because pilots aren't portrayed as role models any more.

Many of us older pilots remember when we were kids and wanted to be a pilot "when we grew up". That desire was fueled by the fact that pilots were, at one time, looked up to as very accomplished professionals. Many have the lives of dozens, if not hundreds, of passengers in their skilled hands. It was (and still is) a profession and avocation that demands the utmost in proficiency. But I suspect that kids just don't think, "I want to be a pilot when I grow up," as much any more.

With a decline in pilot population and new student pilot starts, one would think that the Williamson Flying Club would reflect this national trend. But it hasn't. Our new-pilot starts are up and flying hours are way up. Where other flying clubs and flight schools are suffering from lack of activity, we had some very good news this summer. Flying hours in May, June and August were the highest monthly totals in nearly a decade. May and June had 146 and 153 hours each. You have to go back to 2003 to see months with flying hours that high. August had 198 hours flying time. You have to go all the way back to 2000 to see a single monthly total that high.

A consistent message that we hear from people who join the club whether as pilots or student pilots is that "Williamson Flying Club has a great reputation". I attribute that to our skilled instructors and our club atmosphere. I attribute it to our modest outreach efforts, including the "Discovery Flights" sign by the main entrance. I attribute it to a good fleet of aircraft.

But mostly, I attribute it to the folks who still aspire to be pilots and club members who welcome new members. Without the club atmosphere, we'd be just another FBO or just another flight school. It's what makes us different. It's what makes us special. It's what makes Williamson-Sodus Airport "the place to be".

## Flight Rx by Dr. Pam Tarkington

### MYOCARDIAL INFARCTION ( HEART ATTACK)

A Myocardial Infarct occurs when one of the arteries of the heart becomes blocked or a spasm of the artery occurs.

When this happens, the patient may experience chest pain -generally described as a weight or a pressure on the chest. The pain may (or not) radiate to, usually, the left arm or neck. There may be associated nausea, vomiting, shortness of breath or light headedness.

Myocardial infarction results from prolonged myocardial ischemia (lack of O<sub>2</sub>), inadequate blood flow, spasm, hypo-tension or rarely, embolic occlusion or other rare problems. In today's world, it can also be caused by cocaine.

Where the MI occurs and the problems it can cause, depends on the location of the blockage as well as other risk factors. We will not get into the anatomy of the different heart arteries.

If you experience any of the above symptoms, you should immediately go to the Emergency Department - preferably by ambulance. Again, we will not go into the various types of MI's.

When you arrive at the Emergency Department you will have an EKG and blood tests; if they suspect that you have had an MI, you will be given certain treatment (depending on the extent of the MI and if you are still having pain).

If you have had an MI, you will receive "bust the clot" or be given aspirin, some sort of blood thinning agent or other medications (nitro, beta blocker, etc). You will then go to the cath lab ( if medically able) and have something called a cardiac cath - this will tell your physician what coronary arteries are blocked and to what extent. Depending on those results, you will have heart surgery, stents or medical treatment.

What does the FAA say about all of this? If you have had an MI, you must wait 6 months to apply for your medical certificate. Depending on your medical condition, the FAA will tell you what type of stress test you need ( there are several), you will need to provide your hospital records as well as a letter from your cardiologist stating what drugs you are on and any side effects. You will probably need, as well, lab reports.

Just a few years ago an MI would have ended you flying career- this is no longer true.

Any questions, please call or contact your AME.

## Fall Picnic Presented by Williamson Aeronautics

The [Williamson Flying Club](#) will hold a picnic lunch on Saturday September 15th starting noon. The "Saturday Lunch Proceeds" will provide the main meal including steamed clams as an appetizer.



All members and their guests are welcome. It would be appreciated if a "dish to pass" was to accompany them.



Please send [Jake DeGroot](#) an Email so we get the clam quantities correct but don't let that stop you from coming.

### Flour Bomb / Spot Landing Contest by Mike Bjerga

This Saturday, starting at 9am and ending with the Picnic, I will be hosting a Flour Bomb / Spot Landing Contest...

Enter as a Pilot/Bombardier Team! For Student Pilots wishing to participate, I will be available as Co Pilot.

#### The Contest

Drop Three Flour Bombs at a target. Each attempt scored as Feet From Center X 10.

Land at or Beyond a Specified Point. Scored as 1 point per foot beyond point or 20 points per foot prior to landing point.

Team with the LOWEST COMBINED SCORE wins!

Cost will be Tach Time (for Club aircraft) + Donation for Top Prize. (Winning Team Takes All!)

I have reserved 701DT & 9855W. You may use your own airplane. (contest scored per category of aircraft)

Make a day of it! Come out and Watch!...

PARTICIPATE!!!!!!