

The WFC Flyer – February 2014



Annual Meeting 2014 Elections

General Meeting

February 13, 2015

7:00 PM Clubhouse

Board Meeting

March 6, 2014

7:00 PM Clubhouse

General Meeting

March 13, 2014

7:00 PM Clubhouse

Club Officers

President

Joe Ebert

president@williamsonflyingclub.com

Vice President

Randy Christian

vice-president@williamsonflyingclub.com

Treasurer

Bob Herloski

treasurer@williamsonflyingclub.com

Secretary

Steve Murray

secretary@williamsonflyingclub.com

Directors

Jake DeGroot

director-2011@williamsonflyingclub.com

Mike Shippers

director-2012@williamsonflyingclub.com

Tom Henderson

director-2013@williamsonflyingclub.com

Each year during the annual meeting the club elects a President, Vice-President, Secretary, Treasurer and one Director. Every active, military, and permanent member, in good standing, is entitled to vote. You must be present, no member is entitled to vote in proxy.

During the regular meeting held on January 9th, 2014 the nominating committee, appointed by the president, presented recommendations for the open positions. The nominations, accepted by the membership present, were as follows:

President: Randy Christian

Vice-President: Jacob DeGroot

Secretary: Steven Murray

Treasurer: Robert Herloski

Director: John Clingerman

During the January meeting additional nominations from the floor were offered. The additional nominations were as follows:

Vice-President: Jack Fuller

Director: Ronald Foti

Director: Richard Swingly

A majority of votes cast at the annual meeting are necessary for election. All votes will be cast by ballot, if a motion is made to vote by other means a ballot will be required to approve the motion.

Anyone defeated for one office may be re-nominated for a remaining office. The order of voting shall be as follows:

President: Randy Christian

Vice-President: Jacob DeGroot, Jack Fuller

Secretary: Steven Murray

Treasurer: Robert Herloski

Director: John Clingerman, Ronald Foti, Richard Swingly

Randy Christian
Candidate for President

Good day to the WFC Membership.

I'm supposed to write a piece indicating why I'd like to be President of this club. Why wouldn't I? Look at us! What a great opportunity to become more involved with such an amazing organization. I'd like to thank our current president, Joe Ebert, for such an amazing job! I will have some pretty big shoes to fill, but feel confident in knowing that I have the support of an entire organization where our goals are all the same – keeping our club moving in a positive direction!

I would like to thank our Nominating committee, Tom Henderson and Dan Adams, for supporting the process and for their nomination.

I'd like to also thank Jack Fuller, Jake DeGroot, Dick Swingly, Ron Foti and John Clingerman for wanting to become more involved by entering the upcoming elections.

A big thanks also goes out to my fellow Board Members (Joe Ebert, Tom Henderson, Bob Herloski, Steve Murray, Jake DeGroot and Mike Shippers) for all of the time and effort they have put forth in the decision making required to keep OUR Club moving forward. .

I feel that my experience over the past two years as Vice President and working closely with the Board of Directors will only help in my efforts this next year. As we all know it's a challenging time for General Aviation, yet the WFC is still strong and growing!

Without the extraordinary efforts of all our volunteers, we wouldn't have something as impressive as our club to be proud of. I'm hoping to encourage more volunteers (new volunteers) to come forward and lend a hand. An extra GREAT JOB goes out to our Cosmetic, Grounds and Maintenance committees. You are a big reason for the WOW factor when somebody visits our airport.

So again, I would like to thank the Williamson Flying Club as a whole in this opportunity and I will do my very best to uphold the high expectations this next year.

Abraham (Jake) DeGroot
Candidate for Vice-President

This year I am running for Vice-President. As a founding member I bring a both perspective and context to the board. Since its beginnings the offices I have held are:

First Treasurer, 1 term
Director , 2 terms
Vice-President, 2 terms
President, 2 terms

I have interest in creating more club activities and member precipitation, as demonstrated by my hosting of Saturday lunches and Club picnics. I have participated in many club activities over the years, to numerous to list.

Sincerely, Jake DeGroot
Private pilot, AP mechanic, w/inspection authorization 38years

Jack Fuller
Candidate for Vice-President

I would like to give a little history of my accomplishments to illustrate why I care for this airport and present my credentials for the position of Vice President. When I joined the club in 1988 the runway was about 30' wide and consisted of oil&stone on dirt. The club was having financial trouble with airport improvements. The revenue from rental aircraft was enough to keep them running but was insufficient to maintain or improve the airport.

In order to keep the club functioning there had to be better facilities from which we could generate additional revenue. Gary Verbridge and I built the first 9 open bay hangar, out of pocket, for which we were reimbursed. We also needed an aircraft repair and maintenance shop. With four (4) other club members we built a shop which today generates revenue for the club. The club paid us back over a ten (10) year period.

In 1995 while president of the club, Wes Somerville (Treasurer) and I took on the task of obtaining funding for the airport. From 1995-2010 we received 30 grants totaling about \$9,000,000 (million) dollars. A percentage of each grant was given to Wes and I for administrative duties which we turned over to cover the club's share of the grants – costing the membership nothing. Among these grants include land acquisition, a paved runway, taxiways, lighting, t-hangars, special use buildings, grass&snow removal equipment, AWOS, LPV approaches, security fences and cameras. One of our last projects, before handing over the project committee reigns, included a second aircraft repair and maintenance shop from which we will begin realizing revenue in 2014.

Today I see the need to upgrade our aging fleet and equipment. We retain a little more than 100 acres that can be developed for the purpose of securing the club and airport future. With the inevitable reduction in FAA funding, solutions that include additional revenue will be needed to maintain and improve our airport and facilities. I would like the opportunity as Vice-President to make these things happen again for the club.

I would appreciate your vote in the upcoming election.

Steven Murray
Candidate for Secretary

Having served my first year I would like to take this opportunity to express to the membership my impressions and to convey my thinking. The facility we operate is first class, we own a well maintained fleet of 5 aircraft, offer our community an opportunity for flight, and have a wonderful club to share our common interest. My instinct is if it ain't broke, don't fix it. This however does not mean we do not need to evolve, circumstances change and as a board member my responsibility to you is to insure 5,10,15-years from now the future member enjoys the facilities you have today.

You own a business. The board operates that business on your behalf. Each year we have an election and it is through that election that you determine the tone and tenor of how that business will be operated.

Our business is managed using 4 distinct classes of operation: Airport, Rental Aircraft, Instruction, and Membership. Within Airport operations our main revenue sources are tenant rent and fuel sales. Today we generate enough revenue from our tenants and fuel to cover all airport operations. Starting with 2013 there is enough excess revenue to begin a project reserve fund, critical if FAA funding continues to decrease. No membership dues in 2013 were required to operate the airport and we

anticipate additional revenue in 2014.

In 2013 aircraft maintenance was higher than anticipate and flight hours lower than budgeted. Finances associated with the rental fleet are managed using three basic categories; operational costs, fixed costs and capital costs. As an owner of these aircraft, you are assessed a fee, in the form of membership dues, that is used to cover those costs in excess of the rental fees we collect. If you include the money we set aside for the engine fund, 2013 required nearly every dollar of excess membership dues to cover the fleet cost. In 2013 that amounted to roughly \$70 per member per aircraft.

We have superb full time and part time instructors to serve our memberships needs. Instruction for the most part is a cash flow business paying for itself without requiring revenue from the airport or membership. With the remainder of the membership dues we operate the clubs day to day business.

While there are items that need to be addressed, we are in good financial shape. We need to keep our rental properties occupied, rates consistent with the market, and tenants happy; without them we can not operate the airport. The good news is that even after accounting for the money we put aside in the project reserve our airport operation is generating a profit.

With aging rental aircraft maintenance costs will be elevated but hopefully less than in 2014. There is a fixed cost associated with maintaining a fleet of 5 aircraft. Coupled with a desire to improve platform avionics you can anticipate a cost between \$50-\$60 per member per aircraft in 2014. Here again there is good news. After putting money away for the engine fund our membership operations will still generate a healthy profit in 2014.

As a board member I am constantly seeking to reduce all members costs so you can fly just a little bit more on the same budget. Good financial planning by past boards and hard work by you are now producing dividends. With 2014 we are beginning a new chapter and collectively will have to decided how those dividends get invested. These are the inputs that will greet you and your board in 2014.

Robert Herloski
Candidate for Treasurer

I have been Treasurer of WFC since 2001. During that time, my major focus has been to help implement policies and undertake projects that put the club, and the airport, on a path to a solid financial footing for the long term. One of the primary results of all those efforts was realized in 2013, when the club formally became debt-free. My vision, and reasons for wanting to continue as treasurer, are (a) to build on that progress to maintain the club's solid financial status, and (b) to be a financially responsible steward of the FAA's investment in the KSDC airport, making best use of that investment to ensure long term financial viability of the airport.

John Clingerman
Candidate for Director

I am honored to have been selected by the nominating committee for the director position. My apologies for not being able to participate in person during the election meeting, but during Feb. 12-18, I will be in Ocala, FL celebrating my future mother-in-law's 75th birthday. As you can imagine, that milestone cannot be missed for any reason.

I've been a member of the WFC since September 2012. My perspectives are that of a newer member, non-owner/non-renter but a very active club member. To date, my volunteerism in club activities

have been assisting on one of the preventive maintenance teams. My intentions are to do more for the club regardless of being elected to the board as I offered to join the grounds crew. I've been a member of several community organizations and have always made it a priority to give back to the organization. The organizations I refer to are: the Newark Rotary Club, the Newark Public Library, the Park Presbyterian Church and the Newark Elks Lodge. In all cases, I've participated on their management teams as either a board member or officer. While in those positions I honed valuable skills that I can apply to the benefit of the Williamson Flying Club. Those skills consist of; creating budgets, writing grants, leading and/or participating on committees, and making decisions regarding maintenance of facilities and purchases of equipment. I'm also part of my employer's executive management team holding one of the vice president positions in a company that employs 130 people.

I joined the WFC because of its word-of-mouth reputation for excellent training and affordable prices. The costs to members of our club are very economical as compared to all other training facilities in the area. In my opinion, that can only be attributed to the excellent management team in place here at the WFC. We have an excellent club with effective leaders at the helm and a very active membership. I would very much like to be part the management team, and if so elected, I would bring to the table the previously mentioned skills and knowledge, most likely requiring a very small learning curve, if any.

Although the WFC is economically strong and a vibrant organization, I believe we could easily do more in terms of club social activities beyond what we currently do. One idea I have is to organize group flights as short day-trips with an activity at the destination location. Also, an event like the family movie-night, organized by the Mills brothers last summer, is a prime example of a fun club activity that was very successful and had little to no financial impact on the club. It would be my intent to organize such social events combined with regular use of the new picnic area that is underway. Also, marketing is a key ingredient to the success for any organization. Sharing photos, videos and stories on social media outlets from our club activities or individual flights can only help to increase the public awareness of our existence, which in turn draws in new members. I would like the opportunity to expand that effort. Lastly, I believe the sale of our WFC clothing can be increased with some additional dedicated efforts that I would also be willing to spearhead.

In closing, I consider it a privilege to be part of the board at the WFC and would do my utmost to continue its fine traditions and work diligently for its future successes.

Ronald Foti
Candidate for Director

I started flying when I was 15, but left before getting my certificate. When I finally got smart, I looked at local opportunities and Williamson was the best. I joined in 1993 when the field was called 3Golf7, and we had Colts.

The volunteer effort that sustains Club activities and gives us the ability to fly, is present in all of the activities I've been involved in. Like the work we did finishing the interior of the new clubhouse. And like the cleanup after the collapse of the Club hangar roof that crushed five planes. One of those planes was the Warrior that we had stripped and prepared for painting during a very long summer.

As chairman of the pancake-mixing team for the Fly-in Breakfast, I took on the coffee making job and made a combined operation that was more efficient. The guys work so well without me, I've been able to fly one of the ride planes.

I was part of the group that rebuilt Jake's Taylorcraft; and I stayed on, helping with repairs and inspections on planes that come into Jake's hangar. Because I like airplanes so much, I even get to do

the inspections and oil changes on the Skyhawk XP.

The Club's goals are my goals. When you get a group together with a common interest, as we have in flying, you want to succeed. I want to encourage an atmosphere that brings club members into Club activities. I have benefitted from being a Club member and want to serve on the Board to help the Club continue its positive direction.

Richard Swingly
Candidate for Director

I first joined the Williamson Flying Club in the 1980's and was actively involved in the Maintenance Committee and Breakfast and other activities during my active membership.

In the late 1980's, I gave my membership up because of family and business constraints.

When I returned to the airport for the first time in nearly 20 years, I was absolutely amazed as to the changes that had occurred during my absence. My first reaction was wow what a beautiful facility. The people in charge during those years certainly did a fine job bringing the Club and property to the point that is at today.

I rejoined the Club in 2010 and have been actively involved on the Aircraft Maintenance Committee, and I am Co-Chairman of the Buildings and Grounds Committee and have participated in the Breakfast every year.

I thought that someday maybe I would run for an office and contribute something to the future of this great organization. In order to remain successful, the Club should continue looking for ways to improve the Club property while devising ways to increase Club income.

In preparation for that day I have attended most regular meetings since my return and have been attending Board meetings to get a feel for what is happening with the Club and what future plans might be in the works.

I have an extensive accounting background, BS in Business with Accounting as Major U of R 1962, and nearly 30 years of running a sole proprietorship business so I am well aware of the "Bottom Line" responsibilities.

I would like to serve the club in another capacity and that is why I am running for the Board.

I would encourage all members to attend the February meeting and participate in electing the next Board Members.

Respectfully Submitted,
Dick Swingly

Flight Rx
by Dr. Pam Tarkington

The FAA has for many years had a protocol for a special issuance for sleep apnea. Recently, Dr. Fred Tilton, the Federal Air Surgeon, has proposed that any airman with a neck circumference of greater or equal to 20 inches or a BMI greater or equal to 40 be evaluated by a certified sleep specialist for obstructive sleep apnea (OSA). If the airman is forced to have OSA, treatment is required before medical certification.

Just to review a BMI of 18.5 to 2.5: healthy for most people; 25-30 overweight; greater than 30 obese and greater than 40 morbidly obese.

As you might imagine, this recent policy has drawn a lot of protests. One of those against this policy is CAMA (Civil Aviation Medical Association). In their letter to the FAA they state that "No scientific body of evidence has demonstrated this undiagnosed obesity or OSA has compromised aviation safety".

No one disputes the fact that obesity is a big national health concern and that this needs to be addressed.

There are just not that many certified sleep centers nor are there a lot of certified sleep specialists. We are looking at expensive tests: in Rochester an initial consultation is anywhere from \$200 to \$500 and the sleep study itself is \$2,000 and CPAP study is \$3,000. Add to this the cost of possible surgery and CPAP plus additional tests that the FAA may require.

The medical certification department of the FAA is not known for its speed in granting certification (although it is better now than in the past). This new requirement will place further burdens on an already over-taxed system.

Headliners

Congratulations to:

- Tom Carter – Solo

A Warm welcome to our newest member Clay Wheaton from Webster, NY.

Mike will be holding a session on using the iPad on Saturday, February 15th from 9am to 12pm. Cost will be \$10.00.

Aircraft rental rates have been reduced to \$65 (37R), \$75 (55W, 1DT), and \$89 (85X, 6ES).

Spring is on its way and Bill Bach is this years committee chair for the Apple Blossom Pancake Breakfast. Kim Christian will be his co-chair. Contact Bill or Kim if you are interested in participating.

Hanger leases have been mailed. If you have not received one please contact Steve Murray. Leases are due no later than 28 February.

Dues will remain at \$30 however we no-longer will be charging separately for insurance or collecting NYS taxes.