

The WFC Flyer – September 2014



Tackling The Tail Wheel for Fun and Skill, Thursday, September 23 at 6PM, Penn Yann Flying Club, 1 credit basic knowledge
FAA Safety Magazine – Student Pilot Guide, Part II

Important Dates

General Meeting
September 11, 2014
7:00 PM Clubhouse

Board Meeting
October 2, 2014
7:00 PM Clubhouse

General Meeting
October 9, 2014
7:00 PM Clubhouse

Club Officers

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From the Presidents Desk Randy Christian

Wow it's hard to believe that summer is winding down already!!! So sad really, I know personally speaking I had planned on a great deal more flying than I was able to get in. I hope that the majority of you did better than I in this area. I want to thank Tony A. and his Activities committee for doing their part in keeping the planes flying with some great trips this summer.

That being said now is the start of the fall flying season and leaf peeping is about to begin. I do hope to have a few more flights on my schedule before the snow fly's for sure. It's just wild how time's gone by and before we know it another year will be behind us.

I wanted to take a minute here to personally thank the whole Board of Directors for their help and guidance this past month with the efforts to finally get our letter out to Senator Schumer's office. If you have not had a chance to read his response on behalf of the Williamson Flying Club you should do so. I know that we have no guarantee that we will be successful however I can't thank the Senator's office enough for taking the time to champion our cause.

Well that's just a few more thought..... I hope everyone has a great month and I look forward to seeing you at this month's meeting on Thursday.

Flight Rx
What happens with Aging.
by Dr. Pam Tarkington

"The old times never come back ... we change" W.T. Sherman

We are all getting older (and this is very good considering the alternative). As we do age certain things happen to our bodies. Thought you might be interested in learning about a few of them. As we age there is a general decline.

1. Metabolic rate decreases with age: hence, we eat less. An 80 year old only needs to eat 1/2 of that as a 20 year old.
2. Hearing: there is a greater high frequency hearing loss (which is due to genetics and exposure). More common in males. The ears get bigger as we age; this is because there is a lot of cartilage in the outer ear and it loses its elasticity.
3. Sense of smell and taste decreases. Most 80 year olds have a very poor sense of smell.
4. Height decreases with age.
5. Lung capacity decreases.
6. Vision changes: the lens becomes less elastic and there is also clouding of the lens. There is a diminished papillary response so that only 1/3 of the light gets to the retina; therefore, elderly don't see as well at night. Cataracts are the most common cause of blindness worldwide. In whites the most common cause is macular degeneration; in African Americans it is cataracts.
7. Vitamin B12 deficiency is common.
8. There is atrophy (loss) of muscle mass and a decrease in muscle strength. Exercise can help prevent this to some extent but it has to be a constant endeavor.
9. Osteoporosis (loss of bone mass): a woman can lose 1/3 of her bone mass in the peri and postmenopausal period. This leads to an increased risk of fracture - especially of the spine and above all, of the hip. This in turn leads to an increased risk of Nursing Home placement.
10. Skin: it becomes less elastic and thinner. It will take longer to heal and skin tears are common as are pressure ulcers (bed sores); which are hard to prevent and heal.
11. Blood pressure: goes up with age due to stiffening of the arteries. This is why the elderly are often dizzy when they get out of bed in the morning (should get up slowly and drink a glass of water before getting up). We should allow higher blood pressures in the elderly.
12. Brain: atrophies (shrivels) with age. There is diminished nerve conduction therefore; falls are more common as are MVA's. Can't walk as fast and needs more energy to do so. Learning new tasks decreases.

Obviously there are many more consequences of aging: this is, at least, an incomplete list.

Welcome to our newest member and the 2014 scholarship winner:

- Ryan Fulton– Penfield, NY

New Aircraft Rental Prices:

37R - \$65/hr
55W, 1DT - \$75/hr
85X, 6ES - \$89/hr

New Fuel Prices:

Pump Price – 6.09
Member Price – 5.89

The next planned activities group flight is Sunday 9/14, destination is the EAA breakfast-KFZY. Wheels off at 8:30.

Here is a link to the most recent [news release](#) from Senator Schumer regarding the FAA's classification of SDC.

The auto-pilot in 6ES is now functional.

Just Plane fun by Tony Alesci

The activities committee would like to share this picture of the WFC members who attended the previous KFZ fly-in. These group events are about having fun, flying with other members, getting to know other members a bit better, sharing our love of flight with new people, and of course eating or seeing a museum etc.. I urge all members not to be shy and participate in these events. It doesn't matter if you are a student, current, or non current. So far we've found a way for all interested to go thanks to the fact we have 5 club planes and several aircraft owners who have extended invitations to other members. These events are open to friends and family as well. Use aircraftclubs.com eMail to invite others to fly. It's much more fun than going alone.

Our next planned fly out is a short hop back to FZY on Sunday Sept. 14th for the EAA breakfast. I hear they put out some really good food. Plan is to yell "CLEAR" at 8:30AM.

The activities committee is always looking for fun ideas, so please share if you have one. Contact Chris Houston, Dan Adams, John Clingerman, Tammy Bebernitz, or myself.s

Let the good times roll!



Ed. Note: My apologies for leaving this article out of the August newsletter.

Cool Places to Fly by Chris Houston

Introduction: The goal of this new column is to feature interesting flying destinations that are a reasonable flight distance from KSDC (1 to 2 hours). These places may be new to some of you and

possibly old hat for others, but the goal is to inform and inspire WFC members to leave the pattern and explore someplace new.

Because this is a new addition to the newsletter, feedback on format and content is very welcome. I have several destinations in mind for the coming months, but am very open to suggestions on worthy destinations from the membership.

Destination: William T. Piper Memorial Airport (KLHV), Lock Haven, PA

Distance: 127 nautical miles.

Why It's Cool: As a predominantly Piper club, most members are probably aware that Lock Haven was home to the Piper Aircraft Company for many years. In fact, some of the old Piper hangars are still in use by the current FBO. The terrain around Lock Haven is beautiful. The airport features parallel asphalt and turf runways (9-27)

Each year in June, the field hosts the “Sentimental Journey” fly-in. This popular fly-in attracts vintage Pipers from across the northeast and beyond (www.sentimentaljourneyfly-in.com). Pancake breakfasts are held twice a year as fundraisers for the fly in. The next one is Sunday, October 5, 2014, 8:00 am – 12:00 pm.

On the southwest side of the field is the Piper Aircraft Museum, based in the former Piper engineering building. It's a modest museum, but with a \$6 admission fee, it's worthwhile for anyone interested in Piper history. The museum owns a few noteworthy aircraft. Did you know that Piper submitted a design for a military trainer in the 1940s or that they experimented with an all-fiberglass design in the 1960s? One of a kind examples of both aircraft are restored and on display (the PT-1 and PA-29 Papoose, respectively). The PA-12 Super Cruiser “City of Angels”, credited as the first light aircraft to circumnavigate the globe in 1947, is also on display. Per the website, group tours can be arranged in advance (<http://www.pipermuseum.com/>, 570-748-8283).

If you're hungry during your visit to Lock Haven, Fox's Market House is a popular local eatery with good food (I've eaten there several times over the years).

The FBO personnel are very friendly and the manager, Ed Watson, does all he can to boost aviation. Need a ride into town for food or a lift to the Piper Museum? The FBO is always happy to give visiting pilots a lift and return trips are just a phone call away.

Tips: Check your sectionals: there's a right traffic pattern for runway 27. The field does not have an ASOS/AWOS, but three clicks on the UNICOM frequency will yield a report on winds and altimeter. The terrain between Corning and Lock Haven is heavily wooded and sparsely populated; it's a beautiful ride, but plan accordingly. As noted above, the FBO will provide ground transportation to and from town or the museum as needed, though I have also walked to both places.

Blackhawk Simulator
by Joe Ebert

Recently, I spent a day installing and configuring some video recording systems at a high-tech company in the Binghamton area. Arriving that morning, I parked in the visitor lot. Visible through the windshield was the front entrance to the building with the company name emblazoned across the facade.

The systems I configured record sessions in the company's Technology Demonstration Facility, which - *lo and behold*, featured several aircraft simulators! Apparently what they demonstrate has a lot to do with flying Blackhawk and Apache helicopters as well as fixed-wing aircraft.

If the facility allowed photography, you could have taken a picture of me wiping drool off my chin. After a couple hours of hardware, software and network configuration, we took a short walk down Washington Avenue to Los Tapatios restaurant for lunch. I had a delicious Chimichanga, which is important to know is described on the menu as *“One flour tortilla, fried or soft, filled with beef tips or chicken, topped with lettuce, tomato, sour cream, melted cheese and guacamole, served with beans.”*

Whether I chose chicken or beef is really not that important. It was delicious! If you're ever in Endicott, I highly recommend Los Tapatios!

After lunch, I proceeded to complete my assigned tasks with due diligence. Once we established that the video recording system installation was complete and the customer was trained on the operation of the recording and editing systems, the customer said, “Now we need to record some video!”

With that, he stood up and said, "Come with me."

He led me to the dual-seat simulator configuration that was set up as a Blackhawk helicopter. “Get in,” he said. Yes, by this time he knew I was a fixed-wing pilot. I can't imagine how he found out. Okay, I confess. I blurted it out not too long after I arrived. I can only take so much pressure!

We both sat in the sim. The view out the front window, surrounding about 170 degrees, was identical to what I saw out my car's windshield just a few hours earlier. The Blackhawk sim session started in the visitor lot, right where I parked my car.

After a short primer on cyclic, collective and throttle/yaw/trim controls, he asked, "Ready?" My first thought was, *“Yeah, that's not how they train Blackhawk pilots..with a quick primer, then hand the controls to someone who has no idea that flying a helicopter is like trying to balance on a bowling ball.”*

Being that I'm already a Private Pilot with .1 hours of actual IMC time (with an instructor) and nearly 800 takeoffs and landings, some of them good, and forgetting that I just ate a chimichanga, I answered, “Yes, I'm ready.”

He started the simulator and said, “Okay, it's your helicopter!” and he left the sim. My brain screamed, *“You idiot! You're not ready! In ten seconds you're going to turn this Blackhawk into a simulated smoking pile of Bad Aviation Decision Making that will be used in post-sim debriefing sessions for years to come! They'll laugh over the water cooler, “Remember that video guy that fancied he could fly a Blackhawk? Ha ha ha!!!”*

So I pulled up on the collective, reacted to the rightward turning of the aircraft by pushing the left yaw pedal – more than I expected would be needed - and I lifted off.

That I was in a simulator on solid ground was quickly forgotten as I felt the aircraft pitch and bank. It wasn't a full-motion simulator, but it was convincing enough that I reacted physiologically to the banking and turning by feeling the motion that my eyes were convincing my body was real.

As I rose above the familiar building out my front window, I tested the effects of the cyclic and then the yaw pedals. It was completely different than flying a fixed-wing aircraft in two instantly recognizable ways. First, a fixed wing pilot has no “Reverse” gear or “Hover”. So the ability to

pause in three dimensional space and consider options was something you simply can't do in a fixed wing aircraft. The other difference was that the control of the helicopter depended much more on “willing” the helo to go a certain direction by using small muscle movements on the cyclic and collective, rather than decisive, purposeful control inputs. And you really are rubbing your belly and patting your head in a helo – both arms and hands and your feet have to do different things at the same time.

Once I recognized these differences, I managed to fly for about 15 minutes without any kind of control issues at all. I flew over Endicott, crossed the Susquehanna river into Vestal, then circled back north through Johnson City and turned west toward Endicott again.

Since I know the Endicott area, I was able to circle back and land in the very same parking lot from which I departed. Okay, “land” may not be the right word. My first attempt at landing was aborted due to my lack of hovering skills. My second attempt to land was aborted due to lack of helicopter flying skills, plus a little bit of cold sweat.

I turned out to the right, then turned left and flew a counter-clockwise “pattern” around the company campus and settled over the parking lot a second time. I suspect the counter-clockwise pattern was due to the left-pattern mindset for doing a go-around. The fact is, I could have just continued my right-hand turn 360 degrees to be right back where I started.

My confidence was pretty good. My airmanship, however, was not.

Here it is that I remind you that I had a chimichanga for lunch.

It was delicious when I ate it. At this point, however, “*one flour tortilla, fried or soft, filled with beef tips or chicken, topped with lettuce, tomato, sour cream, melted cheese and guacamole, served with beans*” was something I did not want to taste going in the wrong direction!

Feeling a bit queasy, I brought the Blackhawk around a third time and settled it over the parking lot. In doing so I experienced a tail strike that I am sure destroyed my tail rotor. The Blackhawk suddenly turned to the right, banked hard right and landed upside down. I guess one could say that I destroyed a perfectly good fake Blackhawk in order not to re-taste a perfectly good real chimichanga!

Momentarily relieved, my stomach settled.

Fortunately, we had to test another simulator. And by “test another simulator”, I mean “camera/recording system”. This time, it was in an Apache. I settled into the single seat and reviewed the flight controls. This sim had an additional joystick that I found out was the weapons firing control. Darn it, but it was not enabled in this simulator configuration!

The controls on the Apache were considerably lighter and more nimble than the Blackhawk, and the Apache was far more responsive to control inputs. I added collective and left yaw pedal and quickly rose off the runway at Daytona International Airport. A small amount of cyclic and I was banking right as I lifted out to the east. I flew it pretty well, departing toward the Halifax River and the Atlantic Ocean. Remembering that I was there to test video systems, not fly unarmed Apaches, I soon turned back toward the airport and landed in roughly the same spot from which I departed.

And you know what? My great Apache landing was recorded on video! Of course, I wasn't allowed to take anything out with me except that which I came in with, so I do not have the video of my Apache landing to share. But I did leave with the chimichanga in its entirety.

In reality, I did leave with more than I went in with. I left with a whole new respect for helo pilots.

Flying a helicopter really is like trying to stand on a bowling ball. Then again, I've never tried to stand on a bowling ball, but it's a comparison that I consider accurate!

I also left with the notion that flying in a simulator is a valuable experience. It reminds me that we, as a club, were offered an opportunity to fly the Red Bird simulator at Rochester Air Center as a group activity at no cost. Some Saturday or Sunday morning, maybe a group of WFC Members should go do just that.

I also recommend that same group of members have their chimichanga lunch AFTER the sim session.