



The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

JUNE 2009



2009 Pancake Breakfast Photos by Rick McCutchan

Important Dates:

General Meeting
June. 11, 2009
7:00 PM, Clubhouse

Board Meeting
July 2, 2009
7:00 PM, Clubhouse

THANK YOU

The club greatly appreciates Frances Englund's donation of a Dell computer.

From The President by Joe Ebert

I cannot find evidence of any other flying club in the United States owns and manages an airport like ours. It all started with five founding members who incorporated the Williamson Flying Club, bought a single aircraft and rented space at the former Palmyra Airport. The vision set forth in our corporate charter has resulted in what we have today – a gem of an airport. Palmyra has long since closed.

One of the goals stated in our club's charter is to keep the cost of flying as low as possible. The cost of flying our aircraft is the lowest around and that attracts more members. More members means more helping hands. We rely on members who donate their time and talent to cut the grass, maintain the lawn mowing equipment and trucks, plow the runways, perform preventative maintenance on the aircraft, keep the aircraft clean, balance the books, manage capital projects, manage the

affairs of the Williamson Flying Club, Inc., and have the pancake breakfast.

That last one is important. The pancake breakfast is a highlight of the Williamson Apple Blossom Festival. Again this year the community did not let us down. They show up by the thousands on a day that is typically the coldest, windiest, rainiest and/or snowiest day of May. That our single event has become an annual rite for folks from the towns of Williamson and Sodus means that our airport, our club, is part of those communities. That is a wonderful position to be in, considering many communities have a dim view of airports in general.

As a way of giving back, there will be a box in the clubhouse for food donations to benefit the neediest in the communities of Sodus and Williamson. Each time you head out to the

Flight Rx by Dr. Pam Tarkington

BEWARE: THE SUN COMETH

We all look forward to those soon to come warm and sunny days. Although we may look to these as good days - (and they are in many ways) our skin does not.

Many people go to tanning booths believing that a "base" tan will protect their skin from burns and cancer. The truth is that exposure to UVB and A actually start you on the road to a potential skin cancer. Tanning booths produce a high dose of both UVA and B which increases your risk of skin cancer. UVA is the most dangerous and not only augments your risk of skin cancer but also of eye cancer and cataracts.

There is a misconception that those with dark skin do not get skin cancer. While it is true that light skinned individuals are more susceptible, a dark complexion doesn't protect you. Another misconception is that only skin exposed areas are susceptible to cancer; cancer can appear on any skin area.

It should also be noted that this is not only a disease of the elderly - it occurs, as well, in younger people.

To be effective a sunscreen must have an SPF of at least 15. Sunscreens are not cancer proof. Also, there is no such thing as a 24 hour sunscreen. They should be re-applied

every two hours. If you sweat or swim, re-apply at least every 90 minutes. Also, if possible wear suitable clothing: a hat, long sleeves, etc.

Let's delve into SPF protection. It use to be that the higher, the better until recently. This is still true - but only to a small extent. An SPF of 30 blocks 97% of ultra-violet light

and one of 15 blocks 93% - if applied properly (see above). An SPF gives you an idea of how long your skin is protected from burning.

This is important, as more skin damage makes you more susceptible to skin cancer. If your skin usually burns in 15 minutes, an SPF of 15 gives you 225 minutes of protection ($15 \times 15 = 225$). Be aware that we are only talking about UVB - not UVA.



Take home message: enjoy our wonderful summer - and it is great. There is no such thing as a 14 hour sunscreen - apply at least every two hours and every 90 minutes if swimming or sweating. Protective clothing is an excellent added protection. The most important message is to steer clear of tanning booths: they offer no protection but only increases your risk.

Breakfast by Bill Bach

Once again I would like to thank everyone who worked the Breakfast with us this year. As of this writing I have not seen any preliminary figures but I hope that Bob Herloski will have some news for us at the general membership meeting.

We have some left over sausage for sale. It is



available for \$20.00 per 10 lb case of one ounce links (less than half what you would pay at the store). If you interested please contact Lance Merritt at the airport and he will take care of you. Your purchase will be charged to your account.

Bill Bach
Breakfast Chairman

PRESIDENT

FROM PAGE I

club, bring a canned good or other non-perishable item to leave in the box. Should you prefer to donate money, deposit it in the treasurer's box and note "food pantry donation" on the memo line or envelope. Our campaign starts with this months' General Meeting and will end at the September 12th Hangar Dance, where we will have some special announcements.

At the General Meeting, I will be asking each committee chair to briefly describe the role of his or her committee. As you hear about the various committees, please consider offering your time and talents to the club by being part of a committee.

If you haven't been to a meeting in a while, please come to a meeting this summer! And don't forget your food donation. Thank you!

Destinations - Niagara Falls (KIAG) by Ron Teed



(photo: Dan Newfang)

If you're a little bored with local flights and would like a mega dose of scenery and maybe a little Italian food, stretch your wings a little and head for Niagara Falls. You can either fly over some nice country direct from KSDC on a magnetic heading of about 276 for 92 nm or take a slightly longer, more scenic route along the shoreline to the Niagara River and turn south to KIAG. Don't forget to look down on the fort at the mouth of the river! Going direct one way and along the shoreline the other, is a nice way to do the trip.

I suggest using VFR flight following, starting with a call to Rochester Approach. If it's been a while since you've worked ATC, get with Mike for a brush up. As a minimum, you'll need to talk with the tower at KIAG and if you want to circle the falls, you'll need to talk to Buffalo approach.

It's easiest to start with Rochester Approach when you're leaving KSDC and they'll hand you off to Buffalo when you're leaving ROC airspace on the west side. If you're going to circle the falls on the way to KIAG, you should advise Buffalo Approach of your intentions and if needed, you can ask for vectors to enter the pattern. Once you've reported that you're prepared to enter the pattern (they asked me to report Goat Island in sight), Approach will let you change to the pattern frequency (122.05) where you report your location and altitude before entering the pattern for the clockwise circuit. If you're going into KIAG without circling the falls, Buffalo will hand you off to the Niagara Falls tower. If you're going to circle the falls after departing KIAG, advise the tower and they'll handle your request.

If you're going to circle the falls, you should thoroughly familiarize yourself with the published procedure for the approved circuit, minimum altitude (3500'), and frequency in advance. The procedure can be found in the AFD or on-line. I suggest printing out a copy and take it with you, so you don't have to fumble with the AFD. It's pretty simple and a beautiful circuit

that lets you look nearly straight down on the falls. It's pretty spectacular, so take your camera!!

When I made the trip, Buffalo approach was great. They turn you loose to use the pattern frequency while keeping the same transponder code and tell you to call them back when you've finished. When you're done flying around the falls, call them back and tell them you want to land at KIAG and they'll turn you over to the tower there. Stop for a few gallons of fuel and a walk across the road to a nice Italian restaurant (they have burgers too). My wife and I were there at lunch time on a Saturday. Our food and the service were good and the restaurant was busy with locals, so it appeared to be fairly popular. I want to try a dinner there sometime. If you get there for dinner before I do, let me know what you think.

The FBO is friendly. Ask them for directions to the restaurant and they'll point the way. They will charge a landing fee unless you purchase fuel. I think it was 5 or 6 dollars the last time I was there and didn't purchase fuel, but that may have changed. Upon departure from KIAG, make sure you pay attention to runway signs and markings, particularly taxiing to 28L or you could taxi onto the runway without realizing it. Don't forget your procedures for contacting clearance delivery, ground control, and tower. At KIAG, they may all be the same person and when I've been there, they were helpful.

As you depart Niagara's airspace, the tower will give you the Buffalo Approach frequency if you want flight following on the way home. I recommend it for several reasons, one of which is frequent sky diving from an airport north east of KIAG that they can help you steer clear of. All in all, it's a really beautiful flight on a clear day. My wife and I made the trip during the peak of fall foliage, which made it even more memorable. Hopefully, you get a nice tail wind home. Get out of the pattern, fly safely and have fun!