



The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

JULY 2009

Important Dates:

General Meeting

July 9, 2009

7:00 PM, Clubhouse

Board Meeting

August 6, 2009

7:00 PM, Clubhouse



From The President by Joe Ebert

In my first article in March, I stated some of the challenges we faced as a Club. Our Treasurer predicted a budget shortfall of a few thousand dollars based on revenue projections largely because our membership was declining, and aircraft use was down. The Board, determined to meet the objectives of balancing the budget and growing our membership, took action by making some small adjustments.

Our Public Relations Committee, working with Mike, has promoted "Intro Flights" and aggressively recruited new members, most needing primary instruction to become private pilots. As a result, our membership is up and active membership application revenues have increased *well above* the budget forecast. Most importantly, there is another huge benefit – aircraft flight hours have increased dramatically, a result one would expect from an increase in student pilot activity.

At the same time the PR Committee has promoted the Club and Intro Flights, the Finance Committee made two important recommendations. First, a detailed and lengthy examination of the cost of flying and owning our club aircraft resulted in the recommendation of a pricing structure that was implemented in May with a lower per-hour rate. Aircraft pricing (and revenues vs. costs) will be monitored closely, but results so far are May 2009 flight hours were up over 30% compared to May 2008. June numbers are even better. June 2009 flight hours are up **over 80%** compared to June of 2008. The low-

ered pricing and increased student pilot population have both contributed to this increase and the planes are paying their own way.

Second, the purchase of an aircraft (N1185X) was recommended to offset taxes due to the sale of 55F and other 2008 taxable revenues. Estimated taxes that we must *pre-pay* in 2009 based on our tax obligations for 2008 have hurt us for the short term, but will see the tax benefit of the purchase of 85X on our 2009 taxes. Our Treasurer has discussed this in some detail and will continue to do so. Our strategy of closing a budget shortfall using the tactics above is being examined to see if it's working. If it is, we will continue the measures. If more corrections need to be made, we will correct as necessary.

Business tax laws promote and allow an organization to invest in its' long term future, but no organization can take advantage of available tax benefits if it doesn't continue to invest in itself. Being debt-free is a Club goal for 2013. The advantages of being debt-free are obvious. Being debt-free and maintaining the status quo after 2013 also exposes the club to little if any long-term tax benefits which, over time, could drive up the cost of membership, aircraft ownership, hourly rates and hangar rates. Phased-in property tax increases and rising hangar maintenance costs will add to the costs of ownership of the airport and facilities.

It is a challenge the Williamson Flying Club's

Flight Rx by Dr. Pam Tarkington

AASI AND SODA

Many times when pilots are filling out the form for their medical, I am asked what these two designations mean.

AASI: this is a special issuance of a medical certificate. If an airman does not meet the medical standards for his/her medical certificate but can demonstrate to the Federal Air Surgeon that he/she can perform such duties without endangering public safety during the time that the certificate is issued, the Federal Air Surgeon may authorize a special certificate for a limited time frame. A medical certificate may be issued by the special issuance in accordance with "part 67 (14 CFR § 67.401)"; this is issued for a specified time period provided that the airman demonstrates that he/she is qualified to perform those duties that the certificate is valid to do so. A certain valid/expiration date is stated.

Basically what this means, is that, if you have a certain medical disqualifying condition and you meet certain requirements, the Federal Air Surgeon will give you a "waiver". As long as you present the prescribed material to the FAA in a certain time frame - and most importantly your medical condition does not change,

you will be granted your medical certificate for the time frame specified by the FAA. Generally speaking, you will have to submit certain medical tests to the FAA that they have determined.

The authorization is automatically withdrawn if there is an adverse change in the medical condition. If you fail to provide to the FAA the required medical tests, the medical certificate will be withdrawn.

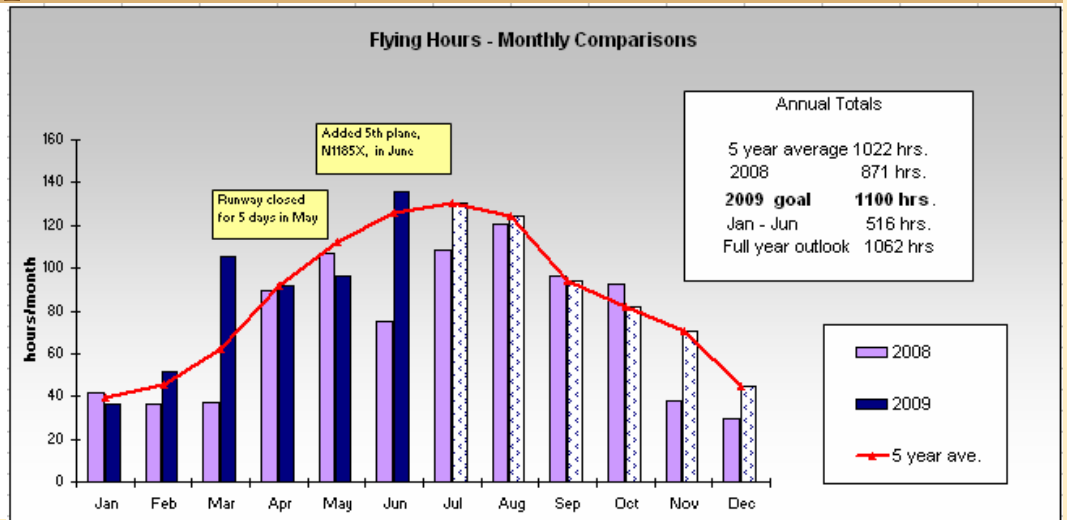
Now, if you do have a Special Issuance, the AME may re-issue your medical certificate as long as you meet all the parameters set forth by the FAA.

SODA: this means statement of demonstrated ability. This refers to a stable disability (example: loss of arm/leg, etc). This is a certificate that is issued by the FAA for a static disability. The SODA will state the class of medical certificate that can be issued. If the disability accentuates, the FAA may not re-certify and the applicant must obtain a new SODA that applies to the latest condition. Generally speaking, if nothing changes, this certificate is good for life.

Treasurer's Report by Bob Herloski

I plan to give an overview of the club budget at the July member meeting - I will share the first half 2009 P&L actuals and provide an updated budget with a projected year-end net income.

As Joe mentioned in his column, the new lower flying charges are made possible by the assumption that the club planes will fly more, spreading the fixed costs over more hours. The chart illustrates how we're doing as compared to the five year average and 2008.



PRESIDENT

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current and future Boards of Directors will have to face, one way or another.

For now, though, we get back to my first article in March. I mentioned that we are after all, a social organization. I have received

many positive comments about the friendly atmosphere we have at the Williamson-Sodus Airport and I understand it is a factor people consider when deciding on becoming part of our community, or – just as importantly – by transient pilots who have chosen to make Williamson-Sodus a regular stop on their trips.

As we enjoy our summer, plan ahead to Saturday, September 12th, which will be our 2nd Hangar Dance...a wonderful social event including dinner, a Big Band and more. Tickets for the event will be on sale soon.