



# The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

OCT 2009

## Important Dates:

### General Meeting

Oct. 8, 2009

7:00 PM, Clubhouse

### Board Meeting

November 5, 2009

7:00 PM, Clubhouse



## *From the President by Joe Ebert*

In an earlier article, I wrote that the club was faced with a projected budget shortfall for 2009. At the time, we were looking at a deficit caused largely by reduced projected aircraft revenues and lower active membership. To address the issue, I asked the Finance Committee to look at all of our costs, which they have done for several months. At the same time, the PR committee has been finding ways to promote the airport and grow membership.

More details will be provided in the budget presented later this year, but there have been some positive results, and some new concerns have arisen. We have reversed the membership decline and should end the year with more Active Members than we had at the beginning of 2009. We expect the membership increase to continue as market conditions favor the WFC as a best local choice for flight training.

Flying hours for 2009 are up substantially over 2008 for a couple reasons. First, most of the new members are student pilots, who fly a large percentage of flight hours, and private pilots working on their instrument rating. Second, the lower hourly aircraft rates have had an effect too. Many members have indicated that they are just flying more because of the lower hourly rates. Now, with several months of hourly flying cost data to digest, the Finance Committee will be taking a look at our hourly rates to see how well they compare to the actual costs of flying

our aircraft. Adjustments will be made as necessary.

Increased property taxes and other airport operational expenses over the next few years result in projected annual budget deficits if we do nothing to correct them. After the hangar loan is paid off in 2013, the deficits disappear. In addressing our budget deficits, I have stated to the Finance Committee that "there are no sacred cows" and that we need to examine all of our costs and find ways to close the gap. There actually is one sacred cow, which is getting the hangar note paid off. I say this because the membership voted for a dues increase for the express purpose of retiring this note by 2013 and so the note should be paid off as planned. Cost-cutting measures will be considered by the Board of Directors and I expect Mr. Herloski will be presenting a balanced budget for 2010 and beyond.

The Williamson Flying Club should consider how to find additional long-term revenues without resorting to increasing membership dues and hangar rents. One solution to this is responsible growth consistent with our long-term airport development plan. Another view would be to hold the line on growth and aggressively manage our costs downward. The two paths are not mutually exclusive and some combination of the two is likely.

## Flight Rx by Dr. Pam Tarkington

### OSTEOARTHRITIS

This is the most common type of arthritis. Like it or not, it is due to aging - the older we get, the more our bodies retaliate. If you are over the age of 40, 90% of you will have x-ray evidence of this disease.

What happens is that the cartilage just wears out; this is what the orthopedic surgeons call "bone on bone" - the buffer of the cartilage is no longer present - or is wearing away. The cartilage is really nothing more than a "shock absorber" for the forces that we exerted on our bones - as an example the hip or knee when we run or walk.

It might surprise you to learn that running does not make you more prone to this type of arthritis. However, contact sports and obesity are risk factors for osteoarthritis of the hip and knee.

The most commonly affected joints are those of the hand, wrist, great toe, hip and knee.

There is something called secondary arthritis which means that it is due to another disease (hyperparathyroidism, syphilis, hemochromatosis, etc) but this is beyond this article.

There is no blood test to diagnosis this. X-rays will

mainly show narrowed joint space, extra bone (osteophyte) formation as well as some other characteristic signs.



Many specialists believe that weight reduction is the key to preventing this as is adequate vitamin D levels (can be determined by a simple blood test).

Treatment of the disease if mild; walking and water therapy can help. As to medications: Tylenol and NASIDS (Motrin, Aleve, Naprosyn, etc) can help. Glucosamine and chondroitin will not help the pain but may have a beneficial placebo effect. Capsasin cream (a compound of peppers) has proved useful to many. Steroids injected into the joints (usually only once every 3 months) provide substantial relief to many patients; the truth is that they work well or for only a very brief period of time.

As a last resort, surgery (total knee or hip replacements) can provide excellent improvement for many people.

I would love to hear from any of you about a topic you'd like to have covered - anything about medicine in general

## Treasurer's Corner by Bob Herloski

In September club members flew a total of 166.87 hours, effectively tying Sept. 2003 for the most hours flown in September since 2002. We are on track for flying more than 1200 hours for the entire year, which we haven't done since 2003. This level of flying creates additional income in 2009; we will use more of the available depreciation of N1185X to offset that income. This also helps the club in keeping aircraft rates as low as possible.

The Finance Committee, lead by Bob Fratangelo, is currently working to present a balanced 2010 budget proposal to the Board of Directors at their November meeting. The committee is looking very closely at all line item expenses and revenues, reviewing all opportunities to decrease expense and increase revenue. Aircraft rates are being reviewed as part of the revenue equation - current flying hours and maintenance costs, as well as fuel, insurance, engine fund contribu-

tions, and line of credit repayment schedules are being closely examined so that aircraft are as close to self-sufficient as possible. The committee is also looking ahead to 2011 - even when a balanced 2010 budget is established, the 2011 budget will require about \$9K more in revenue (or \$9K less in expenses) to remain in balance, because of increased property taxes and reduced depreciation available to offset income.

If you have any questions about the budget, budget process, or any financial numbers, please contact Bob Fratangelo or myself.

