

# The WFC Flyer

SEPTEMBER 2010



## Important Dates

### General Meeting

September 9, 2010  
7:00 PM Clubhouse

### Board Meeting

September 2, 2010  
7:00 PM Clubhouse

### Family Picnic

September 11, 2010  
Noonish until?

## Club Officers

### President

Joe Ebert

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### Vice President

Lance Merritt

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### Treasurer

Bob Herloski

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### Secretary

Bob Cournoyer

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### Directors

Bill Bach

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Tom Henderson

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Chris Karpenko

[christopher.j.karpenko@usps.gov](mailto:christopher.j.karpenko@usps.gov)



What is this vehicle called?

When was it in production?

What powered the vehicle?

Answer to last months quiz - both the DC3 and B17 are 75 years old this year.

## From the President

As we end the third quarter of 2010, the Williamson Flying Club is in good shape. Membership is up slightly over this time in 2009, and flying hours are as high as can be expected given the aircraft issues we currently face.

A power loss with IDT resulted in an engine tear-down and overhaul earlier than we expected. The problems discovered after tear-down show that even a famous-brand overhaul is no guarantee an engine will make it to TBO. We've chosen to do a field overhaul and a small team has been assembled to accomplish the task under the supervision and guidance of Jake DeGroot. At the same time the engine is off IDT, the Board of Directors has approved the task of repainting the aircraft. A team has been assembled, all volunteers, to strip, clean, prep and paint the aircraft. The time frame is just a few weeks, with a proposed completion date to be set soon.

Finding a replacement aircraft for 42R has been a challenge. We've looked at a few but for one reason or another, the aircraft we've looked at have not been a good fit for the club. We are still coordinating with sellers to see aircraft and we do hope to have one soon.

### Projects for this fall include:

**Rewriting our Corporate Charter** to bring it in line with modern corporate charter language. Several folks have volunteered for this task and we'll get started on that with a goal of completing it by December 31.

**Getting out the scrapers and ladders to repaint** several structures around the airport, including the fuel farm, beacon tower, segmented circle and others. More details will be provided by Chris Karpenko or Lance Merritt and I'd like to thank all the members who have already volunteered for this project.

**The Electrical Upgrade** (Projects Committee) will be done this fall and there may be some interruptions of power at the airport. Remember, if there's no power, hangar doors won't open or close, PAPI, runway and taxiway lights won't work, and there will be no beacon or AWOS. Arrange your travel schedules with an awareness of power status and plan for daytime arrivals and departures. More details will be provided as the project gets underway.

## Flight Rx by Dr. Pam Tarkington

### MEDICAL MARIJUANA

Over the last year or so this has received a lot of attention in the press. There are several states - (New York is not one) - that permit a limited use of marijuana for some medical reasons.

There are two types of marijuana: the natural plant form and synthetic forms.

The potency is high or low depending on what part of the plant is used.

The most potent is the exudate of the flowering top of the female plant. The least potent parts are the leaves and lower branches of the female plant and all parts of the male plant.

The plant form can be taken orally or smoked. It has been used to treat nausea, pain, loss of appetite, asthma, glaucoma and spasticity. Some investigators believe it has a modest effect on these conditions but no well controlled studies have been done.

At the present time there are two FDA approved synthetic THC's in the United States. Marinol is approved for treating weight loss and loss of appetite in AIDS patients. Both Marinol and Cesamet are approved for the treatment of nausea and vomiting related to chemotherapy.

These will sometimes work in chemotherapeutic drugs that cause mild nausea and vomiting but not in those that produce more severe forms. There are prescription drugs that work much better and with fewer side effects.

Side effects from these drugs: sedation, difficulty walking, dry mouth, dizziness, cognitive impairment, confusion, anxiety, rapid heartbeat, impaired memory, euphoria, and drowsiness. If used over a long period of time, it can cause laryngitis, rhinitis and emphysema as well as decreased testosterone levels and decreased sperm counts in males and failure to ovulate in females.

There is no evidence at the present time to support the use of marijuana over other drugs that are already available.

Needless to say marijuana and flying are not bedfellows: both from the side effects and addictive potential as well as the conditions for which it is approved to treat.

## Finance - Bob Herloski

Reminder Steve Neeley, president of Aviation Insurance Managers has agreed, weather permitting, to fly into KSDC the morning of 9/11, tour our facility, and to make himself available for insurance questions, from approximately 9 to 11 am. Again, all questions are welcomed. you don't have a particular question in mind, please feel free to come and listen. Or, ask Steve about how to insure an aircraft flying through an open hangar for a James Bond movie!

## Secretary—Bob Cournoyer



I had the opportunity to visit the Museum of Flight at Boeing Field in Seattle this past month. A fine way to spend an afternoon visiting with so many history setting aircraft. Two dreams were almost satisfied - got on board Air Force One (Kennedy et als 707) and the Concorde, unfortunately neither were flying. The adjacent picture is of Boeing's first manufacturing barn. The woodworking displays from the early days reminded me of the Talyorcraft Works at Williamson Aero.

## Picnic Time!



Saturday September 11th is the date for next Williamson Flying Club picnic. The ability to have this club picnic reflects the success of the "Saturday at Noon" luncheons. Bring your family! Rumor has it that some little piggy is no longer going to be making it to the market.

Please RSVP with number attending to Jake DeGroot:

[degrootewill@aol.com](mailto:degrootewill@aol.com).

# Lean and Mean - Mike Bjerga

**At all times above 5,000ft or at ANY altitude when at 75% Power or Less; Lean for Peak Power**

Also, if you are not in a hurry to be someplace, slow down; enjoy your flight and the scenery along the way. Reducing power settings greatly improves an aircraft's range and per hour fuel consumption.

Here are the specifics:

## **Cessna 150 Leaning Recommendations:**

### ***Below 5000 ft***

Takeoff & Climb: Full Rich Mixture should be used.

Cruise: when operating at 75% or less power

Pull (Lean) the Mixture control until engine RPM Peak and begins to fall off, then, Enrichen slightly back to Peak RPM.  
Remember to Enrichen Mixture as necessary during descent.

### ***Above 5000 ft***

Takeoff: Mixture should be leaned to achieve maximum RPM at a Full Throttle static (not moving) Run-Up. Engine operation should be smooth and RPM's should range between 2460 and 2560 RPM's.

Climb: Mixture should be leaned to achieve smooth operation. Oil Temperature should be monitored (all of the times, but especially during extended climbs)

Cruise: When operating at 75% or less power:

Pull (Lean) the Mixture control until engine RPM Peak and begins to fall off, then, Enrichen slightly back to Peak RPM.  
Remember to Enrichen Mixture as necessary during descent.

## **Piper Cherokee Leaning Recommendations:**

The mixture should be leaned during cruising operations above 5,000 ft and at pilot's discretion at lower altitudes when 75% power or less is being used. If any doubt exists about the amount of power being used, the mixture should be in the Full Rich position for all operations below 5,000 ft.

To lean the mixture, pull the mixture control until engine operation becomes rough, then enrich the mixture by pushing the mixture control forward until engine operation becomes smooth.

## **Manual leaning (Using Tachometer or Airspeed indicator):**

Lycoming Engine Tachometer – Airspeed Indicator Method: The tachometer and/or the airspeed indicator may be used to locate, approximately, maximum power. When a fixed pitch propeller is used, either or both instruments are useful indicators.

Set the controls for the desired cruise power as shown in the owner's manual.

Gradually lean the mixture from full rich until either the tachometer or the airspeed indicator are reading peaks.

At peak indication the engine is operating in the maximum power range.

## **For leaning with an EGT gauge:**

For operation at 75% power or less, Lycoming recommends cruise operation at peak EGT (Exhaust Gas Temperature).

For *optimum service life*, Lycoming suggests operating **50 degrees rich of peak EGT**.

When utilizing an EGT gauge for leaning, most pilots lean too fast when looking for peak, thus they overshoot. The best technique to establish peak EGT is to lean in small increments and allow time for the temperature to stabilize after each lever movement. Continuous movement of the mixture control lever should be avoided since it does not allow for adequate stabilization time.

