

# The WFC Flyer

OCTOBER 2010



## Important Dates

### General Meeting

October 14, 2010  
7:00 PM Clubhouse

### Board Meeting

November 11, 2010  
7:00 PM Clubhouse

## Club Officers

### President

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### Vice President

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### Secretary

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### Directors

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In what country is the busiest floatplane aerodrome in the world?

What city is it located in?

Last month's quiz answers - it is a Taylor Aerocar III, never really went into production however 6 Aerocar examples were manufactured starting in 1949, powered by a Lycoming E 320

## From the President

The summer months brought fairly nice weather and quite a bit of flying. Despite being down two aircraft, the club members still managed to fly quite a few hours. Weekends brought a "hustle and bustle" to the airport, making it truly abuzz. I spoke to several transient pilots who all expressed amazement at the level of activity, usually followed by the comment "our airport is nothing like this..."

The addition of 736ES has been positive. The rate has been set at \$79/hour. Over time, we'll be updating the panel to expand the capabilities of the 172. The painting/engine overhaul projects of 701DT are progressing nicely and we will have a beautiful aircraft when it's finished. Saturday noon cookouts continue to draw a good crowd.

Fall is definitely here. It's not too late to take friends and family on a "fall foliage tour"...but time is running out. Go fly!

## From the Secretary

The end of the year is approaching which means Hangar Leases will be renewing. We expect openings so make sure that you check the Waiting List (posted on bulletin board and on WFC Website). Please determine if you qualify and are interested in leasing a hangar. Note first priority goes to members and keep in mind that the hangars are for the storage of owned aircraft.

Any questions contact me via email [rcourno999@aol.com](mailto:rcourno999@aol.com).

### OBESEITY

This is a rapidly growing (pun intended) - health concern. Recent statistics show that 65% of Americans are overweight and 30% are frankly obese.

Obesity is excess fat tissue in the body. Lower body obesity (buttocks and thighs) is of less concern than the upper body obesity (abdomen and flank).

The BMI is used to define the degree of obesity:

18.5-24.9 is a normal BMI

25-29.9 class I obesity

30-34.9 class II obesity

35-39.9 class III obesity

> 40 class IV obesity Also known as morbid obesity

Note BMI (body mass index) is calculated: weight in kilograms divided by height in meters squared

There are certain diseases that occur more frequently in obese patients: diabetes, hypertension, coronary artery disease, hyperlipidemia, degenerative joint disease, sleep apnea, gastroesophageal reflux, low levels of good cholesterol, gallbladder disease, etc. There is also a high level of depression and binge eating

disorders. An obese patient undergoing surgery has a higher risk of complications.

African American and Latino American woman are generally more obese than whites. Women are generally more obese than men.

There is also a higher incidence of cancers in those that are obese. It has been reported that if your BMI is > 40, death rates are 60% higher in women and 50% higher in men than those who are not obese. Obese females will have higher rates of breast, uterus and cervix cancer; obese men have higher rates of cancer of the prostate and stomach. For both men and women who are obese, the risk of colorectal, esophageal, pancreatic, liver and gallbladder cancers are increased as is multiple myeloma.

It was originally thought that obesity was only the result of a sedentary lifestyle and excess caloric consumption. Both of these factors are the leading cause of obesity. Recent research have shown that there are some genes that are also involved.

What does this have to do with flying? For most of the complications you will have to have a Special Issuance. Some may take you out of the cockpit. Unfortunately, some can lead to an early demise.

### “You won’t get any volunteers to strip and paint a plane”

... or so I was told.

When our IFR trainer went down for an engine overhaul, it was suggested that this would be an ideal time to paint the plane. The board felt that the club could afford to paint '1DT, but only if we did it with volunteer labor.

That was the catch. Stripping paint from an airplane is a very labor intensive process, involving strong chemicals and lots of hard, dirty work. People who have been in the club a lot longer than I have said that even if members volunteered to prep the plane for new paint, most would quit long before the project was finished. So, when I asked for volunteers at the August meeting, I wasn't sure what to expect.

The response from the club has been terrific. More than a dozen people offered to help, and after six weeks, most are still coming out once or twice a week to work. As with most groups of pilots, there is a lot of talent on our team. Several people have professional auto repair / body shop experience and we have a teacher, a dentist, engineers and corporate managers. We didn't know each other when we started, but because we committed to this project, we've made new friends and have this common experience.

As you can see, the plane is coming along very nicely. By the time you read this, the prep work will be finished and the epoxy primer will be done. In a few weeks '1DT will be back in the air.



## Picnic Time Remembered !

Saturday September 1 Ith some little piggy did not make it to the market. A great picnic occurred over at Jake's with there being over 80 friends and family attending (too many coming and going to get an exact count). The food was top notch. Celebrity BBQ master Corky was choppered back in forth across the county.

