

The WFC Flyer



This September 11th brings about the remembrance of another “Day of Infamy” in our nation’s history on its 10th anniversary. Like the “Day of Infamy” from December 7th, which will be its 70th anniversary, take a moment and Remember.

Important Dates

General Meeting

September 8, 2011
7:00 PM Clubhouse

Board Meeting

October 6, 2011
7:00 PM Clubhouse

Club Officers

President

Duane Sims
dsims2025@aol.com

Vice President

Chris Karpenko
christopher.j.karpenko@usps.gov

Treasurer

Bob Herloski
herloski@rochester.rr.com

Secretary

Bob Cournoyer
rcourno999@aol.com

Directors

Bill Bach

bbach@frontiernet.net

Tom Henderson

thenderson@nye-tech.com

Jake DeGroot

degrootewill@aol.com

From the President

Summer is winding down, there is a lot of late summer into fall flying to be had. What better way is there to get out and view the seasonal change than from the up in air! Replacement for the Cessna 150: N7662U

Last month it was mentioned to the General Membership of the decision to seek a replacement for the Cessna 150: 62U due to this individual aircraft's maintenance issues. Once the maintenance issues arose with 62U it was not only a problem with just that aircraft, scheduling problems arose off of 62U being out of service leading to an increased demand for the other aircraft within our inventory. The General Membership was solicited for input at the August meeting and immediately the suggestions came in. These are some of the ideas that came in and some have additional notes with them:

- *Purchase an Light Sport Aircraft (LSA)*- Jake DeGroot is currently looking into what LSA information can be obtained as far as manufacturers, where they are made, availability, maintenance concerns, and will keep the Board posted on his findings.
- *Purchase a PT-17*
- *Upgrading the panel in Echo Sierra*
- *Purchase an FAA approved flight simulator: one you can record the simulator time in your log book*- Mike Bjerga has done some research for simulator information of this type that would be of benefit for the members the club.

At this time, the Board of Directors has made the decision to adhere with a plan that the replacement aircraft is one that allows for both continued flight operations while providing continuity for a flight training platform with minimal changes for transition when that aircraft is not available. With that said, the Board decided to pursue the purchase of a Piper 140 to replace the Cessna 150. By the notations made by some of the suggestions above, does show that the suggestions have been heard and research has been or already was initiated.

Prior to placing the Cessna 150 on the open market, it was unanimously agreed upon by the Board to offer the sale of this aircraft to club members at an attractive price. The selling price of the Cessna 150 has not yet been determined at the time of this writing.

I am also urging club members to help out the Board with locating a Piper 140 for purchase by the club. Whether that Piper 140 is here on the field, your own that you are interested in selling, or one that you know of off of the field that someone wants to sell or maybe interested in selling. All considerations of Piper 140's to be purchased will be reviewed by Jake DeGroot. Jake will make an objective review of any 140 that becomes a candidate for replacement of the 150. Starting the search for a replacement at our own field is a good place to start and our members are the best resource for finding that replacement.

Secretary's Note



WFC will hold a picnic lunch on Saturday September 17 starting noonish. The “Saturday Lunch Proceeds” will provide the main meal including steamed clams as an appetizer. All members and their guests are welcome. It would be appreciated if a “dish to pass” was to accompany them. Please send Jake DeGroot (degrootewill@aol.com) an estimated headcount so we get the clam quantities correct.

Duane Sims has arranged for a guest speaker/author, Ace Abbet (aka Alan Morris), who several members attest is most entertaining will present at 9 AM in the club house and stay for the picnic. Right after Ace's engagement, Mike Bjerga will be giving a presentation of the Scavenger Hunt results.

DIFFERENT REQUIREMENTS FOR FIRST, SECOND AND THIRD CLASS MEDICAL CERTIFICATES

You are familiar for the requirements for a 3rd class medical certificate and some of you know about a 2nd class.

For all classes, your blood pressure cannot be above 155/95. All physicians today would likely agree that this is way too high; however, it is the standard set by the FAA.

If you desire a first or second class medical certificate your vision must be (or corrected to) 20/20 or better in each eye; for a third class certificate it must be (or corrected to) 20/40 in each eye separately for distance. Near vision for all classes (this is at 16" is 20/40 or better in each eye. Intermediate vision at age 50 and at 32" is 20/40 in each eye; there is no requirement for a third class.

In the case of a 2nd or first class certificate you will also need to be tested for something called phorias. This is the tendency to have double vision. The test is done with something called a Maddox Rod. This tests your vision in four different fields: inner (eso), outer (exo) and up and down (hyper). The FAA allows up to a deviation of 6 diopers for exo, 6 diopers for eso and 1 dioper for hyper.

An airman wishing a first class certificate will need to undergo a pure tone audiometric examination. You must be able to score at least 70% reception in one ear. The thresholds must be no worse than:

	500 HZ	1000 HZ	2000 HZ	3000 HZ
35 dB	30	30	40 (better ear)	
35 dB	50	50	60 (worse ear)	

In addition those seeking a first class certificate will need an EKG at age 35 and annually after age 40.

The duration of all three certificates is different.

A, First Class Medical Certificate: A first class medical certificate is valid for the remainder of the month of issue: plus

1. 6 calendar months for operations requiring a first class medical certificate if the airman is over age 40 or over on or before the date of the exam, or
2. 12 calendar months for operations requiring a first class medical certificate if the airman has not reached age 40 on or before the date of exam, or
3. 12 calendar months for operations requiring a second class medical certificate, or
4. 24 calendar months for operations requiring a third class medical certificate if the airman is age 40 or over on or before the date of exam, or
5. 60 calendar months for operations requiring a third class medical certificate if the airman has not reached age 40 on or before the date of exam.

B. Second Class Medical Certificate: A second class medical certificate is valid for the remainder of the month of issue; plus

A super luncheon turn out for Doc Malchof's 90th birthday celebration occurred Saturday, August 27th at Jake's hangar. Great people and great airplanes were in attendance. Most of the usual suspects and a few new faces made it a record attendance day. The Waco, 301, Champ, experimental and more familiar birds taxiing by added to festivities.



Denny Ankrom presented Doc with a beautiful cake, the birthday song was acceptably performed and a good time was had by all.



Congratulations to Doc and thanks for showing us the way; flying isn't just for younger 70 & 80 year old pilots.

1. 12 calendar months for operations requiring a second class medical certificate or
2. 24 calendar months for operations requiring a third class medical certificate if the airman is age 40 or over on or before the date of exam, or

3. 60 calendar months for operations requiring a third class medical certificate if the airman has not reached age 40 on or before the date of exam.

C. Third Class Medical Certificate: A third class medical certificate is valid for the remainder of the month of issue; plus

1. 24 calendar months for operations requiring a third class medical certificate, if the airman is age 40 or over on or before the date of exam, or
2. 60 calendar months for operations requiring a third class medical certificate if the airman has not reached age 40 on or before the date of exam.