

The WFC Flyer – November 2012



Private Pilot Ground Course

Tuesday's (Sept 25-Dec 4) 6PM
Williamson Flying Club (\$5 night Certificated Pilots)

Important Dates

General Meeting
November 8, 2012
7:00 PM Clubhouse

Board Meeting
December 6, 2012
7:00 PM Clubhouse

Club Officers

President
Joe Ebert
joe_ebert@rochester.rr.com

Vice President
Randy Christian
[rchristian @ paychex.com](mailto:rchristian@paychex.com)

Treasurer
Bob Herloski
herloski@rochester.rr.com

Secretary
Bob Cournoyer
rcourno999@aol.com

Directors

Tom Henderson
thenderson@nye-tech.com

Jake DeGroot
degrootewill@aol.com

Mike Shippers
buick55@dreamscape.com

From the Presidents Desk

I write this on the eve of Election Day, 2012, not knowing the direction that our government will be sent by the voters, or the effect that might have on the FAA's treatment of privately owned airports. What I do know is that as it stands now, the FAA is not funding development at most privately-owned airports even though they are part of the national airspace infrastructure. It's possible that a change in leadership in Washington might change that, but it's also entirely possible that it won't matter either way.

What does this mean to us? Well, for those who are new to the club, I'll take a moment to explain. Our airport has benefited as a member of the National Plan of Integrated Airport Systems (NPAIS) and has qualified for FAA funding that has been used to extend, build and repave the runway, install lighting, design instrument approaches and protected airspace, build hangars, and acquire property. New York State Department of Transportation grants have funded portions of most of our development as well as the fuel tanks, maintenance hangars, tarmac and the emergency generator, among others.

I bring this up because our revised Master Plan was just approved by the FAA at the same time the FAA has cut off funding for many privately-owned airports, including ours. It matters not whether one thinks the FAA should fund our development and maintenance or whether one thinks that the FAA should not. Leaving the costs of growth and development aside, the fact is we must now plan to self-fund, at the very least, the cost of maintaining our airport.

Over the past year, and for the next few months, the Board of Directors has been and will be looking at the costs of maintaining our facility for the next decade or so. We are, of course, exploring ideas for reaching the goal of meeting those costs without FAA or NYS DOT assistance.

SHINGLES (HERPES ZOOSTER)

The above is the reactivation of chicken pox which most of us had as children. The chicken pox virus lies dormant in a certain nerve path and then "wakes up" when we are adults.

When Shingles does re-appear later in life it will always follow a certain dermatome (nerve path-way). It will be on one side of the body (except in rare conditions).

As an aside, there are several types of herpes virus: some will cause "cold sores and others will cause genital lesions".

Herpes Zooster looks like blisters at the beginning. If you are affected you may notice some tingling before the rash appears and even some pain. As said before, the rash will look like blisters. In a short time, a crust will form over the blistered area and this signifies that you are no longer contagious. When the skin is blistered, you should avoid contact with the very young and old and any ill person. There have been reported cases when there is no rash at all.

The disease can be very painful and if located around, or in, the eye can lead to blindness. At times the sequel of the rash can lead to permanent scarring.

The diagnosis is usually made by just looking at the rash as it is very characteristic. If further confirmation is necessary, culture can be taken.

Treatment is with an anti-viral agent (acyclovir, famvir, etc). At times B12 and steroids are used but this is controversial.

There is something called post hepatic neuralgia. This is pain that can last up to months or years after the disappearance of the rash. At times, nerve blocks will help this.

As far as aviation is concerned, if you are experiencing the pain of herpes zooster, you are disabled as far as flying is concerned.

Standing Rules - Currency

Section 1 All pilots must pass an oral and flight examination by a club instructor paralleling the FAA requirement when any of the following conditions arise:

a) Any new member whether a rating is held or not.

b) Every 12 months, for each club member before s/he can fly club aircraft except when additional ratings have been acquired, or another type of check ride has been taken which has been approved by the Board of Directors, in which case, the date for the next check ride is (12) months from the date s/he acquired the rating or took the approved check ride.

c) A member wishes to fly an aircraft in which s/he has not been previously checked out.

Section 2 All private pilots must successfully complete a check ride in a club airplane by a club instructor if they have not flown within the previous 90 days. Student pilots must complete a similar check ride if they have not flown within the previous 30 days.

Yellowstone – 2012 by Steve Murray

It was early 2012 and my Son, a newly minted pilot in his own right, was changing jobs, had a few weeks to burn in July, and said “hey dad lets take a cross country trip”. We settle on the week of 9 July, threw in two bikes, a tent, camping gear, and a weeks worth of supplies; wheels up for Yellowstone National park.

The trip out was 1789nm, 10.5hrs, 168kts avg. We departed at 7:50EDT and arrived at 16:06 MDT for an elapsed total of 12.3 hrs with two stops. Now that might sound like a long time but by Airline it would have been two stops and 14 hrs and not too much less for the fair – but minus all that equipment.



Path out followed airways – courtesy FlightAware and Google Maps

The trip out took us across the Falls into Ontario, across Michigan and the lake to just west of Green Bay where we stopped in Clinton, WI for really cheap gas. Our second stop was in Cody, MN which was pretty much last cheap gas headed west and is located on boarder between MN and SD. Cody was lovely little airport where they toss us the keys to an old police cruiser with directions to the Italian Pizza joint “at the intersection with the light, the only light in the town. Can't miss it!” Our final leg took us right over the Black Hills and Mt. Rushmore, dodged a few thunderstorms, and then to the east entrance of the park. If you ask why the round-about path its because I stayed on the airways with MEA's below 12.5K.

I had read that you can follow the road into the park up the pass. I was at 12,000 so I let Salt Lake know what I wanted to do, canceled IFR but retained flight following, descended to 10,500 and started up the pass. Well the mountains peaks on either side are at 11,500 and as I headed up the pass got real narrow – well lets say I puckered up and climbed back to 11,500 for the rest of the pass. The mountains are beautiful and the park just opens up to you when you enter. The park for the most part rests at about 7,500ft.



Grand Tetons to the south



Yellowstone lake, East Entrance

As we entered the park we tacked over toward Yellowstone lake and descended back to 10,500. In case you were wondering, the park rule is that you must fly greater than 3,000ft AGL for noise control. During this time I had lost contact with Salt Lake who had been trying to re-establish contact with me. It was a Delta Airlines flight that relayed the information to me – so that was pretty cool, they gave me a new frequency and we re-established contact.



Old Faithful Basin – geyser lower right



Hot Spring – can't get that picture in a car

We followed the park roads to the west entrance, flew over the Old Faithful basin and landed at West Yellowstone in MT. Wow!

We rented a car and had a great 5 days of camping, seeing the tourist sites and also hiking the back trails. My son had been complaining that the only place we ever saw any wild life was on the side of the roads, not on our hike – that until we ran into a black bear on one of our mountain hikes.



The two of us at the Canyon – Take a look at the Hat!



Our back trail bear encounter – we are supposed to have pepper spray? – We passed about 150 yds away as he was blocking our path.

Our departure day came on Sunday and it was a cloudy overcast morning. Had not given that much thought but unless I want to go clear up past Billings MT, the MEA on the most direct path back is 14,000 and what, I have to fly a departure procedure to get out of here? Studied that plate for a bit, fly out to an NDB and climb in a hold until 12,000– all this in IMC with mountains lurking about. In the end it was more mental than actually difficult, it was just not convective, and we were able to get on top.



Old Faithful eruption from hill top



That's me with the Dukakis helmet. We are at a calm section – guides says good time for a swim – its freezing. Grandma from Arkansas jumps in – we look at each other and have no choice but to follow.

A word about oxygen because I did get to play around with the Oximeter. For me my O2 runs 98% on the ground. At 10,000 my O2 drops to about 88% which has gotten me to think about using O2 more especially at night, you can tell the difference in just your vision alone. I tested my O2 for a brief period at 14,000 and found it at 81%, on O2 I was 99%. My 23 year old son at 14,000ft was at about 86%.



West Yellowstone Airport - KWYS



Climb out in hold to 14,000t, Salt Lakes wants 15,000 but convinced them to let me stay here at MEA eastbound. Indicating 120kt (160kt).

The flight back was 1792nm, 9.6hrs, 186kts, wheels up at 8:50MDT and Arrived at 22:08EDT for an elapsed time of 11.3 hrs. The flight back followed the same path and we stopped at Cody because we enjoyed it so much on the trip out. We had to dodge a few thunderstorms around Sarnia.



The worst part on the trip back was that the lights at SDC would not come on – just had to get that in there.

Burning about 13.5gal.hr I figure the trip out and back cost roughly \$1500 (I was purchasing gas below 5/gal, those yesterdays). An airline ticket was about \$650/person round trip so that's not too bad considering we carried 300lbs of gear with us. The overnight fee was a mere \$7.00/night. Seeing Niagara Falls, Mt. Rushmore, and Old Faithful in a single day, priceless.

Note: Looking for more articles – send your adventures to stevemurray29@gmail.com