





## Important Dates

### General Meeting

May 8, 2014

7:00 PM Clubhouse

### Board Meeting

June 5, 2014

7:00 PM Clubhouse

### General Meeting

June 12, 2014

7:00 PM Clubhouse

## Club Officers

### President

Randy Christian

[president@williamsonflyingclub.com](mailto:president@williamsonflyingclub.com)

### Vice President

Jack Fuller

[vice-president@williamsonflyingclub.com](mailto:vice-president@williamsonflyingclub.com)

### Treasurer

Bob Herloski

[treasurer@williamsonflyingclub.com](mailto:treasurer@williamsonflyingclub.com)

### Secretary

Steve Murray

[secretary@williamsonflyingclub.com](mailto:secretary@williamsonflyingclub.com)

### Past President

Joe Ebert

[ebert\\_past\\_president@williamsonflyingclub.com](mailto:ebert_past_president@williamsonflyingclub.com)

## Directors

### Mike Shippers

[director-2012@williamsonflyingclub.com](mailto:director-2012@williamsonflyingclub.com)

### Tom Henderson

[director-2013@williamsonflyingclub.com](mailto:director-2013@williamsonflyingclub.com)

### Dick Swingly

[director-2014@williamsonflyingclub.com](mailto:director-2014@williamsonflyingclub.com)

***Fly-in Pancake Breakfast, Sunday May 18<sup>th</sup>, 7:00 AM***  
***FAA Safety Magazine – Leaveraging Certification and Standards to Avoid Monstrous Maintenance Mistakes***

## From the Presidents Desk Randy Christian

Thought's and observations – the 10,000 foot view  
Well another month has gone by and I find it so refreshing and enjoyable to see our airport coming back to life after a long winters nap. It does my heart good to see so many new faces around these days too.

I hear so much about the doom and gloom of General Aviation and then I look around our fine airport and have to think “Wow, we are doing something right !” - and as a club I sure hope we don't lose sight of this.

I was at Sun-N-Fun earlier this month and had a great conversation about our Club with a wonderful woman by the name of Brenda from the AOPA. She was very interested in our club and airport. I have had several conversations with her now and she is interested in our ‘Model for Success’. Who knows, maybe a little publicity from the AOPA on the horizon - time will tell.

I had an enjoyable conversation this week with an EXTREMELY long time club member about back in the day. It truly was enjoyable and fun to hear the stories about the days when the club was really just a strip of grass and basically a shed for a club house. Oh how far we have come!!!! I'd love to have a few of our ‘seasoned’ members write an article about ‘Back in the Day’. If you are interested in sharing a memorable story, please contact me.

The founding fathers of the airport, along with the early membership, have the current crop of flyers forever in their debt. If it wasn't for all their hard work, risk taking and visions, The WFC and KSDC would only be a fading memory by now. CUDOS to our founding Membership!!!!

That is all for now.....

Flight Rx  
Obstructive Sleep Apnea – What's New  
*by Dr. Pam Tarkington*

A few months ago the FAA came out with a policy requiring an extensive evaluation for sleep apnea if the airman's BMI was 40 or greater. This, thankfully, has been changed.

The new regulations state that a pilot will not be disqualified based solely on the BMI. If the pilot is otherwise OK, a medical certificate will be issued. If there are certain risk factors the AME may recommend an obstructive sleep apnea evaluation.

If there are significant risks, an evaluation may be made by any physician, not just a sleep specialist. A sleep study will be at the discretion of that physician. There evaluations are sent to the AME within 3 months of the FAA exam and then forwarded to the FAA. Most importantly: the pilot can continue to fly during this time.

If the pilot does have sleep apnea, the pilot should bring a letter from the treating physician of satisfactory treatment. The AME can get a verbal OK from the FAA so that the pilot can stay in the air. The FAA will then send the pilot a letter of special issuance stating what follow up tests are required - this will usually only be a letter from the treating physician and the data from the CPAP machine.

All this said, it is important if you do believe that you have sleep apnea, that you are evaluated and receive proper treatment. Almost everyone with a BMI greater than 40 has sleep apnea. Treatment is important as sleep apnea can cause hypertension, cardiac arrhythmia, personality disorder, excessive daytime sleepiness, cognitive impairment and sudden cardiac death.

## Headliners

A Warm welcome to our newest members:

- Peter Poulakis from Webster, NY

Congratulations to:

- Jamie Oliver – Soloed.

Fuel prices are on the rise. Expect \$0.40 increase at the pumps with rental rates to increase accordingly.

This year we are celebrating our 50th breakfast. Grill setup will be Wednesday May 14<sup>th</sup> at 5PM. Breakfast setup will be on Saturday May 17<sup>th</sup> 8am-12. Lunch will be served at noon. The breakfast will be on Sunday, May 18<sup>th</sup> 7-1. The front gate will be closing tfor parking at 6:30AM.

Member Profile  
by Tony Alesci

Meet Mr. Jake DeGroot, owner-operator of Williamson Aeronautical Service and founding member of the WFC. He and a small group of men started the club in Palmyra in 1956. He was involved in locating and purchasing the club's 1st plane and many others after that. He also was involved in the purchase of the first piece of land at our airport from Bill Copp, a local crop duster. He helped build the first grass strip at KSDC. He also helped build our first 2 hangars. Jake has logged over 500 hrs. of flight time in several aircraft including J3's, Stinsons, Champs, Citabrias, etc...



Jake earned his AP inspection authorization working on club aircraft and others under Floyd Wilson's direction. Jake also served 2 years in the army as a field radio technician. He plans on retiring when he turns 100.

He has participated in every breakfast including the first one in Palmyra. Jake couldn't hide his love of aviation and our club even if he wanted to. He has served as treasurer, 2 terms as president, 2 terms as VP, and 2 terms as director. He hosts weekly lunches on Saturdays at his hangar and does the cooking the majority of the time. The donations from attendees cover the cost of the lunch, and he puts any extra aside to fund larger picnics in the summer. Everyone is not only welcome, but encouraged to attend.

Thank You for your service Jake.

Williamson - Grand Canyon – Scottsdale  
by Steven Murray

Not more than 5-minutes into our journey when I committed my first faux pas. The AWOS is reporting 1900ft; heck climb to 1400ft call, Rochester, activate flight plan. Not so fast, ROC tells me their MVA is 2000ft, “can you maintain obstacle clearance to 2000ft”. Well no, all I have heard



is 1900ft, uh oh. Overhearing all this, a flight out of Rochester confirms 2000' ceiling. “Yes I can maintain obstacle clearance”; in at 2100ft, out at 3200ft, clear to Texas. Add to mental checklist.

Through out this article I will give links to each leg, taken from [FlightAware](#), and will show weather at mid-point my flight.

[First fuel stop](#) planned was IL (3LF) but with the winds neutral and doing so well on fuel I continued on to Cuba, MO and overflow the St. Louis class B.



Looking at Foreflight I thought, why not ask for FONTI to put us abeam of the arch, and sure enough they gave it to me, we passed by at 10000ft. We landed at UBX, the longest leg I have ever done, 720nm, 4:30min. For the record I took on 59gal@4.90 leaving 15gal usable (1hr), not bad range.

The next leg was to [Dumas, TX \(KDUX\)](#). On arrival the winds were 25G32 3miles dust. Knowing the MDA was 5.7K with the airport at 3750ft I figured it was better to shoot the RNAV rather than try to pick out the airport, get down, stabilized, and land. Gotta love TX, gas is 4.80/gal, Debbie calls around for a motel, I call Brandon, airport manager, card on desk, and he tells me keys to the car are in top draw of his desk. With dog in the SUV we head off to town for dinner and a movie.



Flying over the Grand Canyon has always been on my bucket list. With favorable weather the next leg would bring us to GCN. I had flown this route 2-years ago and the ground goes up quickly and the weather is unpredictable. This route would lead through [Albuquerque to Flagstaff and up to the Canyon](#).

The air was unstable so the trip was moderately turbulent for the Bonanza and at 12K outside air was 0C. Coming up on Anton Chco (ACH) I start entering/exiting base of clouds, flip on the pitot heat and watch. Sure enough I am beginning to accumulate ice, time to search for outs, but no panic, MDA on next segment was 10K but in about 44miles was 12K. I left autopilot on but noted the trim position and airspeed. Sure enough I was beginning to loose airspeed and autopilot was trimming up.

Knowing ABQ would not let me down on my filed route, I found a dog-leg from ACH that was 10K. “ABQ rime ice would like to descend to 10K”, ALB states cannot due to 12K MDA, and I offer re-route on V234, granted. By the time I got to 11K the temperature had risen 2deg and the ice began peeling away. Soon after I broke out into clear sky. I ask for my original routing, and climb back to 12K.

The rest of the trip was uneventful with a surprise fly-by of [Meteor Crater](#). We got a little sleet in Flagstaff, I now see why it gets more snow than Buffalo, around [Humphreys Peak](#) (12633ft), and then up to KGCN (6609ft).

We got to the south rim around noon, checked into hotel, and took 3hr Pink Jeep tour to Zuni point and back. Dinner and then figure out how to fly over the canyon. To my dismay the [GCN VFR chart](#) is not available on Foreflight. I googled a few blogs on how to do it.



There is a no fly zone over the Canyon below 14,500ft. There are 3 corridors in which you can fly, the Fossil, Dragon, and Zuni Point. The basic geometry of the Canyon is that it is 40miles across and the Canyon itself is 6000ft deep. The [south rim](#) elevation is about 7500ft and the north rim elevation is about 8700ft. The colorado river is 400ft wide. Helicopter get to fly at 7500ft, sightseeing aircraft at 8500/9500. The rest of us are bound to 11,500 north and 10,500 south through the corridors. The corridor routes have endpoints given in latitude/longitude.



The line guy was great, took fuel to the tabs at 7.20/gal, parking was 5/day, and he threw in the Canyon VFR sectional; told me to stay out of the way of the Helicopters and Aircraft as they will complain.

Hop into the plane, plug in 4 user waypoints into the Garmin, and we were off. It was not smooth, actually quite turbulent this day, got my airspeed around 120, turned on the Autopilot, Altitude Hold, and enjoyed the ride. I guess you can compare this to flying over Lake Ontario with no water except this ditch was a bit deeper. I had no outs, just a good mechanic. [We flew up the Dragon and then back down the Fossil.](#)

While it was a great view, there was still snow on North Rim, I was actually getting a bit airsick and I could tell we both had enough.

So I activated my flight plan down by [Sedona to Scottsdale, AZ](#). We had a great week in Scottsdale, clear sky, 90deg until Saturday when we were to leave, rain and in the 60s. The weather showed ice from Flagstaff down to Tucson, we certainly were not going back the way we came. So I filed a southern route down to Tucson (around edge&bottom of forecast ice) and into West Texas.

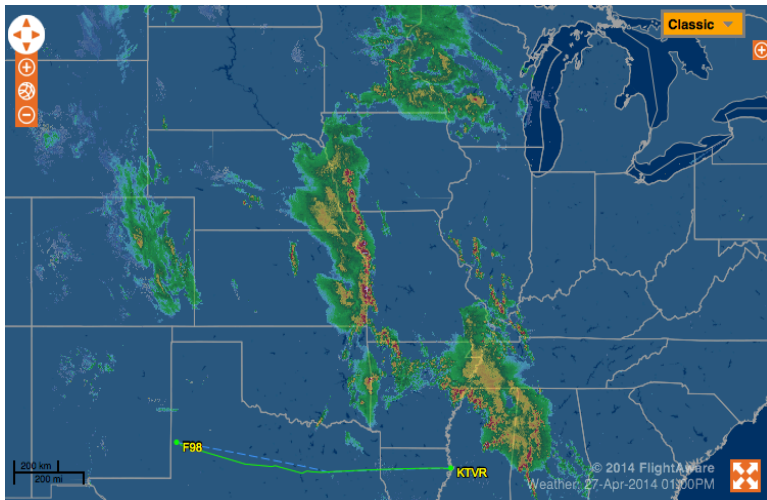
I knew the weather for Sunday was going to be



bad up and down central US but I wanted to get into Texas, stop, and plan for another day. Parking is not bad a SDL, \$10/day, but gas is expensive at 7.90/gal. Put in 10 gal to waive the \$40 landing fee, my plan was to get to Chandler for cheaper gas at \$5.85. Getting around PHX class B is a bear, you get out the [Fly chart on Foreflight](#), enter fixes into Garmin, and fly the VFR airway making sure you don't bust the ceiling of the B.



Taking off from Chandler they put me into a hold (what?) and then on to Tuscon. The [route I choose](#) had MDA of 9K to Tuscon and then a T-route that give me a MDA of 11K to El Paso. At 9K it was a few degrees about freezing but 11K was at 0C. I knew I was in trouble when listening to Tuscon a Saratoga took on rime ice at 10K northeast. I have no idea what they were doing NE since they were clearly headed into forecast ice area, not that I had much business coming in from the NW. The controller did a nice job getting them down and offered to give me vectors south of the area and I accepted. I took on quite a bit of ice at 11K, enough to hear my wife tell me that she was scared (not a good thing), but I was still flying ok. Once I got to the south-east of Tucson the accumulation stopped, clouds started to break up, but I was not sure how I was going to shed the ice since I was now locked into 11K. I asked the controller if I could get lower to shed some ice and he vectored me to a valley where his MVA was 8K. I circled in the valley for two laps until the ice dissipated. Back to 11K and on to El Paso and through the obligatory dust storms (my plane is still covered with grit). We stopped at Plains, TX (F98) about 40miles south-west of Lubbock at a [bed and breakfast](#) located on other side of the runway.



Sunday would be a challenge, the forecast was storms, hail, tornados possible in central plains and south. We would actually get a late start, our landlords made us breakfast, they had guests from China, great conversation, and it was 9AM CST before we started for the airport. There were two long fronts, one west and one east of the Mississippi. My initial plan was to stay south of the western front and stop just behind the eastern front in AK, fuel, re-evaluate. An hour into the flight it was apparent that

the two fronts were joining, XM-Weather was showing multiple cells and lightning across the fronts, all moving north, so I decided to keep heading southeast. I stopped east of [Shreveport LA \(KVTR\)](#) for fuel, 4.60/gal, gotta love Foreflight for planning stops. The weather now extended into GA so I filed for just shy of Atlanta and then hopefully I could turn north to [KMKJ](#).

As I approached ATL the weather was now in ATL and center advised me that I would not be able to cross ATL below 14.5K. They gave me a new route, GRANT, SINCA and then north to VA. I was able to get around

the mess with about 40 miles to spare and head north. I fueled in VA and flew my final leg home to SDC. We flew from West Texas to Atlanta and then north to Williamson.

We landed at KMKJ at 7:00PM but I failed to determine that it was self-serve, they officially closed at 7PM.



With the airport completely abandoned, after hours assistance \$80.00, I needed to find fuel, it was getting dark fast, and I was in the mountains of VA/WV. [KBLF](#) was 25-miles away, self-serve, call to confirm, off we went VFR. All I could think of was here is another fuel accident waiting to happen, lesson learned. Fueled up and off with some daylight still remaining, we arrived [SDC](#) at 10:56PM, there were lights, thank-you Mike & Ground-Crew! We covered 1903NM in 10.75hrs of flying, avoiding most of the weather with a good tailwind except for the final leg. It was a good 3 hours longer than planned. We were safe, happy to be home ,with many memories.