

The WFC Flyer – June 2014



FAA Safety Stand-down, Saturday June 14th, Rochester, NY
FAA Safety Magazine – Leaveraging Certification and Standards to Avoid Monstrous Maintenance Mistakes

Important Dates

General Meeting

June 12, 2014
7:00 PM Clubhouse

Board Meeting

July 3, 2014
7:00 PM Clubhouse

General Meeting

July 10, 2014
7:00 PM Clubhouse

Club Officers

President

Randy Christian
president@williamsonflyingclub.com

Vice President

Jack Fuller
vice-president@williamsonflyingclub.com

Treasurer

Bob Herloski
treasurer@williamsonflyingclub.com

Secretary

Steve Murray
secretary@williamsonflyingclub.com

Past President

Joe Ebert
ebert_past_president@williamsonflyingclub.com

Directors

Mike Shippers
director-2012@williamsonflyingclub.com

Tom Henderson
director-2013@williamsonflyingclub.com

Dick Swingly
director-2014@williamsonflyingclub.com

From the Presidents Desk Randy Christian

Happy Summer Flying Season everyone !!! I wanted to just take a moment to say that it never ceases to amaze me as to how well the Williamson-Sodus Airport operates and the positive feedback I receive about the facilities and the WFC.

I want to start this month with first of all saying a great big thank you to my fellow Board Members who put in many hours to help make this club run smoothly. Without the efforts, advice and decision making from the simple items all the way up to the difficult decisions that need to be made (they do happen from time to time).

Jack F., Steve M., Bob H., Mike S., Tom H., Dick S. and Joe E.
THANK YOU ALL.

Next I would like to recognize all of the committee teams for the tireless hours they offer up to do their part in order to keep the club moving along as well as it does. The Cosmetic's team, Grounds & Maintenance Teams and the new Activities and Guidance teams, along with all of the volunteers that help to 'keep the lights on' if you will, you all deserve a pat on the back for your efforts. A JOB WELL DONE BY ALL OF YOU.

Lastly, I want to thank Mike Bjerga. Because of your efforts in not only being a CFI/CFII for the club, but a true teacher that has touched each and every one of the WFC members with your training efforts, WINGS events, IPAD classes, the list is never ending ! You, along with John Creatura, John Lauster and Dave Lowry to help round out the training side of the WFC - we are not only a better club but a safer club as well.

Our club is successful because of all of the proud volunteers we have that want to MAKE us successful and keep us that way. I just thought I would take a few minutes to formally offer up a small token of recognition for you all, but also a heartfelt THANK YOU for your efforts each and every one of you.

Flight Rx
Stroke
by Dr. Pam Tarkington

Several years ago Dr. Joshua Hollander (former chief of neurology at Rochester General Hospital) coined the phrase "brain attack" - this is exactly the description of a stroke (CVA).

There has recently been several TV announcements of warning signs of a CVA: slurred speech, inability to move an arm +/-leg, etc. The symptoms depend on which area of the brain is affected.

CVA's are the 3rd leading cause of death in the US. That said, the incidence of this is declining. Part of the reason for this is better treatment and early recognition of certain risk factors: diabetes, hypertension, hyperlipidemia, cardiac disease, smoking, illicit drugs, AIDS, heavy alcohol abuse and family history.

In general cerebral infarction may be thrombotic or embolic. As stated before the symptoms depend on the artery that supplies certain areas of the brain.

Simply:

1. obstruction of carotid arteries: can cause a rapid and brief loss of vision in one eye.
2. occlusion of the anterior cerebral artery: weakness and sensory loss of the opposite leg and sometimes weakness of the arm.
3. middle cerebral artery paralysis and sensory loss and bilateral loss of vision in 1/2 of the visual field. The eyes will look toward the side of occlusion. There will be an inability to speak if the dominant side of the brain is involved.
4. occlusion of both cerebral arteries produces coma, pinpoint pupils and flaccid quadriplegia (can't move all 4 extremities).

Obviously this is not an all inclusive list. Hemorrhage into the brain can also cause CVA. In addition some tumors can have the same symptoms as an actual CVA.

Treatment: Thrombolytic therapy (IV drug) if administered before 3 hours of the beginning of an ischemic stroke (plus if no contraindication) can reduce neurological defects. Physical therapy, occupational therapy and speech treatment can help in some cases.

The FAA requires a two year waiting period after a CVA.

The FAA will require that you produce all hospital records, medications and a current status report from your treating physician. All of this will have to be sent to Oklahoma City for a final determination by the FAA.

Headliners

A Warm welcome to our newest members:

- Mike O'Leary from Brandenton Fl

Congratulations to:

Thanks to everyone who participated in another successful breakfast. Preliminary results are still coming in. We served just over 1600 breakfasts, flew 80 rides, and estimate grossing over \$10,000.

- James Black – Soloed

55W will be going in for an engine overhaul on or about 9 June.

Looking for volunteers for storage room cleanup, see Randy.

Hangers inspections will be performed in the next few weeks. An email notification will be sent out providing dates of inspection. If you wish to be present when your hanger is inspected please contact Dick Swingly or Mike Shippers.

Looking to do another spot bombing/landing contest in June/July.

Keep watch for on-going repairs to North End hanger, East side.

Member Profile
by Tony Alesci

Meet Chris Houston:

Chris (a research scientist for Bausch and Lomb) joined the WFC last year. He's a team player who has helped set up for and flew rides for our breakfast this year. He's also a member of the activities committee and brings plenty of fun and interesting ideas to the group for us all to enjoy.



Chris started flying in 2001 at 3 Rivers, Michigan. He earned his private in 2002, instrument in 2013, has a few glider tows in his log book flying an Archer II, and did a mountain checkout in the Rockies in 2008. He started flying in a 150 and has 172 and 180 tail numbers in his log book. He currently has logged 1200 hours, 1000 of which he's logged in his Warrior.

Chris writes an aviation blog - "warrior481.blogspot.com." Check it out!

Welcome to the club, Chris.

A Tail Wheel Story
by Mike Shippers



In 2013 I was able start my training with Jim Nohlquist in a 1946 champ. First lesson was keeping the tail up all the way down the runway. That was the day really found out how important the rudder is. Due to the flying at WFC I never did have calm day for my training, I always had a crosswind witch made the training a lot of fun. After the 10 hours of dual per insurance requirement I was signed off. First flight was to Middlesex Airport to have breakfast tried a new thing that day land on grass in a tail wheel plane for the first time .the landing was great and a lot easier than landing on pavement. That day I found my favorite airport to land and have breakfast.

