

# The WFC Flyer – November 2014



Christmas Party, Eagle Vale, Saturday December 20, 6pm  
FAA Safety Briefing, Winter Operations, November/December 2014.

## Important Dates

**General Meeting**  
November 13, 2014  
7:00 PM Clubhouse

**Board Meeting**  
December 4, 2014  
7:00 PM Clubhouse

**General Meeting**  
December 11, 2014  
7:00 PM Clubhouse

## Club Officers

**President**  
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**Vice President**  
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**Treasurer**  
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**Secretary**  
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**Past President**  
Joe Ebert  
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## Directors

Mike Shippers  
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Tom Henderson  
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## From the Presidents Desk Randy Christian

I am starting this month's column speaking about the holiday season because next month I am going to do a review of the past year so I did not want to lose track. So this means it Christmas Party Time!!!!

After some struggles, we finally have a date / time for the party - it will be December 20th at Eagle Vale Golf Course 6:00pm start time.

Along with holiday season, this is also the end of another year for us all, and wow, what a year it's been. My first year as The President of the Williamson Flying Club – I have seen and learned so much. We have challenges that are ahead for us as a club, but one thing I know for sure is that with all of the smart and talented members we have, we will always find a way to succeed. So many of you have done your share to help us move forward this year that I can't possibly thank you all in this column.

It's always said that in a club, you will always see the same handful of volunteers doing the bulk of the work. Well, our club must be a bit special in that each year, I see a new face or two in the crowd that will step up and do a bit more. This year was no exception for me. So in closing, I would like to say that I welcome each and every one of you to continue to do your part and step up and do what you can in these challenging years ahead.

Thank you one and all.

Flight Rx  
Drugs and the Cockpit  
*by Dr. Pam Tarkington*

Certainly no pilot in this club would think about getting into a plane under the influence of alcohol. But what about drugs? Now, we are not talking about heroin, cocaine, ecstasy, etc - but about those medications that you can buy with or without a prescription.

Unless specific tests are done on the eye it is hard to know if a pilot was impaired by alcohol post mortem as when we die there is a "normal" concentration of ethanol in our system.

From 1995-2004 there were several cases of accidents:

- alcohol caused 61 fatalities
- prescription drugs 99 fatalities
- non-prescription drugs 91 fatalities
- marijuana 36 fatalities

Many people believe that if a drug is sold over the counter - that is no prescription - it is safe, NOT SO. Both prescription and non-prescription drugs can seriously impair your performance in the air.

Lets look at a very common non-prescription drug: benadryl ( the big name is diphenhydramine) - this, among other names is called advil PM, tylenol PM, etc. In the time period cited above it was responsible for 126 fatalities. Just looking at this one non-prescription drug, the side effects include impaired coordination, blurred vision, reduced alertness and drowsiness. All of these can lead to accidents.

Needless to say prescription drugs are more powerful. Let's look at codeine - this is derived from opium. It is used in cough medicine as well as a pain medication. Some of the side effects are drowsiness, confusion, nausea and dizziness.

Taking drugs that may impair your ability to fly is specifically prohibited by title 14 code of regulation 61:53 "... in taking medication ... for a medical condition that results in that person being unable to meet the requirements for the medical certificate necessary for pilot operation".

In the case of most of the fatalities cited above, the pilot did not report that he/she was taking any medication and it was only discovered at autopsy or from drug test done after the accident.

Bottom line: check the possible side effects and if you have any questions, call your AME. Your Primary Care Physician may not be aware of the possible consequences of drugs and aviation.

## Headliners

The Christmas Party venue and date have changed. The new venue is the Eagle Vale banquet facility on Saturday, December 20<sup>th</sup>. The party is open to all members, family, and friends. Time and cost to be communicated in near future.

Last minute attendees are always welcomed but please RSVP by contacting Joe Ebert as soon as possible so we can get a head count. A sign-up list will be available at the November and December membership meetings.

Cool Places to Fly  
by Chris Houton

Landing on a well-maintained grass runway is one of the great pleasures in aviation. When doing so takes you back in time, it's even more fun.

**Destination:** Grimes Airfield (8N1), Bethel, PA



**Why It's Cool:** Grimes Airfield is located south of one of the many ridges stretching across the Pennsylvania landscape. The runway (11 – 29) is 2,700' x 100' of grass in excellent condition. The field is home to the Golden Age Air Museum ([www.goldenageair.org](http://www.goldenageair.org)). Most of the aircraft in the collection are airworthy and were generally built prior to World War II. The collection is contained within several hangars and includes Golden Age mainstays like a Curtiss Jenny (above photo) and a 1929 WACO biplane along with early designs from Don Luscombe, Al Mooney, and the Taylor brothers (such as an E-2 Cub, ancestor to venerable the Piper Cub).

Guided tours are available. On my visit, the founder of the museum provided me with a wonderful tour through the history of early aviation. Biplane rides in the WACO are also available (prices vary with duration – see the website). For anyone who loves old airplanes, this is a magical place and a great way to spend an afternoon.

Admission is \$5 for adults (or \$8 for a guided tour) and \$3 for children ages 6-12. The museum is generally open on weekends (Saturday: 10 am – 4 pm, Sunday: 11 am – 4 pm) May – October, so add this one to your list for next year.

**Tips:** The airport is public use and open to transient aircraft. No fuel is available. If flying in, be wary of NORDO (“no radio”) aircraft in the pattern, including the museum’s red WACO biplane. Frankly,

the WACO is hard to miss, but keep your head on a swivel anyway.

The field is turf only. If you fly the WFC aircraft, recall that the field must be charted (it is), that you must have permission to land there (you do, it's public use), that you must have more than 150 hours experience, and will require a grass "checkout" with a club instructor. If you've never landed on grass, you owe it to yourself to try; landing on a well-maintained turf runway is a joy and all of the club aircraft are suitable for the task. If you desire a field condition advisory, give the museum a call at (717) 933-9566 or send an email to [info@goldenageair.org](mailto:info@goldenageair.org).

I did not see any food on site during my visit, but there are restaurants at nearby towered fields. Fiorentino's is in the terminal building at Lancaster (LNS, 21 nautical miles south of Grimes). This is where I had lunch the day I visited Grimes and it was excellent. Malibooz is on the southwest corner of Reading Regional (RDG, 16 nautical miles southeast of Grimes). If you fly into RDG, note that there is an approach frequency (125.15) that ATC will expect you to use, even though the chart only shows simple Class D airspace. RDG is also home to the Mid-Atlantic Air Museum, which is very different in character from the Golden Age Air Museum, but worth a visit. I'll cover that one in a later installment.

### Member Profile by Tony Alesci

Meet Dave Lowry,

Dave joined the WFC in 2007 bringing 38 years of flying and a CFII to the party. He started taking lessons in 1976 at Ogdensburg. In 78' he joined the Army to be an air traffic controller which put flying on hold until 1980. Dave earned his private in 81', his CFII in 85'. He has 1300 hours in his log books. He retired in 2013 from a career in air traffic control. You'll find him on the list of instructors on our aircraft clubs account.

I've yet to fly with Dave but, based on feed back from those who have I'm looking forward to doing so. Save me a slot next August for a club review Dave. Oh, and congrats on your purchase of a beautiful 150.



Just Plane Fun  
by Tony Alesci

We had 7 aircraft participate in the Lake Placid fly-out. Here are members of the club at the Lake Placid brewery for lunch. A great time was had by all and the food was good as well.

