

The WFC Flyer – April 2015



Important Dates

General Meeting

April 9, 2015
7:00 PM Clubhouse

Board Meeting

May 7, 2015
7:00 PM Clubhouse

General Meeting

May 14 2015
7:00 PM Clubhouse

Club Officers

President

Randy Christian
president@williamsonflyingclub.com

Vice President

Joe Ebert
vice_president@williamsonflyingclub.com

Treasurer

Bob Herloski
treasurer@williamsonflyingclub.com

Secretary

Steve Murray
secretary@williamsonflyingclub.com

Directors

Tom Henderson

director-2013@williamsonflyingclub.com

Dick Swingly

director-2014@williamsonflyingclub.com

John Clingerman

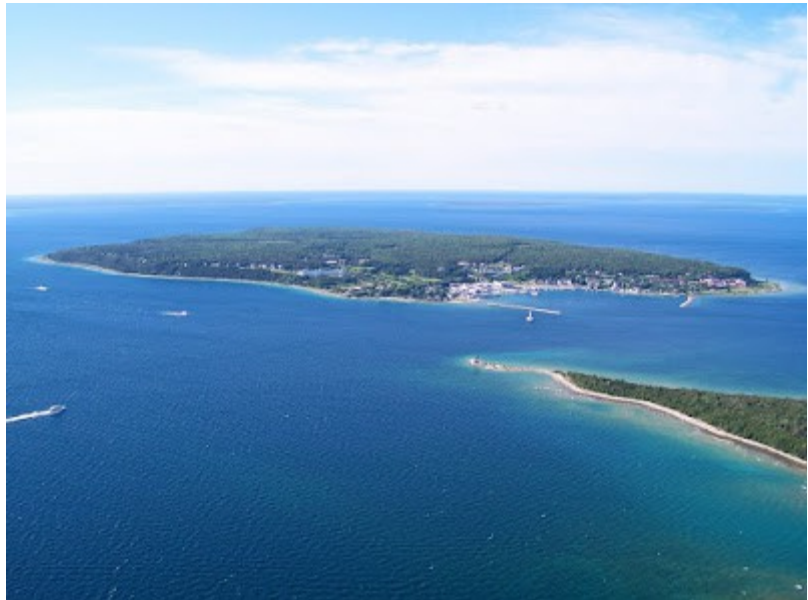
director-2015@williamsonflyingclub.com

FAA Safety Briefing - Weather Forces, Sources, and Resources
March/April 2015.

Apple Blossom Festival Breakfast, Sunday, May 17th.

Cool Places to Fly by Christopher Houston

With the summer flying season rapidly approaching, it's a good time to think about flying farther beyond the pattern. This month's featured destination is a unique, family-friendly and history-rich island getaway.



Destination: Mackinac Island Airport, KMCD

Distance: 470 nautical miles via route: KSDC FNT KMCD

Why It's Cool: Mackinac Island (pronounced mack-i-naw) is located in Lake Huron just east of the Mackinac Bridge, an engineering marvel spanning the five mile wide straits separating Michigan's upper and lower peninsulas. The island can only be accessed by boat or aircraft and (for the most part) no motorized vehicles are allowed on the island.

Upon landing at the Mackinac Island Airport, a horse-drawn taxi can be hired for transportation to town. Bicycles and horses are the primary means of transportation around the island. I can say with experience that riding a bicycle built for two around the 8.2 mile perimeter of the island is an exercise in teamwork! Looming high above the harbor is the well-preserved Fort Mackinac, site of the first land battle in the War of 1812 (spoiler: we lost that one).

Cool Places to Fly by Christopher Houston

Another iconic landmark is the Grand Hotel, famous for its appearance in the movie *Somewhere In Time*. More affordable lodging may be found closer to the harbor or on the mainland. The island is famous for its many fudge shops (as a result, tourists are often referred to as “Fudgies” by the locals). The interior of the island has many hiking trails that pass unique geological features like Arch Rock, Sugarloaf Rock, and The Crack in the Island. For lunch or dinner, island restaurants like the Yankee Rebel Tavern feature eclectic menus to suit many tastes.

For more adventure, one can take the ferry to Mackinaw City on the mainland and explore Fort Michilimackinac, The Old Mackinac Point Lighthouse, or the Icebreaker Mackinaw Maritime Museum. Aerial sightseeing in the region is excellent, with many lighthouses, The Mackinac Bridge, and occasional shipwreck.

My wife and I stayed on the island while celebrating our tenth anniversary. We returned a few years later with our daughter for a unique \$100 hamburger run after vacationing at nearby Sleeping Bear Dunes National Lakeshore (also highly recommended – you’ve never experienced sand dunes until you’ve stood atop one that rises 400’ over Lake Michigan). Everyone in my family enjoyed the novelty of Mackinac Island and exploring what it had to offer.

Tips: The route suggested above (KSDC FNT KMCD) is proposed as a means to stay over land and avoid special use airspace including the Steelhead and Pike MOAs as well as the restricted areas between Gaylord and Grayling, MI.

- ◆ For those who have not flown over Ontario, Canada when journeying between US airports, it’s easy.
 - If IFR, the process is entirely transparent.
 - If VFR, crossing the borders between Michigan and New York requires a flight plan, an ATC-assigned transponder code, and two-way radio contact with ATC.
 - Along this route, radar services will be provided by Toronto Center and Toronto Approach. If your route is closer to Lake Erie, aircraft are handled by Erie Approach and Cleveland Center. For the crossing from Ontario to Michigan, Selfridge Air National Guard Base is the controlling facility on 119.6.
- ◆ Customs and eAPIS are moot issues when overflying Canada; they only become necessary if you intend to land in Canada.
 - Though I never intend to land, I always carry my passport with me in the event that an emergency landing in Canada becomes necessary.
- ◆ Noise abatement procedures at KMCD require flying the pattern over water and avoiding the shorelines and town. The Michigan Airport Directory has a diagram:
http://www.michigan.gov/documents/aero/Mackinac_Island_385470_7.pdf
- ◆ The airport sits relatively high and exposed over the lake. Wind on final approach is notoriously squirrely.
- ◆ There is no fuel available on the island, but Mackinac County Airport (83D) is just five miles away (current price: \$4.75/gal).
- ◆ KMCD is maintained by the Mackinac Island State Park Commission and there are daily landing and overnight parking fees: both are currently \$10.40 for singles, \$20.90 for twins.

If arriving when the administration building is closed, the access code is V, simultaneous III-II, then I. This code is widely used at airports throughout Michigan for building access and is handy to know.

Headliners

The [aircraft reservation system](#) has gone live!

Tickets for the breakfast will be mailed to members this week, if you do not receive your tickets please contact either [Bill Bach](#) or [Kim Christian](#).

If you are interested in purchasing 37R contact John Clingerman. Act now, make an offer, and take advantage of membership pricing before the plane is turned over to a broker.

Randy Christian was the winner of the blind auction held March 12, congratulations Randy.

Save the Date! This year's breakfast is Sunday, May 17th from 7-1PM. Grill setup is Wednesday May 13th, 5-7PM, and the breakfast setup is Saturday, May 16th from 8-12.

Flight Rx Allergies by Dr. Pam Tarkington

The long awaited arrival of Spring is here and with it, for many people, comes allergies. In the US between 15-40% of the population experience some form of this. It is estimated that we spend about \$9 billion per year.

At different times of the year, different types of spores and pollen produce the symptom: in the Spring the culprits are trees and flowering shrubs; in the Summer it is grasses and flowering plants and of course, in the Fall ragweed and mold. Some people have year round allergies (called perennial rhinitis) and this is generally caused by dust, mite and air pollution.

Common symptoms are nasal congestion/discharge, red irritated eyes, sneezing, tearing. If the allergies have been present for a long time, nasal polyps may develop.

Treatment of allergic rhinitis can include antihistamine (bendryl, zyrtec and others) but these can cause drowsiness - no flying if taking these. Minimal drowsiness is caused by Claritin and Allegra but if you intend to fly with these try them on a day that you do not plan to fly to see how they affect you. Intranasal corticosteroids are very useful but must be taken continuously and may take a couple of weeks to become effective; some patients may complain of nosebleeds with these but it is thought that this is usually due to incorrect use of the inhaler. There are other medications that can also be used.

Avoidance will help with symptoms. This can be difficult. Using plastic to cover pillows and mattresses will help. Air purifiers and dust filters may help. Nasal saline irrigation can be used with the above meds.

If the patient does not respond to the above measures, allergy "shots" can be considered.

At times allergic symptoms can be very bothersome and if they are you should not be flying.

*Activities Committee
Member Spotlight
by Tony Alesci*

John Clingerman joined the WFC in October 2012, soloed March 2013 and received his private pilot certificate June 2014. He has logged 130 hours and anticipates hitting the 150 mark this summer making him eligible for check-out on grass strips with the club's planes. John fulfilled the goal of becoming a pilot specifically so he could take friends and family members out on short area flights, but he gets the most enjoyment flying with other pilots on longer excursions for a \$100 breakfast or lunch.



John is a very active member and participates on a preventative maintenance team, is an Activities Committee member, is on the lawn mowing crew, and is the newest elected Director serving on the WFC Board.

John is pictured here with 55W, the plane he used on his first solo, both cross country flights and check ride. It used to be his favorite plane, that was until he got checked out in 85X, which has become his new favorite plane.