

# WFC Flyer

Williamson-Sodus Airport, new runway circa 1996

## Important Dates:

**General Meeting**  
August 8, 2016  
7:00 pm, Clubhouse

**Board Meeting**  
October 6, 2016  
7:00 pm, Clubhouse

**General Meeting**  
October 13, 2016  
7:00 pm, Clubhouse

## Williamson Flying Club

## September 2016

### From the President's Desk by Steve Murray

While summer is not quite over yet, we need to begin thinking about what we want to do with N701DT and, to answer this question, we need to zoom out and determine what we want to do with our fleet for the next 10 years. Each aircraft comes with a particular operating profile; speed, payload, ceiling, endurance, seats, equipment, etc. To fly them often requires certain qualifications and skill. The cost to own, operate and maintain is always an important consideration. Simply put, different missions illicit different aircraft. What is your mission?

About 50% of our rental hours comes from

student activity and the remainder from pleasure. Two of our aircraft are considered training and two are suitable for longer distant trips. Our mix of aircraft generally



satisfies the mission of the majority of the people flying and we are currently flying our 4-aircraft at just over 200 hrs each. To warrant 5-aircraft, we need to fly over 1000hrs/yr. We will get close this year, but it's not clear if we can sustain that number. Are you having trouble renting an aircraft when you want to fly?

The cost structure is driven by our by-laws which is not often well understood by the membership. The per hour rate is an operational cost that is driven by consumables, wear and tear. The two highest contributors are the quantity/price of fuel burned followed by the engine set-aside. The fixed costs; insurance, annuals, and capital costs are all covered by dues. I often hear people say we cannot afford an "expensive" aircraft because of the "\$100" rental barrier. There are plenty of newer aircraft that can be had whose operational costs are similar to our current fleet - the point being that the capital cost

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### Williamson Flying Club

Williamson-Sodus Airport (KSDC)  
5502 State Route 104  
Williamson, NY 14589

Find us on the web at:  
[www.williamsonflyingclub.com](http://www.williamsonflyingclub.com)

### Board of Directors

President: Steve Murry ([president@williamsonflyingclub.com](mailto:president@williamsonflyingclub.com))  
Vice President: Tom Henderson ([vice-president@williamsonflyingclub.com](mailto:vice-president@williamsonflyingclub.com))  
Treasurer: Bob Herloski ([treasurer@williamsonflyingclub.com](mailto:treasurer@williamsonflyingclub.com))  
Secretary: Joe Ebert ([secretary@williamsonflyingclub.com](mailto:secretary@williamsonflyingclub.com))  
Director: Dick Swingly ([director-2014@williamsonflyingclub.com](mailto:director-2014@williamsonflyingclub.com))  
Director: John Clingerman ([director-2015@williamsonflyingclub.com](mailto:director-2015@williamsonflyingclub.com))  
Director: Randy Christian ([director-2016@williamsonflyingclub.com](mailto:director-2016@williamsonflyingclub.com))

**Medical Advisor:** Dr. Pam Tarkington ([pamela1@choiceonemail.com](mailto:pamela1@choiceonemail.com))

## From the President's Desk by Steve Murray

*(Continued from page 1)*  
of an aircraft does not drive the rental rate.

While cost matters, I believe so does the condition and capabilities of our aircraft. WFC has a reputation for renting aircraft at the lowest price point around. That is what keeps our membership strong and we will not veer much from this position. Our aircraft are well maintained, something that is often overlooked. We have a first class training program;

granted not everyone is "training". The only knock I have ever heard is that the appearance of the aircraft is "old" and the equipment "basic". Does any of that matter to you? Would you find a newer, well apportioned aircraft appealing if it rented at about the same price? Most important would you fly more?

Randy Christian, our director of Aircraft Operations, is working hard on this task. Last year as

President, Randy tasked a committee to begin looking at this very question. Their recommendation was that we begin transitioning our fleet to Cessnas. This fall Randy, is taking that information and will determine what we are going to do with N701DT. Talk to Randy or any of the board members and present your mission. Randy, I, and the board would really appreciate your input. Make your voice heard. Email is fine or just give us a call.

*"Talk to Randy or any of the board members and present your mission... Make your voice heard."*

## Cool Places To Fly by Chris Houston

**Destination:**  
Venango Regional Airport (KFKL), Franklin, PA

**Distance:**  
165 nautical miles (direct)

**Why It's Cool:**  
Venango Regional is home to Primo Barone's, an Italian restaurant situated on the northwest corner of the terminal building. Primo Barone's is open for lunch and dinner and, like Cloud 9 at Williamsport (KIPT, [previously featured in this column](#)), it breaks the greasy spoon mold for airport dinners and really strives to deliver a terrific dining experience.

(Perhaps "mold" is not the best word choice when it comes to recommending a restaurant?). In addition to great food, Primo Barone's has large picture windows looking to the north(ish) and west(ish) that give great views of traffic coming and going on runways 03-21 and 12-30.

If you're looking for a great dining destination that will impress your date after a 1.5 hour flight over the terrain of western Pennsylvania, you might want

to give Primo Barone's a try—in six years of visits, we've never been disappointed

### Tips:

- The FBO offers a 10 cent / gallon fuel discount to restaurant patrons. Save your receipt as proof.
- Primo Barone's is open Tue-Sun for lunch and dinner.
- The restaurant phone number is: (814) 432-2588

### Aviation Quote:

"This machine was a failure to the extent that it could not fly. In other respects it was a very important and necessary stepping stone."

- Igor Sikorsky, about the first helicopter, built 1909.

Do you have a great destination or trip to share? Let us know about it by sending an email to:

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

## Flight Rx by Dr. Pam Tarkington

### Third Class Medical

As you all know by now, this is about to become - almost- obsolete.

On July 15, 2016, President Obama signed into law legislation so that most pilots will no longer have to see an AME (aviation medical examiner) for their medical, but can instead see their own physician

The FAA has one year from the date of this law to come up with new regulations.

If a pilot had a valid medical in a 10 year period before 2016, then the pilot may not need to see an AME for renewal of third class medical.

Your own physician will follow a check list for the FAA (similar to the one used by the AME) and will clarify that you are fine to fly. This will have to be done every 4 years. Your physician does not send anything to the FAA, but you will have to keep this report in your log

book. In addition, you will have to take a computer generated aeromedical course every 2 years and note this in your log book.

As to the type of airplane you can fly there are certain limitations. You may fly VFR or IFR up to an altitude of 18,000 feet and at a speed of 250 knots indicated. You can carry up to 5 passengers and the aircraft can weigh up to 6,000 lbs.

Of course, there are some limitations. Number one, if your medical is more than 10 years old, you will have to see an AME, but only once. Number two, if you have never had a medical you will have to see an AME. Number three, if you have certain medical conditions [cardiac, mental, etc] you will have to have an initial visit with an AME. Number four, if your medical was revoked, suspended, or denied you will have to see an AME

No doubt there will be some further FAA clarifications and I will try to keep you up to date as these happen.

|  |                             |                           |               |
|--|-----------------------------|---------------------------|---------------|
| Copy of FAA Form 8500-9 (Medical Certificate) or FAA Form 8420-2 (Medical Student Pilot Certificate) issued. |                             | <b>FF-</b>                |               |
| <b>MEDICAL CERTIFICATE THIRD CLASS AND STUDENT PILOT CERTIFICATE</b>   |                             |                           |               |
| This certifies that (Full name and address):   |                             |                           |               |
| JOHN DOE<br>123 ANYSTREET DR.<br>ANYTOWN, TN 37130   |                             |                           |               |
| 12-17-73   | 70                          | 182                       | BR GR M       |
| Date of Birth  | Height                      | Weight                    | Hair Eyes Sex |
| has met the medical standards prescribed in 14 CFR part 67, for this class of Medical Certificate.           |                             |                           |               |
| Limitations  | MUST WEAR CORRECTIVE LENSES |                           |               |
|  |                             |                           |               |
| Examiner   | Date of Examination         | Examiner's Designation No |               |
|  | 10/17/89                    | 1013-2                    |               |
|  | Signature <i>Joe Doctor</i> |                           |               |
| Typed Name JOE DOCTOR, D.O.  |                             |                           |               |
| Airman's Signature   |                             |                           |               |



### Recommended Reading

The latest issue of FAA Safety Briefing (Sep/Oct 2016) focuses aviation career options [www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/)



WFC aircraft on the ramp at Lake Placid (KLKP) on October 10, 2015.

# Congratulations!



## Upcoming Events

|                    |  |
|--------------------|--|
| 10 September (Sat) | WFC luncheon: RSVP via the <a href="#">Event Calendar</a>  |
| 11 September (Sun) | EAA 486 Fly-in breakfast, Oswego Co. Airport (KFZY), 7:30–11:00 am<br>WFC Fly-Out ( <a href="#">Event Calendar</a> )<br>Fly-in breakfast, Olean Airport (KOLE), 8:00 am–noon |
| 17 September (Sat) | Seaplane Homecoming, Keuka Lake, 10:00 am-5:30 pm ( <a href="#">website</a> )<br>Pancake breakfast, Cooperstown-Westville Airport (K23), 7:00 am–11:00 am                    |
| 1 October (Sat)    | Third Annual WFC Fly-Out to Lake Placid. Arrive KLKP @ 11:00 am. Lunch at Lake Placid Pub & Brewery ( <a href="#">Event Calendar</a> )                                       |
| 2 October (Sat)    | Fly-in breakfast, Elmira-Corning Airport (KELM). Sponsored by EAA 533, starting at 8:00 am   |



### Congratulations to:

- Gabe Orange-Paton: Private Pilot, 17 August 2016 (top)
- Sandy Paxton: First Solo, 17 August 2016 (middle)
- Jamie Oliver: Private Pilot, 31 August 2016 (bottom)
- Chris Henry, Private Pilot, 7 September 2016 (right)

Well done one and all!