

# WFC Flyer



Twin WFC Cherokees on the ramp at St Marys, PA (KOYM), November 4, 2018 (Chris Houston)

## Important Dates:

**General Meeting**  
December 13, 2018  
7:00 pm, Clubhouse

**Board Meeting**  
January 3, 2019  
7:00 pm, Clubhouse

**General Meeting**  
January 10, 2019  
7:00 pm, Clubhouse

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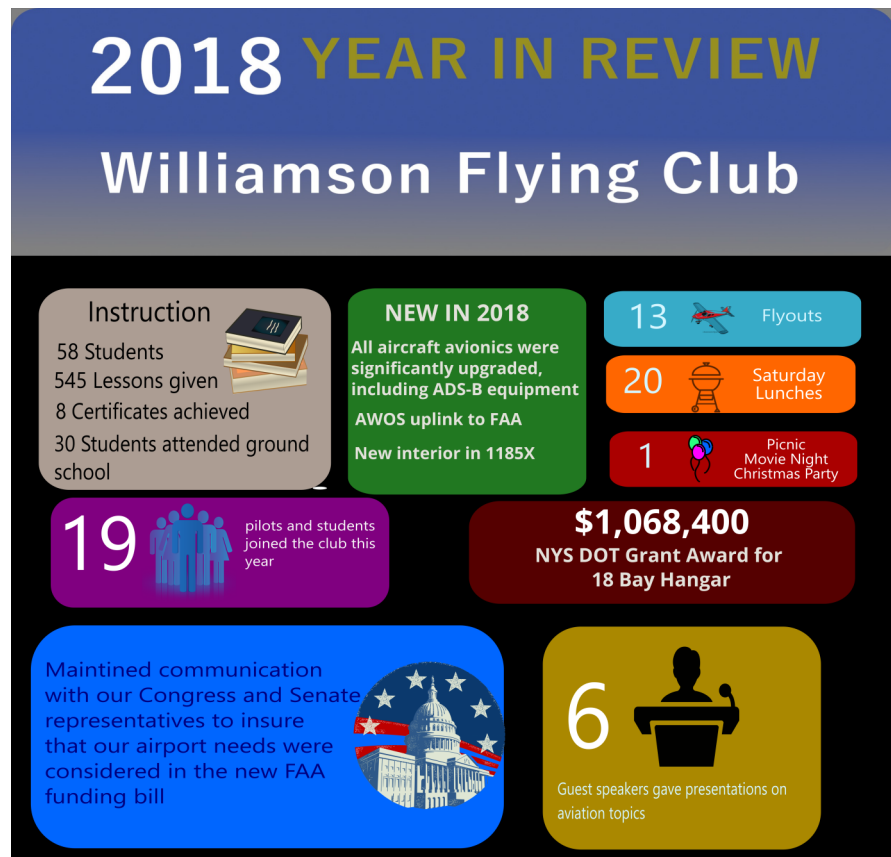
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## Williamson Flying Club

## December 2018

### From the President's Desk by Mike Malec

**A Great Year:** The Club had a great year in 2018! The following graphic shows the highlights of our achievements. Let's go flying!



## 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: Mike Malec  
Vice President: Tom Henderson  
Treasurer: Bob Herloski  
Secretary: Ian Fair

Director: Randy Christian  
Director: Greg Arserio  
Director: Dick Swingly  
Past President: Steve Murray

Contact: [bod@williamsonflyingclub.com](mailto:bod@williamsonflyingclub.com)

**Medical Advisor:** Dr. Pam Tarkington

### Aviation Quote:

"The simple audacity of our trip, our complete naivete and nonchalance, astounds me still. Our tiny two-seat Cub, manufactured in 1946, had no battery, no radio, no lights, not even a starter. The four cylinder Continental engine was ignited by my brother yelling "Contact!" from the cockpit while I stood outside, swinging the propeller by hand. Our only navigational aids were an ancient magnetic compass bolted to the instrument panel and a shopping bag filled with airman's charts. We nearly killed ourselves getting over the Rocky Mountains and, as we followed paved highways through the remote deserts of New Mexico and Arizona, the cars and pickup trucks traveling the blacktop the same way routinely overhauled us from behind and passed us, mocking us with their dust-devil wakes as they sped on west."

— Rinker Buck

From *Flight of Passage* in which two teenage brothers rebuild and fly a '46 Cub from Basking Ridge, NJ to San Juan Capistrano, CA in 1966. An excellent coming of age novel with an aviation twist.

## WFC 2019 Elections by Paula Sippel

As a reminder to all members, the upcoming 2019 Elections are fast approaching, scheduled for the February 2019 Annual Meeting.

To be eligible, a member must be a permanent or active member for at least one year, be in good standing having attended at least 6 General Membership Meetings from February 2018 - January 2019. A list of potentially eligible members was included in the [November 2018 Newsletter](#).

I encourage everyone to consider serving as an officer or director. This is a

rewarding way to serve our WFC community and become an integral part of your club.

If you are interested in a position (President, Vice President, Secretary, Treasurer, or Director) or would like to nominate a member, contact Paula Sippel by phone or email to express your interest in any of these positions.



## Flight Rx by Dr. Pam Tarkington

### Hypoxia Part 1



Hypoxia is decreased oxygen within the body. Symptoms include: increased breathing rate, fatigue, headache, dizziness, cold or hot flashes, euphoria, vision changes, nausea, tingling, apprehension, and lack of muscle coordination.

During hypoxia there are three stages:

- Indifferent
- Compensation
- Disturbance

In the indifferent stage, which occurs between 0 and 10,000 feet, the only demonstrated adverse effect is poor dark vision adaptation. In this stage,

night vision deteriorates about 4,000 feet.

Pilots who fly above 4,000 feet at night should be aware that vision acuity decreases significantly in the indifferent stage.

The onset of hypoxia is subtle and may present as a false sense of wellbeing. Symptoms often go unnoticed. However, most people have some symptoms (see first paragraph). I recommend that you listen to the [clip of ATC communicating with Kalitta 66 that is available on YouTube](#). The pilot's hypoxia is severe. He sounds drunk when he speaks and this audio clip demonstrates a level of hypoxia with multiple symptoms. Note his lack of concern for his situation.

During the compensatory stage of hypoxia, both the respiratory and circulatory systems provide some defense. Pulse rate, blood pressure and circula-

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## Flight Rx by Dr. Pam Tarkington

*(Continued from page 2)*

tion rate increase. Also the depth of respiration decreases. About 10,000 feet, the effects of hypoxia on the nervous system become more apparent. For example pilots may become drowsy and their judgement may become impaired causing them to make frequent errors. Even simple tasks that require alertness are affected. Pilots may not recognize hypoxia at this state.

In the disturbance stage, it is nearly impossible to compensate for

the effects of hypoxia. In this state, the most common symptoms are headache, fatigue, sleepiness, dizziness and euphoria. Lack of muscle coordination is also apparent at this stage and may go unrecognized. Thinking is slowed and short term memory is impacted. Judgment is severely affected and, again, may be unrecognized. Sometimes unusual personality traits are exhibited. This stage can lead to death.

It should be noted that smoking exacerbates hypoxia.

## Activities Committee Update by Chris Houston

### Opportunistic Breakfast

When the weather was shaping up to be pristine on the morning of November 4, we put together a last minute group fly-out to St Marys, PA (KOYM) for breakfast at The West Wind. Sixteen people in six aircraft from the WFC answered the call! We competed for space with another flying club from southeast Pennsylvania. In total, there were at least 23 aircraft crowded on the St Marys ramp that morning, but the staff of the West Wind managed us well and the food was excellent. Thanks to all who participated!

### Hangar Talks

Our last guest speaker of the year is Craig Wadsworth from the National Warplane Museum, scheduled for Saturday, December 8 at 11:00 am (see next page). Please join us for what promises to be a great presentation!

Lunch will follow immediately after.



Dick and Greg with Dick's Cherokee 140



The ramp at St Marys was completely full!



There was a great diversity of aircraft on the KOYM ramp!



Definitely not at the kiddie table (Mike Bebernitz)



Brad with his new ride



WFC members in post-breakfast fellowship at KOYM

### Contribute to the Newsletter!

Thanks to all who have already shared their stories, insights, and photographs!

Do you have a favorite photo from the Williamson-Sodus Airport or the Williamson Flying Club? A destination, memory, or trip report to share with the membership?

Submit your photo, story, or trip report to the newsletter by emailing:

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

## Cool Places to Fly by Chris Houston

As another year of flying draws to a close, why not set your sights a little farther beyond the pattern for next year? This month's featured destination makes for a wonderful couples or family getaway (I've used it for both).

### Destination:

Mackinac Island Airport (KMCD)

### Distance:

470 nautical miles via FNT (avoids overflying any of the Great Lakes)

### 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 air-

craft 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). 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. We stayed at the nicely-appointed [Main Street](#)



Another perk of the route: it passes right over Niagara Falls



Inbound to Mackinac Island



American Falls at Niagara



Entering a wide downwind for runway 26 at MCD

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## Hangar Talks Announcement



**Craig Wadsworth**  
National Warplane Museum

**December 8, 2018**  
11:00 am, WFC Clubhouse

Lunch will immediately follow

### Abstract:

Craig will present on flying the National Warplane Museum's C-47 "Whiskey 7" to Normandy, France in 2014. Whiskey 7 was a D-Day veteran and flew as a lead ship carrying paratroopers over France. In modern-day Normandy, Whiskey 7 and her Geneseo-based crew participated in events commemorating the 70th anniversary of D-Day.

### About our Speaker:

Craig is the Maintenance and Restoration Director and Airport Operations Manager at the National Warplane Museum in Geneseo, NY. He is an A&P and a Commercial ASEL/AMEL instrument-rated pilot, PIC in the C-47, SIC in the B-17 and PB.Y.

## Cool Places to Fly by Chris Houston

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[Inn and Suites](#). 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 shipwrecks.

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



Arch Rock on Mackinac Island



Sleeping Bear Dunes National Lakeshore from the air

vacationing at nearby [Sleeping Bear Dunes National Lakeshore](#).

As an aside, The Sleeping Bear Dunes are a highly recommended destination. You’ve never experienced sand dunes until you’ve stood atop one that rises 400’ over Lake Michigan. Cherry Capital Airport in Traverse City, MI (KTVC) is a convenient airport to use for visiting Sleeping Bear.

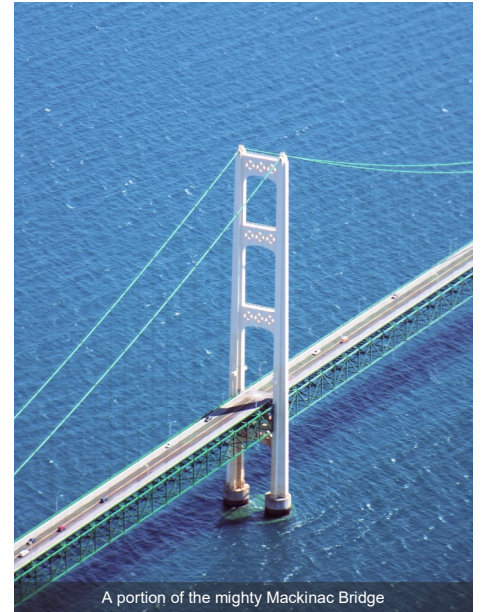


Exploring the dunes

On our last visit to Mackinac Island, we happened to land right behind J. Mac McClellan, the long-time Editor in Chief of *Flying* magazine. Mac was gracious enough to share his horse-drawn taxi into town with us.

Everyone in my family enjoyed the novelty of Mackinac Island and exploring what it had to offer, from the historic fort, to the beautiful hiking trails and the novelty of landing on an island without mo-

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A portion of the mighty Mackinac Bridge



The famous Grand Hotel—so huge, I spotted it 15+ miles out



Fort Mackinac is a worthwhile historic destination



The view from our balcony at Main Street Inn and Suites

## Cool Places to Fly by Chris Houston

(Continued from page 5)

torized vehicles. It is a unique destination that is not well-known outside of Michigan, but an airplane brings it within easy reach of those who live in western New York.

### Tips:

- The route suggested above (KSDC FNT KMCD) is proposed as a means of staying over land and avoiding 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—file your flight plan and go!
  - ◆ If VFR, crossing the borders between Michigan and New York requires an ICAO 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 Terminal once you cross the border. If your route over Ontario is closer to Lake Erie, en route aircraft are handled by Erie Approach and Cleveland Center. When crossing the international border from Ontario to Michigan south of Lake Huron, Selfridge Air National Guard Base is the controlling facility on 119.6.
  - ◆ Customs and eAPIS are moot issues when overflying Canada;

## Upcoming WFC and Local Events

Saturday 08 Dec	<b>Hangar Talk, Craig Wadsworth of the National Warplane Museum.</b> WFC Clubhouse, 11:00 am. Lunch to follow.  RSVP for this event on the <a href="#">club event calendar</a>
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Items in **bold** are sponsored by the WFC Activities Committee

Saturday lunches at the WFC have ended for the season, though a lunch will be held on Dec 8 following the Hangar Talk

they only become necessary if you intend to land in Canada.

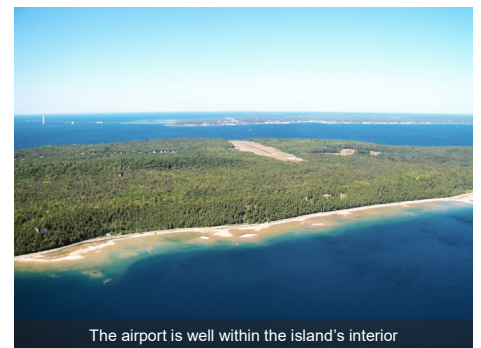
- ◆ Even when I do not intend to land in Canada, I always carry my passport with me in the event that an emergency landing in Canada becomes necessary.
- ◆ More information about flying over and to Canada can be found in [this slide deck from my Hangar Talk](#) given to the club earlier this year.
- Every time we've gone to Mackinac Island from New York, we've stopped for fuel at Jack Barstow Airport (KIKW) in Midland, MI just northwest of MBS International (KMBS). This is a friendly uncontrolled airport with inexpensive fuel for the region (currently \$4.53/gal).
- Noise abatement procedures at KMCD require flying the pattern over water and avoiding the shorelines and town. The [Michigan Airport Directory](#) has a diagram for this.
- The airport sits relatively high and exposed over the lake. Wind on final approach is often notoriously squirrely.
- There is no fuel available on the island, but Mackinac County Airport (83D) is just five miles away (current fuel price: \$5.25/gal).
- KMCD is maintained by the Mackinac Island State Park Commission and there are daily landing and [overnight parking fees](#): both are currently \$12.50 for singles, \$25.00 for twins.
- If arriving at KMCD 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 when flying through Michigan.



Our taxi with Fort Mackinac in the background



Turning a left base for runway 26



The airport is well within the island's interior