



The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

MAR 2009

General Meeting

Mar. 12, 2009
7:00 PM, Clubhouse

Board Meeting

Apr. 2, 2009
7:00 PM, Clubhouse

Breakfast Committee Chairperson's Meeting

Mar. 12, 2009
6:30 PM, Clubhouse



Election Results

2009 Board of Directors

President:

Joe Ebert

Vice President

Lance Merritt

Treasurer

Bob Herloski

Secretary

Bob Robideau

Directors

Bill Bach
Chris Karpenko
Gary Stevens
Pam Tarkington

Thank You!

Pam Tarkington
president

Tom Litteer
director

From The President by Joe Ebert

A Year of Challenges

It's no secret we're flying less. Membership has dropped and it affects our bottom line. Our Treasurer projects a small deficit that could be covered with cash-on-hand, but using cash to balance a budget is not a long term strategy. One side of the equation is to examine our costs and seek ways to reduce expenses. The other side of the equation is to find ways to increase income so we don't have to use cash. I have appointed a Finance Committee to examine our operation and make recommendations that will benefit us for the long term.

The Board of Directors must balance member and airport interests and find ways to sustain our facility. Plans to resurface our runway are underway and efforts to obtain FAA Airport Improvement Grant funds to

pay for it are being made. An opportunity to welcome pilots from a nearby airport has opened up to us. We will do our best to accommodate these new member/pilot/owners and welcome them to the Club.

Above all, we're a social club. Impromptu Saturday lunches and hangar-flying sessions are part of pilots' "daily recommended diet" of fun. The Pancake Breakfast and Holiday Party are tradition but we also can satisfy our need for "fun" with other events.

Louise Woodworth and Ellen Cournoyer are working on something really special for this year. More details will be announced in the coming months. If we can get the greater community involved, even better!

Challenging times call for innovation. My challenge to all WFC members is "if you have an idea, tell us"!

Flying Season Is Almost Here—Club Currency Requirements

Section 1 club members who rent club aircraft need a flight review when any of the following conditions arise:

- a) any new member whether a rating is held or not.
- b) every 12 months, for each club member before s/he can fly club aircraft except when, additional ratings have been acquired, or a Wings phase has been completed, in which case, the date for the next check ride is (12)months from the date s/he acquired the rating or completed the Wings phase
- c) a member wishes to fly an aircraft in which s/he has not been previously checked out.

Section 2 All private pilots must successfully complete a check ride in a club airplane by a club instructor if they have not flown (any plane) within the previous 90 days. Student pilots must complete a similar check ride if they have not flown within the previous 30 days.

These club requirements are in addition to the FAA requirements for a current medical and BFR. Check your log book. If you are due for a flight review, speak with Mike or one of the other club instructors.

Finally, consider participating in the FAA Wings program. It is an excellent way to remain current, sharpen your flying skills and become a wiser, safer pilot.

Flight Rx by Dr. Pam Tarkington

STRESS-IN AND OUT OF THE COCKPIT

Let's face it, stress is a part of everyday life, but may be more hazardous in the cockpit.

Just as I decided to write this article, I looked out the window and saw Pegasus - the name that I've given to a deer who visits frequently. I know that she is the same deer as she has three useful legs - she used to have a dangling leg but now it has atrophied (became curled up to her side). Now, that's someone who has experienced stress: she had to learn to walk, deal with the elements and avoid hunters. More on her later.

What constitutes stress for one person is a normal activity for others. Instrument flying is likely nothing to Larry, but would be stressful to others. Stress can be good - it sharpens our skills and makes us more vigilant.

Signs of stress can include sweating, palpitations, feeling of doom, urinary frequency, chest pain, fear, eating more/less, sleeping more/less. In our everyday life what can we do about it? Several things: regular physical exercise, setting realistic goals, better time management, knowing our limitations.

What about stress among pilots? One very important thing is to keep our skills up to date. You can do this by attending aviation safety seminars, practicing maneuvers, and very importantly going up there with one of our great instructors so that your skills can be evaluated and honed. It is important to fly as often as possible and use your checklist.



Let's go back to Pegasus: I have known her for four years and do not know how long she has been around. The average life of a deer is 2-3 years. This year she had a fawn and last year two. Now, if she can overcome stress, so can we.

The Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25) says that a certain amount of stress is good "since it keeps a person alert and prevents complacency".

What is stress? I would define it as the encounter of a physical/mental situation that produces symptoms either psychological or physical or both of dread or fear or untold anxiety.

Also remember that the medicines used to control stress are generally anti-depressants, anti-anxiety drugs as well as tranquilizers: the FAA does not permit, at the present time, the use of any of these drugs. In lieu of using drugs: exercise, speaking with a psychologist/psychiatrist, regular physical and mental exercise or the activities mentioned before will help. Above all, recurrent training is the pathway to reducing stress in the cockpit.

As always, any subject you'd like to have discussed, please let me know.