



# The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

FEB 2010

## Important Dates:

### General Meeting

Feb, 11, 2010  
7:00 PM, Clubhouse

### Board Meeting

Mar. 4, 2010  
7:00 PM, Clubhouse



## Thank You!

We have appreciated the opportunity to be on the Board of Directors of the Williamson Flying Club and wish all the best to the members of the 2010 board.

Pam Tarkington  
Past President

Bob Robideau  
Secretary

Gary Stevens  
Director

## *From the President by Joe Ebert*

Elections for new Officers and Directors are this Thursday at the General Meeting. Two board members have elected not to run again. Secretary Bob Robideau and Director Gary Stevens have both indicated that "it's time for someone else" to be on the board because "new blood" is good for the club. I have enjoyed working with Bob and Gary in the past year and look forward to working with whomever is elected to replace them. Dr. Pam Tarkington, as past president, served on the board in an advisory capacity for the last year and I thank her for her advice as I have often turned to her for guidance on matters concerning the club.

The candidates for office this year bring the most valuable asset that members have to offer – their time and talent. I think it's important for club members to keep in mind the commitment that being on the Board or a standing committee takes. Obligations can range from meeting one night a month to having no choice but to go to the airport when Mother Nature dumps snow, no matter the hour of day.

While the commitment by volunteer members who work every day or once a week or somewhere in between is very important,

what's also important is the help that club members provide simply by volunteering once in a while. The Pancake Breakfast is one of those events that *absolutely needs volunteers* – and the more the better. The day of the breakfast requires that all positions be filled by club members. Last year, we had a relatively low turnout and we had to shuffle folks from one crew to another to fill gaps.

It's important that all club members remember how much everyone is needed on the third Sunday in May. If you absolutely can't make the Sunday date, and there are folks who can't, consider volunteering to help set up grills on the Wednesday before, or helping with setup on Saturday morning. Many hands are needed.

This week, the Breakfast Committee will hold its first meeting (see Bill Bach's notice in this issue). If you're a chair of one of the committees that serves to make the breakfast happen, please make every effort to be at this early planning meeting.

For the rest of us, please mark Sunday May 16<sup>th</sup> on your calendar. We need everyone's help to make the Breakfast run as smoothly as possible.

## Breakfast Committee Co-chairs Meeting

Feb. 11, 2010  
6:30 PM, Clubhouse

## Elections at the February General Meeting

Elections, held at our February General Meeting, require candidates for office. At the January General Meeting, the Nominating Committee provided a collection of candidates for each of the offices that are open for election. Nominations from the floor were made for secretary and director.

**Secretary:** Jim Markovitz  
Archie Woodworth

**Director:** Tom Henderson  
Mike Shippers  
Jim Wilkins

The candidates for each office are as follows:

**President :** Joe Ebert

**Vice-President :** Lance Merritt



## Flight Rx by Dr. Pam Tarkington

### OUR HEART - MORE THAN A VALENTINE

For your medical, you are asked about heart disease. Our heart is a complicated - and a very essential - organ: It has arteries (blood vessels that if compromised can lead to angina or an MI), four valves that pump blood around its four chambers) and it is also a muscle (pump) that sends blood into our body.

Let's look at this starting with the arteries that supply blood to the heart. Without getting into the anatomy of this, certain arteries supply blood (hence, O<sub>2</sub>) to certain parts of the heart. If any one of these become blocked (or partially so), you will likely experience chest pain (heaviness, an elephant standing on your chest, etc). This is a signal that you have a serious problem and should see your physician without delay. If the blockage is complete, you have a heart attack. Usually, after an MI, you can still get your medical (providing that you meet certain standards) but that you'll have to wait six months.

As said before, your heart has four valves that help the flow of blood into the four chambers of your heart as well as out into your body. Generally, the usual symptoms of one of these valves not doing their

job correctly is shortness of breath. Again, if you experience this see your doctor immediately.

The heart is also a muscle (pump) that circulates the blood throughout the body. If this pump is compromised, you will usually experience chest pain, fatigue or shortness of breath. A compromised muscle in this case is called a cardiomyopathy ( which can be congenital or acquired).



The heart is expected to beat at a regular rhythm and at a rate between 60-100 beats per minute (usually 60-80). There are times when the heart beats irregularly. At times, this means nothing, at other times the FAA will mandate certain treatments if you wish to continue flying. Unfortunately, at other times, with certain abnormal rhythm disturbances such, as those that require the implantation of a pacer-defibrillator, you cannot be granted a medical certificate.

Sometimes, the heart, due to one or more of the above disease states progressing to a disastrous level, a heart transplant is required. To my knowledge, there is only one pilot who had been granted a Special Issuance Medical Certificate after a transplant - and this was a long and arduous process.