

WFC Flyer



Williamson-Sodus Airport, July 1971 (Courtesy of Wes Somerville)

Important Dates:

Annual Meeting and Elections
February 11, 2016
7:00 pm, Clubhouse

Board Meeting
March 3, 2016
7:00 pm, Clubhouse

General Meeting
March 10, 2016
7:00 pm, Clubhouse

NOTAM:

Road Trip!

The WFC is heading to the Glenn Curtiss Museum in Hammondsport, NY!

Saturday, February 27,
plan to arrive 10:00 am

After the tour, lunch will
be at Bully Hill Vineyards

Please RSVP to Tony
Alesci so he can coordinate
with Bully Hill.

Williamson Flying Club

February 2016

From the President's Desk by Randy Christian

Well, fellow WFC members, it's finally February. Not only are we that much closer to Spring it is now time for a leadership change. As you all know, we hold our annual elections now. The beauty of that is we have time for all club members to voice our opinion of our past leadership...and maybe even step up to join the leadership team.

I know that I have just really stated the obvious, but I want to take one last moment to reach out to all members of the club (as I have repeated this past few months) and say that it's never too late to volunteer. So it won't

be as a member of leadership this time around, but you can offer to join a committee, or help out in efforts at the airport.

There is always work to be done, and without the membership's help we just can't succeed.



Lastly, I just want to take a quick moment to reflect, not only on the past year (or two) as your president. Instead, I want to go back to when I first joined the Williamson Flying Club in 2006. I was a freshly minted private pilot and had been flying out of

KROC. I will admit that it was a chore to try and get an airplane to fly and the cost was high as well.

Then, I was lucky enough to strike up a friendship with Joe Ebert via the AOPA forum boards on the internet. Through our conversations, Joe was nice enough to offer me a visit out to the airport for a look around. Well, I was hooked after about 60 seconds into that visit!!! I had found my aviation home and quickly developed friendships with other club members that will last a lifetime.

I am not going to tell even
(Continued on page 2)

Williamson Flying Club

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

Find us on the web at:
www.williamsonflyingclub.com

Board of Directors

President: Randy Christian (president@williamsonflyingclub.com)
Vice President: Duane Sims (vice_president@williamsonflyingclub.com)
Treasurer: Bob Herloski (treasurer@williamsonflyingclub.com)
Secretary: Steve Murray (secretary@williamsonflyingclub.com)
Director: Tom Henderson (director-2013@williamsonflyingclub.com)
Director: Dick Swingly (director-2014@williamsonflyingclub.com)
Director: John Clingerman (director-2015@williamsonflyingclub.com)

"We must continue the tradition that was set by our founding club members 60 years ago: welcome new faces, advance aviation at every turn, and lastly keep the light on for future members..."

Welcome to the Williamson Flying Club!

The Williamson Flying Club is pleased to welcome our newest member:

Joseph Allman of Williamson, NY!

From the President's Desk by Randy Christian

(Continued from page 1)

ryone what a great job I have done leading the WFC. No, I just want to point out that, as a club, we must continue the tradition that was set by our founding club mem-

bers 60 years ago: welcome new faces, advance aviation at every turn, and lastly keep the light on for future members that discover the family that is the Williamson Flying Club and

OUR HOME at KSDC.

Best Regards,

Randy Christian –
PROUD President of OUR Williamson Flying Club.

Flight Rx by Dr. Pam Tarkington

ZIKA VIRUS

This has grown attention in the media lately. It is not really new, as the first case was reported in Africa in the mid 1940's. It is transmitted by the bite of an infected mosquito - specifically the Aedes mosquito, which is the same culprit that also transmits Dengue, Chikungunya and Yellow Fever.

The mosquito will transmit the disease when it bites a person infected with Zika; they are aggressive daytime biters. There is some evidence that Zika can also be transmitted from mother to fetus and at birth as well as thru sexual contact and blood. There are no reported cases of spreading via breast feeding.

About 20% of those infected become sick. That

means that 80% don't get sick. The symptoms usually last 1-2 days to a week and they include rash, conjunctivitis, fever and joint pain. Getting very ill is rare. At the present time, the virus is found in Central and South America, Africa, Pacific Islands, Puerto Rico, Caribbean and Asia.

Last year in Brazil, there was a marked increase in microcephalic (3500 cases) as well as an increase in Zika infections. The virus has also been detected in fatal loss specimen but it is not know if they are related. There are over 40,000 cases of Zika in Columbia and much more in Brazil.

Obviously, pregnant women should avoid travel to areas of infection. Those who have traveled to such areas in the previous 2 weeks should be tested

for the virus. Fetal ultrasound should be obtained to check for microcephaly and intracerebral calcifications. Serial ultrasounds may be necessary as well as amniocentesis.

There is no specific treatment for this disease. Treatment is supportive: rest, fluids to prevent dehydration, and Tylenol. NSAIDS and aspirin should be avoided during pregnancy. There is no vaccine.

There have to date been 31 reported cases in the US and 4 in Monroe County, all from patients who had traveled to infected areas. The Aedes mosquito lives in the southern part of the US so it is thought that this is where a problem may occur.

(Continued on page 7)

Cool Places To Fly by Chris Houston

Destination:

Erie-Ottawa International Airport (KPCW), Port Clinton, OH

Distance:

275 nautical miles, direct

Why It's Cool:

Are you nostalgic for the pre-fabricated metal diners of the 1950s? Do you ever find yourself flying along the south shore of Lake Erie west of Cleveland? If so (and maybe even if not), you owe it to yourself to stop for lunch in Port Clinton, OH at the *Tin Goose Diner*.

The *Tin Goose Diner* was originally built by the Jerry O'Mahony Diner Company of Elizabeth, NJ in the 1950s and operated as *The Sunrise* in Jim Thorpe, PA until 2009. After an extensive restoration, the diner was moved to Erie-Ottawa International in 2012 and re-opened as the *Tin Goose*. Stepping into the immaculately restored diner is like stepping back into time (but don't worry, they still take credit cards). As you might expect, many of the dishes on the menu

carry aviation-related names like "Fifinella", "Lindy's BLT", and "The Stearman". When I arrived late morning on a Tuesday in August, the place was packed and the only seating available was at the counter (which was perfect for that diner experience); it's a popular desti-



nation for locals. The food was great and the ambiance unique.

The diner takes its name from a common nickname for the Ford Trimotor, which played a significant role in the early development of the airport. Erie-Ottawa International was once the hub for Island Airways, known for flying the world's shortest airline routes between Kelley's Island and the Bass Islands of Lake Erie. The airline was started in 1930 and was known for using the venerable Ford Trimotor as its principal hauler.

on hand (a nice Stearman, a Grumman Avenger), though the main focus of the facility is the construction of a Ford Trimotor from a pile of parts resembling the scattered components of a giant Erector Set.

For fans of amusement parks, KPCW lies just northwest of Cedar point and is the closest paved airport to the park since the closure of Griffing Sandusky (KSKY).

Tips:

- Not long ago, Erie-Ottawa International was known as Carl Keller Field. You'll hear traffic in the pattern refer to the airport as "Erie-Ottawa International", "Carl Keller Field", and "Port Clinton". They're all the same place.
- The Tin Goose Diner is on the southeast corner of the field. Ramp parking adjacent to the diner is limited – I scouted the area from the pattern before landing. The FBO (Erie-Ottawa International Airport Authority) maintains a ramp on the southwest corner of the field with more parking and will reportedly shuttle people over to the diner on the east side of runway 36.
- Self-service fuel is located on the south edge of the FBO ramp on the southwest corner of the field. Watch out – it dispenses fuel like a firehose (the pump at Oswego County has nothing on this one).



After lunch, I spent an hour perusing the adjacent Liberty Aviation Museum. This is a relatively new museum that is still finding its way. There is a lot of information about Island Airways, Ford Trimotors, and Henry Ford's contributions to aviation. There are a few airplanes

Elections

By-Laws Excerpts:

The annual meeting of the club shall be held during the month of February at a time and place determined by the Board of Directors. At such annual meeting the annual elections shall be held. Notice of such meeting, signed by the secretary, shall be sent, by method(s) approved by the Board of Directors, to each member before the time appointed for the meeting. All notices shall set forth the place, date, time, and the purpose of the meeting.

Nominations and Election:

During the regular meeting held on January 14, 2016 the nominating committee, appointed by the president, presented recommendations for the open positions. The nominations, accepted by the membership present, were as follows:

President: Steve Murray

Vice-President: Tom Henderson

Secretary: Joe Ebert

Treasurer: Robert Herloski

Director: Randy Christian

During the January meeting, no additional nominations from the floor were offered.

A majority of votes cast at the annual meeting are necessary for election. All votes will be cast by ballot, if a motion is made to vote by other means a ballot will be required to approve the motion. Anyone defeated for one office may be re-nominated for a remaining office. The order of voting shall be as follows: President, Vice-

President, Secretary, Treasurer, Director.

Steve Murray Candidate for President

I came upon an article from Sporty's "[Out of Touch with Modern Life - Lessons from Golf's Decline](#)" and decided to use it as an anchor in my pitch for club president. The article starts with the statement "golf and flying share a lot in common: a reputation as an expensive leisure activity, a mid-to-late 20th century boom, a significant decline over the past decade and a search for relevance among a new generation." The complaints about golf are similar to those we hear about aviation: its too expensive, too difficult, too time consuming, too exclusive.

While both activities are certainly expensive I believe the real issue is value. My job, along with the rest of the board, is to insure you are getting value for your dollars. The club offers a product and you must want to buy it. It is a difficult task, there are 165 of you each with your own value calculator. Over the years the club has worked hard in creating "value" and my primary job will be to protect that value. To accomplish this we need to make sure our club remains relevant, delivers benefits to all members, and is executing a mission that is clear and understandable. I am dedicated to insuring that we continue to maintain and improve the quality of our aircraft, airport and facilities at the best possible cost. When you step out onto our tarmac I want that experience to leave no doubt why

you are a member.

Too difficult and too time consuming are hard nuts to crack. Dual income households, work that creeps outside of normal business hours, children later in life, spending time with the family are all modern day issues. If your spouse, companion or family is not participating in flying then you might not be either. Our activities committee has done a wonderful job at getting our membership involved and I will increase support for these activities. I'd like to offer pinch hitter courses for spouses/partners to make them more comfortable and involved with flying. When everyone is involved it becomes less time consuming, more time rewarding and something everyone can enjoy.

Too difficult is something we need to keep our eye on and we need to take a more active roll in insuring our members are achieving their goals. Students are the key driver for membership, a happy and successful student is a life long member, a discourage student is not. Just as important is transitioning more members into an instrument rating. With limited time you can only get so much utility out of an airplane as a VFR pilot; weather is a reality, it can limit value. We need to look to find ways to help our members get more utility out of their license.

I have to admit that the articles comment that "a middle age white man flying a C-172 on Saturday is awful limiting in 2015" resonates. We are who we are but

(Continued on page 5)

Elections

(Continued from page 4)

need to insure that this does not limit who we can be. We need to make sure our club is not seen to be too exclusive and has enough vibrance that women and minorities can feel welcomed and at home. The article ends with a simple question: What does it mean to be a pilot? Is it all about being in the left seat? Do airport-based social activities count too? How about flying a simulator? A drone? With your help I hope to focus more on these things in the coming year and position the club for success and make sure we are not out of touch with modern life.

Tom Henderson Candidate for Vice-President

I am honored to be selected by the nominating committee as candidate for the office of Vice President for 2016.

I joined the club in 1993 and first served on the Board of Directors as Vice President in 1996. This was followed by a one year stint as a director, and then two years as President. I joined the Board once again six years ago as a director and am completing my second three year term.

The club and airport was a very different place when I joined 23 years ago. WFC has faced many challenges over the years and without fail, the membership has risen to the occasion and faced those challenges head on. When I look out upon our facilities today, I am very proud to have had a small part in helping the Williamson Flying Club to be what it is now.

The year 2016 is no different in that there continue to be challenges facing the club. I look forward to working with the membership and the Board to keep the club and airport a first rate facility serving both the members of the club and the flying public. Thanks very much for your support.

Joe Ebert Candidate for Secretary

[Editor's Note: Joe submitted his commentary in response to questions prompted by the nominating committee.]

1. What are your qualifications for the office you are interested in filling?

I served as Secretary the first two years of what has become a decade on the WFC Board of Directors. During my tenure in that position, I made improvements in record-keeping, and changed the method by which we distributed the newsletter. That change, from mailing hard-copy to electronic delivery, saved the club hundreds of dollars per year in postage and the cost of printing the newsletter.

2. What do you like most/least about the WFC?

I have always been proud of the club's success and the reaction we get from people when they learn that Williamson-Sodus Airport is owned and maintained by volunteer members of the flying club. Many transient pilots and visitors have said it's the nicest airport they have seen. We have a

reputation for being a friendly airport. We enjoy welcoming new members into the club, and we are in good fiscal shape.

As a volunteer organization, we suffer from the same problems that plague many other volunteer organizations in that we are struggling for people to get involved. This year, few people tossed their hats into the ring for the elections, and there were no nominations from the floor. While my observation isn't specifically about our club, it's clear that people, including me, have many obligations outside of work and family that prevent them from dedicating time for club governance. We have a wide range of expertise as represented by our club members. I would like to see more members get involved as volunteers.

3. As our club celebrates its 60th anniversary next year, what is your vision of the club's direction as we begin the next 60 years?

We face different challenges now than we did when I first was elected Secretary. Monthly meetings have become "Airport Management Meetings" as much as "Club Meetings" by nature of what we are – a club that owns and operates a "county airport". While there are natural disagreements about "what the club should be", I think it's fair to look back and reflect. In 1956, on the day the club was founded, the club had little or no assets save for the Club Charter. Sixty years later, we have our own airport and the assets that

(Continued on page 6)

Elections

(Continued from page 5)

afford us the ability to operate entirely from revenue generated at the airport. If we take a snapshot now, that is, we look at all we have now, the only limitation on what we can become over the next sixty years is that which we do not try. At the end of the day, those things that we try and do, must benefit the Club as a whole.

Bob Herloski Candidate for Treasurer

I have been Treasurer of WFC since 2001. During that time, my major focus has been to help implement policies and undertake projects that put the club, and the airport, on a path to a solid financial footing for the long term. One of the primary results of all those efforts was realized in 2013, when the club formally became debt-free. As a member of the Airport Long Term Committee, I am working on both short term and long term business plans for the airport, taking into account the loss of some FAA funding due to KSDC's reclassification as "unclassified", as well as helping to develop a financial model to evaluate various funding scenarios. I am also working directly with government representatives to reverse the "unclassified" designation. My vision, and reasons for wanting to continue as treasurer, are (a) to build on our progress in maintaining the club's solid financial status, and (b) to be a financially responsible steward of the FAA's investment in the KSDC airport, making best use of that investment to ensure long term financial viability of the airport.

Randy Christian Candidate for Director

#1. What are my qualifications for the office?

I have spent the past four years in a leadership role for the WFC. Two as VP and now two as President. I feel that I have a good feel for the WFC/SDC. I developed and 'staffed' the Activities Committee which has been a major success. I also led the charge to "Save 6ES" at a point when we were close to cutting our losses and moving on. Honestly, I was one of the people that was ready to sell, but had the vision and flexibility to see a bigger picture in regards to that plane. Now it is the pride of the fleet, if you will. So, over all it's the ability to recognize that you don't have all the answers, that you have to delegate, and LISTEN to everyone and understand that you can't please everyone, but try to always do what's best for the WFC/SDC.

#2. What do you like most / least about the WFC?

Well, what I like most is the pride the membership has in its airport (yes we are unique in that we are a club that OWNS an airport, too).

It's easy to see that pride in how the airport is maintained and the positive feedback we all hear from people visiting for the first time. It would be very easy to let the grass grow a bit longer, or maybe not replace sod after a season of plowing snow, but the membership is on top of this always. Why? PRIDE!!!!!!

What do I like least about the WFC?

Honestly, when I first accepted a role in leadership for the WFC, it was that I could not figure out how to make everyone happy!!! It may seem silly now, but it was just that fact, that no matter what choices you make, someone does not like it. But in the end it's human nature and that I can live with. Along with that would be the lack of new faces stepping up and joining in, we have new members almost on a monthly basis, yet rarely do we see new faces volunteering to sit on committees. And, as everyone knows by now, I keep preaching how great it is when we can have new faces on the Board of Directors, too.

#3. As we celebrate our 60th anniversary next year, what is your vision of the club's direction as we begin the next 60 years?

One of the biggest challenges (your leadership team) has to address almost monthly is "How do we keep a club feel" while trying to maintain a business? I have heard many times that "We are less of a club", that the monthly meetings are business meeting more than club meetings. Again, we are NOT just a club!! We have the responsibility to maintain and run an airport along with leading a club. If you look around at other area airports and even other clubs, I have to say that the Williamson Flying Club has really done a fantastic job. Our airport looks amazing and runs smoothly. Along with that, our membership continues to stay very

(Continued on page 7)

Activities Committee Update by Chris Houston

The WFC Activities Committee is looking forward to a great 2016! Already in 2016, we've organized a group check-out on the WFC's basic aeronautical training device (BADT, more commonly known as the "simulator") and a night out at the Tops Cooking School with Dan Adams' favorite celebrity chef! Special thanks goes to Mike Bjerga and Ellen Adams, respectively, for giving their time and talents to make these events a success!



The committee is working on some ideas for 2016 and we've developed a survey to poll the member-



ship for interest. This will be distributed soon by email: please watch for it and take the opportunity to share your thoughts with the committee!

If you have not participated in any of our past events or outings, consider joining in 2016. We've had a lot fun in over the last two years since the committee formed!

If you have any ideas or comments, feel free to reach out to any member. The Activities Committee is currently: Dan Adams, Tony Alesci, Mike Bebernitz, Tammy Bebernitz, John Clingerman, Chris Houston, and Nancy Langenbahn (chair).



Next Event:

When: Saturday, February 27

Where: Glenn Curtiss Museum in Hammondsport, NY.

Details: Arrive 10:00, tour the museum, lunch at Bully Hill Winery.

RSVP: Tony Alesci

Elections

(Continued from page 6)

solid and, even in these times, is slightly on the upswing. The biggest thing I believe is that we must keep open lines of communications with the membership. Even more transparency will be needed and I believe the Board is making steps to address the membership. Lastly committees such as the Activities Committee will help keep the WFC a CLUB as well as an airport owner. If you recall, as your President, I constantly asked questions of the membership: what is it you feel is missing as a club? Along with that, what can each member offer to help maintain the

Club and support the airport as well. At the end of the day, I would say our biggest asset has always been our membership as a whole and the leadership team over the decades that has been allowed to Lead!!!

I thank you for the time and for the chance to lead the Williamson Flying Club these past two years as your President. I look forward to the next three years as a Director of the Board.

Flight Rx by Dr. Pam Tarkington

(Continued from page 2)

It is expected that the virus will spread when we get into the mosquito season. The WHO has scheduled an emergency session next month to decide what should be done. Zika is a reportable disease in the US.