

# WFC Flyer

Williamson-Sodus Airport, circa 1970 (Courtesy of Wes Somerville)

## Important Dates:

**General Meeting**  
July 14, 2016  
7:00 pm, Clubhouse

**Board Meeting**  
August 4, 2016  
7:00 pm, Clubhouse

**General Meeting**  
August 11, 2016  
7:00 pm, Clubhouse

## Welcome to the Club!

The Williamson Flying Club extends a warm welcome to our newest members:

- John Niles
- Brad Salatino
- Trey Venture

## Williamson Flying Club

July 2016

### Activities Committee Update by Chris Houston



On Saturday, June 18, five aircraft launched from the Williamson Sodus Airport and flew in trail to the magnificent Burke Lakefront Airport (KBKL) in downtown Cleveland, OH. While there, the participating WFC members explored the Rock & Roll

Hall of Fame. Within the Rock Hall, they even discovered the WFC's very own Bob Herloski!

Afterward, several of the WFC aviators visited the USS Cod, a World War II submarine originally launched in 1943. Explor-

ing this ship was fascinating. Unlike many other submarines set up for tourist visits, this one remains as it was in service, requiring visitors to climb ladders and step through hatchways to move about the ship.

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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))

## Activities Committee Update by Chris Houston

*Don't forget to RSVP for the annual WFC family picnic and flour bombing contest!*

### Aviation Quote:

"We all have those flights...where the adventure is so breathtaking, the air is so perfect, the company is so divine, the lessons so powerful, or a moment we stumble upon so side-splittingly funny, touching, or magical, that we know, even as it happens, that *this*, we will remember.

These are the flights we wrap up carefully and put away for the long dark, winter nights of our lives, when we almost forget what joy feels like, or wonder how our precious energy and time has been spent."

Lane Wallace  
*Unforgettable: My 10 Best Flights*

*(Continued from page 1)*

Overall, it was a perfect day for a cross country flight. Most aircraft in the group made the trip in roughly two hours each way. The view on landing at Burke Lakefront was beautiful and the Cleveland waterfront attractions were a lot of fun.

Thanks to Dan Adams for organizing this event and to everyone who participated! More to come!

### Upcoming Event

The annual WFC family picnic and flour bombing contest is almost here!

Please bring a dish to pass. The WFC will provide meat, rolls, drinks, and tableware. We will have access to the Pace hangar, so this will be a rain or shine event.

**When:** Saturday, July 23 from noon until 4:00.

**RSVP:** Using the event calendar on the WFC webpage



USS Cod



## Cool Places To Fly by Chris Houston

**Destination:** Lake County Airport, Leadville, CO (KLXV)

**Distance:** 1,332 nautical miles, direct

### Why It's Cool:

During a recent vacation to Colorado, I was reminded of another one of those bucket list flights I've had the pleasure to make. In May 2008, I was in Denver for a scientific conference. While there, I took the opportunity to take a mountain flying course from a flight school at Rocky Mountain Metropolitan Airport (KBJC) outside of Denver.

My instructor was a brash Aussie named Reuben Bakker who made the news a couple of years later when he saved his glider passengers, a mother in her son, from a midair collision. They were conducting a sightseeing glider flight out of Boulder Municipal when their tow plane was broadsided by a Cirrus. Thinking quickly, Reuben released the tow rope and flew the glider around the midair collision (and through the resultant fireball, as he explained it to me), safely returning his passengers to the ground.

I did not fly my airplane all the way to Denver from Upstate New York. Instead, I rented an Archer II from the flight school where Reuben taught.

The challenge of flying the Rocky Mountains, of course, is that normally aspirated aircraft are unable to fly over the mountains as so easily done with the Adirondacks. Instead, one navigates amongst the peaks.

I thoroughly enjoyed my time flying in the Rockies. I learned practical lessons on how to plan for mountain weather, how to lean the mixture appropriately for high altitude (high density altitude or otherwise) take-offs, how to visualize air movement through the mountains, and how to use that

knowledge to avoid or mitigate the effects of downdrafts and turbulence. At times, I found myself using the Archer much like a glider, spiraling upward in a thermal generated by a rock face or riding a ridge-generated updraft to a higher altitude for safe clearance over a pass; in essence, leveraging the terrain to help the aircraft climb beyond its ability.

Naturally, the course involved a landing at Leadville's Lake County Airport. At 9,927 feet above sea level, Leadville boasts the highest elevation airport in the United States. First time pilots who successfully reach this high altitude American Mecca are rewarded with a "Certificate of Pilotage" by the FBO.

Though the certificate may celebrate landing at Leadville, the real challenge is successfully departing. At full throttle, the Archer II's 180 horsepower Lycoming made all the usual noises, but generated virtually none of the usual power. We consumed a strikingly large percentage (too large) of the field's 6,400 foot long runway just clawing our way into ground effect. Such a departure in rarefied air makes for an eye opening lesson.

Over the course of two days, I flew seven hours with Reuben amongst the magnificent peaks of the Rocky Mountains, making landings at several high altitude airports. The experience of visiting Leadville is one that I cherish. The lessons learned have been useful even around the lesser mountains of the East.

If you are inexperienced in mountain flying and find yourself near the Rocky Mountains, I urge you to take a mountain flying course. The training is highly valuable and a visit to Leadville is a bucket list item that few pilots living in our part of the world get to experience.

Green Mountain Reservoir



Climax Molybdenum Mine



My rented Archer parked at Leadville



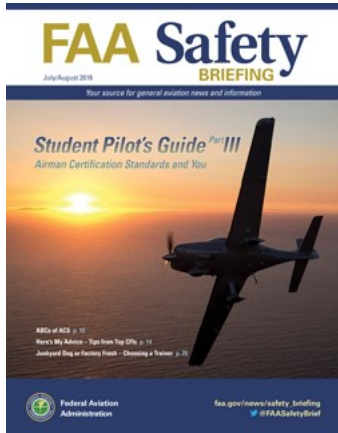
# Congratulations!

1st Solo! 6/22/16



Congratulations to Ian Fair, who soloed on June 22, 2016 and Joseph Allman, who joined the ranks of certificated Private Pilots on July 5, 2016!

## Flashback



### Recommended Reading

The latest issue of *FAA Safety Briefing* (July/August 2016) focuses on the new Airman Certification Standards (ACS).

[www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/)



As the Williamson Flying Club celebrates 60 years since its founding in 1956, we have been featuring older photos of the field in this year's newsletters. The above aerial photo of the Williamson Sodus Airport was taken (or, at least the film was developed) in September of 1970. The paved runway was a relatively new addition to the field when this photo was taken — it was added in 1969. We thank Wes Somerville for sharing this treasure trove of older photos of the field!