



Important Dates:

General Meeting
 April 13, 2017
 7:00 pm, Clubhouse

Board Meeting
 May 4, 2017
 7:00 pm, Clubhouse

General Meeting
 May 11, 2017
 7:00 pm, Clubhouse

Williamson Flying Club

April 2017

NYAMA Advocacy Day by Gregory J. Arserio

WFC is a member of the New York Aviation Management Association (NYAMA) and recently participated in its annual Advocacy Day. This year Mike Bjerga and I traveled to Albany on March 21-22 and met with legislators to advocate for GA airports like ours. NYAMA's mission is to promote the viability and business interests of New York State's airports. This includes both commercial and GA airports. Each year, NYAMA organizes an advocacy day at the state house to lobby for support of its annual initiatives. For 2017, NYAMA is seeking support for three key initiatives:

1. Increase the budget for NYS's airport capital improvement program from the proposed \$12.5M to \$40M.

- The NYS DOT has a program to fund airport capital improvement projects that have the potential to increase economic activity and jobs.
- Typical funding is 90% while the awarded airport authority is obligated to cover the remaining 10%.

2. Increase the budget from \$4M to \$6M for the 5% obligatory state match

of the FAA's AIP funding program.

- When the FAA awards a grant from their Airport Improvement Program (AIP), such as our recent lighting replacement project, they fund it at 90% while obligating the state at 5% and the awarded airport authority for the remaining 5%.
- When the state does not budget enough to fulfill their 5% obligation, they re-allocate money from the NYS DOT capital program to cover the shortfall.

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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

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We had ample opportunities to advocate for NYS's airports, especially the unique needs of our own. We were able to network with important local NYAMA members, engineering and airfield service providers, and most importantly, with the legislators that represent our membership and airport.

Aviation Quote:

"The airport runway is the most important mainstreet in any town."

- Norm Crabtree
Former aviation director
for the state of Ohio

NYAMA Advocacy Day by Gregory J. Arserio

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This cuts into the funding available for new economic growth projects as intended.

3. Support for adding policy language that authorizes airport managers to implement local controls and policies for ride sharing services.

- Upstate NY is one of the few remaining areas that have not been allowed to leverage ride sharing services such as Uber and Lyft.
- A key part of the NYS budgeting process is to resolve ride sharing for NYS. This is an issue well beyond airports, but as you can imagine, airport managers across the state are eager to include these services as part of their ground transportation system.
- Airport managers want to ensure that they are authorized to control ride sharing services within their boundaries so that they can control traffic flow, compatibility with our ground transportation such as tax-

is/limos/shuttles/etc., and charge fees commensurate with those charged to others.

On the evening of March 21, Mike and I attended a reception with legislators who participate on the Aviation Caucus. The Aviation Caucus is co-chaired by Assemblywoman Donna Lupardo (D-123) and Senator Phil Boyle (R-4). It was encouraging to see both parties and houses of the legislature working

together to improve NYS's airport system. During the reception, we were able to witness support for NYAMA's initiatives via speeches from Caucus leadership and conversations with other Caucus and NYAMA members. Mike and I also had a chance to speak with a few representatives from Passero Associates, our engineering firm that we use for capital improvement projects. We also had an unexpected and meaningful conversation with KROC's director, Michael



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Giardino and deputy director, Andy Moore. Both Michael and Andy were very supportive of GA and our role in the Greater Rochester Region's aviation activity. In fact, both Michael and Andy were part of our legislative meetings on the second day. During these individual meetings with our local assemblymen and senators, Michael and Andy described the value of KSDC with respect to KROC. They were very generous in their praise for the value our airport, and took special attention to align their interests with ours. It became very clear that we have advocates within KROC's leadership which is important as we continuously work to maintain our KROC "Reliever" status with the FAA.

On the second day of March 22, Mike and I met with legislators, or their staff if unavailable, to seek support for NYAMA's 2017 initiatives as well KSDC's. We met with Assemblyman Mark Johns (R-135), Assemblyman David Gantt (D-137), Assemblyman Harry Bronson (D-138), Assemblyman Joseph Morelle (D-136), Senator Rich Funke (R-55), Senator Michael Rzenhofer (R-61), and Senator Pamela Helming (R-54). Senator Helming represents the district KSDC is located in. Unfortunately, we were only able to speak with Senator Helming's staff as she was in session. We were still able to share KSDC's story and hopefully the notes were shared with the Senator afterwards.

Overall, the event went very well. We had ample opportunities to advocate for NYS's airports, especially the unique needs of our own. We were able to network with important local NYAMA members, engineering and airfield service providers, and most importantly, with the legislators that represent our membership and airport. This event is worth continued participation and we look forward to next year.

Gregory J. Arserio is Chairman of Capital Projects for the Williamson Flying Club.

Airport News by Mike Bjerga

Hello! Happy Spring!

Just a few notes to share.

1. The runway and taxiway will receive a makeover soon. We will be commencing a Crack Sealing, Asphalt Sealing project in the first half of May. This will require some runway/taxiway closures. I will advise when the NOTAM's have been issued so that you can plan any necessary departures and arrivals.

2. We are also getting bids and pricing equipment to begin crack sealing around the hangars and tarmac area.

3. The AWOS will be down for a couple of days while I have the software updated. NOTAM to fol-

low. I am working on having our AWOS data uploaded to the FAA network so that it will be available through FSS, ADS-B, Internet Flight Planning Software, and tablet apps such as ForeFlight, Garmin Pilot, etc. This will take awhile to implement, please stand-by.

For hangar tenants:

4. We are currently working on a plan to clean the bottom edge of the North Hangar doors. Please stay tuned.

5. Please DO NOT run your airplane while in (or partially in) your hangar. Before starting your plane, please pull it clear of the hangar and turn it 90 degrees so that the prop blast is not going to cause

damage to other aircraft or the hangars themselves.

Reminder: 91.13 No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

Questions? Problems? Let me know.

Happy Flying!!



Do It Yourself ADS-B In, Part II by Joe Ebert

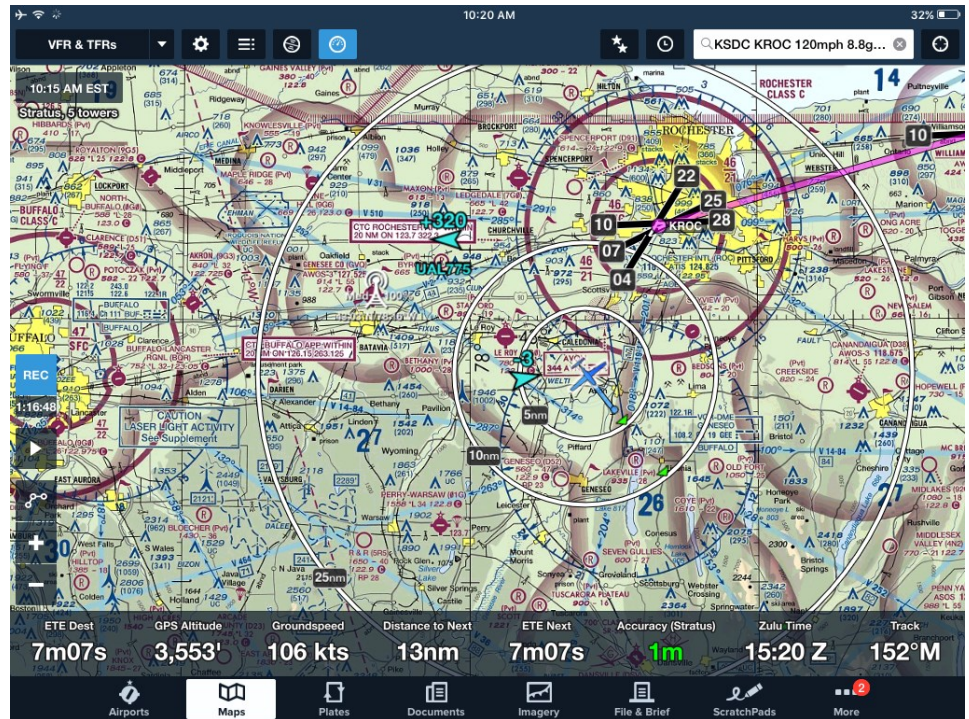
Last month (see link [here](#)), I gave a product overview of Stratux, an ADS-B In solution that costs less than \$100.

No matter the cost (or relative lack thereof!) of the do-it-yourself Stratux ADS-B system, it really needs to work to be of use to pilots, so a test flight was important! Chris Houston invited me to combine the test flight of my Stratux ADS-B system with time acting as a safety pilot for him to work on his IFR currency items.

I considered that the test of the Stratux might interfere with my duties as a safety pilot, but at the end of the day, ADS-B is intended to provide better in-cabin situational awareness so it seemed to be a good tool to use, especially when acting as a safety pilot.

First, I'll talk about functionality as paired with ForeFlight. As we taxied to the runway, I noted that the system indicated "10 meter" accuracy. The indicated GPS altitude was 410', which is 14' lower than the 424' published altitude of the airport. So the accuracy was approximately 3 meters. The GPS module was using 9 GPS satellites in the position solution and was tracking 12 satellites.

Compare that to the Stratus 2 that Chris had onboard, which displayed 1m accuracy. The altitude indicated in his ForeFlight was within 2 feet of the airport altitude. Conclusion: Accuracy is important – and the Stratus 2 was more accurate throughout the flight than the Stratux. Having conceded that, 12 or 13 feet in variance isn't real-



ly that big a deal when it comes to situational awareness, which is arguably the most important function of ADS-B In.

On the ground, no ADS-B data from other aircraft were available on my Stratux, but as soon as we got to 700' MSL (276' AGL), I had "1 Antenna" indicated in my own ForeFlight. In the air, I ultimately received ADS-B data from 2 antennas once we were at 2500' MSL, and from 3 antennas when we were southwest of Rochester. According to Chris, he has occasionally received a nearby ADS-B tower while on the ground at KSDC and, in the air, he was receiving as many as 5 antennas. Without doing more tests, I attribute at least some of the reception difference to the fact that the Stratus 2 has a high-gain antenna, where my Stratux does not. High gain antennas are available for the Stratux for

about \$20.

Our flight took us from KSDC west to KROC and 5G0. First, we did the ILS approach to KROC RW 22. During this approach, I noted that the groundspeed on my ForeFlight was the same as the groundspeed reported by Chris' setup. I compared several other performance indicators and mine were exactly the same as Chris'. The only thing that was off was altitude, consistently, by 10-15' or so.

We continued on to do the ILS 28 at KROC, and then the RNAV 25. After that, we departed to do the VOR-A approach to Leroy, by heading to the GEE VOR. There were aircraft in the air around us, and while I was vigilant in scanning visually, it was comforting to see the aircraft that KROC class c was talking to right there on the tablet. It

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Congratulations!

1st Solo! 3/23/2017



1st Solo! 3/29/2017



First solo! Congratulations to Bob Clark (upper photo) and Chuck Marchese (lower photo). Great job, guys!

Upcoming Events

29 April (Sat)	Fly-out breakfast to Cloud 9 at the Williamsport Airport (KIPT). Plan to arrive KIPT at 9:30. Please RSVP on event calendar so we can provide Cloud 9 with a headcount.
14 May (Sun)	EAA Chapter 486 Fly-In breakfast, Oswego Co. (KFZY) 7:30 am—11:00 am
20 May (Sat)	WFC Apple Blossom Pancake Breakfast set-up day (morning) Lunch provided
21 May (Sun)	WFC Apple Blossom Pancake Breakfast 7:00 am—1:00 pm (but you all knew this, right?)

WFC Saturday Lunches

Owing to a planned wash & wax work day (TBD, tentatively May 13—stay tuned) with lunch provided as well as Corky's traditional chicken luncheon on breakfast set-up day (May 20), Tony will not be doing a Saturday lunch in May.

Starting in June, Tony will be organizing Saturday lunches weekly! Details will be forthcoming.

Thanks to Tony for all of his effort and to all who have supported these lunches by attending!

Do It Yourself ADS-B In, Part II by Joe Ebert

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made it easy to track the known aircraft, and whether they were a factor, so I could spend more time looking for "unknown" aircraft that were not yet reported through ADS-B. Throughout the rest of the flight (or, more accurately, until the battery powering the Raspberry Pi computer died), I was able to track the known aircraft.

What was lacking was the distant antennas, and aircraft that were more than 40 or 50 miles away. Granted, aircraft that are 40 or 50 miles away aren't a factor, but I suspect that adding a high-gain antenna would pretty much level the playing field between the two systems.

So, until you have to put ADS-B in your airplane, or if you're flying an airplane without an electrical system, either the Stratus 2 or the Stratux (and Foreflight on a tablet) will give you valuable situational awareness. ADS-B may not give you the entire picture, but it is one heck of a tool for situational awareness, even if it's the low-cost version called Stratux. Remember that your aircraft must be equipped with ADS-B Out in order to assure reliable reporting of traffic rebroadcast by the FAA. If you fly WFC aircraft, both 6ES and 85X have ADS-B Out.