

WFC Flyer

Williamson Sodus Airport (KSDC) on October 1, 2017 (Chris Houston)

Important Dates:

General Meeting
October 12, 2017
7:00 pm, Clubhouse

Board Meeting
November 2, 2017
7:00 pm, Clubhouse

General Meeting
November 9, 2017
7:00 pm, Clubhouse

Welcome to the Club!

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

- Andrew Festa
- Rainer Stellrecht

Williamson Flying Club

October 2017

Activities Committee Update by Chris Houston



Several WFC aircraft on the ramp at Lake Placid on September 23, 2017

On September 23, 2017, seventeen members, friends, and family made the journey to Lake Placid in seven aircraft. On this late September day, we found 80+°F temperatures

and haze. It was a great VFR day to fly, but we learned that the many fall color models that predicted early and vibrant foliage colors were a bit exaggerated. Still, it was a fun flight

over always-beautiful country with a great group of WFC pilots.

Kudos to participating members on their flight

(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: Steve Murray (president@williamsonflyingclub.com)
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Medical Advisor: Dr. Pam Tarkington (pamela1@choiceonemail.com)

Activities Committee Update by Chris Houston

(Continued from page 1)

planning. Seven aircraft with varied airspeeds ranging from a Cessna 150 to a Seneca all arrived within minutes of each other, most of them right at the 11:30 targeted arrival time. Well done!

Congratulations to Lee Shippers and Mike O'Leary, for whom the trip was the longest straight line distance either had flown with their airplanes (a Piper Colt and a Cessna 150, respectively). It's always exciting to see pilots stretching their wings!

Most of the group enjoyed a tasty lunch at the Lake Placid Pub & Brewery. Though the pub does

(Continued on page 3)



All cool airports require an airport dog. If one is unavailable, bring your own. This is what Lori Dennis and Denny Shaw did, putting their Cherokee Six "dog limo" to excellent use.



A candid family moment at the airport

Aviation Quotes:

"Most gulls don't bother to learn more than the simplest facts of flight — how to get from shore to food and back again. For most gulls, it is not flying that matters, but eating. For this gull, though, it was not eating that mattered, but flight. More than anything else, Jonathan Livingston Seagull loved to fly."

- Richard Bach
Jonathan Livingston
Seagull

From the Treasurer by Bob Herloski

I do not believe the problem of members not receiving their email invoices and/or statements has been solved. In addition, Quickbooks, and my home internet provider, have made some changes to emailing protocols, which will likely only exacerbate the problem. I ask for your continued patience and help in debugging what's going on. Again, please let me

know if you do not receive an email invoice and/or statement, and you are supposed to. In all but one instance, all the issues I had with emailing invoices last month were to one particular internet email provider, which hadn't had a problem in the past. Invoices and statements are emailed the weekend after the 1st Thursday of each month,

by that Sunday at the latest. So, if you haven't received an invoice or statement by the Monday following the 1st Thursday of the month, please let me know by email or phone.

Thank you.

Activities Committee Update by Chris Houston

(Continued from page 2)

not accept reservations, our group was accommodated at a pair of tables on the third floor despite the place being extremely crowded.

On behalf of the Williamson Flying Club Activities Committee, thanks to all who participated in this and other fly-out activities in 2017!

Saturday Lunch Update

October will bring Chef Tony Alesci's airport culinary efforts to a close for 2017. The lunch schedule is:

Oct 7: Burgers, salt potatoes, ranch pasta salad

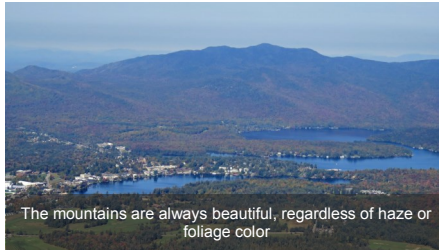
Oct 14: Hot dogs and a pot of chili

Oct 21 No lunch

Oct 28: THANKSGIVING SNEAK!!! It's fried turkey time! Tony will be frying three this year. If you've never had deep friend turkey, you owe it to yourself to try. Lunch will also include mashed potatoes, stuffing, green bean casserole, corn, and gravy to go with anything and everything.

Tony is looking for a couple of volunteers to help him set-up and carve turkeys. If you can help, please contact him directly.

Tony and the rest of the Activities Committee want to thank everyone who attended, assisted, and contributed funds to make our lunches possible this year!



The mountains are always beautiful, regardless of haze or foliage color



Lee Shippers and Rob Langenbahn with Lee's Colt



Zack Wilkie, Alicia Carter, and Tom Carter with 85X



Mike O'Leary with his Cessna 150



WFC aircraft on the ramp at Lake Placid



Chris Houston and daughter with Ed Ciolkowski and Chris' Warrior (photo: Tom Carter)



Barry Holtz taxis his Seneca for departure



Tony Alesci as Pilot in Command of 6ES



Zack and Tom prepare 85X for departure



Tim Isbell and Mike Malec with 6ES

A Cherokee Pilot Earns a Tailwheel Endorsement by Chris Houston

A few cumulus clouds provided crisp contrast against a deep blue sky. Below, surface breezes barely stirred. My right shirt sleeve fluttered in the slipstream from the open door at my side as I guided the 1946 J-3 Cub off the grass runway and out over Lake Aeroflex. Our shadow touched a pair of kayakers whose faces lifted to watch us pass overhead. From the front seat, Damian waved and they returned the gesture as we continued to climb over the lush countryside of rural New Jersey.

Though I was in the midst of training, I allowed myself to dwell briefly in the moment, on the view of our shadow flitting across the sparkling water, the feel of the wind from the open door, and the honest simplicity of stick and rudder flying.

Last month in the [“Cool Places to Fly” column](#), I wrote about the Aeroflex-Andover Airport and how I went there in June to earn a tailwheel endorsement in a J-3 Cub with Damian DelGaizo at Andover Flight Academy. As a follow-up to that column, this is a description of the training and how it went.

Andover Flight Academy provides a range of flight training options including basic private pilot instruction, tailwheel training in the J-3 Cub and Stearman, and bush training in a modified Super Cub. My homework prior to arriving was to watch Damian's "Tailwheel 101" DVD, which provided a terrific overview of the training that I would receive from him. If anyone is in-

terested in borrowing this DVD, please drop me a note.

As an instructor, Damian is bluntly laconic. When I did a good job on something, Damian would tell me so. When I screwed up, he would explain it directly and specifically. Make no mistake; Damian's use of the phrase "Cherokee landings" was definitely derogatory.

We started with taxiing and S-turning. The latter allows the pilot to clear the area ahead of the airplane while taxiing to compensate for the lack of forward visibility; turn left, look right, turn right, look left and so on. Next, we did a few fast-taxis down the runway to teach me the sight picture and rudder inputs needed to keep the airplane tracking straight. Those went well and we moved on to three point landings on the grass at both Aeroflex and nearby Trinca (13N). We also did some steep turns and stalls with the Cub for me to get a feel for the airplane. The stalls were docile and the Cub showed no inclination to drop a wing like the Cessna 150 from my original training. Within a couple of hours, I was consistently doing three point landings with the Cub on the grass without significant coaching.

"You're doing better than average," Damian informed me at the end of the first day. "Good job." Not bad



Andover Flight Academy's J-3 Cub and Chris' Warrior



Andover Flight Academy's J-3 Cub and Stearman

considering that it had been a grueling day owing to no lunch (a long story), temperatures reaching 93 °F, and the dehydrating effects of a constant wind blasting at us through the open Cub door.

On the second day, we started on wheel landings where the Cub is landed on the main gear and forward stick is used to keep the tail off the ground. Before I did it the first time, I was concerned that pushing the stick forward during the landing roll-out would require finesse, a delicate balance between failing to keep the tail up and putting the airplane over onto its nose. That was not the case and, in fact, the whole process felt surprisingly natural. We varied between slight forward stick for tail low wheel landings and using

(Continued on page 5)

A Cherokee Pilot Earns a Tailwheel Endorsement by Chris Houston

(Continued from page 4)



The very basic front office of the J-3 Cub

enough forward stick to put a negative angle of attack on the wing. The latter is useful in gusty conditions to keep the airplane on the ground. My wheel landings went very well right from the first try, one of the few things that did.

Success with wheel landings meant that my three point landings immediately fell apart because the landing sight pictures are so different. Wheel landings look and feel more like how I land my Warrior and it was easy for me to slip back into old habits. I was also surprised by the amount of force required to go full aft on the stick while three-pointing the Cub and would occasionally stop flaring prematurely. "All the way back. Put it on the tail," Damian would prompt. Failure to flare sufficiently would result in the mains hitting the ground first. When that happened, momentum carried the tail down, which increased the angle of attack on the wing and resulted in a balloon back into the air. Though not technically a bounce, it felt like one. I felt terrible every time I "bounced" Damian's Cub.

We spent the rest of my training time on the second day alternating between wheel landings and three point landings until Damian was satisfied that I could switch back and forth.

On the third day, we went back to Trinca Airport and practiced crosswind landings. Compared to the Warrior, the Cub slips like a dream. The distraction of managing crosswinds led to my three point landings falling apart again. I will probably hear Damian's voice saying "keep it flying" every time I flare an airplane from now on. Back at Aeroflex, I did my first landing on pavement. A wind gust swung the nose to the right, I caught a glimpse of the runway center line in my peripheral vision, fixated on it, and dropped the airplane on. "Forget the center line. No Cherokee landings," Damian admonished.

On my last flight with Damian, I successfully made some decent three point landings on the pavement. I had one minor swerve, but managed to get on top of it to keep the airplane straight. When geese began congregating on the grass runway, Damian took control of the Cub, throttled up aggressively, and we literally chased the geese around with the airplane until they grudgingly retreated back to the water.

Next, we did about five simulated engine out landings from different parts of the pattern. The most memorable occurred while still climbing on a crosswind leg for runway 21. I was slow to get the nose down and initially did not bank steeply enough. "Steeper bank or we won't make it," Damian cajoled. I rolled the wings somewhere well past 45°. I don't know how steep the bank was, but I am certain that I have never cranked an airplane around that steeply ever before and I would not be surprised if the side of the fuselage was providing a lot of the vertical lift during that maneuver. When we rolled out over the pond at the departure end of 21, I could see that we did not have enough

(Continued on page 6)

Thank You!



Thanks to those members who bathed the WFC fleet on September 24. The airplanes look spectacular!

Congratulations!



Congratulations to Ed Ciolkowski for earning his Private Pilot certificate on September 22, 2017! Well done, Ed!



Upcoming WFC and Local Events

Oct 19, Thursday	<p>AOPA Air Safety Institute Free Seminar</p> <p>"Fly by Night" Sport Aviation Center of Western NY Ledgesdale Airport, Brockport, NY</p> <p>ASI's new seminar looks at night flying from a risk management perspective. Using decades of accident data, we identify common problems and recommend the best ways to avoid them. Along the way, we talk about:</p> <ul style="list-style-type: none"> - Requirements for pilots and aircraft - Unique flight planning considerations - Why all nights are not created equal - Things that can take you by surprise <p>To view further details and registration information for this seminar, click here.</p>
Oct 28, Saturday	<p>WFC Thanksgiving in October!</p> <p>Tony Alesci will be deep frying three turkeys. Lunch will be rounded out with mashed potatoes, stuffing, green bean casserole, corn, and gravy to go with them.</p> <p>Williamson Sodus Airport, Noon—1:00 pm.</p>
Dec 2, Saturday	<p>WFC Christmas Party</p> <p>Carey Lake 6:00—9:00 pm Entertainment by Moody McCarthy</p>

Items in **bold** are sponsored by the WFC Activities Committee

Reminder: The Activities Committee will be hosting lunches on Saturdays from noon—1:00 pm on October 7, 14, and 28 (note: no lunch on October 21). Weekly lunches will cease for 2017 after October. Contact Tony Alesci with any questions.

A Cherokee Pilot Earns a Tailwheel Endorsement by Chris Houston

(Continued from page 5)

altitude to reach the runway. I kept the airplane on course at best glide speed, expecting Damian to rescue the approach with throttle (which he was guarding) and provide coaching on how to do it right next time.

Instead, he told me to dive for the water. I did and the windscreen filled with blue. "Level off," Damian instructed. I leveled just slightly higher than the weeds separating the water's edge from the runway and we floated right over them. I was stunned that we made it. We had gained kinetic energy in the dive, then reduced drag in ground effect just enough to stretch the glide to the runway. It was an impressive demonstration. On top of it, my landing was excellent. When I told him that I was most pleased with the good landing after the distraction of the engine-out

procedure he said, "That's why I'm doing this with you, to see if you go back to old habits when distracted with something new. That was a good landing. Good job."

After the final engine out landing, we returned to the Aeroflex ramp and I switched the Cub's mags off for the last time. Damian endorsed my logbook for tailwheel PIC and for a flight review.

Damian encouraged me to apply what I'd learned to my regular flying. "You can fly a trike like a taildragger, but you can't fly a taildragger like a trike," he noted.

As I prepared to depart Aeroflex-Andover, I powered up the avionics in my Warrior and realized something else. In seven hours of flying with Damian, I did not use a radio once. Though it had an intercom, the Cub does not have an electrical system and there was no radio available to use. I found that I did not miss it.