

# WFC Flyer



Dawn at the Williamson-Sodus Airport (Chris Houston)

## Important Dates:

**General Meeting**  
December 14, 2017  
7:00 pm, Clubhouse

**Board Meeting**  
January 4, 2018  
7:00 pm, Clubhouse

**General Meeting**  
January 11, 2018  
7:00 pm, Clubhouse

## Welcome to the Club!

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

- Aaron Forisha
- Bradley Roehrig

## NOTAMs

- The pattern altitude at KSDC has been raised to 1400 feet MSL (976 feet AGL)
- METAR data from SDC is now being uploaded to the National Weather System

## Williamson Flying Club

## December 2017

### From the President's Desk by Steve Murray

Election time is upon us and I am happy to announce that John Clingerman has been named the chairman of this year's election committee. Each year, the positions of President, Vice-President, Secretary, Treasurer, and one directorship are open for election.

The position of President is term limited to two years and, as such, I am not eligible for this position. The current President is automatically afforded the board position of Past-President in 2018. As such, at least two of the current board members will not be seeking positions for 2018 and these positions will

need to be filled from the eligible membership.

To be eligible, a member must be a permanent or active member for at least one year, be in good standing having attended at least 6 meetings from February 2017 - January 2018.



A list of potential members who have either satisfied or could satisfy this requirement are provided in this newsletter.

We are a volunteer organization and, while the

members are its heart, it takes a well-functioning board to keep it together. The more people who have served on the board, the stronger our organization will be.

I encourage everyone to do their part and serve. If you are interested, please contact John by phone, text, or eMail to express your interest to run for office or serve on the election committee.

## 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 Murray ([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: John Clingerman ([director-2015@williamsonflyingclub.com](mailto:director-2015@williamsonflyingclub.com))  
Director: Randy Christian ([director-2016@williamsonflyingclub.com](mailto:director-2016@williamsonflyingclub.com))  
Director: Mike Malec ([director-2017@williamsonflyingclub.com](mailto:director-2017@williamsonflyingclub.com))

**Medical Advisor:** Dr. Pam Tarkington ([pamela1@choiceonemail.com](mailto:pamela1@choiceonemail.com))

“Science, freedom, beauty, adventure: what more could I ask of Life? Aviation combined all the elements I loved. There was science in each curve of an airfoil, in each angle between strut and wire, in the gap of a spark plug or the color of an exhaust flame. A pilot was surrounded by beauty of earth and sky. He brushed treetops and the birds, leapt valleys and rivers, explored the cloud canyons he had gazed at as a child. Adventure lay in each puff of wind.

I began to feel that I lived on a higher plane than the skeptics of the ground; one that was richer because of its very association with the element of danger they dreaded, because it was freer of the earth to which they were bound. In flying, I tasted a wine of the gods of which they could know nothing. Who valued life more highly, the aviators who spent it on the art they loved, or these misers who doled it out like pennies through their antlike days? I decided that if I could fly for ten years before I was killed in a crash, it would be a worthwhile trade for an ordinary life time.”

- Charles Lindbergh  
*Spirit of St Louis*

## Cool Places to Fly by Chris Houston

**Destination:** Cherry Ridge (N30), Honesdale, PA

KSDC.

**Distance:** 132 nautical miles, direct

As other airport diners have closed, Cherry Ridge continues to thrive.

### Why It's Cool:

### Tips:

Cherry Ridge has long been known as a favorite \$100 hamburger destination in the northeast. The field is in a rural area of northeast Pennsylvania with a north-south oriented runway measuring 2986 x 50 feet with displaced thresholds on both ends.

- As with all airport diners, it is best to verify restaurant hours in advance. Recently, restaurants at Glens Falls and St Mary's have changed to reduced winter hours and hours listed in

ForeFlight or other sources may not always be up to date (ask me how I know).

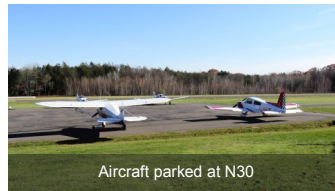
- Cherry Ridge is a popular destination and the ramp fills up on weekend mornings. Earlier arrivals are better.
- Self service fuel is available at \$4.85/gal.

*Photos contributed by the author and Jamie Oliver.*

My first visit to [Cherry Ridge Airport Restaurant](#) was in August of 2006. The cozy diner occupies the second floor with a wonderful view of the ramp and runway. The food was outstanding.

After an ownership change, the family-run diner is now owned by the family that once ran the café at Sky Manor Airport in New Jersey (N40).

Under the new ownership, the diner still serves up excellent food and maintains the same comfortable atmosphere. As other airport restaurants have closed, Cherry Ridge continues to thrive and is highly recommended for anyone seeking a \$100 hamburger destination in the 1.3 hour range from



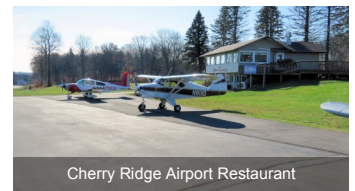
Aircraft parked at N30



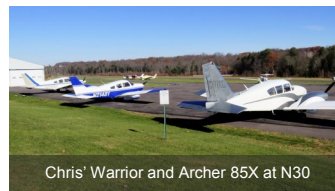
A close look might reveal 6ES on the ramp



Chris' Warrior with the diner in background



Cherry Ridge Airport Restaurant



Chris' Warrior and Archer 85X at N30



Scott Lasky, Chris Houston, Ed Ciolkowski



Cherry Ridge Airport looking to the southeast

## WFC 2018 Elections

In order to run for office in the February Elections, Active and Permanent Members must have attended at least 6 monthly General Meetings in the previous 12 months. The list below contains the attendance status of members who are already eligible for office and those who must attend the December and/or January meeting(s) to be eligible for election to office at the Annual Meeting on February 8, 2018.

The following members are already qualified to run for office:

Adams, Dan  
Allen, Richard  
Ankrom, Dennis  
Arserio, Gregory  
Bach, William  
Bebernitz, Michael  
Caldwell, Gary  
Christian, Randy

Clingerman, John  
Ebert, Joseph  
Fair, Ian  
Foti, Ron  
Fuller, Jack  
Henderson, Tom  
Herloski, Bob  
Malec, Mike  
McCutchan, Rick  
Mehserle, Eric  
Murray, Steve  
Paxton, Sandy  
Perricone, David  
Schoeneman, Carl  
Shaw, Dennis  
Shippers, Lee  
Shipper, Michael  
Verbridge, Alan

The following members have attended five General Meetings to date in 2017 and need to attend one additional meeting, either in December or January, to qualify:

Sims, Duane

Finally, the following members have attended four General Meetings to date and need to attend both December and January meetings in order to qualify:

Barlis, Glenn  
Englund, Frances  
Guild, Dave  
O'Donnell, Jim  
Swingly, Richard

Qualified Active and Permanent Members interested in running for a WFC Board of Directors position (President, Vice President, Secretary, Treasurer, or Director) should contact John Clingerman of the 2018 Nominating Committee.

### Contribute to the Newsletter!

Do you have a favorite photograph from the Williamson-Sodus Airport or the Williamson Flying Club? A destination, memory, or trip to share with the membership?

Submit your photo, story, or trip report to the newsletter by emailing:

[Newsletter@williamsonflyingclub.com](mailto:Newsletter@williamsonflyingclub.com)

## From the Treasurer by Bob Herloski

Automated aSoS -> Quickbooks data entry

November is the first month in which Mike Malec's automated data entry program for Quickbooks is going live. Mike's WFC Invoice updater program takes flight instruction and aircraft rental data downloaded from aSoS, and programmatically imports that data directly into Quickbooks. This program has been undergoing development for a long time, and will save the treasurer time and mistakes from manual data entry. Hopefully, no more fat finger mistakes in which someone is charged

for 56 hours of aircraft rental instead of 5 hours! The only caveat is that I will no longer be manually reviewing the aSoS data for obvious errors, so it is possible an error creeps in from someone else's typing error, just not the treasurer's.

Please review your November invoices very carefully, and let me know of any issues needing correction.

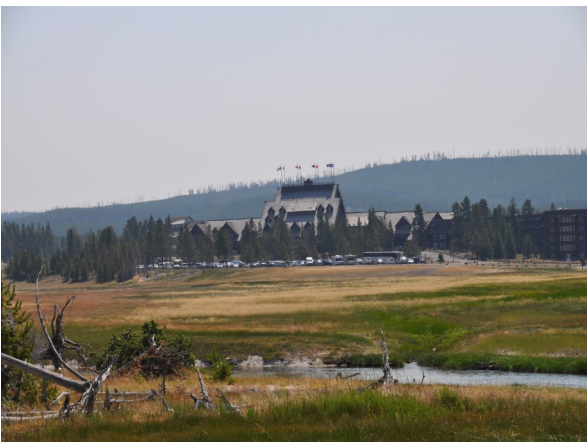


## Trip Report: Yellowstone 2017 by Steve Murray



It was in July 2016 when my wife and I began planning our trip to Yellowstone Park with a 5-day reservation (need to book at least a year in advance) in the old section at the Old Faithful, starting August 3rd 2017. The plan was to fly to my sister's in Cedar Rapids (CID) on the 2nd and then to West Yellowstone Regional (WYS) on the 3rd. West Yellowstone is the airport "closest" to the park and about an hour's drive from Old Faithful. Straight line distance from SDC 1,465 nm, about an 8h 45m trip (no-wind) in the Bonanza.

The flight to CID was pretty uneventful. I originally planned to go north of lake Erie via Detroit. The



actual route ended up being down the center of the lake, a walled canyon with convective activity on both shores, punching through around Toledo, with weather avoidance the rest of the way. 4h 18m later we landed in CID, 681nm.

We were at my sister's and that evening I began planning for the flight to WYS. A new NOTAM indicated that the airport will be closed at 23Z.

*Wait what time zone am I in and what time zone is WYS?*

Mountain, DST. *Ouch that is 4PM local time!* It was 6 hrs of flying to get there. With a necessary fuel stop, we needed to be wheels up by 9AM to make it. On top of that, there was a major front moving in from Denver and weather at CID was predicted to go south at 9AM.

Not much of a decision 6am the next morning. The front went from Oklahoma all the way to Canada and it looked big. I called Budget and got them to transfer the car from WYS to Yellowstone Regional, Cody, WY (CDY). The next best choice was Jackson Hole, but if you have been following AOPA, the airport is on their hit list for high fees and gas prices. They also did not have a Budget and Budget would let me transfer the reservation to Cody. That morning, it thundered and

rained hard. I later talked to Chris Karpenko who was waiting out the same storm in Ames, IA and we both agreed it was quite a deluge. By 11AM, it had passed. Down to the airport, we were in the air by 12:50 CDT, next stop Miller Field (KVTN) Nebraska.

The flight to KVTN was a bit rough on the climb out as the air was still unstable and we climbed to 14k to get on top. Except for a 40 kt head wind, the rest of the flight was uneventful, 3 hrs, 397nm, gas \$3.98/gal.

The next leg was to CDY, 2 hrs 48 min, 399nm. There are 8,000 foot minimum en route altitudes (MEAs) to Cody via Casper, WY making Cody doable for most of our aircraft. We landed at 6PM MDT, the FBO drove us across the field to get our car, we drove back



*(Continued on page 5)*

## Trip Report: Yellowstone 2017 by Steve Murray

(Continued from page 4)

out on the apron to load it, and by 7PM we were off to the park.

The drive from Cody to the park is a good hour, the inn an hour farther, and after a short dinner we got to the check-in counter at 10PM MDT.

I'm not sure how we managed it, but we got a lovely room that faced the geyser about 200 yds away. The inn is rustic, pretty much as it was when built in 1903: shared



restrooms dormitory style, heat but no air conditioning. Even though it was August, the temperature was pleasant with the windows open. We could hear the geyser erupt every 90 mins throughout the night which did not bother me at all; nature, what we were there for.



Over Cody looking into Buffalo Bill State Park which leads to the east entrance of Yellowstone park



The park is just a must see, divided between a wonderland of geothermal activity and vast wilderness; mountains, wildlife, lakes and canyons. We spent 5-days driving around the entire park; it was not enough.

I canceled our last night reservation at the inn and we drove out of the park that evening to Cody so we could avoid a two hour morning drive before flying home. Once again there was a front from Kansas to Canada with the brunt of it being over Minnesota. Looking at the weather, I decided to file right where the weather was now (Denison, IA) with an alternate on the west side that I knew would remain clear. We departed Cody at about 9AM MDT filed for 13k, 4hrs to DNS, monitor the weather. .

As we approached DNS there were a few NOTAMS on the west side indicating the tops were at 14K. Fuel was good so I decided to amend my plan to Dansville (DVN) on the other side of the front and climbed to 15k. I should have known better. As we began to cross the front, 15k held out for about 20 min until we were

forced up to 17k. I'd never been that high (I have high altitude endorsement) and within 15 mins we entered IMC at 17k, palms sweating. I did not want to be there.

I was relieved to find the ride was pretty smooth. I could actually see daylight above but climbing to 19k required a transfer from cannula's to full oxygen masks and my partner was nervous, not happy. The turbo-charger will make fully rated power to 19k (service ceiling 24k), so a climb was not an issue, but I was not going there. I started to pick up some light rime, but the heated prop took care of it. I asked for a slight deviation to the south. Before I entered IMC, I could tell the solid tops sloped up from south to north. I was looking for out as soon as possible.



As I got out of the front on the east side I amended the plan once again (Chicago did give me some grief) to one of my favorite cheap gas stops in Knox, IN (OXI). In all this flight was a record setter for me, highest altitude 17k and longest leg 1,045nm 5h 41mn. I pumped 98 gals back into the

(Continued on page 6)



# Congratulations!



**Congratulations to Aron Zbick on his first solo on December 2, 2017. You're one step closer to that airline job, Aron!**

# Cover Story!



On September 9, 2017, the Williamson Flying Club hosted Jill Tallman from *AOPA Pilot* and local photographer Fred Sanfilipo. The resulting feature article appeared in the December 2017 issue of *AOPA Pilot*. AOPA's web version can be viewed at this [link](#)

## Trip Report: Yellowstone 2017 by Steve Murray

*(Continued from page 5)*



tanks, I carry 114gals, landed with 1hr reserve.

The final leg home was 448nm, 2h 28m, and we landed in SDC at 7:03EST

