

WFC Flyer

Morning clouds reflected in clear ice on Sodus Bay (Chris Houston)

Important Dates:

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

Board Meeting
February 1, 2018
7:00 pm, Clubhouse

**Annual Meeting
Elections**
February 8, 2018
7:00 pm, Clubhouse

Welcome to the Club!

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

- Jonathan Pennell
- Gregory Szulis
- Floyd Johnson

Williamson Flying Club

January 2018

Trip Report: Flight to Totality by Chris Houston

Editor's Note: In an effort to showcase member's aeronautical adventures and learnings on longer flights, we're soliciting trip report stories, such as the one published in the December 2017 newsletter about Steve Murray's trip to Yellowstone. To share your story, contact us at Newsletter@williamsonflyingclub.com.

With so many acts of aviation committed in the name of hamburgers and pancakes, is it so strange to fly to see an eclipse? Evidently not, as my family was one of many that flew south to view the solar eclipse from the path of totality on August 21, 2017.

Our destination was Copperhill, TN located in the southern foothills of the Smoky Mountains where Tennessee, Georgia, and North Carolina come together.

We departed KSDC on August 18, flying our Warrior along the back side of a cold front that swept eastward like a plow, lifting warmer surface air aloft while spawning thunderstorms and rain along its leading edge. Normally, I would have departed KSDC as early as

possible for a multiple-state cross country flight to avoid afternoon towering cumulus, but I deliberately delayed launch to ensure our passage behind the weather system. On an IFR flight plan, we flew in and out of the clouds behind and roughly parallel to the front. ADS-B weather (ForeFlight/Stratus) showed a consistent trend of thunderstorms moving away



Ground track from FlightAware showing our first leg from KSDC to KPKB

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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

Board of Directors

President: Steve Murray (president@williamsonflyingclub.com)
Vice President: Tom Henderson (vice-president@williamsonflyingclub.com)
Treasurer: Bob Herloski (treasurer@williamsonflyingclub.com)
Secretary: Joe Ebert (secretary@williamsonflyingclub.com)
Director: John Clingerman (director-2015@williamsonflyingclub.com)
Director: Randy Christian (director-2016@williamsonflyingclub.com)
Director: Mike Malec (director-2017@williamsonflyingclub.com)

Medical Advisor: Dr. Pam Tarkington (pamela1@choiceonemail.com)

Cool Places to Fly by Chris Houston

Winter Flying Tip:

Moving an aircraft on an icy surface is at best an exercise in frustration and at worst a recipe for injury. Consider removable traction for your shoes like Yaktrax. Many pilots have found that these work well for ground handling of their aircraft. Just don't wear them in the airplane!

Aviation Quote:

"The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air."

- Wilbur Wright

Destination: Tullahoma Regional Airport / William Northern Field (KTHA), Tullahoma, TN

Distance: 634 nautical miles, direct

Why It's Cool:

I first laid eyes on a Beech Staggerwing (Model 17) at Sun 'n' Fun in 2005. For me, the Staggerwing epitomizes



A New York Piper in Beechcraft's Tennessee Court—the museum's parking area

York. However, while visiting Dad in Knoxville, TN this summer, Tullahoma

museum is on the grass off the south end of runway 18. As aircraft museums go, this is one of the most elegantly-appointed that I have visited. In addition to the obvious Bonanzas, the collection boasts the first Staggerwing ever built (and many other gorgeous examples), several twin Beech 18s, and a Beech Starship (inaccessible that day due to a hangar renovation).



The Beech Aircraft Company (later, Beechcraft) was formed to build this airplane, the first Model 17 Staggerwing. Notice that this prototype is a fixed gear version of the ship.

the grandeur of 1930s executive aircraft. It may not be as fast as a modern bizjet, but its radial engine, compound curves, and distinctive negative wing stagger simply exude graceful elegance. It is my all-time favorite civilian aircraft.

As a direct result of my fascination with the Staggerwing, The [Beechcraft Heritage Museum](#) has been on my list of places to visit for many years. Located in Tullahoma, TN (KTHA), it is not terribly convenient from New

was an easy 1.3 hour flight west-southwest. Aircraft parking at the

Prior to forming



A gleaming example of a Beech 18

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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 January meeting 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
 Bebernitz, Michael
 Caldwell, Gary
 Christian, Randy
 Clingerman, John
 Ebert, Joseph
 Fair, Ian
 Foti, Ron
 Fuller, Jack
 Henderson, Tom
 Herloski, Bob
 Malec, Michael
 McCutchan, Rick
 Mehserle, Eric
 Murray, Steven
 Perricone, David
 Schoeneman, Carl
 Shaw, Dennis
 Shippers, Lee

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.

Qualified members (continued):

Sims, Duane
 Verbridge, Alan

The following members have attended five General Meetings to date in 2017 and need to attend the January meeting to qualify:

Bach, Williams
 Barlis, Glenn
 Swingly, Richard

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



Recommended Reading

The latest issue of *FAA Safety Briefing* (Jan/Feb 2018) focuses on flying fundamentals www.faa.gov/news/safety_briefing/

Cool Places to Fly by Chris Houston

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Beechcraft, Walter Beech was a partner in the Travel Air Company with Clyde Cessna and Lloyd Stearman. Obviously, all three went on to make significant, individual contributions to aviation. In recognition of Beech's earlier career, the museum also features Travel Air aircraft, including the first airplane built by the company — the 1925 Model 1000 (only one was built) — and a Mystery Ship racer.

While Beechcraft owners will have an obvious affinity for this museum, I recommend it for anyone with a deep appreciation for classic vintage aircraft. These are beautiful aircraft displayed in a beautiful space.

Tips:

- Every October, the museum hosts its [Beech Party](#) annual fly-in, a terrific destination for

Beechcraft owners (hint, hint — you know who you are).

- Adult admission is \$10, children under 11 are free, and people between the ages of 12-17 and 65+ are \$5.00.
- Tullahoma is a former military airbase with multiple available runways, including two turf runways in good condition.
- Though not depicted on the sectional, a sky-diving business operates at THA; watch out for meat missiles!
- Self serve 100LL is currently



A skinless Staggerwing displays the hidden craftsmanship within



A rare Travel Air Mystery Ship

- available for \$4.09/gal.
- More photos from the museum can be found on my [blog](#).

Trip Report: Flight to Totality by Chris Houston

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from our course. Avoiding the rain and convection, we cruised directly over Pittsburgh International in calm air while listening to airliners east of the front urgently negotiating with Cleveland Center and Pittsburgh Approach for weather deviations. Careful weather planning clearly paid-off.

Still passing in and out of the clouds, we flew the RNAV-21 approach into our lunch stop at the Mid-Ohio Valley Regional Airport in Parkersburg, WV (KPKB). Mary's

Plane View, the former diner on the field used to be quite good. The unnamed diner that replaced it was adequate, but not particularly memorable.

After lunch, we continued to our overnight stop at my Dad's house in Knoxville, TN. With headwinds, we flew 6.2 hours that day, half of it in IMC. After many visits over the years, the Knoxville Downtown Island Airport (KDKX) has become a second home to us. It is a small, but very friendly and active GA airport on the eastern edge of the



Knoxville Downtown Island Airport (KDKX)

city; easy in, easy out. Overnight tie down is \$5 a night and waived with fuel purchase (currently \$4.29/gal—high for the region, cheap for

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Trip Report: Flight to Totality by Chris Houston

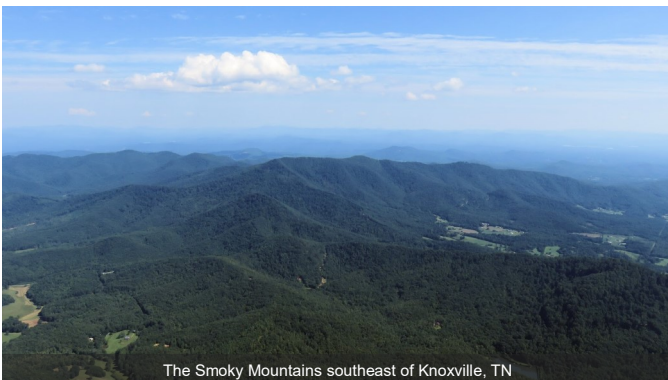
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NY pilots).

The next day, I had the pleasure of taking my Dad for his first flight with me (it only took me 15 years to talk him into it). We flew from Knoxville to Tullahoma, TN to visit the Beechcraft Heritage Museum (see "Cool Places to Fly", this issue) and had a great time.



Seen on the Knoxville ramp—who knew that Gollum was a private pilot?

We departed for Copperhill, TN that afternoon. Skirting the western rim of the Smoky Mountains at 6,000 feet, we had an impromptu physics lesson when my wife decided that she was thirsty and opened her water bottle to take a drink. It was one of those fancy water bottles with a straw. All of that sea level pressure air in the headspace of the bottle forced the



The Smoky Mountains southeast of Knoxville, TN

water out in a powerful spray, blasting her in the face and reaching as high as the airplane's headliner. Well-soaked, we continued to our destination and arrived still dripping.

Martin Campbell Field (1A3) in Cop-

perhill, TN features a single paved runway 3,500 feet in length. Much like the Le Roy Airport (5G0), it is a small facility in excellent condition run by an enthusiastic manager. An amusing aerial photograph on the wall showed the airport with both

ends of the runway marked "19", a mistake that so befuddled the FAA that they flew a representative to Tennessee to visually verify that it had actually happened. With limited tie down space, we reserved a spot with the manager, Alan Frosch, in advance. It's a good thing that we did—eclipse traffic swamped the field on the day of the event.

On August 21, as the eclipse approached totality, the air palpably cooled and the quality of light changed. It was dimmer, like at evening, except that the light was cast from the wrong



Fogged-in at Martin Campbell Field on August 22

direction — overhead rather than from the horizon. I watched the final sliver of sun vanish through my protective glasses and, in that moment, it was like a switch was thrown. The radiant heat of the sun was gone, the landscape went dark, and crickets began to chirp.

I removed the eclipse glasses and beheld a sky of deeper blue than any I had ever seen before. A couple of planets sparkled brightly, providing stark contrast to the photonegative of a full moon hanging in the sky, a sphere of deepest black encircled by the ethereal crown of the sun's corona. At our feet, writhing bands of shadows tracked across the gray, sun bleached asphalt. It was a phenomenon known as "shadow snakes" that, remarkably, still baffles physicists. The tableau was like a movie special effect, an impossible scene conceived by a science fiction writer and rendered by computer.

In under two minutes, it was over. When the narrowest crescent of sun emerged from the occluding moon, the world brightened and warmed immediately. The differ-

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Congratulations!



Congratulations to Bob Clark, who successfully nailed his check ride on December 21 to become the WFC's newest private pilot!

Upcoming WFC Events

<p>Sat, January 13, 2018</p>	<p>ForeFlight Seminar Where: WFC Clubhouse When: 10:00 am to 1:00 pm</p> <p>Topics covered:</p> <ul style="list-style-type: none"> • The basic use of ForeFlight • Different features available for each subscription level. • New features. • Flight planning. <p>For those just getting started, ForeFlight offers a free 30day trial subscription.</p> <p>Bring your iPad, have ForeFlight Downloaded.</p> <p>Sign up on the WFC Event Calendar</p>
<p>Wednesdays January 17–April 4, 2018</p>	<p>Private Pilot Ground School Where: WFC Clubhouse When: 6:00 to 8:00 pm</p> <p>Details: See the flyer at this link</p> <p>Pre-Private: \$125 + supplies Pilots or students who have already taken the written: \$5/night</p> <p>Sign up on the WFC Event Calendar</p>

Trip Report: Flight to Totality by Chris Houston

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ence between totality and almost-totality was striking.

Weather on August 22, the day of our intended return, was forecast to be excellent...until it wasn't. That morning, the NOAA Convective Forecast showed an enhanced risk of severe thunderstorms over much of our route.

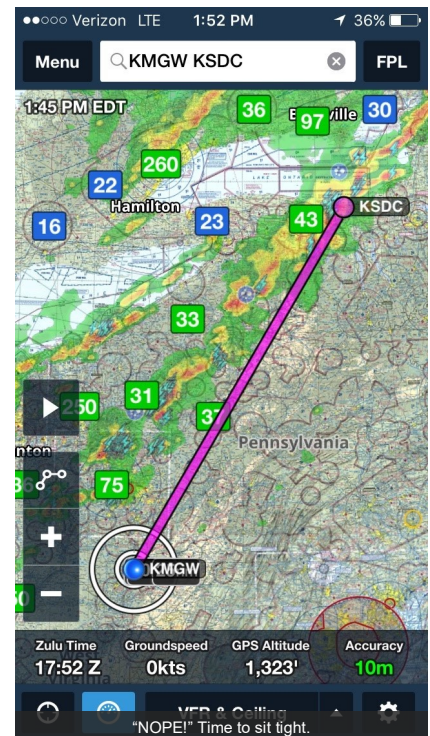
We waited-out the fog in Copperhill. Though the airport has an Obstacle Departure Procedure, I preferred to see the surrounding mountains on take-off. It's a good thing that we did; Atlanta Center wanted us to provide our own obstacle clearance up to 5,000 feet.

En route over West Virginia, a pilot of a nearby IFR aircraft also on with Clarksburg Approach had a scare when he almost collided with

a non-participating airplane that emerged from a cloud at 9,000 feet. If you're going to be IMC, fly in the system—that's why it exists.

We made it as far as Morgantown, WV (KMGW) for lunch at Ali Baba (see ["Cool Places to Fly", April 2016](#)), landing in a brutal cross-wind driven by a coming front. There would be no more flying that day, as strongly hinted by the image at right. Tornadoes were forecast along the route through Pennsylvania and even in Rochester. With such weather, it is a better idea to book a hotel room, take the kid to the pool, and enjoy a nice dinner. That's exactly what we did.

We returned to KSDC on August 23 with 12.6 more hours in the logbook (3.6 IMC), a little more weather savvy than we had before, and having had a great experience



visiting family and viewing the amazing eclipse. This is why we fly!