

# WFC Flyer



Dawn at KSDC, December 2017 (Chris Houston)

## Important Dates:

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

**Board Meeting**  
March 1, 2018  
7:00 pm, Clubhouse

**General Meeting**  
March 8, 2018  
7:00 pm, Clubhouse

## Welcome to the Club!

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

- Jadon Colletti

## Williamson Flying Club

## February 2018

### Annual Meeting and Election

This year the annual meeting will be held on Thursday, February 8th 2018 at 7:00PM in the clubhouse.

Each year during the annual meeting, the club elects a President, Vice-President, Secretary, Treasurer, and one Director. Every active, military, and permanent member in good standing, is entitled to vote. You must be present; no member is entitled to vote in proxy.

During the regular meeting held on January 11th, 2018 the nominating committee, appointed by the president, presented recommendations for the

open positions. The nominations were as follows:

**President:** Michael Malec  
**Vice-President:** Thomas Henderson  
**Secretary:** Ian Fair  
**Treasurer:** Robert Herloski  
**Director:** Richard Swingly



During the January meeting, additional nominations from the floor were solicited. No additional nominations were offered.

A majority of votes cast at the annual meeting are necessary for election. All

votes will be cast by ballot, if a motion is made to vote by other means a ballot will be required to approve the motion. Anyone defeated for one office may be re-nominated for a remaining office.

The order of voting shall be as follows: **President, Vice-President, Secretary, Treasurer, Director.**

In accordance with the latest revision of our by-laws, an annual report will be presented.

We encourage all members to attend.

## 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))

## Flashback: WFC Hangar Collapse by Eric Mehserle

### Aviation Quote:

“One quick downward swing of the shining propeller and the engine is very suddenly running, catching its breath and choking and coughing hoarse in the morning chill. Silence runs terrified before it and hides in the far corners of the forests around. Clouds of blue smoke wreath for a second and are whipped away and the silver blade becomes nothing more than a great wide fan, and it blows air back over me like a giant blowing on a dandelion and the sound of it over the engine sound is a deep west wind in the pines.”

- Richard Bach  
“Biplane”

Back in the day, the club was mostly a member-supported organization. No reliever status, no AIP grant money or state funding, some income from fuel sales, and a few hangars. As a result, there was a considerable amount of creativity and elbow grease in how things got built and paid for around the club.



A Piper Warrior inside the collapsed hangar.



Despite the damage, the pancake breakfast equipment was saved.

Sometime in the 80's, with a lot of donated materials, club member donations and sweat equity as well as help from the Williamson BOCES industrial arts class and teacher, the club managed to build a 4-place open hangar, with a flat roof, so that they could keep the club airplanes out of the weather. Winters being what they are out in the “lake effect” Sodus NY area, the new hangar was a great help. However, along came January of 1999, when one night a large amount of snow fell

over the Wayne County area which put a considerable white-cap on that flat roof. After the snow fell, temperatures went

up the next day and then overnight it rained. The snow became a wet heavy mass throughout the area. The snow load that night on the flat roof proved to be too much for the aging structure.

Club member Dave Cansdale had come to the airport early that morning to get an item from his plane, which was hangared at Ankrom's. He came in off Rt. 104, made his way along the taxiway out to the runway, driving right by the club hangar with all that snow



(Continued on page 4)

## Cool Places to Fly by Chris Houston

[Editor's Note: this article originally appeared in the December 2015 issue of the *WFC Flyer*. It has been updated with current data.]

### Destination:

Alton Bay Ice Runway (B18),  
Alton Bay, NH

### Distance:

258 nautical miles, direct

### Why It's Cool:

Located on the southernmost tip of New Hampshire's Lake Winnepesaukee, the Ice Runway at

Alton Bay is unique in that it is the only FAA-approved ice runway in the continental United States. The "field" is charted as a seaplane base, though it is evidently much less active in that capacity than it once was. However, when the winter ice on Alton Bay thickens sufficiently (12" is the minimum), it becomes an active airport and a popular destination for pilots seeking a unique experience in the Northeast.

Paul LaRochelle is the volunteer manager of Alton Bay. Airport status is updated in the NOTAM system and pilots can call (603) 875-3498 for a detailed recorded status update (consider it Alton Bay's version of ATIS). By its very nature, the airport lives a transient existence. It typically opens in January once the ice is thick enough and the government mandates that runway operations cease by March 15 regardless of runway condition.

As of this writing, the runway is officially open for the season, but this can change quickly with the weather.

The west shoreline of the bay is a

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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)

quick walk from the aircraft parking area. There are a couple of restaurants nearby. On my visit, I ate at *Shibley's at the Pier*. It was quite good and afforded a fantastic view of aircraft coming and going from the ice runway. I met a lot of folks in town who were very enthusiastic about this unusual seasonal airport in their midst; everyone was curious about where I flew in from and how long it took.

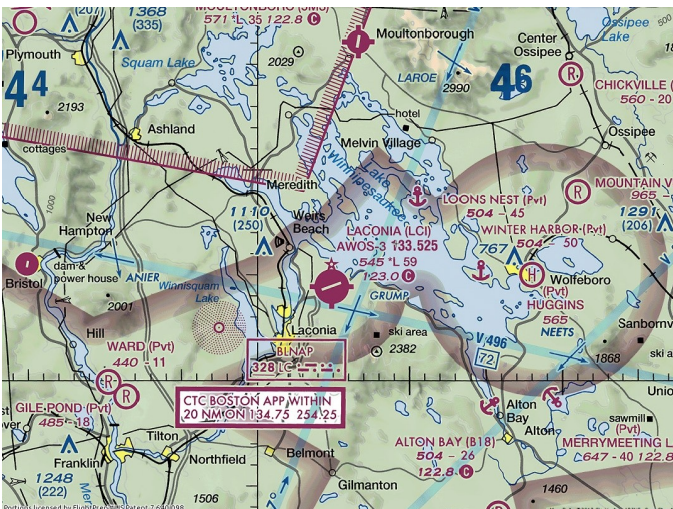
If you've seen club pilots wearing their "B18 Alton Bay Ice Runway" baseball caps, these can be found for sale at *Facet Jewelers*. Stop in, say hello to Paul's wife Donna, sign the pilot register, receive a certificate commemorating the experience you just had, and purchase your cap.

Unless your airplane is already equipped with skis such that this is old hat for you, a visit to Alton Bay is highly recommended as a unique winter flying experience.

### Tips:

- The facility is oriented with a 1-19 runway, typically plowed to

*(Continued on page 5)*



Chris' Warrior parked on the ice at Alton Bay

## Flashback: WFC Hangar Collapse by Eric Mehserle

(Continued from page 2)



was gracious enough to head right out to assist with his equipment. Thanks Joe! Many club members arrived with hand tools, work gloves and



on it, and across the runway over to his plane. Everything seemed normal as he came back across the runway, only to learn later that day that “probably within the hour” the hangar had collapsed. As the pictures illustrate, the structure ended up resting on all the club aircraft inside. What a sight!

muscle power and the clean-up was under way.

So, Gary Crawford, club President at the time, summoned the club troops to mobilize the salvage and clean-up efforts that are captured in-part by the photos shown.

It took a long time to recover from that incident. Planes needed to be replaced and a new hangar was constructed on the same footprint (this time with a peaked roof). Slowly but surely the club finally worked its way back to “normal”. Since then, as evidenced by the recent feature article in [AOPA's Pilot magazine](#), we have come a long, long way from that fateful night.

Lance Merritt knew that Joe Molino from Ontario had an excavator who



## Cool Places to Fly by Chris Houston

(Continued from page 3)

3,000' by 100' and outlined by cones. The threshold for runway 1 is abeam a floating bandstand in the middle of the bay. Aircraft parking is immediately south of the runway. A parallel taxiway is also maintained as time and resources allow; all but one segment of it was snowed-in the day I visited.

- Not surprisingly, there is no fuel available at Alton Bay. Inexpensive fuel is available at Laconia Municipal Airport (KLCI, 10 nautical miles northwest). Emerson Aviation has competitively priced self-service fuel available at the far north end of Laconia. As of this writing (03 Feb 2018), it is \$4.50/gal.
- For club members desiring to fly club aircraft to Alton Bay,

you are required to have at least **150 hours** and a **grass checkout** with a club instructor.

Finally, a few comments on safety. An ice runway is just as slippery as it sounds!

- Do not expect brakes to be effective at any speed above walking. Do not expect your brakes to be effective during a runup.
- If you do not already have experience landing on asphalt runways covered with ice, you should consider getting that



Alton Bay photographed February 2015 with the taxiway only partially cleared

experience before tackling Alton Bay.

- If you have Yaktrax or other footwear for gripping ice, they will be useful if you need to reposition your parked aircraft.

## WFC Aircraft Upgrades by Mike Bjerga

There are a lot of maintenance/upgrade projects planned for club aircraft over the next few months.



Archer N1185X (Chris Houston)

Starting Monday, January 22nd, 701DT will be getting a new engine installed, a few necessary repairs, and an annual inspection. I blocked it off for two weeks, but it may be available sooner. When 701DT is back in service, there will be a "break-in" period for the new engine that will limit operations to point-to-point cross country flights... Stay tuned for details.

February 5-10, I will be installing the new inte-

rior into 1185X. I plan to do the bulk of the work on Monday/Tuesday the 5th/6th. If you happen to be available to help out, let me know.

February 19th, 736ES will go to Jamestown for the installation of a Garmin 345 transponder (like the one in 1185X). This will bring ADS-B "in" functionality allowing traffic/weather data to be displayed on the Garmin 650 as well as your Foreflight/GarminPilot/FlyQ EFB displays.

Firm dates yet to be determined:

(Continued on page 6)

# Congratulations!



**Congratulations to Joe Marang (top) and Max Kreckel (bottom), who accomplished their first solos in January (on the 25th for Joe and the 21st for Max)! Well done!**



## Upcoming WFC Events

Wednesdays  
January 17–April 4, 2018  
(Already in progress)

**Private Pilot Ground School**  
Where: WFC Clubhouse  
When: 6:00 to 8:00 pm

Details: See the flyer at this [link](#)

Pre-Private: \$125 + supplies  
Pilots or students who have already taken the written: \$5/night

Sign up on the [WFC Event Calendar](#)

## Upgrades by Mike Bjerga

*(Continued from page 5)*  
During March/April:

1185X will go to Jamestown for the installation of a Garmin 650 GPS/NAV/COM. For Fleet continuity, this will make it similarly equipped to 736ES.

Finally, 701DT will make the trip to Jamestown to have the Garmin 430W (from 1185x) and the Garmin 330ES Transponder (from 736ES) installed. This will make 701DT both GPS and ADS-B compliant. We will be removing the LORAN, Transponder, ADF and one of the King KX-155 radios (kept as a spare).

I appreciate your patience and I hope to be fully operational by the Summer flying season.

## Images by Chris Houston



Middle Falls in Letchworth State Park, photographed January 7, 2018. Winter flying requires a little extra work and care, but the effort is often rewarded by amazing views like this one.