

WFC Flyer



55W landing during the 2016 spot landing contest (Kim Christian)

Important Dates:

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

Board Meeting
April 5, 2018
7:00 pm, Clubhouse

General Meeting
April 12, 2018
7:00 pm, Clubhouse

Welcome to the Club!

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

- Michael Decker
- Dawson Lamora

Williamson Flying Club

March 2018

From the President's Desk by Mike Malec

In this past year, the Club has gone through a very successful refresh of the airport and the aircraft. The approval of the grant for the new hangar is a testimony to the great amount of hard work by many club members. The stellar work by Greg Arserio, Mike Bjerga, and Bob Herloski resulted in a large grant to our airport in a very difficult funding environment for our airport classification. The story presented to and accepted by the NY State DOT is evidence they believe that our airport is viable and it has a very bright future.

[The AOPA Pilot article](#) showcased the Club na-

tionally, and it reflects positively the work that all of the Club members are doing every day. It is amazing to me that we are getting inquiries from other flying clubs for ideas on how to run their clubs and their airports more



like ours. It is relatively straightforward to replicate our methods, but it will be difficult for other flying clubs to replicate the effort and dedication our members.

Our aircraft fleet is in the process of being re-

freshed. Our workhorse trainer, 701DT, has a rebuilt engine and 1185X has a new interior with that new aircraft smell. Across the fleet, avionics systems are being upgraded to provide pilots and students with modern technology to navigate in the airspace. These upgrades will also help pilots and students make the transition to larger and perhaps commercial aircraft easier as they advance in their training.

It is time as pilots that we now refresh. As the flying season 2018 begins, we can expect the Club to provide more opportunities to fly and travel. If you

(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: Mike Malec (president-2018@williamsonflyingclub.com)
Vice President: Tom Henderson (vice-president@williamsonflyingclub.com)
Treasurer: Bob Herloski (treasurer@williamsonflyingclub.com)
Secretary: Ian Fair (secretary-2018@williamsonflyingclub.com)
Director: Randy Christian (director-2016@williamsonflyingclub.com)
Director: Greg Arserio
Director: Dick Swingly (director-2018@williamsonflyingclub.com)
Past President: Steve Murray (past-president-2018@williamsonflyingclub.com)

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

“The AOPA Pilot article showcased the Club nationally, and it reflects positively the work that all of the Club members are doing every day.”

Aviation Quote:

“It’s when things are going just right that you’d better be suspicious. There you are, fat as can be. The whole world is yours and you’re the answer to the Wright Brother’s prayers. You say to yourself, nothing can go wrong...all my trespasses are forgiven. Best you not believe it.

- Ernest K. Gann

From the President’s Deck by Mike Malec

(Continued from page 1)

haven’t been flying in a while, this is a great opportunity to get back in the pilot seat. If you are hesitant to solo, contact our instructors to create a training plan to reevaluate you as a pilot and sharpen your skills. If you have been flying just to stay current, it is a good time to stretch your flights beyond the Canan-

daigua-Oswego circuit.

The activities committee, this year lead by Chris Houston, has some great trips planned. I suggest that if you are uncomfortable taking a solo long cross country flight, sign up for these trips. You will be able to exchange ideas with other pilots and land at airports you may have never attempted in

the past.

I would like to start a “Fly with a Buddy” program to encourage Club members to fly together for lunch, dinner, or sightseeing. This is a great way to meet Club members, share expenses, and get back in the pilot seat. Let’s go flying!

WFC Election Results

Thanks to all who participated in the elections held at the Williamson Flying Club Annual Meeting last month. For those unable to attend, the current membership of the Board of Directors is:

Present: Mike Malec
 Vice President: Tom Henderson
 Treasurer: Bob Herloski
 Secretary: Ian Fair
 Director (2016): Randy Christian
 Director (2017): Greg Arserio*
 Director (2018): Dick Swingly

* The BOD voted for Greg Arserio to fill the Director seat vacated by Mike Malec upon his election as president.

My Journey To Become a Professional Pilot by Dan Adams

[Editor’s Note: WFC member Dan Adams is pursuing a second career as a commercial pilot. We asked him to share some of his experiences with the membership.]

For those interested in becoming a professional

pilot, there has never been a higher demand in recent history. Airline industry expansion has created a shortage of pilots needed to fill corporate aircraft cockpits. I was in a fortunate position to retire from my 2nd career in the aerospace industry

to follow my passion to do more flying. As an instrument rated private pilot, I had accrued over 1200 hours of piloting experience...well beyond the 250 hours required by the FAA for a commercial license. My goal with this

(Continued on page 3)

Contribute to the Newsletter!

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

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

Newsletter@williamsonflyingclub.com

My Journey To Become a Professional Pilot by Dan Adams

(Continued from page 2)

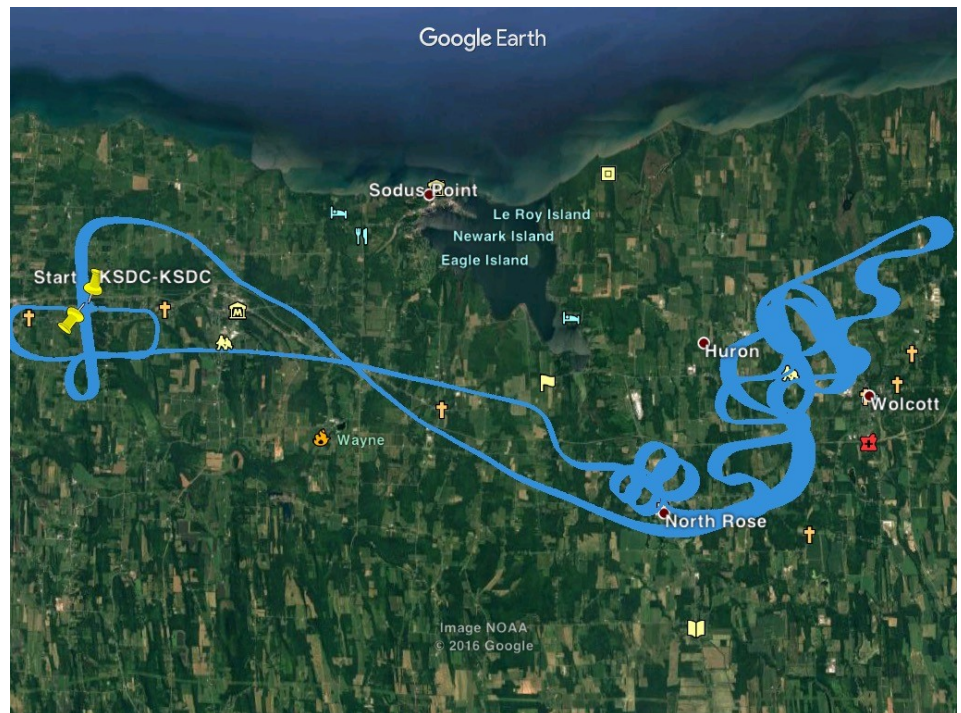
article is to share my recent experience of achieving a Commercial Multi Engine pilot certificate last year.

I met with Mike Bjerga to map out a plan to complete the Commercial rating under FAR Part 61. Mike recommended the ASA Commercial Pilot Test self-study course for the written exam. I passed in January 2017. Mike also provided superb instruction on the required Commercial maneuvers. These included stalls, steep turns, chandelles, lazy eights, eights about points, and my favorite – the steep spiral to an engine out spot landing. I have included a GPS track recorded by Stratus of a typical training session.

We also flew a VFR night cross country to Williamsport, PA (KIPT) using 20th Century pilotage versus today's RNAV GPS.

Unfortunately, our schedules made it difficult to get the consistency needed for the check ride. I transitioned to the Rochester Air Center (RAC) and moved my airplane to KROC to facilitate more frequent training. Finishing touches at the ROC consisted of polishing the maneuvers, pilotage, and oral exam preparation. My check ride with Ken Lindsay went exceedingly well thanks to the high quality of initial instruction from Mike.

Training for the multi-engine rating commenced at the RAC immediately after the Commercial check ride by learning to fly the Piper Seneca II. Compared to my Mooney, it's a beast; size, weight,



and power are all significantly higher! I became comfortable flying the Seneca in about 10 hours.

Over the next few months, RAC multiengine instructors Scott Blust and Mike Kuper trained me to perfect the maneuvers to the FAA Airman Certification Standards for the check ride. This included steep turns, slow flight, stalls, minimum controllable airspeed demonstration, engine outs, and short field take offs and landings. Because I have my instrument rating, I also had to demonstrate a single engine ILS approach. The most challenging aspect of flying twins is properly reading and reacting to an engine out situation. Obviously, the closer to the ground, the more urgency is required in getting the aircraft configured to fly on a single engine.

The onset of winter weather,

maintenance, and competing schedule demands for the Seneca made for frustrating times to get the polish needed for the check ride. Ken Lindsay and I were finally able to get together to finish my journey to becoming a professional pilot on December 17, 2017 – the 114th anniversary of the Wright Brothers' first powered flight!

What's next? I am looking forward to aircraft checkouts in a Piper Navajo, Beech King Air, and Cessna Citation upon returning to Rochester this spring. I'll be sure to send a photo of me in my "new office" for a future newsletter. I also plan to use post 9/11 GI Bill benefits to complete CFI, CFII, and MEI ratings over the next couple of years.

Cool Places To Fly by Ed Ciolkowski

Destination: Vero Beach Regional Airport (VRB), Vero Beach, FL

Distance: 947 nautical miles, direct (but who's counting?)

Why It's Cool:

We had made our plans to escape the cold and snow of winter in up-state New York, and settled on Vero Beach on the east coast of central Florida. While researching activities to help us while away our time in the sun, I discovered that the Piper Aircraft headquarters and manufacturing plant were located at the local airport (KVRB), and that they provided free tours. Always happy to find free entertainment, I followed the [Facility Tours](#) link on the Piper homepage, and began exchanging e-mails with Darby. Before the day was done, I had us scheduled for a two-hour tour on the following Monday morning.

Before we arrived, we received detailed instructions on appropriate dress code and how to find the Piper facility on the airport grounds. While we would be driving for our visit, instructions were also provided for those guests who might be flying their own aircraft in for the tour, including contact information for the local FBO. *[Editor's Note: this is why VRB is included as a "Cool Place To Fly"; Ed may not have flown himself there, but in principle, he could have!]* We arrived 15 minutes before the scheduled start of the tour, checked in with Darby and were introduced to our tour guide, Bob.

While chatting with Bob before the tour began, we learned that he was born and raised about halfway between Williamsport and Lock Haven, PA, and that many of his family members had worked at both the Piper aircraft and Lycoming engine factories. Like many high school graduates, Bob chose to look for a career outside his own backyard and found employment in fields not at all related to aircraft. Oddly enough, after a career as a machinist and receiving his certification as a master tool inspector, he ended up working for Piper in Vero Beach for the last 10 years of his

career. Now retired, he volunteers at the plant giving tours two days per week.

We had six people on our tour and began by stepping outside to view the memorials to Piper founder William Piper and Fred Weick, aviation pioneer and designer of the Ercoupe and Cherokee. It was here that we learned that William Piper used to stop at KVRB for fuel on his frequent trips to/from Ft. Lauderdale. It was during one of these stops that he enquired about purchasing 90 acres on the

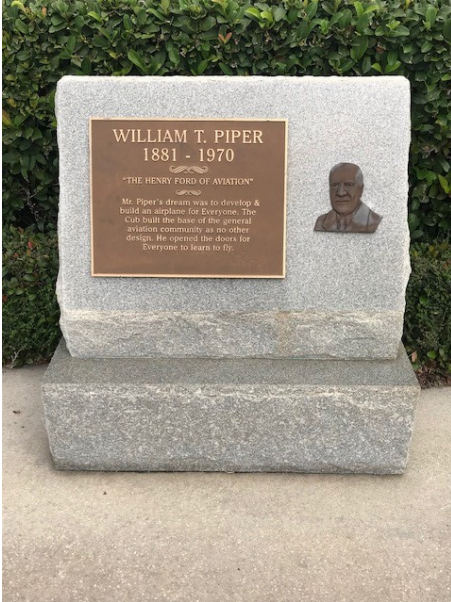
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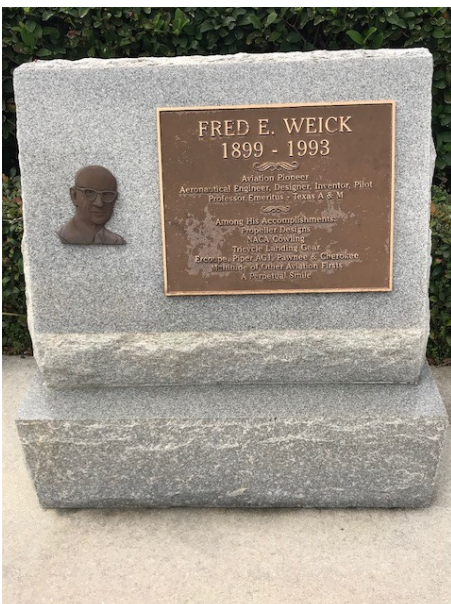
The author looking quite at home at Piper headquarters

Cool Places To Fly by Ed Ciolkowski

(Continued from page 4)



airport property to build a research and development center. The R&D center was completed in 1957 and in 1961, Piper moved their administrative offices and added a new manufacturing plant on the site. Walking past the still-active R&D center, Bob pointed out the aircraft delivery ramp, which sadly enough



was empty on this particular morning. Entering the “lobby” of the manufacturing plant, Bob pointed out historical photos of the various manufacturing facilities and Piper advertising posters highlighting the different aircraft lines. At the peak of general aviation in the early 1970’s, Piper had six active manufacturing plants. Today, only the Vero Beach facility remains.

Donning our safety glasses and earplugs (safety first!), we passed through a set of double doors and were immediately on the manufacturing floor. While it was at times difficult to hear Bob due to the background noise and the earplugs, we spent the next 90 minutes making our way through the different sections of the plant where Bob took plenty of time to describe what activities were occurring and answer any questions we had. We began in the small parts fabrication section, where raw aluminum sheets and blocks are milled and cut in preparation for later assembly. We moved on to the section where Cherokee-series cabins are assembled and then saw where the Cherokee wings are assembled and mated with the cabins. From there, the tail sections and landing gear are added, and then the engines can be “dropped in”. Moving farther along, we saw the comparable steps for the Malibu-series aircraft. The last stage of assembly we were able to see was just before the planes are ready for their first test flight. Naked and with only a temporary pilot’s seat, each plane is flown and tested to ensure that the flight performance is accepta-

ble. Painting and interior finishing occur in a building across the field before each plane is flown as part of its final performance check. Bob told us a plane could see as many as 10 hours of flight before delivery.

Circling around the floor of the facility, we passed the receiving/storage area where we saw dozens of Lycoming engines and several Sensenich propellers staged for future installations and went up-



stairs to the electrical fabrication rooms. Returning to the main floor, we had the opportunity to see some of the molds and presses in operation as we saw a long flat piece of sheet aluminum transformed into a Malibu cowling before our eyes. With that, we left the manufacturing floor and made our way back to the main lobby. After turning in our visitor badges, we spent a few minutes browsing the

(Continued on page 6)

Cool Places To Fly by Ed Ciolkowski

(Continued from page 5)

Pilot Shop which was full of all the Piper-logo merchandise that you might imagine would be available at the corporate headquarters.

While we weren't allowed to take any photos during the tour, there are a few facts and observations that stood out...

- The plant currently employs ~970 people. At its peak they employed ~1600.
- During the peak production times in the early 1970s, the plant was capable of producing 27 Cherokees per day.
- This year, the plant will produce ~210 planes. 90% of those are sold before production begins.
- It takes about 4 months from the first step of assembly to delivery.
- Aside from automated CNC mills, there is very little automation in the plant. Each plane is essentially hand-assembled. Every rivet hole is drilled by hand. Every rivet is placed by hand and the rivet integrity is inspected afterwards by a quality inspector – using a flashlight and large dental mirror to see the backside of the rivet.
- Each plane's wiring system is constructed on a vertical template that is approximately 4'x32'. Once the wiring system is completed, it is checked by connecting every lead to a test board and verifying functionality with a computer. The testing process takes two people ~4 hrs to make the connections and then 10 minutes for the computer to verify.
- FAA inspectors can show up at any time to inspect the facilities, manufacturing records, etc... Piper maintains a reserved parking spot for the FAA just outside the main lobby entrance.

If you find yourself in east-central Florida, it is certainly worth your time to stop by the Piper plant for a tour. Tours are offered M-Th at 10:00am and 1:00 pm. Reservations are required as the tours are limited to 10 or fewer and guests must be at least 10 years old. For those of you who are interested in seeing "aircraft" that travel a little faster than the club Cherokees, the Kennedy Space Center is just 90 miles north on I-95.

Upcoming WFC Events

Sunday
March 10

Guest Speaker: Mark Michael

Where: WFC Clubhouse

When: 11:00 am–noon

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

A corned beef and cabbage lunch will be served after the presentation (your donations are appreciated to cover food costs).

Please sign up on the [WFC Event Calendar](#) by Wednesday, March 7 to ensure enough food

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

Images by Ed Ciolkowski and Chris Houston



Final approach to runway 1 at the Alton Bay Ice Runway, Alton Bay, NH on February 17, 2018. This was the last day of operation for the ice runway in 2018 and about 60 aircraft flew in throughout the day. Pilot: Chris Houston in N21481. Photographer: Ed Ciolkowski.