

WFC Flyer

Glory photographed near Canandaigua, March 2018 (Chris Houston)

Important Dates:

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

Board Meeting
May 3, 2018
7:00 pm, Clubhouse

General Meeting
May 10, 2018
7:00 pm, Clubhouse

Welcome to the Club!

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

- Aaron Colletti
- Matthew Henderson
- Nicole Pursati
- Brian Smith

Williamson Flying Club

April 2018

From the President's Desk by Mike Malec

Helping the Aviation Community

After the 2017 publication of the AOPA article on the Williamson Flying Club, we have been getting inquiries from people around the United States for information about how we run our Flying Club and the airport. I have received calls and emails from Massachusetts, Washington State, Ohio, and two have originated from New York. The requests have been made by individuals who are interested in buying their airport from an owner who is retiring and no longer interested in running the airport or people who are interested in developing and expanding the airport. I applaud the initiative by these aviation

enthusiasts to save their airports.

The common questions that are asked concern the purchase of the airport, running a flying club, and most important, the yearly and future costs of maintaining an airport.



These are difficult and complex topics. To help in this process, some of these people will be coming to our airport to meet with Club representatives to guide them in their quest to manage the airports and running their flying clubs.

Many of these airports are

at the point where our Club was at least 20 years ago. However, in the current aviation climate, the work that they must accomplish in a relatively short time will be difficult. I bring this to light, to recognize the forethought and difficult decisions that were made by our Club's past members and leaders. As I look at the work that they have accomplished it is clear that a firm foundation has been set for all of us to enjoy. We still have difficulties to overcome, but when I see what other airports are struggling through, it is comforting to know that today we are in a better position than many of the other similar airports in the United

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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:	Mike Malec	Director:	Randy Christian
Vice President:	Tom Henderson	Director:	Greg Arserio
Treasurer:	Bob Herloski	Director:	Dick Swingly
Secretary:	Ian Fair	Past President:	Steve Murray

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

Aviation Quote:

“At first, flying is a blind sort of fun, the challenge again, something different to do. Enjoyable to feel in control of a big metallic bird and look down on all the little buildings and lakes and ants on the road. In time, for those who persevere through the archaic accumulation of tests that lead to a pilot’s license, the joy subtly switches from that of controlling the bird into that of being the bird, with eyes bright for looking down, with wings that on the ground are only wood and cloth and sheet aluminum, but in flight become so alive that one can feel feathers in the wind.”

- Richard Bach
Biplane

From the President’s Desk by Mike Malec

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States.

Fly-In Breakfasts

We are beginning Fly-In Breakfast season, and soon the traffic pattern around many NY airports will be filled with week-end morning traffic. In the past few years, I have made an effort to attend many of the breakfasts given by other airports

and flying clubs. This has been a wonderful experience for me to meet and talk to other clubs to see the activities and events they have planned throughout the year. I have made new friends and they have been interested in our Club and our Apple Blossom Breakfast.

I encourage all Club members to fly or drive to other airport breakfasts.

When you attend these events, wear your Williamson Flying Club logo hats and shirts to help introduce yourself to the members of these aviation communities. You will find new, lasting friends and perhaps gain a new place to visit on your next flying trip.

Let’s go flying!

Cool Places To Fly by Chris Houston

Destination: Floyd Bennett Memorial Airport (KGFL), Glens Falls, NY

Distance: 154 nautical miles, direct

Why It’s Cool:

For many years, the airport in Glens Falls was unfortunately known to my family as the site of the “Great Leaking Diaper Incident” of 2009 (representing one of many challenges in flying around with a toddler). Fortunately, we have a new association with the airport: fine dining.

clarity, though there is a physical tower at GFL, it is not a towered airport). We stopped at The Aviator Restaurant after clearing customs in Burlington, VT on the way home from Quebec last summer.

The entry hall in the restaurant features historical photographs of the airport from its early days. The dining area is elegantly decorated with

an aviation theme and large windows provide great views of the ramp and runways.

The [menu offerings](#) are more upscale than the typical airport diner. My family of three thoroughly enjoyed our meals.

Since our visit, the restaurant has transitioned to a dinner-only establishment, making it a great date night desti-

[The Aviator Restaurant](#) at Glens Falls opened two years ago offers fine dining in a ramp-side building located immediately south of the tower/terminal structure (for



On the ramp at GFL. The Aviator Restaurant is the building at far right.

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Cool Places To Fly by Chris Houston

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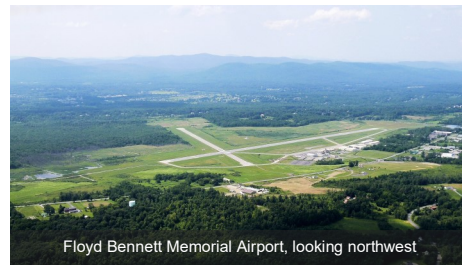
nation for long summer days; enjoy a fine dinner and a cool evening flight home. The restaurant is open Monday through Saturday starting at 5:00 pm. An early-bird menu is offered from 4:00 to 5:30 on Mondays and Tuesdays. Reservations are strongly recommended.

Tips:

- Fuel is available through Rich Air at GFL, currently \$4.95/gal for self-serve or \$5.95 if you get it from the truck.



The entrance to The Aviator is on the street-side of the fence



Floyd Bennett Memorial Airport, looking northwest

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

NYAMA Advocacy Day by Gregory J. Arserio

WFC is a member of the New York Aviation Management Association (NYAMA) and recently participated in its annual Advocacy Day to lobby for aviation funding in the upcoming NYS budget. This year Mike Bjerga and I traveled to Albany on March 20-21 and met with legislators to advocate for GA airports like ours. NYAMA's mission is to

promote the viability and business interests of New York State's airports. This includes both commercial and GA airports. Each year, NYAMA organizes a day of lobbying at the legislative office complex to seek support for its annual initiatives. For 2018, NYAMA is seeking support for three key initiatives:

1. **Increase the budget for NYS's Aviation Capital Grant Program from the Governor's proposed \$12.5M to \$40M.**
 - a. The NYS DOT has a program to fund airport capital improvement projects that have the potential to increase economic activity and jobs.
 - b. Typical funding is 90% while the awarded airport authority is obligated to cover the remaining 10%.
 - c. Demand for project funding from airport sponsors averages \$40M/yr.
2. **Increase the budget from \$4M to \$6M for the 5% obligatory state match of the FAA's AIP funding program.**
 - a. When the FAA awards a grant from their Airport Improvement Program (AIP), such as our recent runway/taxiway sealing project, they fund it at 90% while obligating the state at 5% and the awarded airport sponsor for the remaining 5%.
 - b. When the state does not budget enough to fulfill their 5% obligation, they re-allocate money from the NYS Aviation Capital Grant Program to cover the shortfall. This cuts into the funding available

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Finger Lakes Region Lobbying Team
Mike Bjerga, Greg Arserio, Greg Topping, Bob Schaefer (l-r)

NYAMA Advocacy Day by Gregory J. Arserio

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for new economic growth projects as intended.

3. Release the final \$36M of funding in the 2016-17 Upstate Airport Economic Development & Revitalization Competition and consider a Round II in future budgets.

- a. Four projects were funded at KROC, KELM, KSYR & KPBG at ~\$40M each
- b. Select additional proposed projects for the remaining \$36M of unallocated funds from the approved \$190M
- c. In future budgets, 2019 and beyond, consider another \$200M contest.

Mike and I were paired up with Greg Topping from Passero Associates, the engineering firm we use for KSDC's projects. We met with legislators (or their staff if unavailable) in the Finger Lakes Region to seek support for NYAMA's 2018 initiatives. NYAMA scheduled

meetings for us with Assemblyman Harry Bronson (D-138), Assemblyman Mark Johns (R-135), Assemblyman David Gantt (D-137), Assemblyman Joseph Morelle (D-136), Senator Rich Funke (R-55), Senator Michael Rzenhofer (R-61), and Senator Joseph Robach (R-56). Unfortunately, there was not a meeting scheduled with Senator Pamela Helming (R-54) who represents the district KSDC is located in.

The budgeting process is bureaucratic, of course. The process starts with the Governor proposing an executive budget as a starting point. From there, the legislature counter-proposes their budgets, one from the Senate and another from the Assembly. In the end, a three-way consensus needs to be realized. NYAMA's strategy for their annual Advocacy Day is to time the event after the executive budget proposal has been released in



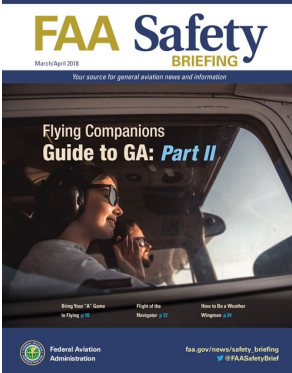
Awaiting Assemblyman David Gantt, Chair of the Committee on Transportation
Greg Arserio & Mike Bjerga prepping in far left corner

hopes that the senators and assembly members can represent aviation's funding needs in the transportation section of the budget negotiations. While this event is mostly about representing all of NYS' aviation funding needs, it does allow for us to express gratitude for the specific support KSDC has received and to also remind our representatives that small GA airports are vital to smaller communities like Wayne County.

Overall, the event went very well. We had ample opportunities to advocate for NYS' airports, especially the unique needs of our own. We were able to network with important local NYAMA members, engineering and airfield service providers, and most importantly, with the legislators that represent our membership and airport. This event is worth continued participation and we look forward to next year.

Gregory J. Arserio is Chairman of Capital Projects and a Director of the Williamson Flying Club.

Recommended Reading



Flying Companions Guide to GA: Part II

The latest issue of *FAA Safety Briefing* (March/April 2018) focuses on flying with non-aviator friends and loved ones.

www.faa.gov/news/safety_briefing/

FAA Advisory Circular: Non-Towered Airport Flight Operations (AC No: 90-66B)

Issued March 13, 2018, includes recommendations on traffic patterns, radio phraseology, and procedures at non-towered fields.

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-66B.pdf

Going Solid State: A Review of the Garmin G5 by Chris Houston



Straight and level at 7,000' in IMC with a failed AI

Last September, while hand-flying in IMC over Ontario, Canada with my family on board, my attitude indicator (AI) gyro failed. I used the AHRS function of my Stratus 2 paired with ForeFlight on an iPad to aid situational awareness while partial panel in IMC, then negotiated with Buffalo Approach for a lower cruise altitude that took us back to visual conditions for the remainder of the flight home to KSDC.

The AI is the primary instrument used to combat spatial disorientation in pilots flying in poor visibility and is typically a mechanical gyroscope powered by a vacuum pump. As the bearings wear in the gyro, the mechanism can fail. This is what happened to me and, in fact, it was the third such failure I have experienced since I bought my airplane fourteen years ago (though only the first failure since earning my instrument rating). Additionally, the dry vacuum pumps predominantly found in light aircraft are notoriously prone to failure after a few hundred hours in service. Thus, to my mind, this critical-to-IMC-flight instrument has not one Achilles heel, but two.

Options for repair included purchase of a new mechanical AI,

overhaul of my existing Sigma-Tek AI (for the third time), or changing technology entirely.

Garmin's G5 was recently certified to replace the primary attitude indicator (AI) in multiple aircraft, including Cherokee variants like mine. Certification occurred under the FAA's revised risk-based approval process, making the instrument available at a lower price point than would have been possible under the previous, onerous certification rules. To say that this device has made a splash in the aviation world is putting it mildly; Garmin has been unable to build them quickly enough to support demand.

Unlike my old Sigma-Tek AI, the G5, is entirely solid state. There are no rapidly spinning mechanical parts to wear and eventually fail. It is independent from the vacuum system and runs off ship's power. Although aircraft alternators can and do fail (ask me how I know), the G5 includes a backup battery good for four hours. Based on this, it is anticipated that the G5 should be more reliable than the mechanical equipment it replaces. For those reasons, I made the decision to go solid state.

The instrument is certified as primary for attitude. It also integrates with an on-board GPS and the



aircraft's pitot-static system to provide ground speed (GPS), airspeed (pitot-static), slip/skid, rate of turn, ground track (GPS), course deviation indicator (GPS), vertical speed (pitot-static), and barometric altitude. It displays a remarkable amount of information in a compact space. However, it is not certified as primary for any functions beyond attitude, meaning that it cannot replace the other mechanical instruments. This is spelled-out by the limitations section of the G5's Supplemental Type Certificate (STC):

- *The installation of the G5 requires the retention of the mechanical airspeed indicator, altimeter, and vertical speed indicator. [i.e., it is not primary for these other indications]*
- *For installations in aircraft ap-*

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Going Solid State: A Review of the Garmin G5 by Chris Houston

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proved for IFR operations:

- If the G5 is installed as the primary attitude indicator, the existing rate of turn indicator must be retained.
- If the G5 is installed as the rate of turn indicator, the existing primary attitude indicator must be retained.

Garmin also offers a G5 variant to replace the primary directional gyro (DG) with an HSI (horizontal situation indicator). Aircraft with both G5s installed may dispense with the vacuum system entirely. As a DG replacement, the G5 includes a magnetometer that eliminates the need to periodically reset the DG against the magnetic compass. In my case, I only installed the AI version of the G5 with hopes of leaving my vacuum system behind someday in the future.

My installation was performed in January by Calspan at the Niagara Falls International Airport after waiting on Garmin's backorder for a couple of months.

Overall, I am very pleased with the instrument. The attitude indicator is easily as crisp and responsive as the mechanical gyroscope ever was. The pitch scale is expanded such that it is easier to read precisely than the old Sigma-Tek mechanical AI ever was. The only flaws that I see are that the slip/skid "ball" seems a little less sensitive than the real thing (which may be intentional electronic filter-



ing to minimize excessive movement), the airspeed displays a knot faster than my mechanical airspeed indicator, and the altitude reads ten to twenty feet low versus the mechanical altimeter. However, the G5 is not intended to be used as primary for any of those indications and, frankly, I prefer looking at needles over reading numbers anyway. On the flight home, I learned how to set track and altitude bugs, which are a nice feature and simple to use. The display is crisp and bright in sunlight and automatically dims appropriately for comfortable night viewing. Since the install, I have flown at night, under simulated IFR condi-

tions, and on actual IMC approach to SDC in show with the G5 and it has performed wonderfully.

I think the G5 is a great addition to my panel. Only time will tell if the instrument is as reliable as promised, but it is off to a great start. Not bad for something that is basically a square peg in a round hole.

The [Garmin G5 for certificated aircraft](#) (versions for experimental aircraft are less costly) retails for:

- \$2,149 (AI version)
- \$2,449 (DG/HSI version)

Install time at Calspan was about 12 hours.

Activities Committee Update

While we wait for the snow to melt, your Activities Committee is planning some great events for 2018.

- Expect Saturday lunches to resume June–October!
- Look for a survey in April to poll for interest amongst a handful

of more involved fly-out events.

- For something fresh at member meetings, we'll be sponsoring guest speakers — stay tuned for a schedule!
- More details coming! Think warm thoughts!

Congratulations!

Congratulations to Brad Salatino for earning his Multi-Engine Instructor (MEI) certificate! Not only is this a nice feather in Brad's cap, but it means that we now have an MEI in the club!

From the Treasurer by Bob Herloski

More information on email invoices and payment methods

Most everyone should be aware of the ongoing email issues we are experiencing. Most people receive the invoices and statements on time. Sometimes a few people just receive the the invoice, and sometimes a different few just the statement. This is a reminder that invoices and statements are sent out electronically either Sunday or Monday before the general membership meeting. If you do not receive an email invoice and/or statement by Monday evening, please let me know by email, and I can resend you the information.

Regarding payments - WFC is charged different fees, depending upon the method of payment. For payments made via Quickbooks directly with the invoice sent by WFC, Intuit charges \$1.00 per payment, independent of whether the payment is \$7 or \$700. For payments made via PayPal, PayPal charges 2.9% of the payment, plus \$0.30. For credit card payments, WFC is charged a varying amount, depending upon what type of credit card is used, typically in the 2% to 4% range for most cards. WFC still takes fee-free check or cash payments!

WFC offers a variety of payment methods for the convenience of its members; the fees are a cost of doing business. If you are interested in minimizing fees paid by the club, review the fees above and make payment determinations based on the amount you are paying.

Upcoming WFC Events

Saturday April 14	Spring Cleaning Seminar WFC Clubhouse, 10:00 am–1:00 pm Time to get ready for the flying season! Wings credit available! Review regulations, weather, flight planning, performance calculations, avoiding problems caused by low altitude maneuvering and during take off. <u>Lunch will be served.</u> Please sign up on the WFC Event Calendar
Saturday April 14	Sod Busters: 2018 Edition KSDC, 1:00 pm–? Help! We're looking for members to get the airport ready for flying season by replacing sod damaged by plowing. Lunch will be at noon after the seminar. Please sign up on the WFC Event Calendar
Wednesday May 16	Apple Blossom Pancake Breakfast—Grill Setup KSDC, 5:00 pm
Saturday May 19	Apple Blossom Pancake Breakfast—Setup Day KSDC, 9:30 am–? Lunch will be served
Sunday May 20	Apple Blossom Pancake Breakfast KSDC, 7:00 am-1:00 pm (members arrive earlier—details coming)

Images by John Griebusch



Welcome to the Williamson-Sodus Airport and Seaplane Base!
Who knew? Perspective can be a funny thing.