



Nothing says springtime like a sighting of the WFC Champs parked at Whitford's. May 2018 (Chris Houston)

WFC Flyer

Important Dates:

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

Board Meeting
 June 7, 2018
 7:00 pm, Clubhouse

General Meeting
 June 14, 2018
 7:00 pm, Clubhouse

Inside This Issue:

- From the President's Desk, Mike Malec (p1)
- It's Breakfast Time, Bill Bach (p2)
- Cool Places to Fly, Block Island, Chris Houston (p3)
- Trip Report: Killiniq Island, Jim Baker (p5)
- Flight Rx: Hypertension, Dr. Pam Tarkington (p8)
- Activities Committee Update, Chris Houston (p8)
- Congratulations (p10)

Williamson Flying Club

May 2018

From the President's Desk by Mike Malec

Breakfast Time!

The Club's annual Apple Blossom Breakfast is set to be held on Sunday, May 20th. The tickets have been sent and the preparations are being made to make this event better than ever. I would like to offer a suggestion to the members that I hope will maintain or increase the favorable image the Club has in the eyes of the community. Our club is unique in that we require specialized skill and training to become an active member. Since many people may not be able to learn to fly, we want to show that we are open to all members of the community.

At every Breakfast I had

attended in the past, I made an effort to sit with people that I haven't previously met. I try to get to know the people at the table and collect their comments and thoughts. Some of the comments included, "I wouldn't miss it", "I attend every year",



"We have attended for XX years", and some people say that they learned to fly at this airport. Many times I have met members of the Club that I haven't had a chance to meet in other Club meetings or activities. It is clear to me that we do have a loyal community that supports our airport and the Club.

All too often, members of various clubs isolate themselves from the community and ultimately become an inner circle that the public begins to despise. Our Club and especially the airport are very visible to the community and therefore we must present ourselves as a valuable asset to the county. I feel that we as Club members should project ourselves to the community as friendly and good citizens.

It is important that we continue to provide an experience for our guests that will make for a comfortable, safe, and pleasurable morning. If you haven't in the past, try to make an effort to reach

(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

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“...the April 2018 ‘Spring Cleaning Class’ presented by Mike Bjerga was a refreshing change in the sea of dull aviation seminars.”

Aviation Quote:

“For some years I have been afflicted with the belief that flight is possible to man. The disease has increased in severity and I feel it will soon cost me an increased amount of money, if not my life.”

- Wilbur Wright to Octave Chanute, May 13, 1900

From the President’s Desk by Mike Malec

(Continued from page 1)

out to our guests and be helpful in answering questions, showing them what we have, and how the airport and the Club benefit the community. Who knows, perhaps they may join, rejoin the Club, or start their sons and daughters on a journey to learn to fly.

Shout out to Mike B for the Spring Cleaning Class

Over the years I have attended many aviation seminars and Wings courses, both online and in person. Many were repetitive, dry, and sprin-

kled with retreaded anecdotes. However, the April 2018 “Spring Cleaning Class” presented by Mike Bjerga was a refreshing change in the sea of dull aviation seminars.

Mike provided a new twist for his seminar in that the test was given before the lecture. An interactive session was provided that allowed the attendees to answer (or guess the answer) to questions via their phone or iPad. An explanation of the correct answer followed each question. I found this method provided more interaction with the audience, and al-

lowed for more thought into a question and why the answers I selected were incorrect.

I want to recognize Mike for the outstanding and informative class. I recognize that there was a good deal of preparation in both the course material and the setup of the real-time interaction software, and I appreciate the time and effort that was put into creating this session. Great job Mike!

Let’s go flying!

It’s Breakfast Time by Bill Bach

**Sunday, May 20th,
6:30 A.M.**

As you know, this is our only fundraiser of the year with the profits earmarked for airport improvements. We need an all-out effort from all members to make this event a huge success and to continue to make our facility even better. We need that effort on ticket sales, on grill setup (Wednesday evening, May 16th at 5pm), on setup day (Saturday, May 19th at 9:30am), and on the day of the breakfast. The Club is counting on each of you. Lunch will be

provided on setup day.

The Duty Roster will be distributed shortly. If you have any questions re-

garding your assignment please contact your committee chairperson. If you do not see your name on the roster please contact



Williamson Sodas Apple Blossom Fly-In, 2013 (Chris Houston)

(Continued on page 3)

It's Breakfast Time by Bill Bach

(Continued from page 2)
me via email.

For those of you who are classified as "Active" members, your 10 pre-sale tickets have been mailed and you should have received them. You will be invoiced for these tickets on your May billing. Hopefully all of you will need additional tickets, so we have plenty of extras waiting. They will be available by contacting John Clingerman.

Member parking will be in the regular parking area behind the Club

House and maintenance hangars. Members should enter the Airport from Rte. 104 as usual. At 6:30 am, that entrance will be closed and you will have to enter from Centenary Road. Our parking staff will be on hand to assist.

When you arrive bright and early on the 20th, sign in at the clubhouse and check for any roster changes.

Again, let's all help out and make this the best breakfast ever!

Bill Bach and Kim Christian

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

Cool Places To Fly by Chris Houston

Destination: Block Island State Airport (KBID), Block Island, RI

Distance: 276 nautical miles, direct

Why It's Cool:

I cannot explain the reasons why, but I have a thing for landing on islands and for lighthouses. For these reasons and many others, Block Island, Rhode Island is a worthy destination.

Denny Shaw wrote about Block Island in the [November 2015 issue of the WFC Flyer](#) and I wanted to take a moment to update and expand on that article.

My last visit to Block Island was on a spectacular fall day in October of 2017. If I had any doubt about the day's perfection, it was confirmed for me when I checked-in with Boston Center. "You picked a beautiful day to fly to Block Island!" I did not

know that it was possible to transmit so much enthusiasm over the radio, but I was glad that the controller approved of my plans.

Pilots interested in minimizing their time feet wet over Block Island Sound can approach from due north of the Sandy Point VOR (SEY, the VOR on the island). On this flight path, you will overfly the [former Charlestown Naval Auxiliary Air Station](#) and the total distance over water is just under 10 nautical miles.

The runway is short, just 2502 feet in length. It's also 100 feet wide, creating a visual illusion that the runway is even shorter than it actually is.

Although there are a number of restaurants located on the island, I was hungry when I arrived and ate a late morning second breakfast at *Bethany's Airport Diner*. I sat out-

(Continued on page 4)



Cool Places To Fly by Chris Houston

(Continued from page 3)

side directly adjacent to the parking ramp and chatted with a Cherokee pilot named Ray who had a story for *everything*. The food was good and so was the view on that crisp October morning.

A one day bicycle rental from [Island Moped and Bike](#) was \$15. I walked the mile into town to the rental office, but a taxi ride from the airport to the rental office is reputedly free. If I had to do it all over again, I might have opted for the moped—I was tired at the end of the day!

Remember what I said about lighthouses? The island boasts two of them, the Southeast Lighthouse (cleverly named for its position on the southeast bluff of the island) and the North Lighthouse. The road stops about a mile from the North Lighthouse and an up-close visit requires a hike along the beach and through the dunes.

Another site worth visiting is the Mohegan Bluffs, so-named because the Mohegans tried to capture the island in the middle of the

16th century. They failed spectacularly and were forced over the bluffs to their doom by resident Niantic. Centuries later, the bluffs still carry the Mohegan name. Frankly, this is not how I would care to have anything named after me. A steep wooden stair takes visitors most of the way to the base of the bluffs and to the edge of the ocean.

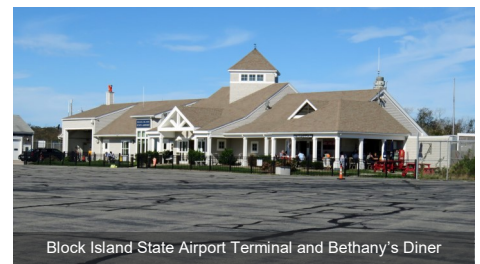
Overall, I had a wonderful visit to Block Island and look forward to my next trip. At just 2.5 hours by Cherokee, the flight is easily managed in our club aircraft.

Tips:

- Pay attention to the runway length, particularly on hot days. Departures from runway 28 will require a short back-taxi to use the entire length.
- There is no avgas on the island. Plan accordingly!
- There is a landing fee that has fluctuated a bit in recent years. I was charged a \$10 landing fee. This is less than what we reported in 2015 and also less than the cost of a ferry ride to the island from the mainland. Not a bad deal at all!



Block Island, RI



Block Island State Airport Terminal and Bethany's Diner



Southeast Lighthouse



Base of the Mohegan Bluffs



North Lighthouse

Recommended Reading



Partnering with PEGASAS:

FAA's Center of Excellence for General Aviation

The latest issue of *FAA Safety Briefing* (May / June 2018) focuses on the FAA's Center of Excellence for general aviation research, the Partnership for Enhancing General Aviation Safety, Accessibility, and Sustainability (PEGASAS).

www.faa.gov/news/safety_briefing/

Trip Report: Killiniq Island by Jim Baker

The last two summers, I have flown to Arctic Quebec and Labrador. It is a long trip in a slow airplane (a float equipped Taylorcraft), but worth the effort. Here is a list of necessary items to pack since there are no roads, no people, and a few hungry critters along the way:

- Tent
- Dried food
- Bear spray
- Flare gun
- Satellite phone
- Fishing gear
- Sleeping bag
- Waders
- Bear bangers
- Portable 406 MHz beacon/gps
- Large knife
- Waterproof matches
- Bug suit
- Filtered funnel
- Barrel pump
- 200' rope
- Hatchet
- Anchor
- Aircraft cover
- Tool kit
- Duct tape
- Quebec charts and approach plates
- 4x 3 gal fuel cans
- 100% DEET
- First aid kit
- Rain suit

Killiniq Island is the end of the North Atlantic coast for continental North America at the northern tip of Labrador. In '16, I made the trip alone and did not make it all the

way to Killiniq due to weather. Last summer, I met up with some people from the Quebec Bush Pilots who took a different route. We all made it.

The route of flight for me was from SDC to LeChute, Quebec and then on to Lac LaBelle by Mt. Tremblant to spend the night at the cottage of Bernard Gervais, the head of COPA (Canadian AOPA). The next morning it was off to Roberval, QC for fuel and then to Lac Margane to meet my fellow travelers. From there to Little Wabush Lake, then Shefferville, then Rapid Lake Lodge. I arrived just at dark.

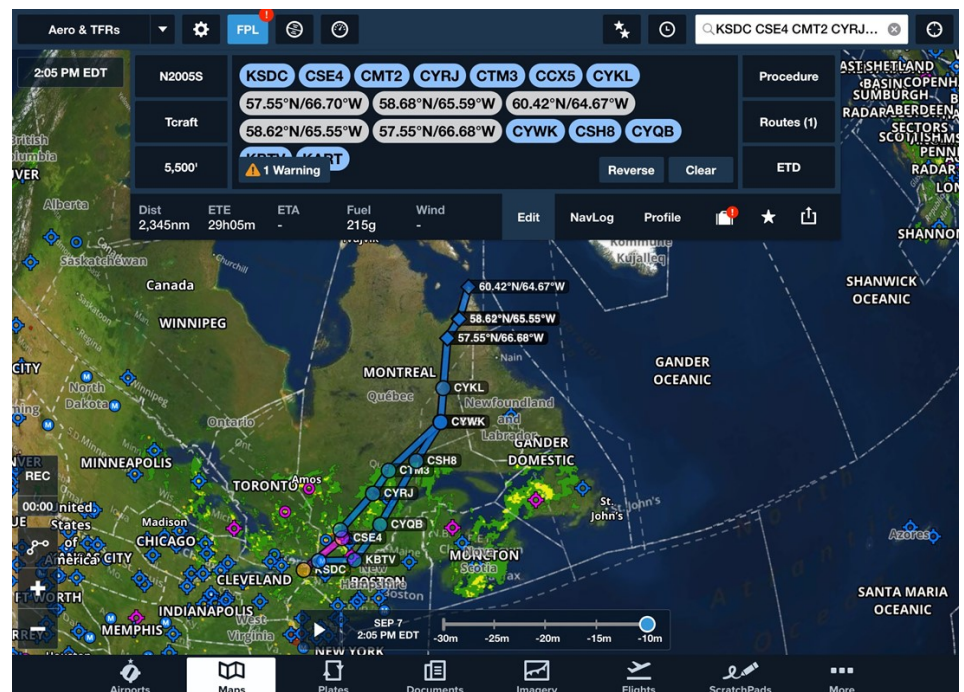
The next day, I flew to Hebron Fjord while the others went fishing; the best weather of the trip and spectacular scenery. We continued on to Barnoin River Camp which is the base camp for travelers visiting Torngat Mountains National Park.



Lichens are the main diet of Caribou

The park is a wilderness area with no roads, no people, and very few visitors. Fly in or walk and the same way out. I met some hikers from Toronto that attempted to climb Mt. D'Iberville, but failed due to weather. They were pretty tired and bug bitten.

We continued to our camp on Killiniq Island which we could use for a night. It is a tent camp for expeditions from the UK and Norway who used it for studying polar bears who have learned to fish for



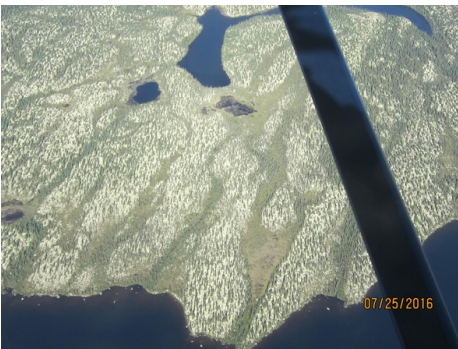
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Trip Report: Killiniq Island by Jim Baker

(Continued from page 5)



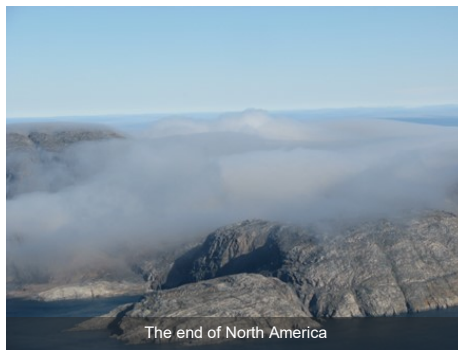
Arctic Char like the brown bears in Alaska do. Due to the lack of sea ice and therefore the lack of seals, they have now learned the new skill. The camp is surrounded by an electric fence to keep the bears away. One of the guys had a .44 Magnum pistol just in case. We flew around land's end and then back to Barnoin.



The next day we all flew back to Rapid Lake, did some fishing and then packed up for the trip home. Low ceilings and IFR to Schefferville plus the approach. MVFR to



Little Wabush Lake, but good weather to Lac Louise on Manigouagan Lake. This is the largest meteor crater in N. America. The meteor is said to have been 4 mi. In diameter. Now on to Roberval and paved runways for the rest of the trip. Now on to Quebec City and a real hotel for the night. Had to make an IFR approach in the dark and fog. I used to go in and



out of there on business but things have changed. The FBO is under new management with no crew cars, no hotel shuttle, and big fees. The next day it was on to Burlington for customs, then Watertown, then home. I have Canpass, so



when I go to Canada I just call them, give them my info, place and time of arrival. They give me a number. If I arrive ahead of time, I have to wait for a customs agent. If I am late, I can just continue on. All the grief is coming back to your

own country.



The trip had some unusual scenery, animal sightings and, of course, nice people. I was the only native English speaker since everyone else was French Canadian, but they humored me and spoke English most of the time. Black bears are the only critters around, up to the tree line, that will cause any



problem. They are not used to humans and will walk up if they smell any food or if you have fish. Bear bangers will chase them away if they get close.

There was me in my Tcraft, two Maules, and two C180s. Even though there was a difference in speeds, on the trip up and back there was only a half an hour spread in arrival times, even with an extra stop for me. Radio communications in the north are sim-

(Continued on page 7)

Trip Report: Killiniq Island by Jim Baker

(Continued from page 6)

ple with no radar coverage; 126.7 en route with the requirement to call 10 minutes ahead of landing at any local. Airports and seaplane

bases have Unicom. Airports with paved runways all have the same frequency, 122.2, which is remot- ed from Quebec City. IFR is the same as VFR, just different alti-

tudes and expected ETAs. After Quebec City you are on your own with flight plans from London Ontario Flight Service via sat phone.



Rapid Lake Camp



Group photo: Me, Michel, Serge, Alain, Yvette, Bernard, Helene, Alain (l-r)



Grouse are tame. Shot from five feet.



I stayed here at Wabush Lake. The sign warns of blasting and to not fly over the mines at certain times.



Ready to go north. Mine is the last plane behind the 206 in the distance



Getting fuel at Lac Louise

Flight Rx by Dr. Pam Tarkington

The 2017 Hypertension Guidelines



The last time changes were made to the guidelines for hypertension was back in 2003. The new guidelines lower the definition of high blood pressure. This is to make for easier detection and to decrease complications that can happen at lower levels.

This means that almost half of all the adult USA population will be defined as having hypertension.

The old guidelines defined hypertension at or above 140/90, but

the cutoff is now 130/80. Even with these lower numbers, it is expected that there will be a small impact on those who actually require medication.

The new blood pressure guidelines are:

- Normal: 120/80
- Elevated: 120-129/80
- Stage 1 hypertension: 130-139/80-87
- Stage 2 hypertension: 140-90
- Hypertension crisis: greater than 180/120

It is recommended that hypertension (elevated and, in some cases, Stage 1) be treated with lifestyle modifications (exercise, decreased salt intake, smoking cessation, weight loss, and decreased alcohol

consumption). For Stage 1, treatment with prescription medication is only recommended if the patient has had an MI (myocardial infarction) or stroke (or is at high risk of such), the presence of kidney disease, or diabetes.

It is further recommended that those patients do home monitoring. Also, some may have 'white coat' hypertension when in the office. They are recommended to take their blood pressure at home with at least two different readings or at least two different occasions.

Complications of hypertension are the leading cause of death and disability world-wide. The complications of untreated hypertension include; cardiovascular disease, aortic aneurysm, heart failure and chronic kidney disease.

Activities Committee Update by Chris Houston

Introducing "Hangar Talks"!

In an effort to bring more varied content to our monthly member meetings, Mike Malec and Chris Houston are collaborating on a presentation series featuring speakers with interesting aviation experience. These talks are tentatively scheduled to begin at 8:00 pm at the conclusion of each WFC member meeting.

The current schedule is:

- May 10: Chris Houston—"Flying to Canada"

- June 14: Norm Isler from AOPA (tentative)
- July 12: Jim Martin, former Air Force and Cessna test pilot
- August 9: Ron Ward, speaking about flying his Le Roy-based Twin Comanche to Cuba
- November 8: Craig Wadsworth, National Warplane Museum, speaking about flying the mu-



seum's WWII veteran C-47 ("W7") to Normandy in 2014

Stay-tuned for more details!

(Continued on page 9)

Activities Committee Update by Chris Houston

(Continued from page 8)

Survey Results

Thanks to everyone who responded to our request for input on more involved trips. The proposal to fly the Skyline Route over the Hudson River was by far the most popular. The Activities Committee is planning to organize this trip—stay tuned for details. Tentative date is August 4 (w/ August 5 as a rain date).

The good news is that none of the ideas were voted as overwhelmingly uninteresting. We may develop some of the other ideas as time and availability allow. Thanks again for your input!

Hungry?

Look for Chef Tony to begin serving up Saturday lunches again starting June 2. These lunches will run through October.

Currently Planned Activities

The Activities Committee has generated a list of planned activities, but we will also be watching the local Fly-In calendars for opportuni-

ties to get pancakes. Here's the current list and more activities will be added as the season progresses. Watch your email for announcements from the organizers

- Thunder of Niagara International Air Show featuring the USAF Thunderbirds and the Canadian Snowbirds (KIAG), June 9 (June 10 as rain date)
- Red Jacket Flying Club BBQ Fundraiser lunch at Canandaigua (KIUA), June 16
- Scenic Niagara Falls flight and lunch at KIAG, June 23 (June 24 as rain date)
- WFC family picnic and spot landing / flour bomb contest, July 21
- NYC / Hudson River flight, August 4
- Movie night on the ramp (TBD)
- Flight to Lock Haven, PA (KLHV) for lunch and a visit to the Piper Museum (TBD)
- WFC holiday party at the Blue Heron Golf Club with comedian Dan Viola as entertainment, Dec 1

Stay tuned for more information as it becomes available!

Member News—Air Race Classic

WFC pilot Frances Englund will be competing in the [2018 Air Race Classic](#) in her Cessna 172 with copilot Samantha Horne. Fifty-six teams of woman pilots will depart Sweetwater Texas on June 19 for a 2,656 mile odyssey across the United States that ends Friday, June 22, in Fryeburg, Maine.

Penn Yan, NY is the penultimate stop in this year's ARC. Volunteers are needed in Penn Yan—if you are interested in assisting this exciting event, contact Frances or follow [this link](#).

Good luck to Frances and Samantha!

Hangar Talks Announcement



“Flying to Canada”

Chris Houston

May 10, 2018
8:00 pm, WFC Clubhouse

Abstract: This presentation will describe the nuts and bolts of flying a private aircraft to Canada and back. Topics covered will include:

- Overflying Canada (no landings)
- Customs requirements
- Key documentation, systems, and resources for international flight
- Costs (user fees, documentation, etc)
- Recommended practices
- Differences between US and Canadian aviation procedures
- Two case studies

Bio: Chris is an instrument rated private pilot and a member of the Williamson Flying Club. He earned his private pilot certificate in 2002 with training from *Conrad Aero* in Three Rivers, MI and flies a 1979 Piper Warrior II that he bought in 2004.

Congratulations!



Upcoming WFC and Local Events

Thursday May 10	Hanagar Talk: Chris Houston, "Flying to Canada" WFC Clubhouse, 8:00 after the member meeting
Sunday May 13	Pancake Breakfast, EAA-486, Oswego County Airport (KFZY), 7:30 am–11:00 am
Wednesday May 16	WFC Apple Blossom Pancake Breakfast—Grill Setup KSDC, 5:00 pm WFC Bird Bath—Please come help cleanup our aircraft! There will be pizza! Sign up on event calendar .
Saturday May 19	WFC Apple Blossom Pancake Breakfast—Setup Day KSDC, 9:30 am–?. Lunch will be served!
Sunday May 20	WFC Apple Blossom Pancake Breakfast KSDC, 7:00 am-1:00 pm (members arrive by 6:30 am)
Saturday Jun 2	Saturday lunches begin KSDC, Noon–1:00 pm
Sunday Jun 3	Pancake breakfast, Elmira-Corning Regional Airport (KELM), 8:00-11:00 am, EAA chapter 533 ramp Pancake breakfast, National Warplane Museum, Geneseo Airport (D52). 7:00 am–noon
Saturday Jun 9	WFC Fly-Out/Drive-Out: Thunder of Niagara Air Show KIAG—details coming Rain date: Sunday, July 10
Sunday Jun 10	Pancake Breakfast, EAA-486, Oswego County Airport (KFZY), 7:30 am–11:00 am
Thursday Jun 14	Hanagar Talk: Norm Isler from AOPA (tentative) WFC Clubhouse, 8:00 after the member meeting, details pending
Saturday Jun 16	NO WFC SATURDAY LUNCH TODAY WFC Fly-Out: Red Jacket Flying Club BBQ Lunch Fundraiser Canandaigua Airport (KIUA), 11:00 am – 3:00 pm Breakfast / grill lunch fly-in, 60th Anniversary of EAA 44, Ledgesdale Airport / Brockport (7G0), 7:00 am–4:00 pm. Speakers, classic cars, airplanes.
Saturday Jun 23	WFC Fly-Out: Scenic Niagara Falls Tour and lunch at KIAG (Como) 10:00 am–2:00 pm. Details coming.
Sunday Jun 30	Annual Wings and Wheels Fly-In Breakfast, Perry-Warsaw Airport (01G), 8:00 am–noon

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

Spring is off to a great start at the Williamson Flying Club with some significant aviation milestones for members!

- Brad Roehring (top) soloed on April 22, 2018
- Paula Sippel (middle) soloed on May 1, 2018
- Zach Wilkie (bottom) took a major step toward accomplishing his career goals by earning his private pilot certificate on April 27, 2018

Congratulations to all!