

# WFC Flyer



There's nothing quite like a V-tailed Bonanza to class-up the field! (Chris Houston)

## Important Dates:

**General Meeting**  
September 13, 2018  
7:00 pm, Clubhouse

**Board Meeting**  
October 4, 2018  
7:00 pm, Clubhouse

**General Meeting**  
October 11, 2018  
7:00 pm, Clubhouse

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## Williamson Flying Club

## September 2018

### From the President's Desk by Mike Malec

#### Our Lonely Hawk

A quick review of the flying hours on our Club aircraft shows that we are flying more this year than in the past – great! However, the data also show that our Cessna



Skyhawk (N736ES) has not been receiving the attention it deserves. It sits lonely in the hangar as other planes in our fleet go out for training or a leisure

trip. Rarely does the Hawk get chosen for a short trip or an extended vacation. The poor Hawk is feeling neglected.

Recently, I was checked out in the Hawk to try to understand how difficult the transition was from our Piper fleet to the Skyhawk. Admittedly, I received my primary training in a C172, so while I was familiar with high-winged aircraft, that training was a long time ago. After my first lesson, I realized that I needed to get reacquainted with the nuances of the Cessna. As it turns

out, the differences between the high-wing and low-wing aircraft just take a few lessons with an instructor to experience crosswind on the high-wing aircraft. The addition of the constant speed prop does add some complexity to the check-out, but after a few training sessions, the operation of the prop lever becomes second nature. The Hawk is now my favorite plane. I think of this roomy, well-equipped aircraft as the Club's SUV; capable of a larger load than other aircraft. In addition, the Hawk does have some features that other aircraft in our fleet lack:



A powerful 6 cyl, 195 hp engine provides a lot more power that is very noticeable during your first takeoff.



The spacious interior provides more room between the pilot and passengers, so you are not bumping elbows with

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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](http://www.williamsonflyingclub.com)

## Board of Directors

President: Mike Malec  
Vice President: Tom Henderson  
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Contact: [bod@williamsonflyingclub.com](mailto:bod@williamsonflyingclub.com)

**Medical Advisor:** Dr. Pam Tarkington

*The Hawk is now my favorite plane... If you want to advance your flying skills without investing a lot of time and add the use of a constant speed prop to your piloting toolkit, this is the plane for you.*

## From the President's Desk by Mike Malec

(Continued from page 1)

your right seat passenger.



The flaps are electronically powered so that pesky leaver between the seats, that seemly always wants to catch your headset cord is absent.



A wide, wrap-around front windshield provides an unobstructed forward view.



The modern avionics include a Garmin 650 with ADS-B in/out; a great help for long cross-country trips.



The typical Cessna right and left entry doors give easy access for the pilot and passengers, so you are not trying to climb over seats to enter or exit the plane.

If you want to advance your flying skills without investing a lot of time and add the use of a constant speed prop to your piloting toolkit, this is the plane for you. Contact your favorite instructor soon to get a checkout in 6ES to take advantage of the capabilities of this great bird.

Let's go flying!



## Flight Rx by Dr. Pam Tarkington

### Frostbite



[Editor's Note: Yes, temperatures were sweltering as recently as last week, but the recent cool-off serves as a reminder that winter is coming, making this article on frostbite a timely reminder. Remember, winter flying can be wonderful — smooth air and low density altitudes leading to superior performance — but it does pose its challenges.]

The ancient Greeks (4000 BC) recorded cases of frostbite. Frostbite is an actual freezing of parts of the body. Body parts most commonly affected are the toes, fingers, and face. It is caused by freezing of the skin and structures below.

At the beginning, the skin becomes cold and red, followed by pallor. This first stage of frostbite is called *frost nip* (permanent damage does not follow). As the skin becomes numb, the affected person may not realize what is happening.

The second stage is called *superficial frostbite*. The skin will be pale. In the affected tissues, ice crystal might form and blisters may form later. Do not break them.

The last stage is *severe frostbite*. Most of the underlying tissues are affected. Later, the area breaks down and the tissue dies.

When the outside temperature falls below  $-5^{\circ}\text{C}$  ( $23^{\circ}\text{F}$ ), the risk goes up. Additional risk factors include alcohol or drug use, smoking, diabetes, some vascular condi-

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### Aviation Quote:

"No matter how much training you've had, your first solo is far different from all other flights. You are completely independent, hopelessly beyond help, entirely responsible, and terribly alone in space."

— Charles Lindbergh  
*The Spirit of St Louis*

## Flight Rx by Dr. Pam Tarkington

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tions, altitude, age, and prior frostbite.

Complications include arthritis, infection, increased sensitivity to cold, gangrene and amputation.

When you are out in cold, windy or wet weather, limit the time outside, dress in layers, use mittens (not gloves), and avoid alcohol.

Obviously if you think frostbite is occurring, get out of the cold and remove the wet clothing. Rewarm frost bitten area by soaking in warm water (100-105 °F). If it is possible that refreezing will occur, do not warm. Do not rub the affected area. Do not use a heating pad, fireplace, or stove. Take Motrin for the pain. I will not get into the hospital treatment for frostbite. Remember that frostbite and hypothermia coexist, so look out for this.

## Cool Places To Fly by Chris Houston

**Destination:** Penn's Cave Airport (N74), Centre Hall, PA

**Distance:** 142 nautical miles, direct

**Why It's Cool:** Penn's Cave, a short walk from Penn's Cave Airport, is a limestone cavern in central Pennsylvania that can only be toured by boat. This makes it one of the most unusual cave tours that you

will ever take. The tour lasts approximately 45-50 minutes. Commercial tours have been running in the cave since 1885.

The Seneca Indians were aware of the cave. Local legend holds that French trapper Malachi Boyer fell in love with a Seneca Maiden, Nita-Nee. Her brothers did not approve and trapped the Frenchman in Penn's Cave. When Boyer



Boat entrance to Penn's Cave from Lake Nittany as observed during the tour.

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### Contribute to the Newsletter!

Thanks to all who have already shared their stories, insights, and photographs!

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

### Recommended Reading



The September/October issue of *FAA Safety Briefing* examines the various facets of community in aviation and how that community supports our endeavors in flying. [www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/)



## Cool Places to Fly by Chris Houston

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perished, the brothers weighed his corpse with stones and dumped the body in the deepest water of the cave (aboriginal Teamsters?). It is said that Boyer's anguished soul can still be heard whispering the name of his beloved on the winds exiting the cave. "Nita-Nee, Nita-Nee..." The name later morphed into "Nittany", for whom the Nittany Lions of Penn State are named. As one looks considers the mascots of the Big Ten, this origin story is a bit more ghoulish than those for "Hoosiers" or "Golden Gophers" (even accounting for the fact that no one, including Indiana residents, knows the definitive origin of the word "Hoosier").

Cavern tours are \$18.99 for adults, children 2- 12 years old are \$10.99, and seniors (65+) are \$17.99. The location also has other attractions including a Farm Nature Wildlife Tour and a maze for kids. Package pricing is available on the organization's website (<https://pennscave.com>).



Steps leading down to the boat dock within Penn's Cave

We visited in 2008, exactly ten years ago. At the time, the runway was in questionable condition, which is why I have held-off writing about this destination until now. Currently, all sources (including Airnav.com and Foreflight) show the runway surface to be in excellent condition. The airport is a no-frills facility: no fuel, no night operations, and irregularly attended. The runway is also relatively short (2500' x 40'), but easily manageable by Cherokee or Skyhawk.

On our visit, we only did the cave tour. The Farm Wildlife Tour passes quite close to the airport parking area, so those on the tour that day got to gawk at us while I pre-flighted my Warrior for departure (evidently, we count as wildlife?). Just for the cave alone, it was an interesting day excursion.

Penn's Cave Airport is hidden among the ridges of central PA. It is approximately 17 nautical miles south-southwest of Lock Haven, which is where my wife and I stopped for lunch (Fox's Market House) en route to Penn's Cave.

### Tips:

- Penn's Cave Airport has a short runway with minimal amenities—no fuel, no lighting for night operations. Plan accordingly.
- As described previously for [Lock Haven](#), the terrain between Corning and Centre Hall on the direct route is heavily wooded, sparsely populated, and unforgiving; it's a beautiful ride, but plan your route wisely.

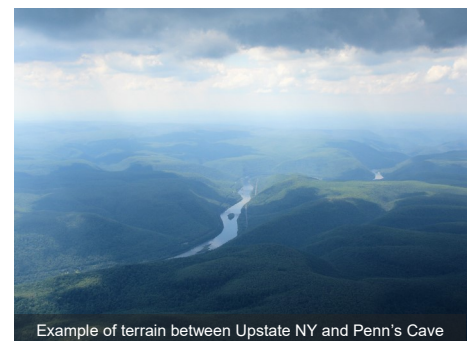


My Warrior parked at Penn's Cave Airport

- Though this will probably not apply to our club members, Penn's Cave is not handicapped-accessible. There are 48 steps leading down into the cave.
- Like most caves, the cave interior is 52° F year round. Dress accordingly. Good walking shoes are recommended, both for the walk from the airport and negotiating the steps into the cave.
- From the airport, Penn's Cave is approximately a 1 mile walk southwest along the fittingly-named Penn's Cave Road.



Pennsylvania terrain close to Centre Hall



Example of terrain between Upstate NY and Penn's Cave

## Traffic Pattern Update by Mike Bjerga

In accordance with updated traffic pattern policies and following a request from the FAA, I have submitted paperwork to change our Traffic Pattern Altitude (TPA) to "Standard" which is:

- 1000 ft agl (1424ft msl) for propeller-driven aircraft
- 1500 ft agl for large/turbine-powered aircraft
- 500ft agl for helicopters/ultralights

The only change you will see is that the A/FD will no longer show a TPA altitude implying that standard altitudes should be used.

A link to the revised FAA Advisory Circular on Non-Towered Airport Operations, AC-90-66B, is available [here](#). Some specific, useful information from the AC is summarized below.

Pilots should use standard TPA altitudes unless:

1. Otherwise published
2. Otherwise required for cloud clearance criteria

### Entering The Traffic Pattern

The PREFERRED method is the "midfield overhead teardrop entry". If you're crossing midfield to get to the downwind leg, the FAA recommends that you cross pattern altitude at 500+ above pattern, fly clear of the traffic pattern (approximately 2 miles), and then descend to pattern altitude and make a teardrop entry to the midfield downwind.

The second option is the "alternate midfield entry". Cross mid-field at TPA and turn directly onto down-

wind. [Editor's Note: for those familiar with Canadian non-towered airport operations, this is the standard Canadian traffic pattern entry.]

### Departing the Pattern

When departing the traffic pattern, airplanes should continue straight out or exit with a 45-degree left turn (right turn for right traffic pattern) beyond the departure end of the runway after reaching pattern altitude. Pilots need to be aware of any traffic entering the traffic pattern prior to commencing a turn.

### Turning Crosswind.

Airplanes remaining in the traffic pattern should not commence a turn to the crosswind leg until beyond the departure end of the runway and within 300 feet of TPA. Pilots should make the turn to downwind leg at the traffic pattern altitude.

### Descent and Base Turn

The traffic pattern altitude should be maintained until the aircraft is at least abeam the approach end of the landing runway on the downwind leg. The base leg turn should commence when the aircraft is at a point approximately 45 degrees relative bearing from the approach end of the runway.

## Activities Committee Update by Chris Houston

Weather in 2018 has presented a challenge to our planned activities this year.

Movie night on at the airport on August 17 was fun and successful, but rain drove us inside the club-

### IFR Operations

IFR traffic does NOT have priority over VFR traffic! According to the AC, "pilots conducting instrument approaches should be particularly alert for other aircraft in the pattern so as to avoid interrupting the flow of traffic, and should bear in mind they do not have priority over other VFR traffic. Pilots are reminded that circling approaches require left-hand turns unless the approach procedure explicitly states otherwise."

IFR pilots should Use "plane" language during approaches to non-towered airports. It is better to provide specific direction and distance from the airport, as well as the pilot's intentions upon completion of the approach.

### On a Final Note

Pilots are reminded that the use of the phrase, "ANY TRAFFIC IN THE AREA, PLEASE ADVISE," is not a recognized self-announce position and/or intention phrase and should not be used under any condition. Any traffic that is present at the time of your self-announcement that is capable of radio communications should reply without being prompted to do so.

house for the movie.

The next day, August 18, our planned fly-out to Burke-Lakefront in Cleveland was cancelled due to low clouds. This has been resched-

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## Activities Committee Update by Chris Houston

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uled for Saturday, September 15. We will plan to arrive at KBKL around 10:00 am and, from there, visit the USS Cod (WWII submarine) and the William G Mather (restored Great Lakes freighter) with lunch in town. So far, the long range weather forecast is promising. If you're interested, be sure to add your name to the event calendar!

The Niagara Falls flight (August 26) and the NYC / Hudson River Corridor scenic flight (September 9) were also cancelled due to poor weather. We understand that many club members were excited about the NYC flight and we will look into rescheduling that fly-out. Exercising great flexibility with the cancellation of the NYC flight, Matt

Palmer led a group of four airplanes carrying nine people to a pancake breakfast in Olean. Always leave yourself an out!

The team is still discussing a fall fly-out at the end of September or early October. Stay tuned!

Additional planned events include:

- September 13: Hangar talk with John Griebisch (see sidebar)
- November 8: Hangar talk with Craig Wadsworth of the National Warplane Museum, speaking about flying the NWM's C-47 W7 back to Normandy
- December 1: WFC holiday party at the Blue Heron Golf Club with comedian Dan Viola

## WFC History by Chris Houston

Observant members may have noticed a new display case in the clubhouse conference room. In-



side are mounted examples of an early club jacket and t-shirt. Both were donated by Sarah Tyrell and belonged to her husband, Vernon Tyrell. For never members, Vern Tyrell's name may be familiar from the "Vernon Tyrell Field" sign hanging above the club maintenance hangar door. Long time members will recall that Vern Tyrell was the club's first employee, hired as a flight instructor in 1964. He was made full time in April of 1966. Vern instructed at the WFC for more than 20 years. Both Sarah, his wife, and Becky, their daughter became pilots through the WFC.

The Williamson Flying Club is thankful to Sarah Tyrell for helping us remain connected to our roots.

## Hangar Talks Announcement



**John Griebisch**

**September 13, 2018  
8:00 pm, WFC Clubhouse**

### Abstract:

John will give three brief photo presentations from a recent trip spent flying in Iceland:

- Snaps of flying around in Iceland
- Mostly art images from Iceland [why he went]
- Recent art images from the Palouse in Washington State [again, why he went]

### About our Speaker:

WFC member John Griebisch has made a career of creating images mostly for advertising and corporate communications. Currently he has been focusing on aerial art photography with large format prints being sold through art consultants across the country.



# Congratulations!



## Upcoming WFC and Local Events

Thursday Sep 13	<b>WFC Hangar Talk: John Griebsch, flying in Iceland, 8:00 pm.</b>
Saturday Sep 15	<b>WFC Fly-Out: Cleveland Burke Lakefront Airport (KBKL)</b> Current plan is to visit/tour the USS Cod (WWII submarine) and William G Mather (Great Lakes freighter)
Saturday Sep 15	Fly-in breakfast, Cooperstown-Westville Airport (K23), 7:30–11:00 am.
Saturday– Sunday 15-16 Sep	<a href="#">New York Air Show</a> , Stewart International (KSWF). Features USAF Thunderbirds, C-17 Globemaster III, Kent Pietsch, USMA Parachute Team.
Saturday– Sunday 15-16 Sep	Wings and Wheels Seaplane and Car Show, Hammondsport, NY Details: see <a href="#">link</a>
Sunday 07 Oct	Fly-in breakfast, Elmira-Corning Regional Airport (KELM), 9:00 am–11:00 am. Park at the EAA 533 hangar (no landing fee)

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



The transition from August to September was a busy one for local designated pilot examiners! Please join us in congratulating the four newest Private Pilots in the Williamson Flying Club!

- Paula Sippel (top, left), August 29, 2018
- Aaron Forisha (middle, left), August 29, 2018
- Joe Marang (above), September 1, 2018
- Brad Roehring (bottom, left), September 3, 2018

Well done, everyone!