

WFC Flyer



Short final , runway 1, Alton Bay Ice Runway B18 (Ed Ciolkowski)

Important Dates:

Annual Meeting and Elections
February 14, 2019
7:00 pm, Clubhouse

Board Meeting
March 7, 2019
7:00 pm, Clubhouse

General Meeting
March 14, 2019
7:00 pm, Clubhouse

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Williamson Flying Club

February 2019

From the President's Desk by Mike Malec

Annual Meeting and Elections



The Williamson Flying Club 2019 Annual Meeting will be held on Thursday, February 14 at 7:00 pm in the Williamson-Sodus Airport clubhouse.

The Club's end of the year financial report will be presented along with a budget summary for 2019. It is important that members see and understand the Club's financial obligations, and where the monies are being spent. Board members will be happy to entertain questions during the meeting, however, more in-depth concerns can be answered after the meeting or at another time.

Election of Club officers for 2019 will take place at this meeting. The positions that are open for elections are President, Vice-President, Secretary, Treasurer, and two Directors. In the January 2019 Club General Membership meeting, the membership nominated the following candidates:

President:

Michael Malec

Vice-President:

Thomas Henderson

Secretary:

Ian Fair
Steven Murray (floor nomination)

Treasurer:

Robert Herloski

Director (1yr):

Steven Murray

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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

“The Annual Meeting is an important Club event; we encourage all members to attend.”

Aviation Quote:

“The Airplane has unveiled for us the true face of the Earth.”

— Antoine de Saint-Exupéry
Wind, Sand, and Stars

From the President’s Desk by Mike Malec

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Director (3yr):
Paula Sippel

We would like to thank the 2019 Nomination Committee: Paula Sippel (chair), Lee Shippers, and Jamie Oliver for their work assembling the nominees.

Plurality votes cast from the membership during the Annual Meeting will elect an officer for each respective position. Votes are cast by written ballot. If a motion for an alternate voting method is proposed, a ballot will be necessary to approve the motion.

The order of election for the positions are President, Vice-President, Secretary, Treasurer, and Directors. A person who is not elected to a position for which they have been nominated may be re-nominated for any of the subsequent positions.

The Annual Meeting is an important Club event; we encourage all members to attend.

Let’s go flying!



Opinion: Find Your Voice by Chris Houston

Learning to Talk

Becoming an aviator requires learning several new competencies ranging from the intellectual to the physical. When I began flight training, I anticipated needing to develop many skills, but did not expect that learning to talk would be one of them.

Time spent with experienced pilots reveals that many have a "radio voice". A good radio voice is crisp and direct, confident and professional, but comfortable. In a realm where the primary connection between pilots and controllers is established verbally over the airwaves, a pilot's voice is his or her first means of making an impression.

I had not found my Voice at the time I earned my private pilot certificate. I could communicate effectively at non-towered fields because I was comfortable in that environment, but I

was horribly awkward any time I needed to key the mic and speak with air traffic control (ATC). Part of this was an artifact of training at a non-towered field where I simply did not get in-depth practice with ATC. Not surprisingly, in this root cause lay the solution.

Even after I purchased my airplane, Warrior 481, I continued to be ATC-shy. This was partially due to my peer group, many of whom shunned towered fields and talking to ATC. They planned cross country flight routes that avoided controlled airspace and rarely availed themselves of flight following. Thus socialized, I followed suit for a time. For example, my cross country flight from Guthrie, OK to Three Rivers, MI after buying Warrior 481 was flown largely (though not entirely) without the use of flight following.

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Opinion: Find Your Voice by Chris Houston

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However, as a new aircraft owner in 2004, I came to realize that avoiding ATC would limit the utility of my airplane. Not only is flight following a fantastic safety feature, but there are a lot of terrific destinations encircled by controlled airspace. "Mic fright" would rob me of opportunities to visit them. I decided to develop my Voice so that I could take better advantage of all that aviation has to offer.

Building Blocks

To my mind, developing the Voice entails a few steps that build on each other. The most fundamental is **knowledge**. Understanding the verbal protocols between pilots and different types of controllers (e.g., approach versus tower versus clearance delivery) is essential. I knew some of this information when I received my private pilot certificate, but there were holes in my knowledge. If there was a significant gap in my primary training, this was it.

From a foundation of knowledge comes the ability to practice with ATC to **internalize** radio procedures. At first, transmissions from ATC seem rapid and voluminous. However, they are typically well organized and context-specific. Simply knowing which information to expect at which times attunes the ear and makes it easier to hear and understand what is being said.

With internalization eventually comes **confidence** born of comfort and familiarity. A confident voice is the verbal equivalent to a firm

handshake and direct look in the eye. It conveys to the controller that the pilot knows what he or she is doing (though actions can certainly undermine that first impression later).

Impressions Matter

Why is it important to make a good impression on ATC?

The answer is simple: because air traffic controllers do a lot of optional things to make pilot's lives easier. Want flight following? Seeking a better routing? Want to sight-see in controlled airspace? If a pilot has the Voice, a confident and professional manner, controllers are often willing to help out above and beyond their basic mandate of separating IFR traffic. On the other hand, if a pilot is verbally "all thumbs" and the controller gets an impression of low competence, they might be far less accommodating. After all, why invite trouble?

For example, I recall an evening VFR flight from Le Roy, NY to Pontiac, MI in 2008. I had just crossed the border from Canada into Michigan and was handed-off to Detroit for continued flight following. It was near the end of a long day and I had just spent 1.5 hours droning along over southern Ontario without much stimulation. I was tired and my call to Detroit was a tongue-tied disaster. I may not have been behind the airplane, but I was behind my own mouth. After hearing my muddled call, the Detroit Approach promptly dropped me from the system ("squawk VFR"). My call did not inspire confidence, he was under no obligation

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

to deal with me, so he chose not to. If I had my act together that night, I am certain that Detroit would have provided flight following all the way to my destination. After all, Detroit Approach had accepted the hand-off in the first place.

Developing the Voice

I set about developing my Voice by hitting the books (or, book, in this case). I purchased the fifth edition (1998) of Paul Illman's "The Pilot's Radio Communications Handbook" and studied it carefully. The book is well organized by scenario. After digesting each chapter, I practiced. By this I mean that I talked to myself – a lot; usually in the car on the way to work. I would play out different scenarios and talk through both the ATC and pilot parts (I know, kind of weird, but it worked).

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Cool Places to Fly by Chris Houston

Destination: Adirondack Regional Airport, Saranac Lake, NY (KSLK)

Distance: 144 nautical miles, direct

Why It's Cool:

I often think of Saranac Lake as the northwestern gateway to the Adirondack Mountains. Though the airport is surrounded by relatively low terrain, a 13 nautical mile flight to the southeast through a notch in the mountains brings you to Lake Placid, surrounded by the semicircular stone battlements of the Adirondack High Peaks.

Adirondack Regional is home to the [ADK CAVU Café](#). As explained to me by the line service staff at the FBO, the successful airport diner is owned and operated by Josh and Clair Bovee. He's professionally trained as a chef, her education is in business. Between the two of them, the café has been thriving.

My most recent visit was in January 2019 with a group from the Williamson Flying Club. It was -6°F on the ramp when we arrived that morning under a crisp blue sky without a trace of wind; ours were the only airplanes on the ramp. However, robust street traffic filled the diner by the time we departed. The food was good, if typical breakfast fare. The lunch menu looked intriguing. Line service indicated that nice days will easily bring enough airplanes to fill the ramp for breakfast.

While Lake Placid is always a wonderful stop, pilots in search of food will need to find their way into town. If you're flying in the vicinity of the Adirondacks and want to dine right at the airport with a nice view of the airplane that brought you there, Adirondack Regional Airport and the ADK CAVU Café offer a terrific alternative.

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Brrr! Those are some frosty evergreens en route to SLK



Brad's Cirrus SR-20 and a Cape Air aircraft parked at SLK



Ed's Archer and Chris' Warrior, note the flat terrain



The café is in the terminal (left); exit ramp via the FBO (right)



Brad Roehrig, Paula Sippel, Chris Houston, Natalie Roehrig, Ed Ciolkowski, and Tom Carter; photo by Tom Carter



Cool Places To Fly by Chris Houston

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Tips:

- Careful consideration of the route between KSDC and KSLK is recommended—the terrain for the latter half of the direct route is heavily wooded, desolate, and overlaid with MOA airspace.
- 100LL at SLK is full serve only, currently \$5.12/gal.
- Check NOTAMs, runway 9/27 is often closed in winter.

- The ADK CAVU Café is located in the terminal building. Exit the ramp via the neighboring FBO building (clearly marked “FBO”) and enter the terminal building from the street side of the airport fence.
- The café’s Facebook page is actively maintained with information about closures. Normal hours are Tuesday–Sunday, 7:00 am to 2:00 pm. They are closed on Mondays. If in doubt about whether the café is open, call at (518) 891-0164.

Opinion: Find Your Voice by Chris Houston

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I was fortunate that the Kalamazoo / Battle Creek International Airport (KAZO) was nearby for practice. Not only that, but I had a good motive for actually landing there. As a docent at the Kalamazoo Air Zoo, I gave tours on Saturday mornings. Though my home was a mere 10 minute drive from the museum, I drove 45 minutes to my home base in South Haven (KLWA), launched in my airplane, and landed at Kalamazoo to volunteer at the Air Zoo. When my time at the museum was done, I would make the same trip in reverse.

I burned a lot of gas doing this, but **really** honed my radio technique.

Much like Rochester, Kalamazoo (a TRSA) has two Approach frequencies, Tower, Ground, and requires all departures (including VFR) to contact Clearance Delivery prior to Ground. The latter is not a universal practice (though Rochester does it, too), but it was terrific

experience for me.

I gave myself a good foundation of knowledge, internalized it through practice with ATC at Kalamazoo, and over time developed my confidence on the radio. It was a gradual process and I was not consciously aware that it was happening. But it did...eventually.

Dividends

As Scottish playwright J.M. Barrie once wrote, "I'm not young enough to know everything." I certainly have not reached a state of self actualization on the radio. I still make mistakes. But I do passably well and worked hard to get myself there.

I still remember the day I logged my 500th flight hour. I landed at Dansville and another pilot said to me, "You have great radio presence! Do you instruct out of this airport?" Not surprisingly, I was very pleased with this compliment.

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Hangar Talks Announcement

Gene Benson



“What Do I Do Now? Decision Making Under Stress”

Saturday, February 16, 2019
10:00 am, WFC Clubhouse

Abstract:

This seminar will review the human decision-making process, examining several factors that influence our decision making, and putting emphasis on how we can prepare ourselves to make better decisions quickly when under the stress of an abnormal or emergency situation.

This will be a 50 minute presentation plus discussion time and qualifies for One Basic Knowledge-1 Credit in the FAA Wings program.

About our Speaker:

Gene Benson is a pilot, instructor and consultant specializing in human factors and error reduction. He is presently a FAASTeam Lead Representative.

Opinion: Find Your Voice by Chris Houston

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I am certain that finding my radio voice is what gained me an invitation to fly VFR directly over Atlanta's Hartsfield International Airport at 4,500' in 2011. I planned to skirt the Bravo airspace, but the Approach Controller specifically invited me to cross over the top of the airport. I suspect that he would not have suggested it had I been tongue-tied when I initially contacted him for flight following. As a VFR-only pilot at the time, receiving an invitation to enter the inner core of some of the busiest Bravo airspace in the world was a very novel experience.

Overdoing It

This brings me to an episode that inspired my thinking about the Voice in the first place. Although I think that confidence is a key ingredient of the Voice, I think it is

possible to become too comfortable with ATC. I overheard the following exchange between Rochester Approach and "Stan" (not his real name), a highly experienced instrument-rated instructor with whom I have flown before.

"Rochester Approach, Bugsmasher 123 at four thousand, practice VOR alpha approach into Le Roy."

"Bugsmasher 123, squawk 1234 and ident."

"There you go." Yup . . . he actually said, "there you go" and nothing else.

[As an aside, on a tour of the Rochester tower, I asked a controller for his biggest gripe with GA pilots. His response: not using call signs in radio communications. He went on to note that it was not just the GA types who had this problem.]

Rochester responded with "radar contact", an admonishment to maintain VFR, and a reminder that no separation services would be provided for the practice approach. While cruising through Rochester's airspace en route to Sodus, I eyed the broken cloud deck at approximately 3,000 feet. I wondered how Stan was going to remain VFR as he came down through that ceiling from 4,000 feet.

Sure enough, "Rochester Approach, Bugsmasher 123, what do I gotta do to make that IFR?"

The Rochester controller was clearly taken aback and responded with what I can only describe as a patronizing and mildly pedantic tone. "Well, you would need to request an IFR clearance and I would need to issue you a new squawk code." His transmission ended crisply, as though punctuated with an unspoken, but strongly implied, "Duh".

Stan responded with something to the effect of "OK, let's do that."

After a slight delay, Rochester returned with, "Bugsmasher 123, squawk 4567."

"There you go," announced Stan. *Seriously? Again?*

Stan absolutely knows what he is doing. He has been flying for decades and, in the time I have known him, he has taught me some valuable things (radio work not being one of them). But I wonder if he has perhaps become so comfortable with ATC that he no longer strives for professionalism in his radio communications.



Overflying Atlanta's Hartsfield International Airport (KATL) at 4,500' MSL after being invited into the Bravo by Atlanta Approach.

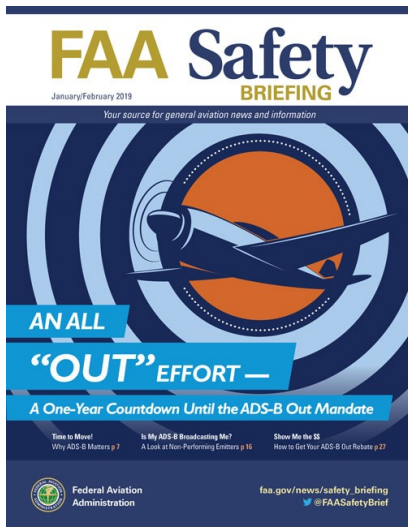
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Congratulations!



Congratulations to Greg Szulis, the first WFC member to earn a Private Pilot certificate in 2019 (January 15)!

Recommended Reading



One year away from the FAA's ADS-B Out mandate, the January / February 2019 issue of *FAA Safety Briefing* explores ADS-B technology www.faa.gov/news/safety_briefing/

Upcoming WFC and Local Events

Saturday
Feb 16

Hangar Talk: Gene Benson, "What Do I Do Now? Decision Making Under Stress". 10:00 am, WFC Clubhouse (see notice, p. 5)

For more information and to sign up, visit the [Event Calendar](#).

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

Opinion: Find Your Voice by Chris Houston

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Find Your Voice

As a member of the Williamson Flying Club, I interact with a broad cross section of pilots on a regular basis. They run the gamut from highly experienced to relatively inexperienced. Many of them are students or recently certificated. I see a lot of myself in the less experienced pilots, particularly where reticence to contact ATC is concerned. Some fear crossing that magenta circle into Rochester's airspace. This is unfortunate because Rochester is a great facility and the controllers are not only welcoming, but actively encourage training operations. Still, having been possessed of mic fright myself, I empathize with the anxiety of the less experienced.

Go practice with Rochester. Find your Voice and your confidence with ATC. It's worth it. Good communication is a gateway to more interesting destinations and bigger, safer aeronautical adventures.

Images by Chris Houston



One way to go "over the river and through the woods to Grandmother's house" for Thanksgiving is by light aircraft. This is the Interchange of I-390 and I-490 west of Rochester, photographed on Thanksgiving Day, 2018.