

WFC Flyer



Williamson Flying Club Champs parked on the grass at Whitfords Airport, May 2019 (Chris Houston)

Important Dates:

General Meeting
August 8, 2019
7:00 pm, Clubhouse

Board Meeting
September 5, 2019
7:00 pm, Clubhouse

General Meeting
September 12, 2019
7:00 pm, Clubhouse

Inside This Issue:

- From the President's Desk, Mike Malec (p1)
- NOTAMs, Mike Bjerga (p2)
- Cool Places To Fly, Chris Houston (p4)
- Activities Committee Update (p5)
- Congratulations (p7)
- Calendar (p7)

Williamson Flying Club Newsletter

August 2019

From the President's Desk by Mike Malec

New Hangar Update



It has been a while since I updated the membership on the status of the new hangar, so now is a good time to check in on the progress of this important project. This project has already been a long journey and it continues. The grant request process started two years ago and the funds were released by NYSDOT late last year. However, there are many roadblocks put up by the State that prevented and still prevent the start of construction.

The State requires a percentage of contractors on the project to be a Minority-Owned Business Enterprise (MWBE). We

are working to recruit contractors and suppliers that satisfy the requirements of this program while still meeting our project requirements. When we have a list of contractors and suppliers that meet this requirement, we will get approval by the State to continue.

Since the grant was submitted, the cost of construction including materials and human resources have increased significantly. The cost estimate for the project increased from about \$1.2M to greater than \$1.5M. This increase in cost would be prohibitive given our budget allocated to this project. We do not want to borrow more money to cover this increase. We have asked the State to increase our grant to cover the increase, but the State is not willing to extend our grant, unfortunately.

To mitigate this increase, we can only reduce the scope of the project. There are relatively few cost features that can be removed from the hangar that will

(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
Vice President: Ian Fair
Treasurer: Bob Herloski
Secretary: Steve Murray

Director, 2017: Brad Roehrig
Director, 2018: Dick Swingly
Director, 2019: Paula Sippel

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

From the President's Desk by Mike Malec

(Continued from page 1)

not affect the function of the building. These include reducing the size of the pavement on the west side and not installing insulation. However, the greatest cost savings would require elimination of the solar energy system and the large east end, commercial bay. These changes would bring the cost of the project within our original budget. It is important to note that the removal of these features does not necessarily mean that we cannot build the hangar as originally specified. It is possible to include the solar option and the large end hangar as a bid add in the bids. If a contractor chooses to include these features in their submission, the features can be included in the final project. Insulation for the hangars can be added by the Club at a later date.

The hangar design and construction details have been finalized. In the next few weeks, the project will be sent out for bids. At that point, we will know the project cost and have a better idea of the timeline for completion of the hangar. We provide updates of this project at our monthly General Membership meetings, so attending these meetings is a great way to keep informed on the progress of this and other projects.

Let's go flying!



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. For the first time, you're free of an instructor's wishes. No one else knows whether you bank with slip or skid. There's no hand to motion the nose down before a stall, no other head to check your fuel or watch your r.p.m. You can choose your point of the compass, and fly on as long as you like. But if you get lost from your field, the penalty is more severe than words of reprimand and laughter.”

— Charles Lindbergh,
The Spirit of St. Louis

NOTAMs by Mike Bjerga

Dan Adams:

Please welcome Dan Adams to the WFC CFI team!

Dan will be available for Primary Training as well as Club Required flights (Check-out, Annual, Flight Review, 90 Day). Dan and I will be coordinating Lesson Objectives for those looking for extra flight training time.

His schedule is posted for the month of August. Let's keep him busy!

Aircraft Status Update:

736ES:

The Annual Inspection for 736ES is complete and a new interior has been installed. I still need to fabricate a few



N736ES at ReDun Field, May 2019 (Chris Houston)

pieces for the heater outlets, so please use caution so as not to kick the carpet out of place when getting in. A new door lock has also been installed!

1185X:

The overhauled engine is installed. We are just waiting on a part that needed to be welded to be returned from the welding shop. Expect first flight on Tuesday, August 6. After the first flight,

(Continued on page 3)

NOTAMs by Mike Bjerga

(Continued from page 2)

the engine will have BREAK-IN RESTRICTIONS for the first 25 hours.

To protect our investment and ensure a proper engine break-in:

- Use only mineral oil
- NO intentional touch & go's
- NO practice maneuvers (slow flight, steep turns, stalls, emergency procedures)
- Allow engine to operate at 75% power for at least 20 minutes before landing
- Check-outs, Annuals and Flight Reviews will have to wait; **point to point flights only**

Instrument Approach NOTAMs:

FAA Flight Standards has identified several obstacles (300+) within the glideslope approach path and have issued the following NOTAM:

IAP WILLIAMSON-SODUS, Williamson/Sodus, NY. RNAV (GPS) RWY 10, AMDT 1B... RNAV (GPS) RWY 28, AMDT 2A... LPV NA. LNAV/VNAV NA. 1907311925-2107311925EST



N1185X (Chris Houston)

Approaches using a glideslope (LPV and LNAV/VNAV) are NOT AUTHORIZED. LNAV minimums ONLY for both runway 10 and 28.

This is the result of the obstruction study conducted recently as part of our FAA Funded Obstruction Removal Project. As part of the Obstruction Removal process:

- Step 1: Identify obstructions (complete)
- Step 2: Conduct environmental Assessment (this year)
- Step 3: Remove obstructions (expected 2021)

Our airport engineer is working to see if there is a minimum amount of obstructions that can be removed to cancel the NOTAM.

WFC Board of Directors Changes

Williamson Flying Club Vice President Tom Henderson recently moved to Vermont and has resigned from the WFC Board of Directors (BoD). Based on his exemplary service and many contributions to the WFC over the years, Tom has been made a WFC permanent member.

Ian Fair (Director 2017) will serve as Vice President for the remainder of the current term. Brad Roehrig has agreed to serve as Director in Ian's stead until the 2020 election.

The WFC wishes Tom the best in all of his future endeavors and welcomes Brad to the WFC BoD!

Contribute to the Newsletter!

Do you have anything that you want to share with the WFC membership?

- Destinations?
- Favorite flying photo?
- Trip reports?
- Great experiences?
- Opinions?

Submit your photos and stories, to the newsletter by emailing:

Newsletter@williamsonflyingclub.com

Flour Power 2019!

Flour Power 2019 — our annual flour bomb and spot landing contest — was held on June 22, 2019. We announced the results at the July member meeting. For those unable to attend, here are the winners. Congrats to all!

Carrier Qualified

Closest spot landing: Ron Foti

Bullseye

Closest to target: Gary Stevens

Sharpshooter

Best shot group: Gary Stevens

Camp Lost in the Woods Award

Ron Foti

Best Overall Scores

#1: John Rubio w/ Lauren

#2: Gary Stevens

#3: Tom Carter

Cool Places To Fly by Chris Houston

Destination: Kalamazoo / Battle Creek International Airport (KAZO), Kalamazoo, MI

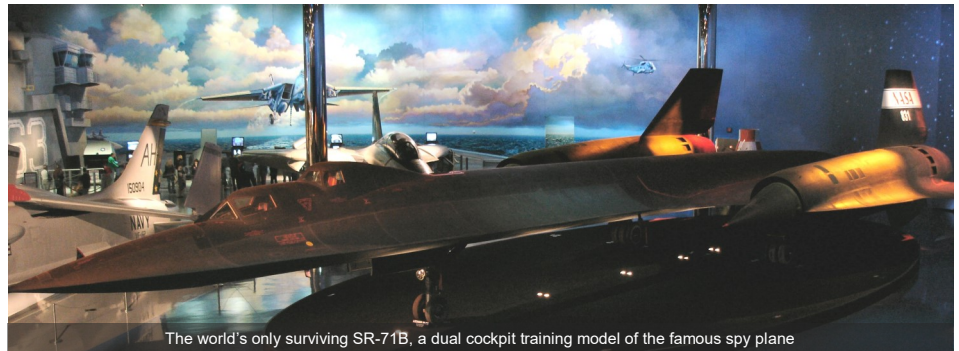
Distance: 377 nautical miles, direct (route includes Ontario, Canada)

Why It's Cool:

Kalamazoo is home to the [Air Zoo](#) (formerly the Kalamazoo Aviation History Museum), a world-class aviation museum in the southwest corner of Michigan.

The museum was founded by Pete and Sue Parrish. Sue, a Kalamazoo-born former World War II WASP was well-known for flying her pink P-40 at airshows. What started as a private collection of WWII aircraft has since grown into a massive museum that broadly surveys aviation history. With early aircraft in the collection featuring a P-40 (a Flying Tiger) and a Bearcat, it was clear that they had something of a flying zoo on their hands. This year marks the 40th year of the museum's operation.

Visitors arriving by airplane can park directly on the museum ramp at the south end of the airport near taxiway B3. The museum comprises two buildings, the Flight Innovation Center and the Flight Discovery Center. The Flight Discovery Center is adjacent to the museum



The world's only surviving SR-71B, a dual cockpit training model of the famous spy plane

ramp in the original museum building. Although there are several aircraft on display there, its primary purpose is to provide workspace for restoration projects. Currently, the museum is restoring an FM-2 Wildcat and a Douglas SBD Dauntless dive bomber, both recovered from the floor of Lake Michigan where they were lost during World War II carrier training. In the early 2000s, a similar restoration on another dauntless, also recovered from Lake Michigan, earned the museum its Smithsonian Affiliate

status.

The Flight Innovation Center serves as the main street entrance to the museum and features many more aircraft, some of them quite unique. These include the world's only surviving SR-71B Blackbird, a two-cockpit training variant of the legendary spy plane. This aircraft was the last Blackbird given to a museum and is widely acknowledged as the most photographed of all the SR-71s. Another unique aircraft on display is the world's



A B-25 Mitchell at the Air Zoo

Welcome, New Member!

The WFC extends a warm welcome to our newest member from July 2019!

- Tom Mueller

Cool Places to Fly by Chris Houston

(Continued from page 4)

only surviving Curtiss XP-55 Ascender, which was restored for the Smithsonian by the Air Zoo volunteers. This experimental pusher/canard design was constructed near the end of WWII. Its official name is believed to be a pun on its backward appearance (think about it).

The Flight Innovation Center also includes a restaurant, a dedicated World War II hangar, traveling exhibit space, the Michigan Aviation Hall of Fame, several simulators (including some that are full motion: 360° of pitch and roll), and much more. Free tours from well-trained docents are available daily and are highly recommended.

Disclaimer: Kalamazoo is my former home and I was a volunteer docent at the Air Zoo for several years before moving to Rochester. I think this is a fantastic place, but I might be a bit biased.

I have some fond memories of my time with the museum. When the SR-71B arrived by truck, it was in 13 pieces that were painstakingly re-assembled on the Air Zoo's ramp. It was a fascinating process to watch.

As a reward for my volunteer hours, I flew in a T-28 Trojan with a local A-10 Warthog driver who performed some high-g maneuvers for the delight of the crowd (this is where I learned to stop talking when the g-loading begins).

One of my most memorable tours was for the family of [Bob Hall](#). Bob Hall was a University of Michigan-

educated mechanical engineer who, among other notable accomplishments, was the Chief Engineer and Lead Test Pilot at Grumman during World War II. He made the first flights of all four of Grumman's World War II piston-driven Cats: the Wildcat, Hellcat, Bearcat, and Tigercat. He was the lead designer of the Bearcat. Hall's family was visiting the museum because of his posthumous induction into the Michigan Aviation Hall of Fame. I did not know who they were when they joined my tour and, though they seemed interested and engaged, they said very little until I finished my spiel on the F-14 Tomcat. When I was done, one of the men on the tour (one of Bob Hall's sons, it turns out) approached me and said, "That was very well done." He reached up and touched a portion of the Tomcat. "I designed this part," he explained with a smile. Evidently, he had followed in his father's footsteps as an aeronautical engineer for Grumman.

Tips:

- Admission to the Air Zoo is \$15.95 for adults, \$12.95 for seniors, and children 5-18 are \$14.95. Admission includes access to all aircraft, permanent exhibits, rides, 4D theater, and full-motion flight simulators.
- As a reminder, for those who have not flown over Ontario, Canada when journeying between US airports, it's easy.
 - ⇒ If IFR, the process will be entirely transparent to you.
 - ⇒ If VFR, crossing the borders

(Continued on page 6)



Republic P-47 Thunderbolt



Curtiss XP-55 Ascender



Grumman F-14 Tomcat



Sue Parrish's P-40 now greets all visitors in the Air Zoo lobby



In docent training, I did extensive research on the Hellcat

Cool Places to Fly by Chris Houston

(Continued from page 5)

between Michigan and New York requires a flight plan, an ATC-assigned transponder code, and two-way radio contact with ATC. Selfridge ANG and Buffalo are the facilities you want to be talking to while crossing the border from Ontario into Michigan and New York, respectively.

- AZO is a TRSA and operates just like Rochester in terms of being a towered field with radar. All departures out of AZO are requested to contact Clearance Delivery prior to Ground, whether VFR or IFR (just like Rochester).
- Duncan Aviation is the only full-service FBO on the field and

they are absolutely first class. Except for an overnight parking fee, there are no other landing, handling, parking, or tie down fees for single engine piston airplanes, whether you buy fuel or not (there are lower cost fuel options in the area). On occasion, my Warrior has received the red carpet treatment from Duncan. I've landed at nearly 200 different airports and this is the only place that ever happens

- If interested in automotive history, the [Gilmore Car Museum](#) is nearby in Hickory Corners, MI. Set in pristine farm country a few miles northeast of Kalamazoo, the collection there is nothing short of amazing.



Ford Trimotor

AIR ZOO
Aerospace & Science Experience

Activities Committee Updates by Chris Houston



WFC members at Nuevo in Cleveland, OH



WFC members on the ramp at Burke Lakefront



Mike Bebernitz and son at Penn Yan on July 4

Recap

July saw plenty of WFC activity. In addition to breakfast flights on Saturday mornings and Saturday airport lunches, a group of three aircraft made the journey to Cleveland's Burke Lakefront Airport (KBKL).

Unfortunately, we had a number of weather cancellations, including the planned trip to Ticonderoga (4B6) on July 28 and to Old Rhinebeck on August 4.

Coming Soon

Pancake Breakfast Fly-Out, Oswego County Airport (KFZY): On Sunday, August 11, plan to be wheels up at 8:00 for a short hop

to FZY for the EAA pancake breakfast. This is a short, easy flight and breakfast is always great. Contact Chris Houston if you're looking for a ride.

Empire State Aerosciences Museum (KSCH): Plan to arrive at the Schenectady County Airport at 10:00 am. This is a great aviation museum housed in the former General Electric Flight Test center. Questions and ride requests should be directed to Chris Houston. Details coming soon.

Old Rhinebeck Aerodrome: Go back to the golden age of aviation! Our rain date for this weather-deferred event is Saturday, August 31. For a great write-up and photo

(Continued on page 7)

Congratulations!



Congratulations to Nick Mazzola for his first solo on 31 July 2019!

Activities Update by Chris Houston

(Continued from page 6)

tos of Old Rhinebeck, see this [article!](#) Plan to arrive at Kingston-Ulster airport at 10:00 am. After touring the facility, we'll have lunch on site and stay for the History of Flight Airshow from 2:00 to 4:00 pm. Questions or ride requests should be directed to Chris Houston.

Hudson River / Manhattan Skyline Tour: This is a bucket list item for many aviators that is fortunately within easy striking distance for the WFC. We'll go on September 7, fly the corridor, and stop for lunch at Cherry Ridge (N30) on the way home. Contact Matt Palmer if you're interested.

Rochester ATC Tower Tours: No, we haven't forgotten! ATC is telling us that early September looks good for us to visit the facility. Stay tuned!

Lycoming Factory Tour: On Tuesday, September 17, we'll head to Williamsport (KIPT) to tour the Lycoming factory where many of our aircraft engines were built! More information to follow. Contact Tom Carter with questions.

Trekkies should not be alarmed—we'll try again for Ticonderoga later in the fall!

Upcoming WFC and Local Events

Sunday August 11	WFC fly-Out to pancake breakfast, Oswego County Airport [KFZY]. Wheels up at 8:00 am. Wings and Wheels Pancake Breakfast, Ledgesdale Airpark [7G0], 8:00 am—noon.
Saturday August 17	WFC Fly-Out to the Empire State Aerosciences Museum [KSCH]. Details coming. ANTIQUE AND CLASSIC FLY-IN AND FRENCH TOAST BREAKFAST, 8:00 AM - 12:30 PM, William Morse State Airport [KDDH], Bennington, Vermont. Breakfast includes French toast with real Vermont maple syrup, fruit cup, bacon, and beverages.
Sunday August 18	Fly-in pancake breakfast, Whitfords Airport [B16], 7:30 am—noon
Saturday August 24	WFC Fly-Out to the Piseco Fly-In Breakfast [K09]. Details coming. Rochester Air Show
Sunday August 25	Rochester Air show
Wednesday August 28	VMC CLUB SAFETY SEMINAR, 6:30 pm - 8:00 pm. EAA 44 Sport Aviation Center, Ledgesdale Airpark [7G0], 44 Eisenhower Drive, Brockport, NY. Each meeting starts with a video scenario produced by EAA. Afterwards, we have a "what would you do" discussion, as well as talk about anything aviation related! EAA membership not required! Free pizza too! Come join the fun and sharpen your safe flying skills.
Saturday August 31	WFC Fly-Out to Old Rhinebeck (landing at Kingston-Ulster, 20N). Plan to arrive at 20N at 10:00 am, tour at 11:00 am, lunch on site, airshow at 2:00-4:00 pm.
Sunday September 1	Fly-in pancake breakfast, Whitfords Airport [B16], 7:30 am—noon Fly-in pancake breakfast, Elmira-Corning Regional Airport [KELM], 8:00 am — 11:00 am. Park on the EAA 533 ramp (no landing fee)
Saturday September 7	WFC Fly-Out to the Hudson River Corridor / Manhattan Skyline route. Plan for lunch at Cherry Ridge (N30) on the return flight. Details coming.
Sunday September 8	Fly-in pancake breakfast, Oswego County Airport [KFZY], 7:30 am—11:00 am.
Tuesday September 7	WFC Fly-Out to Williamsport, PA [KIPT] to tour the Lycoming factory. Details coming.
Wednesday September 25	VMC CLUB SAFETY SEMINAR, 6:30 pm - 8:00 pm. EAA 44 Sport Aviation Center, Ledgesdale Airpark [7G0], 44 Eisenhower Drive, Brockport, NY. Each meeting starts with a video scenario produced by EAA. Afterwards, we have a "what would you do" discussion, as well as talk about anything aviation related! EAA membership not required! Free pizza too! Come join the fun and sharpen your safe flying skills.
Sunday September 29	Fly-in pancake breakfast, Pine Hill Airport [9G6], 7:00 am — noon.

Items in **bold** are sponsored by the WFC Activities Committee. Saturday lunches will run every Saturday at noon starting June 1 and into October (end date TBD).