



Important Dates:

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

Board Meeting
October 3, 2019
7:00 pm, Clubhouse

General Meeting
October 10, 2019
7:00 pm, Clubhouse

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Williamson Flying Club Newsletter September 2019

From the President's Desk by Mike Malec

AOPA Airport Summit

Last month, Bob Herloski, Paula Sippel, and I attended the AOPA Large Flying Club Summit meeting held at the EAA 44 clubhouse at the Ledgesdale Airport (7G0). Norm Isler, the AOPA Northeast Ambassador invited our Board members to participate in this event. Norm is the AOPA Northeast Ambassador and is very active in helping pilots get back into flying and sharing AOPA activities in our region. Dr. Steve Bateman the Director of the Flying Club initiative from AOPA chaired the meeting. As you may have noticed recently, the AOPA has been strongly advocating the creation of new flying clubs and supporting existing



clubs. Steve has a wealth of aviation knowledge and serves as a source for flying clubs for legal guidance, ideas on activities for clubs, and help grow membership.

Penn Yan and East Hill flying clubs had a representative attend the meeting as well. While an agenda was set for the meeting, a large portion of the topics focused on the issues confronting large flying clubs today. The clubs discussed the problems of training new pilots, encouraging those who have lapsed in training, maintaining membership, marketing the flying clubs to new members, and demonstrating the importance of a flying club to the

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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
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

"This was a great meeting since we received some valuable information, but it was only the beginning. We now have new contacts with area clubs for sharing ideas on club operations, training, and perhaps participating in joint activities."

Aviation Quote:

"I don't know what you could say about a day in which you have seen four beautiful sunsets."

— John Glenn

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airport and their respective communities.

The East Hill flying club stated that they generate the majority of airport operations for Ithaca (KITH) airport – significantly more than the daily commercial traffic. Those operations add value to the airport and to the Ithaca community by bringing people to the airport and providing a steady revenue stream. The Ithaca airport has formed a partnership with the flying club for decisions for future direction.

An innovative program to groom new CFI's instituted by the Penn Yan club offered some ideas for increasing flight training. The program selects pilots who are interested in becoming a CFI by determining a strong commitment to the training and continuing to train new student pilots at the club after the CFI certification. There is no upfront fee for CFI training. Instead, the fees are "banked" until certification. At that point, the fees will be repaid on a schedule that is convenient for the CFI and the club. This program differs from a scholarship program where a large monetary award is provided before any training has started. Hopefully, the student completes the program. In the Penn Yan program, the students owe only what was used if they decided that being an instructor is not right career for them.

A good part of the discussion focused on many of the legal issues facing es-

tablished clubs. Some of the practices that have been used for many years are being clarified by the FAA rules. Rules around non-profit status, club employees, compensation, club flight instruction, non-member use of aircraft, and effects on other flying clubs in the community were all brought to light. It appears that the FAA has noticed what flying clubs have been doing for many years and is attempting to define exactly what clubs legally can and cannot do to attract members, and finance the club. The FAA is building rules to be fair to members, employees, and other clubs or flight schools in the community. It is important to note that our Board is aware of changes to these rules and we will continue to abide by the FAA policy changes.

This was a great meeting since we received some valuable information, but it was only the beginning. We now have new contacts with area clubs for sharing ideas on club operations, training, and perhaps participating in joint activities. We will continue to reach out to other clubs and the AOPA to get assistance on various topics and add more value for our members.

Let's go flying!



WFC Standing Rules Updated

As a reminder to all members, the WFC Standing Rules (including current rates) are posted on the WFC website. The document was recently updated as of August 1, 2019 ([direct link](#)).

Cool Places To Fly by Chris Houston

Destination: Essex County Airport, Caldwell, NJ (KCDW)

Distance: 190 nautical miles, direct

Why It's Cool:

Essex County (or Caldwell) Airport is not a place that is necessarily an interesting destination for its own sake, but it is a means to end.

Before I explain that further, a bit of background is necessary. At the risk of oversharing, my wife is an addict. Specifically, she is addicted to live theater and the addiction is obviously contagious because since we met 30 years ago, I've picked it up as well.

As a result, New York City is a frequent destination for us. Over the years, we have refined our mode of travel there. Earlier this year, with tickets to "Harry Potter and the Cursed Child" in hand, we tried a new approach: we flew into Caldwell (1 hour, 45 minutes) and took an Uber to our hotel (45 minutes). We left KSDC at 8:00 am and, by 11:00 am, we had dropped our bags off at the hotel and were ordering an early lunch in a Hell's Kitchen restaurant on Manhattan's west side. It was our most convenient trip to NYC yet.

Why Caldwell? It's conveniently placed relative to NYC, positioned between Morristown (KMMU) and Teterboro (KTEB). In fact, the three Class Delta fields are so close together that some of the instrument approach procedures for the other airports run through Caldwell's Delta airspace. While Teterboro is closer to NYC, Caldwell is less busy

than Teterboro and seemed a good compromise.

That's not to say that Caldwell is not busy. When we arrived on a Saturday morning, we shared the pattern with four other aircraft while five were queued up on the ground for departure and others were calling Caldwell Tower inbound. So, it was reasonably busy. When it was time to depart on Monday morning, we waited at the end of the runway 15-20 minutes (third in a pack of five aircraft) to depart. I did not bother trying to file IFR out of there—we probably would have been held much longer for release.

Caldwell is under the New York Bravo and uses New York Approach for arriving and departing traffic. IFR re-routes? You bet, it's New York airspace after all. Inbound, we were cleared direct from KSDC to KCDW. Somewhere around Binghamton, that changed to HNK - V167 - WEARD - V489 - COATE - direct (so there was some knob turning on the GNS-430W while hand-flying en-route), and after that, ATC provided various short cuts and vectors from the cleared route.

It probably will not come as a surprise to anyone that it is not free to park an airplane so close to The City. Air Bound Aviation, the sole FBO on the field, charges \$20/night to park. There is a \$25 ramp fee, but it is waived with a fuel purchase of 20 gallons. Fuel is currently \$5.75/gal. Furthermore, the county charges a \$10 landing fee independent of the FBO—that

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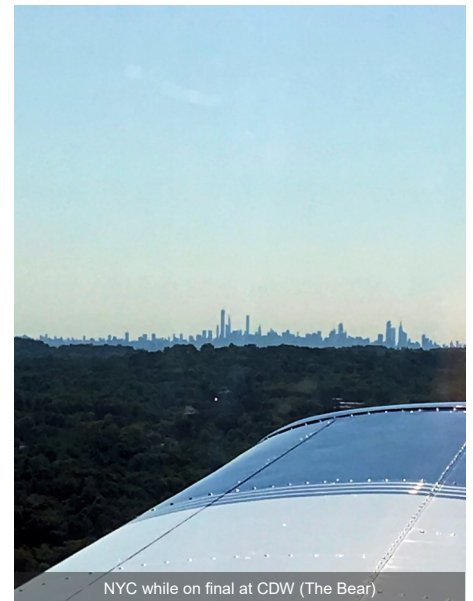
Contribute to the Newsletter!

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

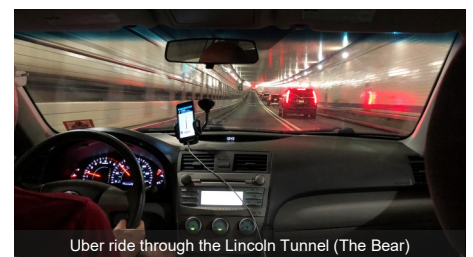
- Destinations?
- Favorite flying photo?
- Trip reports?
- Great experiences?
- Opinions?

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

Newsletter@williamsonflyingclub.com



NYC while on final at CDW (The Bear)



Uber ride through the Lincoln Tunnel (The Bear)

Cool Places To Fly by Chris Houston

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comes in the mail sometime later.

We waited no more than ten minutes for an Uber ride. A Saturday morning ride from Caldwell to our hotel on 40th Street near 9th Ave cost \$50 and required 45 minutes of drive time. I noticed that we passed very close to MetLife Stadium and the Meadowlands Sports Complex on the way to the Lincoln Tunnel, so travel time on game days is likely to be impacted. The return Uber ride on Monday morning also required 45 minutes, but was double the cost.

Once in Manhattan, we enjoyed touring the [Intrepid Sea, Air and Space Museum](#) for the first time in many years. The most significant changes from my previous visit included the repainting of many aircraft displayed on deck and the addition of a shuttle pavilion containing the original boilerplate shuttle *Enterprise* used for glide testing in the early days of the shuttle program. We spent hours on the Intrepid and thoroughly enjoyed our visit.

We also explored the [High Line](#), a former elevated rail system along Manhattan's west side that has been repurposed into an elevated walkway / garden that hosts food vendors and displays both permanent and rotating art exhibits. It is a wonderful way to explore the city and study the architecture, all without the hassle of being at street level and dealing with automobile traffic. (But watch out for tourists with selfie-sticks, egad!)

We also thoroughly enjoyed seeing

“Harry Potter and the Cursed Child”, but I will keep the spoilers to myself.

On the whole, it was not only a wonderful visit to NYC, but hands-down our easiest journey there and back again to date. For that reason, Essex County / Caldwell is a cool place to fly.

Tips:

- Be on your game. ATC, whether it is New York Approach or Caldwell Tower, is busy and expectations are high.
- Fees are always subject to change. Though I have included a summary of single engine piston fees at the time of our visit, it is always best to call the FBO to understand the current fee structure.
- Note that some instrument approaches for Morristown and Teterboro transit the Caldwell Delta airspace.
- Note runway-specific instructions for noise abatement.



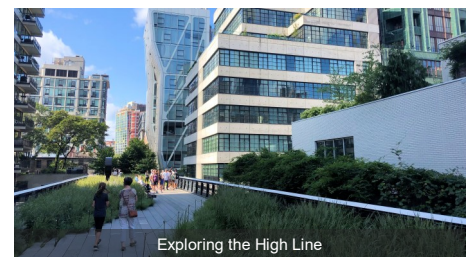
Parked on the ramp at Caldwell



On the deck of the Intrepid



Space shuttle boilerplate Enterprise



Exploring the High Line



The Vessel



Harry Potter and the Cursed Child

Member Spotlight: Jamie Oliver by Chris Houston



Member: Jamie Oliver
 Ratings: PP-SEL, SES
 Endorsed: Tailwheel
 Hours: 160
 Joined: 2013

Spend any time in conversation with WFC member Jamie Oliver and a couple of things will become very apparent. First is that Jamie is driven by an innate curiosity about the world around us; specifically, forces of nature such as gravity (and how to defy it, of course), electricity, and magnetism.

Second, it is clear that Jamie is a man with a plan, one that he has pursued with a patient tenacity since age five.

He credits (blames) his early years watching seaplanes on Keuka Lake for hooking him on aviation. He was not just enthralled with the fact that they flew, but that they operated from the water.

As a college student in 1978, his mother surprised him with a trip to the Rochester airport, an introduction to Bill Law, and a birthday gift of flying lessons. Jamie flew six hours with Law in a Cherokee, but the time and financial demands of college led him to put flying on hold. After college, while living in the Washington DC area, he took a couple of lessons at Fort Meade in

a Cessna 152, but it was not the right place for him and he set flying aside for a second time.

After moving back to Rochester and raising a family (Jamie and his wife Dalia have three children), Jamie took up paragliding (both unpowered and later powered) as a way of returning to the sky. He was active in paragliding for 3-4 years while his children were in college. In addition to flying from local venues like Bristol Mountain, Jamie has travelled as far away as California to paraglide from Palomar Mountain outside San Diego.

Paragliding is a pure form of flying and an unusual skill to master, but memories of those seaplanes on Keuka Lake never faded. It became Jamie's dream to own an amphibious [SeaRey](#) aircraft, but he had many more steps required to reach that goal.

To that end, Jamie joined the Williamson Flying Club in 2013 and resumed training for his private pilot certificate with Mike Bjerga. He earned his Private Pilot certificate in 2016 after overcoming health issues that delayed his medical eligibility. In 2018, Jamie earned his tailwheel endorsement in a Citabria at the Rochester Air Center (RAC). Most recently, in August 2019, Jamie earned his Single Engine Sea (SES) rating with RAC to become the WFC's newest seaplane pilot. His first lesson in the seaplane is a treasured memory that he describes as the "culmination of a fifty-five year old dream." See what I mean? A patient, tenacious man with a plan. We'll be watching to see how his

plan develops from here.

Jamie reports that all of his flights with WFC members have been memorable, particularly a flight with club members to the Alton Bay Ice Runway in 2019 (there was a SeaRey there!) and a flight in member Barry Holtz's Grumman Widgeon this spring in which Jamie experienced his first ever water landing. That is one of the things that is special about the WFC—members providing wonderful opportunities for other members. Thanks, Barry!

Jamie holds an Electrical Engineering degree from RIT and worked 32 years at Kodak / Kodak-Alarus before moving to L3Harris Space and Intelligence Systems.

He has been a licensed ham radio operator since the age of twelve. (Remember that interest in the electromagnetic spectrum?) His fluency with Morse Code means that identifying those radio nav aids

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Jamie's Palomar Take-Off

Activities Committee Updates by Chris Houston

Review

August and early September was a booming time for the Williamson Flying Club Activities Committee. This timeframe also served as a great example of the old expression, "You win some, you lose some."

On the losing side, the trip to [Penn's Cave](#) was cancelled twice, once on August 17 and again on September 1. Both times, we found alternate destinations, but

Member Spotlight, Jamie Oliver by Chris Houston

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comes easier for Jamie than for the rest of us. He also constructed a 3 MV Tesla coil capable of generating five foot arcs that he demonstrates in the community to build interest in science and engineering. Not only does Jamie have a keen interest in how the world works, but he is passionate about inspiring that curiosity in younger generations.

Something tells me that five year old Jamie, who once watched those seaplanes on Keuka Lake with such rapt attention, would be pretty impressed with what his adult self has accomplished.



Jamie at the controls of Barry's Widgeon



Eric and Dawn Mehserle at KFZY, 11 Aug 2019

neither of them were subterranean or required touring by boat.

In addition to Saturday morning breakfast fly-outs organized by Mike Shippers, we also enjoyed:

- August 4: Fear of rain led to cancellation of the planned Old Rhinebeck trip. Instead, two aircraft and five people hopped over to the Tail Winds Diner at Oswego County Airport. Unfortunately, the diner has closed permanently after that trip (I assume that it was not our fault).
- August 11: The EAA-486 pancake breakfast at the Oswego County Airport (KFZY) was attended by at least nine airplanes and seventeen people who enjoyed pancakes courtesy of our neighbors to the east.



Tom and Alicia Carter, Jamie and Dalia Oliver, 11 Aug 2019

- August 17: The group planning to visit Penn's Cave managed the day's weather (strike one) by making a short breakfast hop to Dansville (DSV) instead. Three aircraft, six people.
- August 24: Piseco Airport (K09) is normally a quiet airport in the Adirondacks, but on this day, it transformed into a hive of activity due in part to the WFC. At least fourteen people flew in six aircraft to attend this excellent fly-in.
- August 31: Three aircraft carried seven people from KSDC to the Kingston-Ulster Airport (20N) to visit [Old Rhinebeck Aerodrome](#). This was a fantastic trip! For many, it was the first time seeing (and hearing) WWI-era rotary engines in oper-

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Lower Manhattan on 7 Sep 2019

Activities Committee Update by Chris Houston



Dansville, 4 Aug 2019 (Tom Carter)



Old Rhinebeck's Spirit of St. Louis (Tom Carter)



Group photo at KSLK, 1 Sep 2019 (Tom Carter)



At 20N for the Old Rhinebeck trip, 31 Aug 2019 (Tom Carter)



Old Rhinebeck's Curtiss Jenny (Tom Carter)



Matt Palmer, Rob & Nancy Langenbahn, Sussex Airport

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ation. Highlights of the airshow included several venerable aircraft taking to the sky, including a Curtiss Jenny, a Curtiss Pusher, and the most accurate reproduction of the Spirit of St. Louis ever built. Because we saw the Saturday "History of Flight" airshow, I'm eager to return for the "WWI" airshow that features French, English, and German WWI aircraft dogfighting. We had a great, long day at Old Rhinebeck.

- September 1: Weather put a stop to the Penn's Cave trip again (strike two), so three aircraft and five people headed in the opposite direction to Adirondack Regional Airport (KSLK) for lunch at the excellent ADK CAVU Café.

- September 7: Four aircraft carried eleven people through the New York Bravo while rounding Manhattan island in a true bucket-list adventure. Lunch was at the Airport Dinner at Sussex Airport (KFWN). It was an excellent experience for all! Special thanks to Matt Palmer for suggesting this trip, providing a pre-flight briefing (with doughnuts no less!), and generally managing the entire event.

Looking Ahead

The Lycoming factory tour is scheduled for September 17, but we cannot accept any new attendees at this time.

We are still negotiating tower tour dates with ROC ATC and expect to

have more information to share within the next week.

We will target October 5 for the fall fly-out to Lake Placid with a rain date the following weekend (Sunday). Details will be coming.

In the interim, we'll see what pancake breakfasts and other quick activities we can pull together.

Finally, with respect to Saturday lunches, Tony Alesci expects to have his annual "Thanksgiving in October" feast on Saturday, October 12. This will be the final Saturday lunch for 2019. This is not one you'll want to miss as Tony is planning to deep-fry four turkeys this year! Bring your appetite and leave room for Corinne Robideau's amazing stuffing and all of the other delicious offerings!



Zach Wilkie and Ed Ciokowski at Sussex, 7 Sep 2019



Barry, Dick, and Tim after the NYC flight, 7 Sep 2019



The WFC at Piseco Airport, 24 Aug 2019 (Alicia Carter)

Congratulations!



Upcoming WFC and Local Events

Saturday and Sunday, September 14, 15	Wings and Wheels in Hammondsport . See website for details.
Sunday September 15	Pancake breakfast, Finger Lakes Regional Airport (OG7). 8:00 am—noon.
Tuesday September 17	WFC Fly-Out to Williamsport, PA (KIPT) to tour the Lycoming factory.
Saturday September 21	Pancake breakfast, Cooperstown-Westville Airport (K23), 7:30 am—11:30 am.
Sunday September 22	Pancake breakfast, Lock Haven (Sentimental Journey fundraiser), (KLHV). 8:00 am - 12:00 pm.
Monday September 23	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.
Saturday October 5	WFC Fall Fly-Out to Lake Placid (KLKP). Details coming.
Sunday October 6	Pancake breakfast, Elmira-Corning Regional Airport (KELM), 8:00 am—11:00 am. Park at the EAA 533 ramp (no landing fee).
Saturday October 12	WFC’s “Thanksgiving in October” (KSDC). Noon—1:00. This will be the final Saturday lunch of the year.
Sunday October 13	Rain date for Lake Placid Fly-Out.
Saturday October 19	Benton Airport (PA40) Fly-In 11:00—3:00 pm. See website for details.
Monday October 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.

Items in **bold** are sponsored by the WFC Activities Committee. Saturday lunches will run every Saturday at noon starting June 1 and running until October 12

Congratulations to Aron Zbick (top) on earning his Private Pilot certificate and to George Newsome (middle) and Alex Grassl (bottom) on achieving their first solos! Clearly, it was a productive August at the WFC!

Recommended Reading



The Sep/Oct 2019 issue of [FAA Safety Briefing](#) focuses on handling emergencies in flight.