

WFC Flyer

Sunset over Sodus Bay (Chris Houston)

Important Dates:

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

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

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

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Williamson Flying Club Newsletter

October 2019

From the President's Desk by Mike Malec

New Hangar Update



Progress has been made on the hangar project. A bid proposal had been sent out in September. Although we had many inquiries on the project, only one bid was officially submitted. The lack of multiple bids may be due to the restrictions placed on the bidders by NYSDOT. Additionally, in this current strong economy, many of the construction firms are busy with other, perhaps larger projects.

Nicoletta Construction submitted the lone bid. Unfortunately, that bid exceeded our project total budget. Rather than abandon the project or restart the bidding process, we submitted alternative

requirements for the hangar that would satisfy our needs, yet meet our budget restrictions. Recently, we received an updated design.

The new hangar design consists of a wood frame 14-bay structure to include 13-T-hangars and 1-large commercial bay. The building will be placed on a concrete pad surrounded by an asphalt apron. The reduced number of bays and wood framing significantly reduces the cost of materials. The hangar would be located on the east side of the existing buildings. Moving the location to the east side of the airport reduces the excavation needed to prepare the foundation. There will be some need to remove trees and add fill to the base, but the work is not extensive as needed for the north site preparation.

While the bid has not been formally accepted, the new design is being submitted to NYSDOT for approval of the change. If approved, we can go forward

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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

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

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

Aviation Quote:*High Flight*

Oh, I have slipped the
 surly bonds of earth
 And danced the skies
 on laughter-silvered
 wings;
 Sunward I've climbed,
 and joined the tumbling
 mirth
 Of sun-split clouds—
 and done a hundred
 things
 You have not dreamed
 of—wheeled and soared
 and swung
 High in the sunlit si-
 lence. Hov'ring there,
 I've chased the shouting
 wind along, and flung
 My eager craft
 through footless halls
 of air.
 Up, up the long, delirious
 burning blue
 I've topped the wind-
 swept heights with
 easy grace
 Where never lark, or even
 eagle flew.
 And, while with silent,
 lifting mind I've trod
 The high untrampled
 sanctity of space,
 Put out my hand, and
 touched the face of
 God.

— Pilot Officer John Gilles-
 Magee, Jr., RCAF

Magee, an American, enlisted in the Royal Canadian Air Force in 1940 instead of accepting a scholarship to Yale. He flew Spitfires for the RCAF during WWII and was inspired to write *High Flight* by a test flight to 33,000 feet in September 1941. Magee was killed in a midair collision on December 11, 1941 at the age of 19.

From the President's Desk by Mike Malec

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with construction. The anticipated completion date is expected to be June – July 2020.

The board has been working diligently to get this hangar project realized as soon as possible. While we understand that this project is key for airport expansion and it is on our long-term plans, we agree that we must adhere to our original budget and not extend the Club finances beyond our financial

target. Progress is being made and we will continue to update the membership through this forum and in our General Membership meetings as information develops.

Let's go flying!

**Flight Rx by Dr. Pamela Tarkington****Allergy Medication and the Pilot**

Over 50 million American are plagued by allergies each year. Symptoms include sneezing, coughing, watery eyes and itching.

Usually, allergies are first treated with over the counter medications called antihistamines. When exposed to an agent, our bodies release a chemical called histamine which causes the above symptoms. Antihistamines block the effects of histamines. Since these drugs are available over the counter, many people believe that there are no significant side effects, but this is may not be true. Basically, there are two types of antihistamines, 1st and 2nd generation. There is also a 3rd generation, but we will not get into it at this time.

The 1st generation (e.g., Benadryl) can cause cognitive impairment and drowsiness. While they are effective in controlling allergy symptoms, this should be kept in mind. They can produce such a degree of cognitive impairment that the patient is unable to realize what is happening. It can at times have the same effect as being legally drunk.

Benadryl has been shown to be the most common drug implicated in FAA fatal accidents. In 2016, it represented more than 8% of these fatalities.

2nd generation antihistamines have fewer sedating effects. Some examples of there are Claritin, Allegra, and Zyrtec. Of these three drugs, Zyrtec is the most sedating. Although these are less sedating, all are not approved for flight.

If you wish to fly while taking these drugs, you should do one of two things. One, if the maximum dosing interval is 4-6 hours, you must wait at least 30 hours after the last dose. To arrive at this you take the maximum dosing in-

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Cool Places to Fly by Chris Houton

Destination: Old Rhinebeck Aerodrome (NY94), Rhinebeck, NY

Distance: 163 nautical miles, direct

Why It's Cool:

There are few places one can go to see the early dinosaurs of aviation claw their way skyward once again. Few places where rotary engines – early round engines in which the entire mass of cylinders spins around a fixed crankshaft – still roar into the air. However, [Old Rhinebeck Aerodrome](#) (ORA) in Upstate New York is such a place.

ORA stands as a memorial to its founder, Cole Palen (1925-1993) who believed that an airplane was only an airplane if it could fly. He created Old Rhinebeck in 1960 with a collection seeded by purchase of six WWI era aircraft from the former Roosevelt Field where Charles Lindbergh launched on his historic flight to Paris (it is now a shopping mall). Palen found a home for those orphaned aircraft when he purchased the current ORA property. It came inexpensively owing to an unsolved murder that occurred there. ORA has been putting up weekend airshows since its opening, currently running every Saturday and Sunday from June through October. It is one of the few places where one can see and hear authentic pioneer, golden age, and WWI era aircraft take to the sky driven by authentic powerplants, particularly rotary engines.

It is rightfully called a living museum; living, breathing, and spinning about a fixed crankshaft.

Although ORA is very much a living (flying) museum, some of the aircraft are on static display owing to their frailty or high value. In addition to the museum aircraft, three additional hangars of static display aircraft are also on-site to be explored.

But the heart of ORA is its lumpy, tree-bounded, 2200 x 75 foot turf runway and the aircraft that actively fly from it. Flying aircraft include a mixture of WWI era Fokkers and Sopwiths (some are original, some are reproductions, but many are flying behind original engines), an original Bleriot XI (the type that made the first flight across the English Channel), a 1910 French-designed Hanriot controlled by wing-warping, a Curtiss pusher with its unusual shoulder yoke for roll control, and an original Curtiss Jenny. Since its first successful test flight in 2015, the museum has been flying what is considered the most authentic reproduction of the Ryan-NYP (*Spirit of St Louis*) in existence.

The collection is rounded out by pilots in period costumes and contemporaneous, early-20th century cars and trucks. Biplane rides are available in ORA's 1929 New Standard D-25 biplane, an aircraft specifically designed and built for the purpose of hopping rides.

Airshows are held every Saturday and Sunday, June–October from 2:00 to 4:00 pm. The themes of Saturday and Sunday airshows are “History of Flight” and “WWI”, respectively, with the latter featuring simulated dogfights between the

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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

Flight Rx by Dr. Tarkington

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interval and multiply by 5. Two, wait at least five hours after the maximum termination half-life period. If the half-life is 8 hours you must wait 40 hours before flight.



Old Rhinebeck Aerodrome



Reproductions of a Fokker D.VII and a Fokker Dr.I

Cool Places To Fly by Chris Houston

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WWI fighters. Both airshows feature amazing antique aircraft (or accurate reproductions of antique designs) and the requisite corniness to please broader audiences.

ORA is open daily from 10:00 am to 5:00 pm, May–October. Standard admission is \$25 on weekends, which covers the entire museum property and the airshows. Discounts are available for children, seniors, and military veterans. Weekday standard admission is \$12 because no flying is scheduled, but visitors might still catch the occasional test flight. Burger and fries type fare is available on site for when hunger strikes.

The biggest trick with ORA is getting there. The airfield is private and prior approval is required prior to landing. Because it is short, uneven, and surrounded by trees, prior approval will only be granted after

prospective pilots are counselled by ORA's chief pilot. The field is closed to transients (pre-approved or otherwise) on Saturdays and Sundays during the airshows.

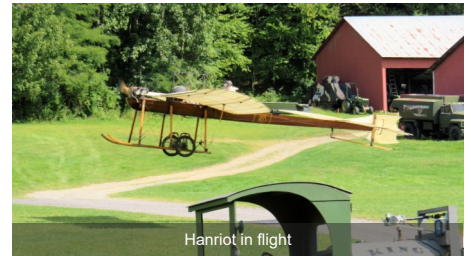
Many pilots fly into nearby Kingston-Uster Airport (20N) located 7 miles from ORA across the Hudson River. 20N has a 3100 foot long asphalt runway with available 100LL (currently \$4.70/gal). Ground transportation can be arranged by Uber/Lyft or a through a local taxi service.

The Williamson Flying Club visited ORA on 31 August 2019 by landing at Kingston-Ulster. Everyone had a great day and we thoroughly enjoyed the History of Flight Airshow. There is interest in returning to see the WWI airshow, so stay tuned for future Activities Committee events at ORA.

In the words of one of our members, Old Rhinebeck Aerodrome is



A 1910 French-built Hanriot



Hanriot in flight



An original Bleriot XI, serial number 56



ORA's New Standard D-25 biplane for rides



A Ford Model T



ORA's magnificent Ryan-NYP (Spirit of St. Louis)



An airworthy Curtiss Pusher powered by an OX-5



Curtiss Pusher in flight



Close-up of a rotary engine on a Sopwith Camel



A Sopwith Pup and a Fokker D.VIII

Cool Places to Fly by Chris Houston

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Curtiss Jenny in flight



Curtiss Jenny in flight

a national treasure. Nowhere else will you see such rare aircraft actively taking to the sky on a regular basis. If you have a love — or even a curiosity — about the early aircraft from which modern day aviation is descended, Old Rhinebeck

Aerodrome is highly recommended. My only disappointment is that it took me over a decade to finally make it there.

More photos and a detailed account of our visit can be found on my [blog](#).

Tips:

- ORA's turf runway is 2200 x 75 feet and prior permission is required for landing. Call 845-752-3200 to speak to ORA's chief pilot for a briefing and authorization. No fuel is available at ORA.
- If ORA's runway sounds a bit challenging for your aircraft, landing at Kingston-Ulster (20N) is highly recommended. We used Uber to get to ORA, despite some challenges with cellular service.



Siemens-Schuckert D.III

- Guided tours are available with advance notice.

Activities Committee Updates by Chris Houston

September was a busy month for WFC Activities:

- September 15, 2019: **Pancake breakfast, Finger Lakes Regional Airport.** I counted at least eleven KSDC-based aircraft. Many of us arrived around the same time and I was impressed by how great a job everyone did of spacing themselves out in the pattern.
- September 17, 2019: **Lycoming Engine plant tour.** Seven aircraft arrived in Williamsport, PA with twelve people aboard. Lunch was at the outstanding [Moon & Raven Public House](#). Tom Carter

chauffeured the group in a 15 passenger van. Lycoming entertained us for two hours with a very interesting tour of their facility.

- September 20/21, 2019: **Rochester ATC Tower Tour.** Over two days, ROC ATC hosted 20 members on a tour of the TRACON and tower, graciously answering all questions as they were asked. This was a terrific, informative experience for all participants.
- October 5, 2019: **Annual trip to Lake Placid, NY.** We managed to time the weather and fall



WFC members at the Rochester tower
(photo by Elizabeth Stellrecht, edits by John Griebisch)

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Activities Update by Chris Houston

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color just right. It was a spectacular flight-seeing trip for sixteen people. As usual, [Lisa G's](#) served up a great lunch. Some members took time to explore the town before returning—at least three aircraft returned at dusk. This is always a great time.

Looking ahead, the next event is at noon on October 12, 2019, **Thanksgiving in October**. Tony Alesci will be frying four turkeys totaling close to ninety pounds this year. Corrine Robideau is making stuffing and Kathy Alesci is making mashed potatoes. Gravy and corn are also on the menu. Dishes to pass are encouraged! This event has become quite popular, averaging around sixty people the last two years. Please RSVP on the [WFC Event Calendar](#) to help Tony plan for a successful event. Spouses and friends are, of course welcome!

As a reminder Saturday breakfasts continue year round as weather permits. Notifications will continue to be somewhat short notice for destination, but the typical wheels-up time is 7:30 am.

Upcoming WFC and Local Events

Saturday October 12	WFC's "Thanksgiving in October" (KSDC). Noon—1:00 pm. This will be the final Saturday lunch of the year. Please RSVP on the event calendar if you're planning to attend!
Saturday October 12	Fall Foliage Fly-In, Penn Yan (KPEO). Noon—4:00 pm. Hot dogs, hamburgers, bratwurst. Voluntary donations accepted. Please bring a dish to pass.
Saturday October 19	Benton Airport (PA40) Fly-In 11:00—3:00 pm. See website for details. Benton Airport is a private grass field east of Williamsport, PA.
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.
Monday November 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.

Items in **bold** are sponsored by the WFC Activities Committee. Saturday lunches will conclude on October 12, 2019.



WFC members at Finger Lakes Regional Airport (0G7)



WFC aircraft at Williamsport, PA (KIPT)



WFC at the Lycoming Engine plant



N736ES in Williamsport, PA (KIPT)



Bogdan Udyak and Chris Houston



At the Moon & Raven (Jamie Oliver)



WFC at the Moon & Raven Public House (Jamie Oliver)



WFC in Lake Placid, NY (Stacey Platzer)



Mike Shippers and Lee Shippers (Mike Shippers)