

WFC Flyer



WFC aircraft on the ramp in Williamsport, PA for the Lycoming Engine factory tour (Chris Houston)

Important Dates:

General Meeting
May 14, 2020
Via email

Board Meeting
June 4, 2020
Location TBD

General Meeting
June 11, 2020
Location TBD

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Williamson Flying Club Newsletter

May 2020

Hangar Construction Update



Aerial view, 27 Apr 2020 (Ray Chapin)



Concrete in the west end of the hangar, 7 May 2020 (Chris Houston)



Concrete being poured, 7 May 2020 (Chris Houston)

Progress on the our new hangar continues as shown in the above photographs. On May 7, the concrete was poured!



Williamson Flying Club

Williamson-Sodus Airport (KSDC)
5502 State Route 104
Williamson, NY 14589

Find us on the web at:
www.williamsonflyingclub.com

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A specific date to restart training activities has not been set...Thank you for your patience!!!

Aviation Quote

“Few people who know of the work of Langley, Lillenthal, Pilcher, Maxim, and Chanute but will be inclined to believe that long before the year 2000 A.D., and very probably before 1950, a successful aeroplane will have soared and come home safe and sound.”

- H.G. Wells
1901

Flight Training Update by Mike Bjerga

A specific date to restart training activities has not been set. My priority is to provide as safe an environment as possible for pilots, students and instructors. In determining a date to resume training, we will follow State Guidelines and implement safety protocols as necessary.

New online tools will be integrated into the training process.

Thank you for your patience!!! Hopefully soon. Stay tuned!!!

Stay safe and healthy!!

Thanks, Mike

Windy.com for Long Range Forecasting by Chris Houston

On December 17, 2019, the GFS (MAV) MOS Graphics product was discontinued by NOAA (National Oceanic and Atmospheric Administration). This was my preferred site for long range flight planning because it forecast ceiling, precipitation, and visibility out three days. The data displayed on the site was raw output from the GFS MOS model and not always reliable as snapshots, but the trends were extremely informative. If updated forecasts were consistent, this was usually a good indication that the model was adequately predictive. If the forecasts were inconsistent over time, this was evidence that the model was struggling to predict the weather. In addition to prog charts, it was a great way to get an early read on weather a few days out and before reaching the forecast period of relevant TAFs or area forecasts, including the new GFA tool, which only forecasts 14 hours into the future.

When the MAV MOS site was discontinued, it was a bit like losing a crystal ball.

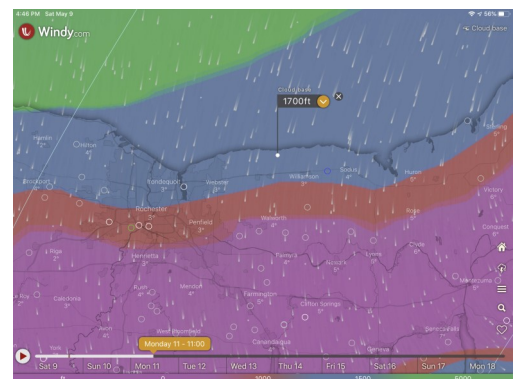
I have since been using [Windy.com](https://www.windy.com) (also available as a free iOS or Android app). I have been aware of Windy since

Mike Bjerga included an applet on the WFC webpage, but did not realize that it also had the ability to forecast ceiling and visibility out to three days. It can display output from three models: NAM, EMCFS, and the familiar old GFS MOS.

In cloud base mode, the software displays a color coded contour map for cloud bases at 1000, 1500, and 5000 feet AGL, which is not very granular. However, simply tapping on a location on the screen will display the specific, precise ceiling forecast at that position (see figure).

For long range flight planning, I highly

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Member Spotlight: Chris Houston



Member: Chris Houston
 Ratings: PP-SEL, IFR
 Endorsed: Tailwheel
 Flight Hours: ~ 2100
 WFC Roles: Newsletter editor,
 Chair - Activities
 Committee
 Joined WFC: 2013

When I was a kid, I was obsessed with things that flew. At the time, my focus was on space ships. I am sure that this had everything to do with growing up as a member of the *Star Wars* generation. The first airplane that I ever obsessed over was the B-29 because I recognized how it inspired the cockpit design of the *Millennium Falcon*.

My first flight experience was in a hot air balloon as a 12 year old. It was owned by Labatts and shaped like a giant beer bottle. Despite being afraid of heights (full disclosure, I still am), the experience was exhilarating. But I never had a goal of learning to fly because, honestly, it never occurred to me that I could. That changed in 1999 when I finished with school and moved to Kalamazoo, MI. There, I befriended Dave, who owned a

Citabria and gave me my first light aircraft ride during the summer of 2000. That fall, I started ground school and began giving tours at the [Air Zoo](#), a world-class aviation museum in Kalamazoo. I took my first flying lesson in September of 2000. All of this is Dave's fault; he more or less pushed me into the deep end of the aviation pool that fall. But I went willingly. Sometimes, all we need is a role model.

I began routine flight training in April of the following year, learning to fly in a battered pair of Cessna 150s from Conrad Aero at the Three Rivers—Dr Haines Municipal Airport (KHA1). I soloed on a drizzly day in late September 2001. It was my first lesson after the flying moratorium following 9/11. Somehow, the hiatus helped things click into place. I distinctly remember turning onto downwind in Dowagiac Municipal's (C91) right-handed traffic pattern and seeing a circular rainbow directly ahead welcoming me to the ranks of pilots. It was the kind of incredible sight that stays with you forever.

I loved flying the Cessna 150. It was an honest airplane that I could wear like a suit and just fly. But it was a little small for me and did not get anywhere particularly quickly. One night my instructor Bill and I were flying N9327U against a headwind on a dual cross country while monitoring Kalamazoo Approach. The controller called us as traffic to a pair of A-10s out of Battle Creek adding, "He's going so slow, I'm not sure which direction he's headed." *Ouch*. That inspired me to get checked out in

the faster, costlier Cherokee 180 on the field, N3470R. My first time at the controls, vibrating with smooth power from the larger engine, it seemed like the sky opened up to me. I was no longer trapped beneath the wing and I marveled at the tips of the low wings wagging in my peripheral vision. "I feel like I'm flying a Corsair!" I remarked to Bill. He laughed at me because it was an asinine thing to say, but after 100+ hours in Cessnas, that moment crystallized my preference for low wing aircraft.

I realized that I loved two things about aviation—the physical act of directing an aircraft through the sky and the view from above. I began taking photographs from the air and created a website in 2002 to display them. That website eventually morphed into a blog called [Photographic Logbook](#) that I have used as a writing outlet and a place to showcase my favorite photographs ever since.

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Windy.com

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recommend this app as a worthy addition to every pilot's preflight toolbox. For more information about using Windy.com to forecast cloud bases and visibility, check out [this helpful video produced by the folks at Pilot Workshops](#).

Any questions? Let me know. Just remember, trending information over the days before a flight is the best way to assess forecast reliability. Consistency is key.

Member Spotlight: Chris Houston

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But I had an itch to go places and explore by air. After a few disagreeable incidents with the rental fleet, I was inspired by my mentor Dave to pursue buying an aircraft. In March 2004, I acquired N21481, a 1979 Piper Warrior II that I found in Guthrie, OK. The 670 nautical mile cross country flight to bring Warrior 481 home to South Haven, MI (KLWA) gave me my first taste of exploring our nation by air. It was also noteworthy as being six times longer than my previous longest flight to date and only my second time using GPS navigation. For a guy who never planned to become a pilot, who was a nervous student, and who finished his certificate still extremely radio shy with ATC, I think that buying my airplane was one of the best decisions I ever made. In the years since, I've flown to 201 airports in 25 states and 2 Canadian provinces, ranging from Colorado to Maine, Quebec to the Florida Keys. For me, the airplane has become a bridge to the important people in my life—she routinely carries us to visit family and friends.

I moved to the Rochester area in early 2006 after my worksite in Kalamazoo was closed. (Club member Ed Ciolkowski and I made the same move at the same time for the same reason). I found space for Warrior 481 in a brand new T-hangar at the Le Roy Airport (5G0) and was based there for seven years. During that time, I developed a friendship with longtime WFC BoD member Joe Ebert and,

after seven years on the hangar waiting list, received an invitation from Joe to move to the Williamson-Sodus Airport in 2013.

I was thrilled to join the WFC community. KSDC was closer to home, it was an active field with a terrific group of pilots, and it gave me on-field access to excellent maintenance (I already knew and respected Ray Chapin). I became one of the founding members of the Activities Committee right after joining. I'm not sure how I wound up editing the club newsletter—I think Steve Murray must have tricked me! (Kidding. Mostly. ☺) Joining the WFC was another decision that I am grateful to have made. I truly value the people and the opportunities to enjoy group events. 2019 really stands out because we did so many cool things as a club.

I think it's important to keep growing as a pilot. After logging 1000 hours as a VFR-only pilot, I earned my instrument rating in 2013. I finally decided to get the rating after finding myself in the middle of a cloud at night just south of Le Roy while returning from First Flight Airport (KFFA) in the Outer Banks. I picked up a tailwheel endorsement in 2017 flying a 1946 J-3 Cub with tailwheel Jedi Master Damian Delgaizo in Andover, NJ (12N). In 2008, I trained in the Rocky Mountains and landed at North America's highest elevation airport in Leadville, CO. The effects of density altitude there were eye opening! I even have a little glider time in my logbook and would love to pursue a sailplane rating some-

day. I have flown with twelve different instructors since finishing my Private Pilot certificate and learned valuable things from all of them. I wouldn't trade those experiences for anything.

In addition to all the fun, there have been a fair number of "learning experiences" over the last 20 years. There was that time in 2004 when my alternator fell apart in flight. The carb fire on the ground at Columbia County Airport in 2012. The false emergency of a cheap CO detector turning black about halfway across Ontario Canada near dusk in 2013. An attitude

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June 2003: With my favorite of the two Cessna 150s



Kristy, The Bear, and Chris flying in 2019



October 2019, Benton, PA — my 200th airport! (Tom Carter)

Member Spotlight: Chris Houston

(Continued from page 4)

gyro failure in IMC also over Canada in 2017. (Sheesh, I need to stop flying over Canada). I think that just about everything I know about life, I've learned from aviation.

Outside of aviation, I work as a scientist at Bausch + Lomb. I have a Bachelor's degree in Chemistry from the University of Michigan—Flint and a PhD in Analytical Chemistry with a minor in Biochemistry from Indiana University. I've had

the good fortune to be recognized externally for my work and, since 2008, have received regular invitations to speak at scientific conferences around the world. It's not a bad way to see the planet.

Sometimes, life tempts us with unexpected pathways. For me, aviation was one well worth pursuing. After all, had I not become a pilot, I would have never been privileged to meet the fine people of the Williamson Flying Club!

Cool Places To Fly by Chris Houston

Destination: Hancock County—Bar Harbor Airport (KBHB), Bar Harbor, Maine

Distance: 387 naut. miles, direct

Why It's Cool:

Maine is one of those rare states that I have only visited by general aviation aircraft. At 3.5 hours away (Cherokee time), a daytrip to Maine from Western NY is actually achievable considering that the one-way drive to Bar Harbor is expected to be 10+ hours. Even our relatively slow airplanes provide a huge time savings over cars.

Last October, I made an IFR flight over fog-filled Adirondack valleys to Bar Harbor for the first time. The town of Bar Harbor is on Mount Desert Island located off the coast of Maine and best known for the beautiful [Acadia National Park](#). The airport itself is on the mainland in

Trenton, ME about 13 miles north of Bar Harbor proper.

Radar services are provided by Bangor International. Per IFR SOP, when I checked-in with Bangor Approach, they asked me if I had the weather at Bar Harbor. At the time, I was close to Augusta State Airport (KAUG). When I tuned the Bar Harbor AWOS on 118.35, the ASOS at Augusta State on 118.325 was so powerful that it overwhelmed the Bar Harbor broadcast until I was more than halfway between Augusta State and my destination. I also had a moment of confusion when the Bar Harbor AWOS suddenly declared the field to be IFR for a few minutes. By the time I had set up for an instrument approach, the AWOS was calling VFR conditions again. I don't know what happened. Maybe someone threw a pillow case over the AWOS sensor

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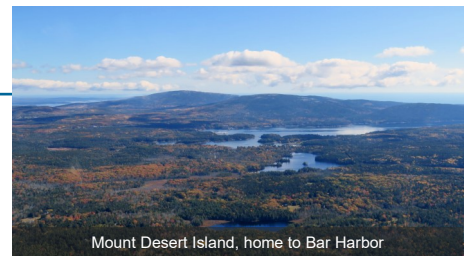
Contribute to the Newsletter!

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

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

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

Newsletter@williamsonflyingclub.com



Mount Desert Island, home to Bar Harbor



The bridge from the mainland to Mt Desert Island



Hancock Co — Bar Harbor Airport (KBHB)



Southwest Harbor, Mt Desert Island

Cool Places To Fly by Chris Houston

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for a few minutes.

I arrived during the off-season. During peak tourist season, the Bar Harbor Airport is known to be very busy. When I taxied onto the ramp, it was clear that an aviation caste system existed. There were two parking ramps, one adjacent to the FBO (Columbia Air Services) and another set at a lower elevation. The higher elevation ramp appeared to be preferred parking for private jets. Despite it being the off season, there were still a handful of jets collected on the ramp. Piston aircraft were parked on the lower elevation ramp. I was guided to parking by a “follow me” truck

and offered a ride in it back to the FBO. Fuel is by fuel truck only (currently \$5.45/gal); there is no self-serve. I was not charged a ramp fee, but there are overnight fees (\$8 / night for single engine piston). As always, call ahead to find out the specifics for your aircraft. Everyone at Columbia Air Services was very friendly and the overall experience was a good one.

Rental cars are available in the commercial passenger terminal located next door to the FBO. I paid \$42 to Enterprise for the use of an SUV all day.

What's an aviator to do when he has just dropped into an unfamiliar

place and craves a decent lobster (“lobstah”) roll for lunch? Well, if he's me, he'll key something ridiculous into his phone like "best lobster rolls Bar Harbor". After eliminating the places already closed for the season, that aviator may find himself at the West St Cafe. That lobster roll really hit the spot. I would have loved to explore Acadia National Park, but I did not feel that I had enough time to do it justice. This means that I have an excuse to return, hopefully with my family. Instead, I set off for the [Bass Harbor Head Light Station](#). The Bass Harbor Light is best viewed from the rocks down below along the shore. I made a short

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Bass Harbor Head Light Station



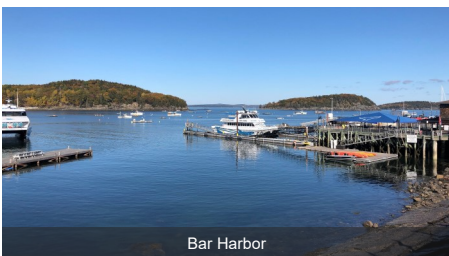
Downtown Bar Harbor



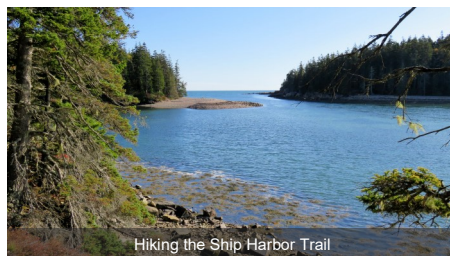
Downtown Bar Harbor



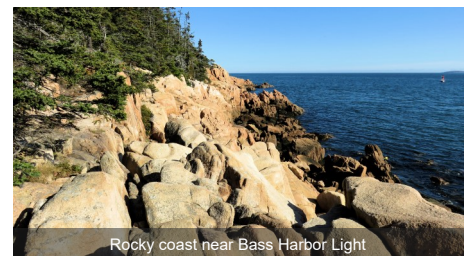
Bass Harbor Head Light Station



Bar Harbor



Hiking the Ship Harbor Trail



Rocky coast near Bass Harbor Light

Cool Places To Fly by Chris Houston

(Continued from page 6)

hike on the Ship Harbor Trail. It did not quite scratch the Acadia National Park itch, but I enjoyed the scenery and the opportunity to stretch my legs before flying home.

For an IFR departure, Bangor Clearance Delivery is available on the ground on 119.9 or at (207) 561-2521. I used neither of these mechanisms and, instead, called Bangor from the air only to copy a full route clearance that was very different from what I filed. And, yes, at least one controller referred to the place as “Bah Hahbah”.

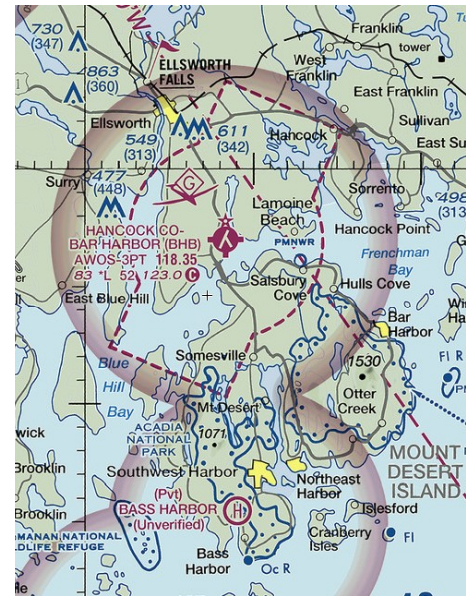
In the fall, the trip to Bar Harbor is absolutely beautiful. Between the wonderful round trip flight and the beauty of Mount Desert Island itself, this was a perfect autumn day trip.

Besides, when a coworker asks,

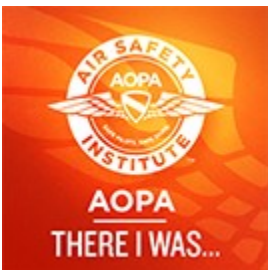
“Did you do anything fun on your day off?”, it’s hard to resist responding with, “Well, I was craving lobster, so I went to Maine for lunch.”

Tips:

- In calm wind conditions (less than 5 knots), aircraft using 4/22 are requested to use 22 for noise abatement.
- Fuel is available by fuel truck from Columbia Air Services. There is no self-serve fuel.
- Expect high traffic during the tourist season.
- When monitoring the AWOS from the west, be cognizant of the strong output from the Augusta State ASOS and verify that you’re receiving the correct station. If not, the signal will improve as you near Bar Harbor.



Recommended Listening

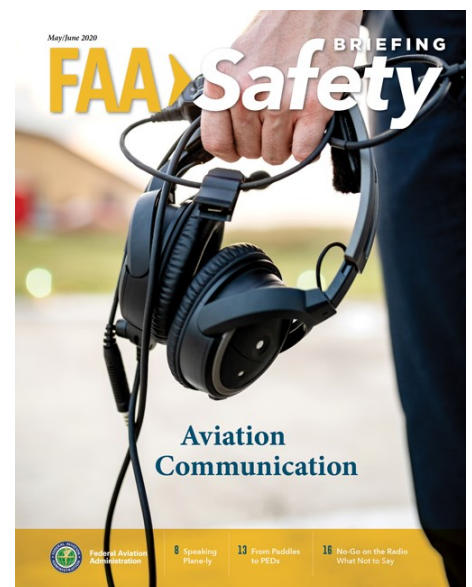


AOPA’s “There I Was” podcast is about pilots put into what host Richard McSpadden refers to as “interesting situations” so that we can learn how they “flew out of them”. Most of the episodes contain some truly interesting stories with good lessons for all of us.

McSpadden is an excellent host who asks insightful questions to move the conversation along without getting in the way of the story. Guests range from aviation celebrities like Patty Wagstaff, Michael Goulian, and Sean D. Tucker to GA pilots like Dan Bass, a Minnesota pilot with a harrowing story of succumbing to CO poisoning in flight and living to tell the tale. Check it out!

If you’re not experienced with managing podcasts on your mobile device(s) and would rather listen on your PC, simply [use this link](#).

Recommended Reading



The May/June 2020 issue of [FAA Safety Briefing](#) focuses on proper communications.